City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

Updated:
1/22/19 @ 11:45am
Added communications for the following items:
Item 8 - Special Use Permit 944 Kentucky St
Item 10 - Special Use Permit 815 Alabama St
Item 12 - Special Use Permit 921 Holiday Dr
Items 13A & 13C - Community Infill Plan SmartCode 1401 W 23rd St & 1300 W 24th St

1/18/19 @ 12:30pm
Added the following items:
Items 13A-13D - Community Infill Plan SmartCode 1401 W 23rd St & 1300 W 24th St
Misc 1 - Comprehensive Plan Discussion Dates

1/16/19 @ 4:30pm
Added Item 5 - Variance for 1739 W 19th Terr

1/15/19 @ 4:45pm
The following items will be added when available:
Draft December 2018 Planning Commission Minutes
Item 5 - Variance for University Field Subdivision 1739 W 19th Terr
Items 13A-13D - SmartCode Community Infill 1401 W 23rd St & 1300 W 24th St

LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
CITY HALL, 6 EAST 6TH STREET, CITY COMMISSION MEETING ROOM
AGENDA FOR PUBLIC & NON-PUBLIC HEARING ITEMS
WEDNESDAY, JANUARY 23, 2019 6:30PM - 10:30PM

GENERAL BUSINESS:

PLANNING COMMISSION ACTION SUMMARY
Receive and amend or approve the action summary (minutes) from the Planning Commission meeting of December 17 & 19, 2018.

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

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

AGENDA ITEMS MAY BE TAKEN OUT OF ORDER AT THE COMMISSION'S DISCRETION
REGULAR AGENDA (JANUARY 23, 2019) MEETING

NON-PUBLIC HEARING ITEMS:

ITEM NO. 1 PRELIMINARY PLAT FOR LEGEND TRAIL ADDITION NO. 3; NW OF GEORGE WILLIAMS WAY & LAKE ESTATES DR (MKM)

PP-18-00574: Consider a Preliminary Plat for Legend Trail Addition No. 3, a one-lot residential subdivision of approximately 3.47 acres located NW of George Williams Way and Lake Estates Drive. Submitted by Castle Rock LC and BG Consultants, Inc. on behalf of Jell Inc, property owner of record.

ITEM NO. 2 PRELIMINARY PLAT FOR NORTH LAWRENCE ADDITION NO. 20; 729 ELM ST (KCK)

PP-18-00568: Consider a Preliminary Plat for North Lawrence Addition No. 20, two lots, located at 729 Elm St. Submitted by Grob Engineering on behalf of Dorothy Miltner, property owner of record.

ITEM NO. 3 PRELIMINARY PLAT FOR OREAD WEST NO. 18; NW CORNER W 18TH ST & RESEARCH PARK DR (BJP)

PP-18-00569: Consider a Preliminary Plat for Oread West No. 18, one lot, located at the northwest corner of W. 18th Street and Research Park Drive (Plate No. U15768A04). Submitted by Grob Engineering on behalf of 1217Y LLC, property owner of record.

PUBLIC HEARING ITEMS:

ITEM NO. 4 VARIANCE FOR W. MORRIS ADDITION NO. 1; 1801 W 23RD ST & 1807 W 23RD ST (SLD)

MS-18-00567: Consider a variance for reduction in right-of-way width from 150' to 100' for W. 23rd Street, associated with a Minor Subdivision for W. Morris Addition No. 1 (Starbucks), located at 1801 W 23rd St and 1807 W 23rd St and the tract of land known as Ridge Court. Submitted by Landplan Engineering for Team Players LLC and Emira-One LLC, property owners of record.

ITEM NO. 5 VARIANCE FOR UNIVERSITY FIELD SUBDIVISION NO. 6; 1739 W 19TH TERR (LRM)

MS-18-00562: Consider a variance to reduce lot width from 60' to 50', associated with a Minor Subdivision for University Field Subdivision No. 6, located at 1739 W 19th Terr. Submitted by Grob Engineering Services LLC for Mountain Top LLC, property owner of record.

ITEM NO. 6 VARIANCE FOR PARKWAY PLAZA; 3512 CLINTON PKWY (LRM)

FDP-18-00575: Consider a variance to reduce a peripheral setback from 30' to 20' for the construction of 240 sq. ft. freezer addition to the existing structure, associated with a revised Final Development Plan for Parkway Plaza PCD, 23rd Street Brewery, located at 3512 Clinton Pkwy. Submitted by Tim A. Herndon Planning & Design on behalf of Llewellyn Land, LLC, property owner of record.

ITEM NO. 7 CONDITIONAL USE PERMIT FOR BIG SPRINGS QUARRY; 2 N 1700 RD (MKM)

CUP-18-00570: Consider an amended Conditional Use Permit to reduce the amount of the performance/reclamation bond required for Big Springs Quarry, located at 2 N 1700 Rd, Lecompton. Submitted by Submitted by Mid-States Ventures LLC, for Mid-States Ventures LLC, Nancy J Hughes, James R Meek, Thomas R Meek, and Bonnie M Nichols, Trustee, property owners of record.

ITEM NO. 8 SPECIAL USE PERMIT FOR THE DARE CENTER; 944 KENTUCKY ST (MKM)

SUP-18-00564: Consider a Special Use Permit for a *Temporary Shelter* for The DARE Center, located at 944 Kentucky St. Submitted by the Coalition for Homeless Concerns Inc on behalf of James Dunn, property owner of record.

ITEM NO. 9 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 508 FLORIDA ST (BJP)

SUP-18-00556: Consider a Special Use Permit for a non-owner occupied short-term rental located at 508 Florida St in RM24 (Multi-Dwelling Residential) Zoning District. Submitted by Carrie Jackson on behalf of Jose Velasco, property owner of record.

ITEM NO. 10 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 815 ALABAMA ST (KEW)

SUP-18-00563: Consider a Special Use Permit for a non-owner occupied short-term rental located at 815 Alabama St in RS5 (Single-Dwelling Residential) Zoning District. Submitted by Angela Nascimento on behalf of William Price, property owner of record.

ITEM NO. 11 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 888 NEW HAMPSHIRE ST (KEW)

SUP-18-00565: Consider a Special Use Permit for non-owner occupied short-term rentals located at 888 New Hampshire St, Units 208, 209, & 216 in CD (Downtown Commercial) Zoning District. Submitted by First Management Inc on behalf of 100 E 9th LLC, property owner of record.

ITEM NO. 12 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 921 HOLIDAY DR (MKM)

SUP-18-00572: Consider a Special Use Permit for a non-owner occupied short-term rental located at 921 Holiday Dr in PUD (Planned Unit Development) Zoning District. Submitted by Bingham Investment LLC, property owner of record.

ITEM NO. 13A COMMUNITY INFILL PLAN; SMARTCODE (SLD)

Consider a request to establish a Community Infill Plan associated with a SmartCode application at 1401 W 23rd St & 1300 W 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

ITEM NO. 13B REZONING 5.2 ACRES FROM CS & RM32 TO SMARTCODE T-5; 1401 W 23RD ST & 1300 W 24TH ST (SLD)

Z-18-00536: Consider a request to rezone approximately 5.2 acres from CS (Strip Commercial) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5, located at 1401 W 23rd St & 1300 W 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

ITEM NO. 13C PRELIMINARY DEVELOPMENT PLAN; 1401 W 23RD ST & 1300 W 24TH ST (SLD)

PDP-18-00537: Consider a Preliminary Development Plan (Community Infill Plan - SmartCode) for 23rd Street Mixed Use development including 119 residential units for a density of 27 dwelling units per acre and 8,811 square feet of retail space on property located at 1401 W 23rd St & 1300 W 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

ITEM NO. 13D VARIANCE FOR 23RD STREET; 1401 W 23RD ST & 1300 W 24TH ST (SLD)

MS-18-00535: Consider a variance for right-of-way width for 23rd Street, associated with a Minor Subdivision for 1401 W 23rd St & 1300 W 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

ITEM NO. 14 TEXT AMENDMENT TO SUBDIVISION REGULATIONS; RESIDENTIAL PARCELS (MKM)

TA-18-00251: Consider a Text Amendment to the Subdivision Regulations revising the frontage and width requirements for Residential Development Parcels which front on, and take access from, a principal arterial to allow the creation of two Residential Development Parcels with a minimum of 1,320 ft of frontage; provided they share an access point on the roadway. *Initiated by Planning Commission on 5/23/18. Deferred by Planning Commission on 9/26/18.*

MISCELLANEOUS NEW OR OLD BUSINESS
Consideration of any other business to come before the Commission.

MISC NO. 1 COMPREHENSIVE PLAN
Receive tentative schedule for Planning Commission discussion of the draft *Plan 2040*.

ADJOURN

CALENDAR

December						2018
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

January						2019
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

February						2019
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28		

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

Sign up to receive the Planning Commission agenda or weekly Planning Submittals via email:
http://www.lawrenceks.org/subscriptions

2019
LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
MID-MONTH & REGULAR MEETING DATES

Mid-Month Meetings, Wednesdays 7:30 – 9:00 AM	Mid-Month Topics		Planning Commission Meetings 6:30 PM, Monday and **Wednesday**	
Jan 9	STAR Rating/LEED for Cities & Communities		**--**	**Jan 23**
Feb 13	Water Resources		**Feb 25**	**Feb 27**
Mar 13	Affordable Housing (AHAB)	Retail Market	**Mar 25**	**Mar 27**
Apr 10			**Apr 22**	**Apr 24**
May 8	Native Prairie Visit/Tour (*Tentative*)		**May 20**	**May 22**
Jun 12			**Jun 24**	**Jun 26**
Jul 10			**Jul 22**	**Jul 24**
Aug 14			**Aug 26**	**Aug 28**
Sep 11			**Sep 23**	**Sep 25**
Oct 9			**Oct 21**	**Oct 23**
Nov 6			**Nov 18**	**Nov 20**
Dec 4			**Dec 16**	**Dec 18**

	Suggested topics for future meetings: *New County Zoning Codes* *Bus Tour – Development Patterns*	*Soils*
Meeting Locations	The Planning Commission meetings are held in the City Commission meeting room on the 1st floor of City Hall, 6th & Massachusetts Streets, unless otherwise noticed.	

Planning & Development Services | Lawrence-Douglas County Planning Division | 785-832-3150 | www.lawrenceks.org/pds

Revised 1/16/19

2019 PLANNING COMMISSION ATTENDANCE

	Jan 23 2019	Feb 25 2019	Feb 27 2019			
Butler						
Carttar						
Carpenter						
Paden						
Sands						
Sinclair						
Struckhoff						
Weaver						
Willey						

2019 MID-MONTH ATTENDANCE

	Jan 9 2019	Feb 13 2019				
Butler	No					
Carttar	Yes					
Carpenter	Yes					
Paden	Yes					
Sands	No					
Sinclair	Yes					
Struckhoff	Yes					
Weaver	Yes					
Willey	Yes					

Planning Commission

Key Links

City of Lawrence Douglas County
PLANNING & DEVELOPMENT SERVICES

Plans & Documents

- Horizon 2020
- Sector/Area Plans
- Transportation 2040
- 2015 Retail Market Study

Development Regulations

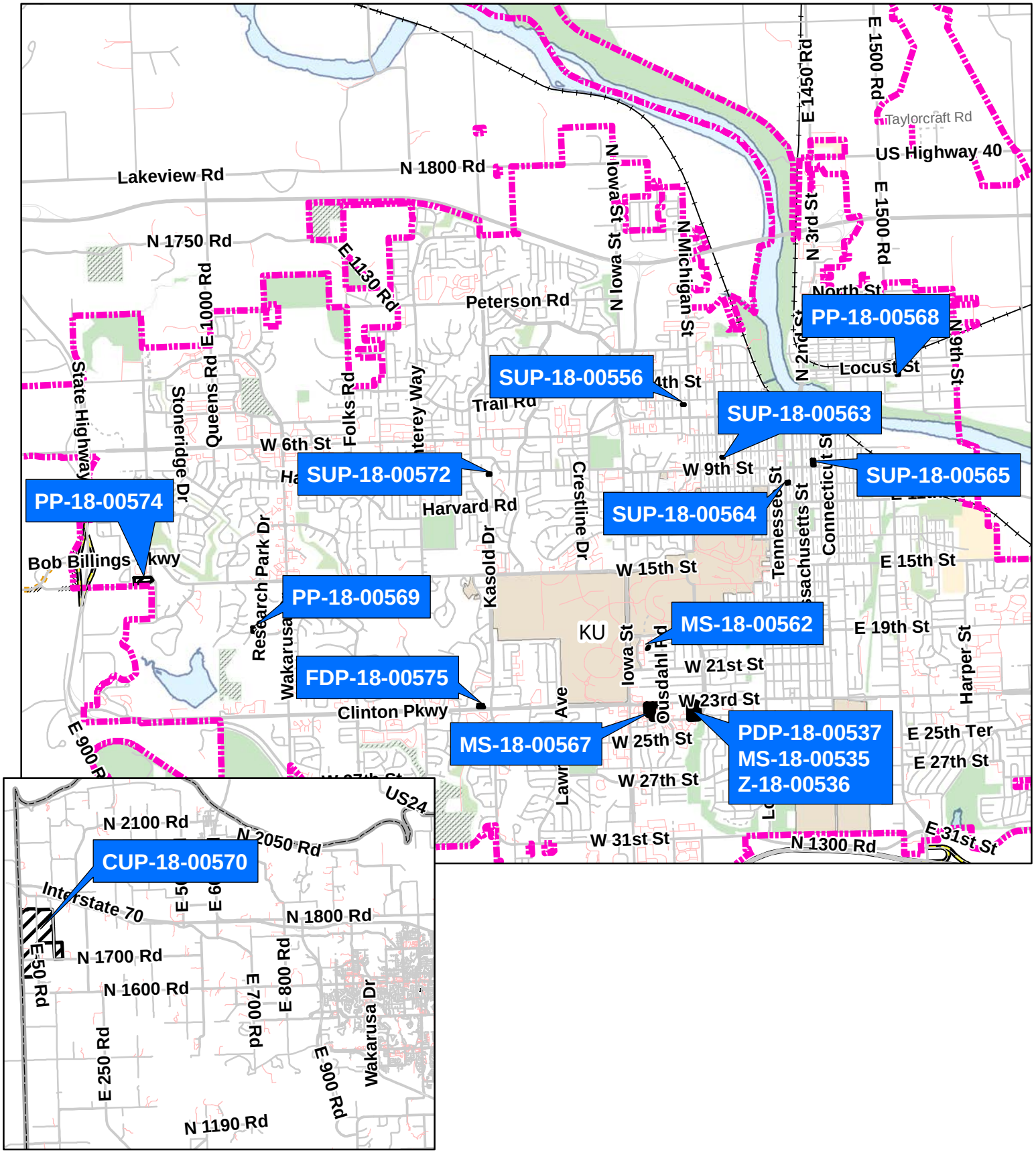
- Community Design Manual
- County Zoning Regulations
- City Land Development Code
- Subdivision Regulations

Online Mapping

- City of Lawrence Interactive GIS Map
- Douglas County Property Viewer
- Submittals to the Planning Office

Planning Commission

- Bylaws
- Mid-Months & Special Meetings
- Minutes
- Planning Commission Schedule/Deadlines



Lawrence-Douglas County Planning Commission
January 2019 Public Hearing Agenda Items

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

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PLANNING COMMISSION REPORT
Regular Agenda – Non-Public Hearing Item

PC Staff Report
1/23/2019

ITEM NO. 1: PRELIMINARY PLAT FOR LEGEND TRAIL ADDITION NO. 3; APPROXIMATELY 3.47 ACRES LOCATED AT NW CORNER OF GEORGE WILLIAMS WAY AND LAKE ESTATES DRIVE (MKM)

PP-18-00574: Consider a Preliminary Plat for Legend Trail Addition No. 3, a one-lot residential subdivision on approximately 3.47 acres located in the northwest corner of the intersection of George Williams Way and Lake Estates Drive. Submitted by Castle Rock LC for Jell, Inc., property owner of record.

STAFF RECOMMENDATION:
Staff recommends approval of the Preliminary Plat for Legend Trail Addition No. 3.

Reason for Request: Subdivision is required prior to development of property.

KEY POINTS

- Platting is required to accommodate the applicant's plans to develop the property with *Multi-Dwelling Structures*.
- The property is currently zoned RM12 (Multi-Dwelling Residential) District, which permits a maximum density of twelve dwelling units per acre.
- A 40 foot wide right-of-way easement is located along the east side of the property. This is a private easement between the property owner and Unified School District No. 497. The plat notes that this easement is to be vacated. This vacation would need to occur by separate instrument. If the easement is vacated, the final plat will show it as vacated and note the recording information (book and page number) of the vacating document.

SUBDIVISION CITATIONS TO CONSIDER

- This application is being reviewed under the Subdivision Regulations for Lawrence and Unincorporated Douglas County, effective Jan. 10, 2012.

OTHER ACTION REQUIRED

- Submittal and administrative approval of final plat.
- City Commission acceptance of dedication of rights-of-way and easements shown on the final plat.
- Recording of the final plat with the Douglas County Register of Deeds.
- Submittal and administrative approval of a site plan prior to development which will include the submittal of a drainage study, a traffic impact study, and the submittal and approval of public improvement plans and means of assurance of completion for any public improvements required with this project.
- Submittal for and issuance of building permits prior to development.

PLANS AND STUDIES REQUIRED

- *Traffic Impact Study* – A traffic impact study is required with the site plan for the property.

- *Downstream Sanitary Sewer Analysis* – The spreadsheet analysis and cover letter dated January 2, 2019 provided by BG Consultants has been reviewed and is accepted for this project to satisfy the criteria required for the DSSA as outlined in Administrative Policy 76.
- *Drainage Study* – A drainage study is required with the site plan for the property**.**

ATTACHMENTS
- Preliminary Plat of Legend Trail Addition No. 3

PUBLIC COMMENT
No public comment was received prior to the printing of this staff report.

SUBDIVISION SUMMARY

Gross Area:	3.47 acres
Net Area:	3.47 acres
Number of Lots:	1
Number of Tracts:	0

GENERAL INFORMATION

Current Zoning and Land Use:	RM12 (Multi-Dwelling Residential); *Undeveloped.*
Surrounding Zoning and Land Use:	To the north, west, and east: RM12 (Multi-Dwelling Residential); · *Duplex Dwellings* to the west, · *Multi-Dwelling Structures* to the north, · *Campus or Community Institution, Religious Assembly* to the east. To the south: [in the unincorporated portion of the county]. A (Agricultural) District; *Residential Detached Dwelling* and A-1 (Suburban Home Residential) District; *Single Family Homes* (Figure 1)

STAFF REVIEW
The subject property contains approximately 3.47 acres and is located in the northwest quadrant of the intersection of George Williams Way and Lake Estates Drive. The property is at the urban/rural fringe and the area has both rural and urban development. Properties to the south of Lake Estates Drive and west of George Williams Way are outside of the city limits and are developed with large lot rural residences.

Lake Estates Drive is the southern boundary of the city in this area. Properties within the city limits are developed with residential uses: duplexes, apartments, and religious institutions. Properties outside the city limits are developed with rural residences.

The subject preliminary plat will create one platted lot from the parcel that remained at the intersection of George Williams Way and Lake Estates Drive following the platting of the adjacent properties. The intent is to develop this lot with *Multi-Dwelling Structures,* which is a permitted use in the current zoning district of RM12.

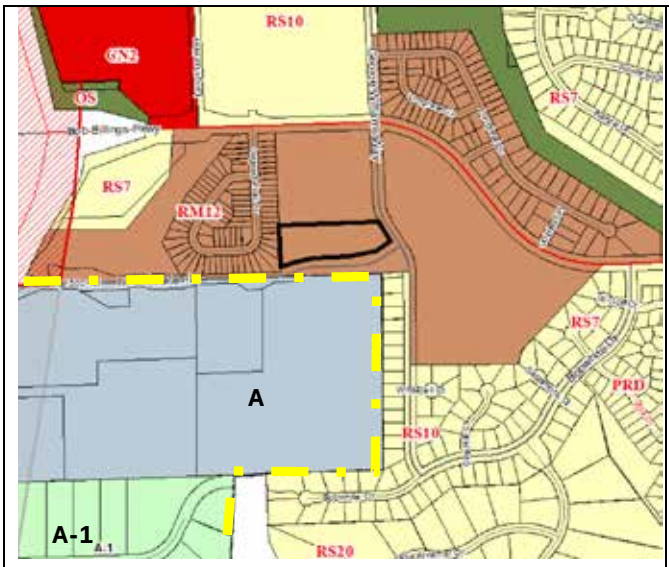


Figure 1a. Zoning in the area. Zoning Districts outside the city are labeled in black; those within the city are labeled in red. Dashed yellow line marks the city limit.



Figure 1b. Land use/Development in the area. Dashed yellow line marks the city limit. Highlighted area is outside of the city limits.

There is a parcel within the city limits that doesn't have a current zoning designation. This is shown as white in Figure 1a. This property was annexed in 2012 and work on rezoning began with submittal of a letter of map amendment to FEMA for the floodplain which was associated with repairs to the dam. This work has not yet been completed; therefore, the zoning has not been initiated.

Compliance with Zoning Regulations for the RM12 District

Per Section 20-809(d)(2) of the Land Development Code, each lot must comply with the minimum lot size and other dimensional requirements in the Zoning District. The following table compares the proposed lot with the dimensional requirements for the RM12 District:

	Lot Area	Lot Width/Frontage
RM12 District	6,000 square feet (0.14 acres) (Minimum Requirement)	60 feet (Minimum Requirement)
Lot 1	151,167 square feet (3.47 acres	151.02 feet along George Williams Way 749.45 feet along Lake Estates Drive

The proposed lot complies with the dimensional requirements for the RM12 District.

Streets and Access

The City Access Management Standards provided in Section 20-915 of the Land Development Code require that driveways providing access to collector streets, such as George Williams Way and Lake Estates Drive, are to be 250 feet from an intersection with another collector street or a local street. The 151 feet of frontage along George Williams Way will not allow a driveway to meet this separation requirement. The applicant indicated they will be requesting a waiver from the Access Management Standards with the submittal of the traffic impact study to permit an access point on George Williams Way. The City Engineer determined the traffic impact study could be submitted

with the site plan as the design and intensity of the project would be known at that time. The waiver to permit access to George Williams Way, if submitted, will be considered at that time.

Utilities and Infrastructure
A water main is located in the George Williams Way right-of-way adjacent to the subject property. A sanitary sewer main is located in a 15 foot wide utility easement adjacent to the west side of the subject property. The City Utility Engineer noted that the waterline will need to be extended along Lake Estates Drive and looped through the proposed development and that sewer improvements may be needed tor the development. The City Utility Engineer determined these items could be shown on the site plan for the project.

A drainage study to determine the stormwater infrastructure that will be needed to accommodate the proposed development will be submitted with the site plan. The City Stormwater Engineer noted that the open ditch section on the south side of the property may need to be closed with the project. The site plan will show the stormwater improvements required for the development and the open ditch on the south side of the property will be evaluated at that time.

If these improvements require installation of public mains or other infrastructure, public improvement plans will be required at the site planning stage.

Easements and Rights-of-way
A 7.5 foot wide utility easement is proposed along the west and north sides of the subject property. A 10 foot wide easement for overhead electric transmission lines is shown on the east side of the lot.

A 40 foot wide private right-of-way easement which was dedicated to Unified School District No. 497 in 1990 is shown on the plat. The plat notes that it is to be vacated. If this easement is vacated, the final plat should note the book and page of the recording document. If the easement is not vacated, the note regarding vacation should not be included on the final plat.

The property is bounded on the east by George Williams Way and on the south by Lake Estates Drive. As shown in the table below, adequate right of way width was dedicated for the adjacent roadways with previous plats in the area so additional right-of-way is not required with this plat.

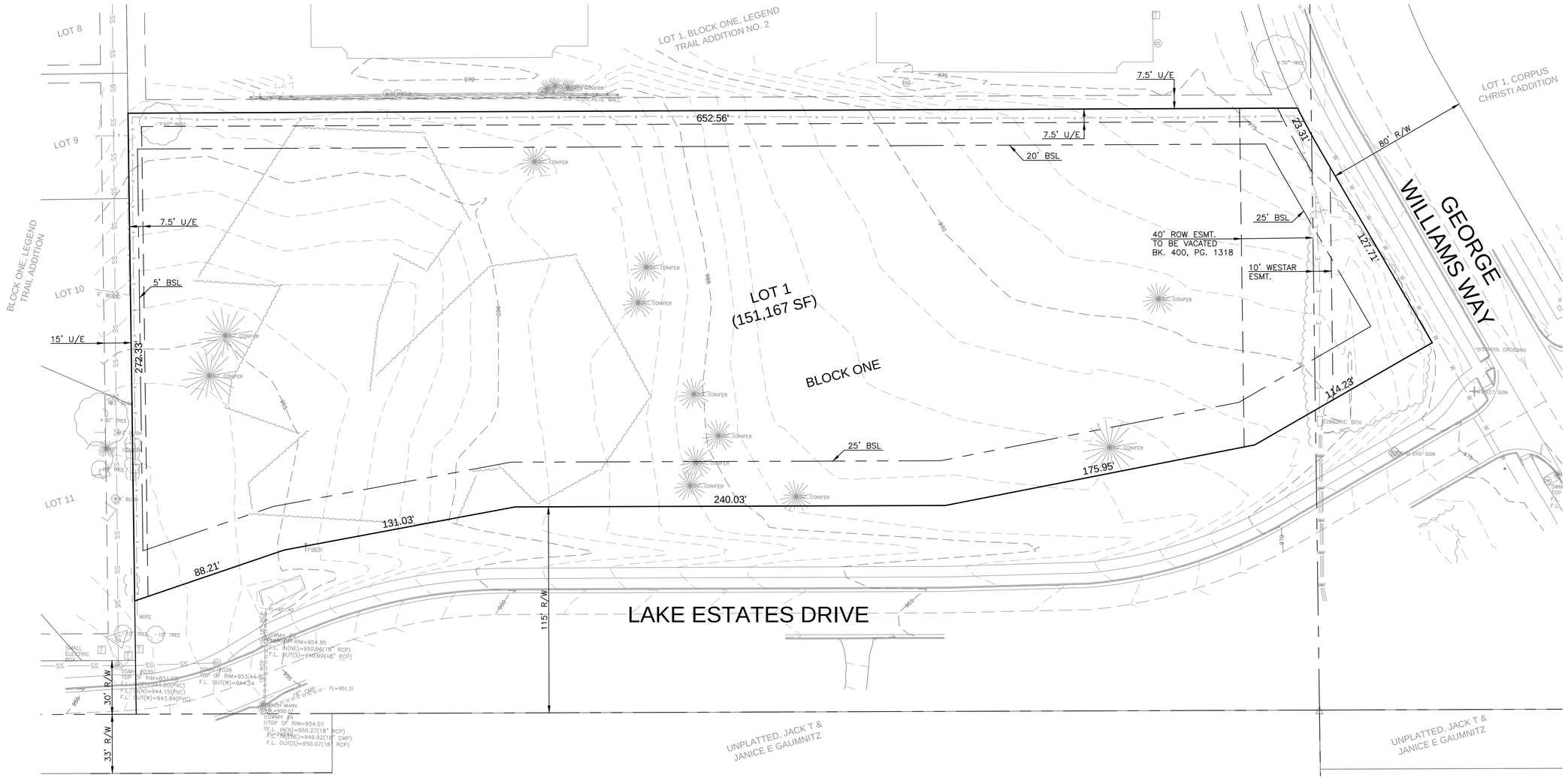
Street/Classification	R-O-W required	R-O-W provided (min)
George Williams Way; Collector Street	80 feet	80 feet
Lake Estates Drive; Collector Street	80 feet	Variable/ narrowest portion is 97 feet* (66 feet from property to road centerline)

*Property to the south is located outside of the city limits and has not yet been platted. Right-of-way will be dedicated for the southern portion of the street when this property is platted. The right-of-way width on the subject property side of the centerline exceeds the width required by code.

Sidewalks
Sidewalks adjacent to the subject property along George Williams Way and Lake Estates Drive are currently in place.

Preliminary Plat Conformance

The preliminary plat is the first step in platting property in preparation for development. The preliminary plat is in conformance with the standards and requirements of the Subdivision Regulations and the Land Development Code.



APPLICANT

CASTLE ROCK LC
411 N IOWA ST.
LAWRENCE, KS 66044

OWNER

JELL INC.
943 N 1500 RD.
LAWRENCE, KS 66049

ENGINEER

DAVID J. HAMBY, P.E. (KS #15594)
BG CONSULTANTS, INC.
1405 WAKARUSA DRIVE
LAWRENCE, KS 66049
785.749.4474

SURVEYOR

ALBERT R. DIEBALL, P.S. (KS #758)
BG CONSULTANTS, INC.
1405 WAKARUSA DRIVE
LAWRENCE, KS 66049
785.749.4474

BENCHMARK

BM #DG43 – CHARN #DG43 – CONCRETE WITH REBAR AND DOUGLAS COUNTY CAP.
ELEV. = 994.38

FLOODPLAIN DATA

THE SUBJECT PROPERTY IS LOCATED WITHIN ZONE X (AREA OF MINIMAL FLOOD HAZARD) AS SHOWN ON THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP, MAP NUMBER 20045C0154D, EFFECTIVE DATE AUGUST 5, 2010.

GENERAL NOTES

1. TOPOGRAPHIC INFORMATION SHOWN HEREON WAS DERIVED FROM FIELD SURVEY.
2. EXISTING ZONING: RM12 (CITY)
3. PROPOSED ZONING: NO CHANGE
4. EXISTING LAND USE: UNDEVELOPED
5. PROPOSED LAND USE: MULTI–FAMILY RESIDENTIAL
6. THE SOIL ON THIS PROPERTY CONSISTS OF MARTIN SILTY CLAY LOAM AND OSKA SILTY CLAY LOAM.
7. UTILITIES WILL BE UNDERGROUND PER SEC. 20–809(f)(4)(iv).
8. DEVELOPER IS RESPONSIBLE FOR THE COST OF ANY RELOCATION OF EXISTING UTILITIES, IF NECESSARY TO SERVE THE PROPOSED SUBDIVISION.

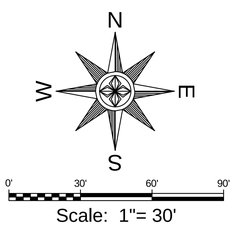
LEGAL DESCRIPTION:

A TRACT OF LAND IN THE SOUTHWEST AND THE SOUTHEAST QUARTERS OF SECTION 32, TOWNSHIP 12 SOUTH, RANGE 19 EAST OF THE SIXTH PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 32, THENCE SOUTH 88° 04' 42" WEST, ALONG THE SOUTH LINE OF SAID QUARTER SECTION, 660.01 FEET; THENCE NORTH 2° 30' 11" WEST, 335.77 FEET; THENCE NORTH 88° 01' 18" EAST, 652.54 FEET; THENCE ON A 340.00 FOOT RADIUS CURVE TO THE LEFT, WITH A 23.31 FOOT CHORD BEARING SOUTH 29° 44' 21" EAST, AN ARC DISTANCE OF 23.31 FEET; THENCE SOUTH 31° 42' 12" EAST, 212.74 FEET; THENCE ON A 260.00 FOOT RADIUS CURVE TO THE RIGHT, WITH A 134.65 FOOT CHORD BEARING SOUTH 16° 41' 45" EAST, AN ARC DISTANCE OF 136.20 FEET, TO THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE SOUTH 87° 41' 36" WEST, ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, 140.01 FEET TO THE POINT OF BEGINNING, ALL IN CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS.

PROVISION AND FINANCING OF ROADS, SEWER AND OTHER PUBLIC SERVICES:

1. THE SUBDIVISION DOES NOT INCLUDE ANY PUBLIC ROADS.
2. THE SUBDIVISION WILL CONNECT TO THE CITY OF LAWRENCE WATER SYSTEM VIA CONNECTION TO THE 12" WATERLINE ON THE WEST SIDE OF GEORGE WILLIAMS WAY.
3. THE SUBDIVISION WILL CONNECT TO THE CITY OF LAWRENCE SANITARY SEWER SYSTEM VIA CONNECTION TO THE EXISTING SANITARY SEWER MAIN ON THE SOUTHWEST SIDE OF THE PROPOSED LOT.
4. PURCHASERS OF THE LOTS IN THE SUBDIVISION MAY OR MAY NOT BE SUBJECT TO SPECIAL ASSESSMENTS OR OTHER COSTS OF STREETS, ROADS, WATER LINES AND TREATMENT, AND/OR WASTEWATER LINES AND TREATMENT.
5. THE PROVISION OF IMPROVED ROADS, WATER SERVICE, AND/OR WASTEWATER SERVICE WILL NOT DEPEND IN ANY WAY ON A VOTE, PETITION OR OTHER COLLECTIVE ACTION OF PROPERTY OWNERS IN THE SUBDIVISION.



Scale: 1"= 30'

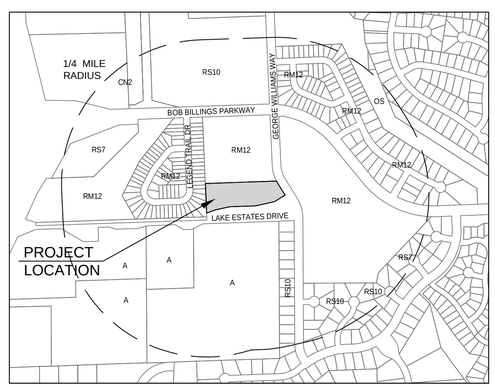
SITE & ZONING SUMMARY

RM12 – BLOCK ONE

GROSS AREA:	151,167 SF/3.470 AC
RIGHTS–OF–WAY:	0 SF/0 AC
NET AREA:	151,167 SF/3.470 AC
TOTAL LOTS:	1

LEGEND

●	SET 1/2" x 24" IRON BAR WITH PLASTIC CAP MARKED "BG CONS PS 758"
○	FOUND 1/2" IRON BAR
△	FOUND MONUMENT AS NOTED
B., P.	REFERS TO BOOK AND PAGE AT THE DOUGLAS COUNTY REGISTER OF DEEDS
	BEARING USED HEREON ARE ASSUMED BEARINGS



LOCATION MAP

LEGEND TRAIL ADDITION NO. 3

LAWRENCE, KANSAS

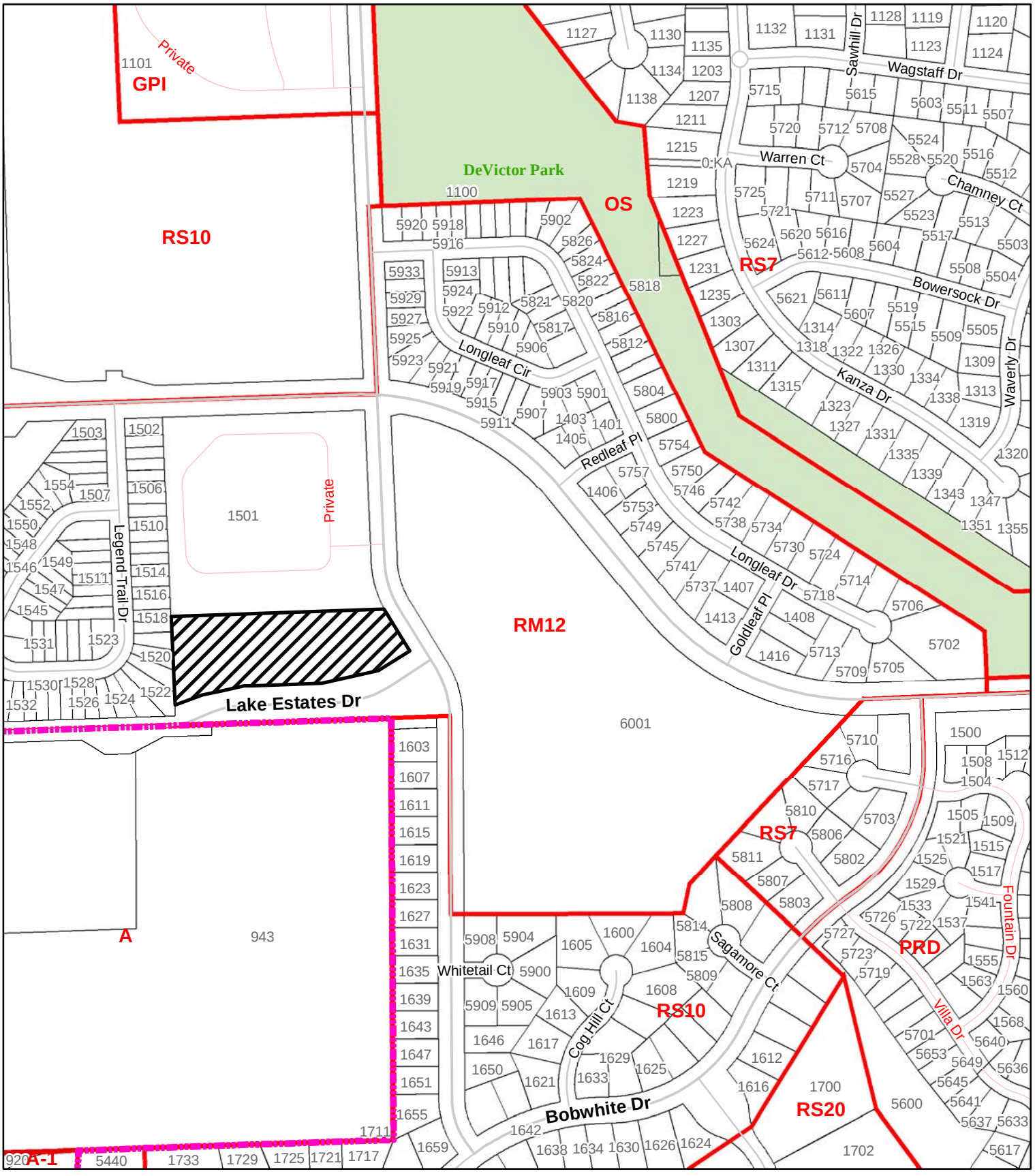
PRELIMINARY PLAT

BG CONSULTANTS
architects. engineers. planners. surveyors.

Project No.	18-1446L
Date:	Nov. 15, 2018
Revised:	Dec. 28, 2018

SHEET NO.

1



PP-18-0**0**574: Consider a Preliminary Plat for **a**pproximately
3.47 acres for Legend Trail Addition No. 3
located northwest of George Williams Way and Lake Estates Drive

Lawrence-Douglas County Planning Office
January 2019

Subject Property

N
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PLANNING COMMISSION REPORT
NON PUBLIC HEARING ITEM

PC Staff Report
01/23/19

ITEM NO. 2 PRELIMINARY PLAT FOR NORTH LAWRENCE ADDITION NO. 20; 729 ELM STREET (KCK)

PP-18-00658: Consider a Preliminary Plat for North Lawrence Addition No. 20, two lots, located at 729 Elm Street Submitted by Grob Engineering on behalf of Dorothy Miltner, property owner of record.

STAFF RECOMMENDATION:
Staff recommends approval of the Preliminary Plat for North Lawrence Addition No. 20.

KEY POINTS
- The subject property is currently unplatted.
- Platting is required in order to split the lots, and this cannot be accomplished via a minor subdivision as the property is not currently platted.

SUBDIVISION CITATIONS TO CONSIDER
- This application is being reviewed under the Subdivision Regulations for Lawrence and Unincorporated Douglas County, effective Jan. 10, 2012.

OTHER ACTION REQUIRED:
- Submission of the final plat for administrative review, approval, and recording at Register of Deeds Office by staff.
- City Commission acceptance of any dedications of easements on the final plat.
- Submittal and approval of building plans prior to release of building permits for development.

PLANS AND STUDIES REQUIRED
- *Traffic Study* – a traffic study was not required with this plat.
- *Downstream Sanitary Sewer Analysis* – a DSSA was not required with this plat.
- *Drainage Study* – the Stormwater Engineer indicated that prior to construction on the new lot, a plot plan will be required indicating: proposed contours and indication of where stormwater runoff will be directed.

ATTACHMENTS
Attachment A: Preliminary Plat

ASSOCIATED CASES/OTHER ACTION REQUIRED
Associated Cases
- N/A.

PUBLIC COMMENT
- Staff received some general inquiries into the application. Questions were very broad and mostly pertained to understanding what the notice they received was for, and how it would impact their property.

Site Summary	
Gross Area:	15,119 square feet
Additional Right-of-Way (acres):	0.0 acres
Number of Proposed Lots:	2
Proposed Lot Size:	Lot 1: 7,364 square feet; Lot 2: 7,755 square feet

GENERAL INFORMATION	
Current Zoning and Land Use:	RS7 (Single-Dwelling Residential) District; *Detached Dwelling*.
Surrounding Zoning and Land Use:	RS7 (Single-Dwelling Residential) District to the north, south, east, and west; single family residential neighborhood.



Figure 1a. Zoning of the area.

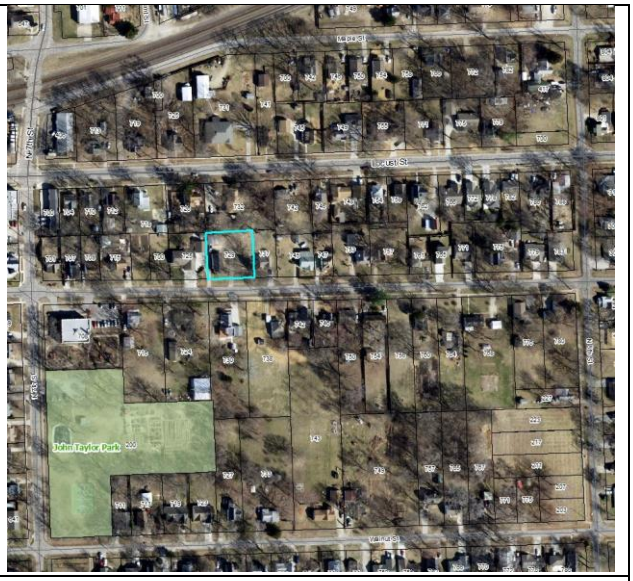


Figure 1b. Land use in the area.

STAFF REVIEW

The subject property is located on the north side of Elm Street. There is no dedication of street right-of-way associated with this application. No additional right-of-way is needed for this project.

This application is to split the existing lot located at 729 Elm Street into two roughly equal sized lots. If this property was already platted the lot split could be accomplished via a minor subdivision application, and approved administratively. Since the property is currently unplatted, the only way to accomplish the lot split is by completing a preliminary and final plat for the site.

The second lot created by this plat is intended to accommodate a detached dwelling. Given the character of the surrounding area, this proposal would be compatible with the character of the surrounding area.

Zoning and Land Use

The property is zoned RS7 (Single-Dwelling Residential) District and is located in an established low density residential neighborhood. The size and configuration of the lots in the surrounding neighborhood varies. The proposed lot size and configuration would be compatible with the surrounding neighborhood.

Streets and Access
The property currently takes access from Elm Street and both lots will maintain access if approved. Driveway access for the site will be off of Elm Street, and City Engineering has indicated that a driveway permit will be necessary at the time of construction.

At this time, there is not a sidewalk in place adjacent to the street in front of this property. There is sidewalk along the south side of Elm Street, across the street from this property. The City Engineer has noted the final plat should include an agreement not to protest the formation of a benefit district for construction of a future sidewalk. The applicant has acknowledged this requirement.

Density and Dimensional Standards
Per Section 20-809(d)(2) of the Land Development Code, each lot resulting from the division must conform with the minimum lot size and other dimensional requirements in the Zoning District.

Standard	Requirement	Lot 1	Lot 2
Minimum Lot Area	7,000 square feet	7,364 square feet	7,755 square feet
Minimum Lot Width	60 feet	60 feet	62 feet

The proposed development meets the Density and Dimensional Standards of the Land Development Code and the Subdivision Regulations for Lawrence and Unincorporated Areas of Douglas County.



Figure 2b. Existing infrastructure; gold = sanitary sewer, blue = water, green = stormwater.

Utilities and Infrastructure
Water and sewer service exists to serve the proposed lots. Both services are present along the Elm Street right of way.

City code requires that private sanitary sewer lines not be located within or across city right of way for a distance greater than 15 feet. Requests for variance from this are administratively reviewed by Municipal Services and Operations.

Given that the majority of the sanitary sewer lines are located within street right of way in North Lawrence, it is common for sewer service lines to require a variance request. The applicant has requested the same type of variance with this application.

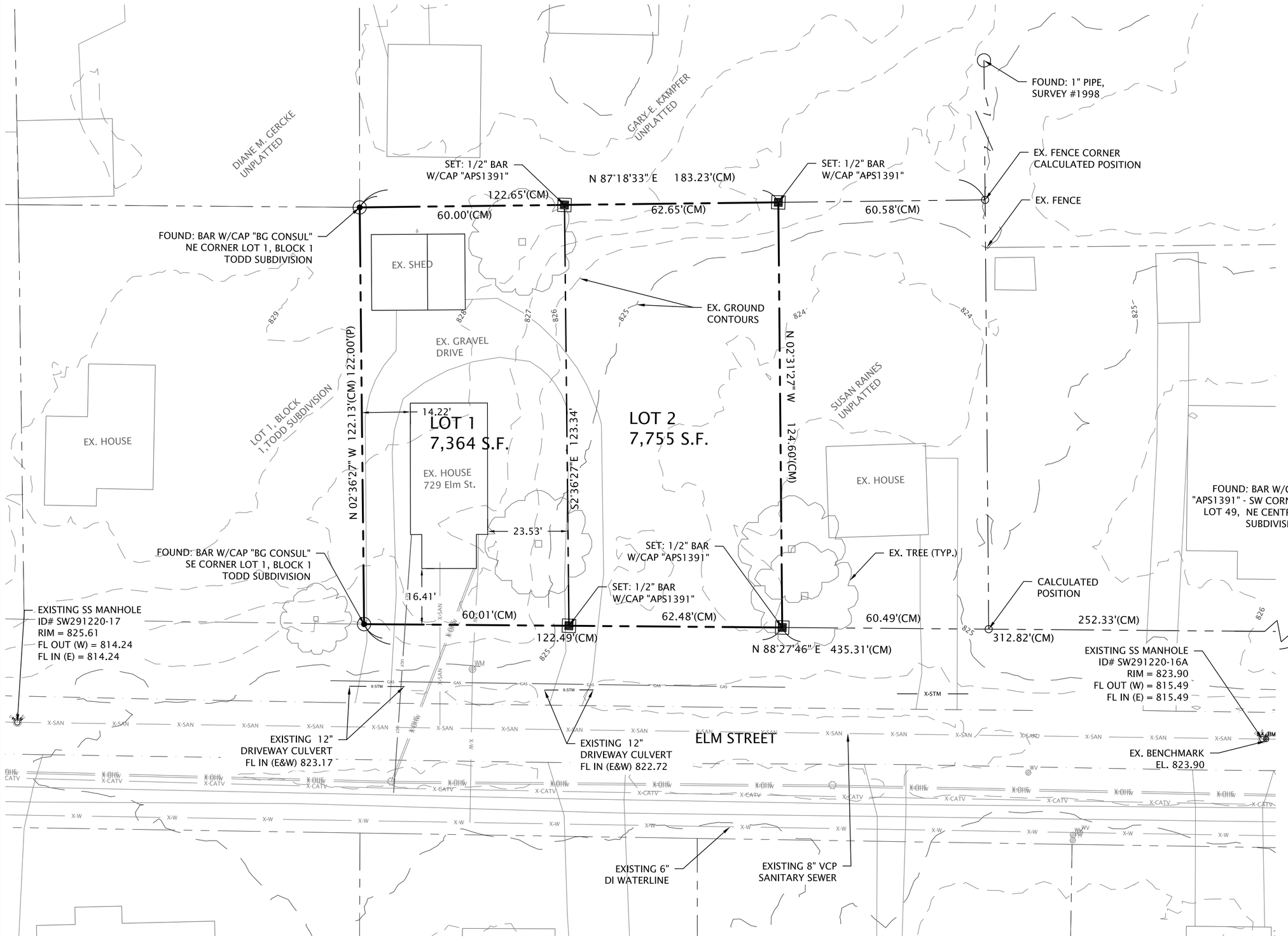
City Engineering staff has indicated this request is consistent with other requests that have been approved within North Lawrence.

Easements and Rights-of-way
This preliminary plat application does not indicate any new dedications of utility easements. Typically such dedications would occur along the rear or side lot lines. Since this site will be accessing utility services via the front lot line, typical utility easement dedications of this type will not be required on this property. No changes in the right-of-way are required with this preliminary plat.

Landscaping
The Horticulture Manager has indicated that Lot #2 would require one additional street tree, to be paid for at the time building permitting took place.

Compliance with Major Subdivision Regulations
The preliminary plat conforms to the review criteria provided in Section 20-809(d) of the Land Development Code.

Conclusion
This preliminary plat conforms to the standards and requirements of the Subdivision Regulations, and the land use plans of the area. Staff recommends approval of the preliminary plat for North Lawrence No. 20.



LEGAL DESCRIPTION - NORTH LAWRENCE ADDITION NO. 20

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 29, TOWNSHIP 12 SOUTH, RANGE 20 EAST OF THE SIXTH PRINCIPAL MERIDIAN, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS, NOW DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHWEST QUARTER OF SAID QUARTER SECTION; THENCE NORTH 02° 23' 46" WEST ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF SAID QUARTER SECTION, 689.55 FEET; THENCE SOUTH 88° 50' 48" WEST, 30.51 FEET TO THE SOUTHEAST CORNER OF LOT 1 IN LEWIS SUBDIVISION, A SUBDIVISION IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS; THENCE CONTINUING SOUTH 88° 50' 48" WEST ALONG THE NORTH RIGHT OF WAY LINE OF ELM STREET, 531.69 FEET TO THE SOUTHWEST CORNER OF LOT 49 IN NE CENTRAL SUBDIVISION, A SUBDIVISION IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS; THENCE CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE OF ELM STREET, SOUTH 88° 27' 46" WEST, 312.82 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 88° 27' 46" WEST ALONG SAID NORTH RIGHT OF WAY LINE OF ELM STREET, 122.49 FEET TO THE SOUTHEAST CORNER OF LOT 1, BLOCK 1 IN TODD SUBDIVISION, A SUBDIVISION IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS; THENCE NORTH 02° 36' 27" WEST ALONG THE EAST LINE OF SAID LOT 1, 122.13 FEET TO THE NORTHEAST CORNER OF SAID LOT 1; THENCE NORTH 87° 18' 33" EAST, 122.65 FEET; THENCE SOUTH 02° 31' 27" EAST, 124.60 FEET TO THE POINT OF BEGINNING. THE ABOVE CONTAINS 0.347 ACRES, MORE OR LESS, ALL IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS AND IS SUBJECT TO ANY EASEMENTS, RIGHT OF WAY OR RESTRICTIONS OF RECORD.

GENERAL NOTES

1. Developer: DMH Construction, Inc.
   1131 Acorn Street
   Eudora, Kansas 66025
   Land Planner/Engineer: Grob Engineering Services, LLC
   3210 Mesa Way, Suite A
   Lawrence, Kansas 66049
   Surveyor: All Points Surveying, LP
   P.O. Box
   Lawrence, KS 66046
2. Aerial and topographic information obtained from aerial survey performed for the City of Lawrence and Douglas County 2015 & 2018. Specific topographic and boundary information for property & directly adjacent obtained from field survey provided by All Points Surveying, LP, November 2018.
3. Typical Soil Type: Ev - Eudora-Bismarckgrove Silt Loam
4. Existing Land Use: Single Family Residential
5. Proposed Land Use: Single Family Residential
6. Current Zoning: RS-7
7. The property is completely encumbered by Zone X of "Other Areas of Flood Hazard, Area with Reduced Flood Risk due to Levee" per FEMA Flood Insurance Study and Map Number: 20045C0176E, Map Revised: September 2, 2015.
8. Proposed utility locations, elevations, and sizes are preliminary and will be finalized during final design of improvements.
9. Drainage culverts (12" min. dia.) will be installed at each residential driveway location to provided driveway connection to 8th and Walnut Streets.
10. New telephone, cable television and electrical lines (except high voltage lines) must be located underground. The developer is responsible for the cost of relocation of existing utilities, if necessary to serve the subdivision.
11. Soils investigations shall be performed before primary structures are erected on lots with slopes greater than 3:1, or non-engineered fill greater than 12 inches. A soils engineer licensed by the State of Kansas, shall perform investigations, and a report of the investigation shall be submitted to the City of Lawrence Codes Enforcement Division. Other lots may be required to be investigated where excavation reveals indications of unsuitable conditions.

PROVISION AND FINANCING OF ROADS, SEWER, WATER AND OTHER PUBLIC SERVICES

1. No new public right-of-way or streets will be created as part of this subdivision. No improvements are proposed for Elm Street. Sidewalks exists along the south side of Elm Street. In lieu of construction of public sidewalk improvements, the owner of this property has signed an Agreement Not to Protest the formation of a benefit district for sidewalk improvements to Elm Street and will be recorded with the Register of Deeds as a part of final platting.
2. This subdivision will connect to the City of Lawrence public water source.
3. This subdivision will connect to City of Lawrence public sanitary sewer system.
4. The above mentioned public improvements will be financed and completed by the Subdivision Developer.

SANITARY SEWER VARIANCE

Pursuant to Land Development Code Section 19-214(B), *"A private sanitary sewer service line shall not cross any public right-of-way or drainage easement. A private sanitary sewer service line shall not be located in a City public utility easement or City public right-of-way for a length greater than fifteen (15) feet. (Ord. 7743, Ord. 8747)"*. The Owners of this property request a variance to this requirement to allow Lot 2 be served by individual sanitary sewer service lines connected to the existing main in Elm Street.

PROJECT BENCH MARK:

1. NATIONAL GEODETIC SURVEY VERTICAL BENCHMARK IS A DISK MARKED "B 276 RESET 1956" SET IN A CONCRETE HEADWALL AT THE INTERSECTION OF HIGHWAYS 40,59, AND 24. THE DISK IS 74.0 FEET EAST OF THE CENTER LINE OF THE NORTHBOUND LANE OF HIGHWAY 59, IN THE TOP OF THE NORTHEAST END OF THE SOUTH HEADWALL OF A 6-FOOT CONCRETE CULVERT. ELEVATION = 816.38 FT.
2. CHISELED "+" IN EAST RIM OF SANITARY SEWER MANHOLE LOCATED 265' +/- EAST OF THE SOUTHWEST CORNER OF 729 ELM STREET. ELEVATION=823.90

REFERENCED DOCUMENTS

1. Final Plat for Todd Subdivsion.
3. Final Plat for North East Central Subdivision.
4. Survey No. 1998 on file at Douglas County Public Works.
5. Survey No. 2826 on file at Douglas County Public Works.

SITE SUMMARY

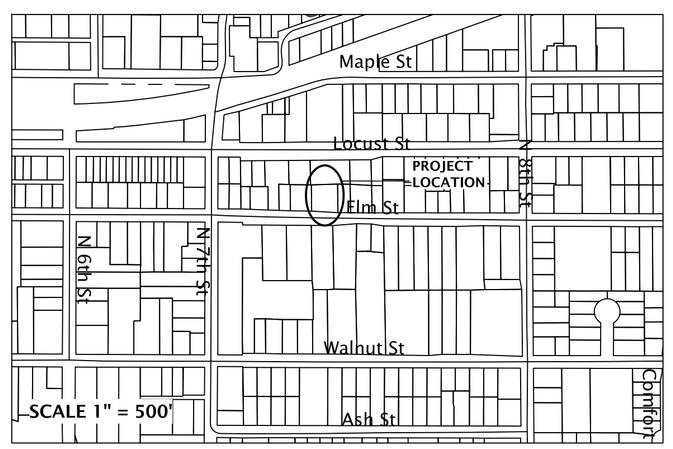
Gross Area of Subdivision:	0.347 AC
Area within RS-7 Zoning District	0.347 AC
Additional Dedicated Right-of-Way:	0.000 AC
Total Number of Lots:	2
Minimum Lot Size:	0.169 AC
Maximum Lot Size:	0.178 AC
Average Lot Size:	0.174 AC

LEGEND

OHW	OVERHEAD WIRE	SAN	SANITARY MANHOLE	B/B	BACK OF CURB TO BACK OF CURB
OHE	OVERHEAD ELECTRICAL	STM	STORM MANHOLE	ROW	RIGHT-OF-WAY
UGT	UNDERGROUND TELEPHONE		STORM DRAIN	C/L	CENTERLINE
GAS	GAS	GA	GUY ANCHOR	D/E	DRAINAGE EASEMENT
W	WATERLINE		UTILITY POLE	U/E	UTILITY EASEMENT
SAN	SANITARY SEWER LINE	WM	WATER METER	A/E	ACCESS EASEMENT
SS	SANITARY SEWER SERVICE	WV	WATER VALVE	(P)	PLATTED
STM	STORMWATER LINE	FH	FIRE HYDRANT	(M)	MEASURED
	PROPERTY LINE		TRAFFIC SIGNAL STR.	(CM)	CALCULATED FROM MEASUREMENTS
	CENTERLINE	GV	GAS VALVE		FOUND BAR - ½" UNLESS OTHERWISE NOTED - ORIGIN UNKNOWN
	PAVEMENT	GM	GAS METER		SET ½" x 24" REBAR W/CAP "1356"
	EASEMENT	LP	LIGHT POLE		
SB	BUILDING SETBACK LINE		SIGN		
BE	BUILDING ENVELOPES	E	ELECTRIC BOX		
		C	CABLE TV BOX		

NOTE: "X" IN UTILITY LINE DENOTES EXISTING FEATURE

LOCATION MAP



THIS DOCUMENT IS FOR PLANNING PURPOSES ONLY - NOT FOR CONSTRUCTION

SCALE: 1" = 20'

0 20' 40'

a preliminary plat for

NORTH LAWRENCE ADDITION NO. 20

GES
GROB ENGINEERING SERVICES, LLC
3210 Mesa Way, Suite A * Lawrence, Kansas 66049
Phone 785 856-1900 * Fax 785 856-1901
www.grobengineering.com

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PRELIMINARY PLAT
NORTH LAWRENCE ADDITION NO. 20
729 Elm Street
LAWRENCE, KANSAS

DESIGNED BY
JDG

CHECKED BY
JDG

ISSUE DATE
NOVEMBER 19, 2018

REVISIONS
JANUARY 9, 2019

SHEET
1
1



PP-18-00**5**68: Consider a Preliminary Plat for North Lawrence Addition No. 20 located at 729 ELM STREET.

Lawrence-Douglas County Planning Office
January 2019

Subject Property

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PLANNING COMMISSION REPORT
NON PUBLIC HEARING ITEM

PC Staff Report
01/23/2019

ITEM NO. 3 PRELIMINARY PLAT FOR OREAD WEST NO. 18; NW CORNER W. 18TH ST & RESEARCH PARK DR (BJP)

PP-18-00569: Consider a Preliminary Plat for Oread West No. 18, one lot, located at the northwest corner of W. 18th Street and Research Park Drive (Plate No. U15768A04). Submitted by Grob Engineering on behalf of 1217Y LLC, property owner of record.

STAFF RECOMMENDATION:
Staff recommends approval of the preliminary plat for Oread West No. 18.

KEY POINTS
- The subject property is currently unplatted.
- Platting is required as pre-development step.

SUBDIVISION CITATIONS TO CONSIDER
- This application is being reviewed under the Subdivision Regulations for Lawrence and Unincorporated Douglas County, effective Jan 10, 2012.

ATTACHMENTS
Attachment A: Preliminary Plat

ASSOCIATED CASES/OTHER ACTION REQUIRED
Associated Cases
- No active cases

Other Action Required:
- Submission of the final plat for administrative review, approval, and recording at Register of Deeds Office by staff.
- City Commission acceptance of dedication of easements on the final plat.
- Submittal and approval of building plans prior to release of building permits for development.

PLANS AND STUDIES REQUIRED
- *Traffic Study* – A traffic study will be required with the future submission of a site plan for the property.
- *Downstream Sanitary Sewer Analysis* – approved by City staff.
- *Drainage Study* – A drainage study will be required with the future submission of a site plan for the property.

PUBLIC COMMENT
- Staff received general inquiries into the project.

Site Summary	
Gross Area:	1.72 acres
Additional Right-of-Way (acres):	0.0 acres
Number of Proposed Lots:	1
Lot Size:	1.72 acres

GENERAL INFORMATION	
Current Zoning and Land Use:	IBP (Industrial Business Park) District; vacant.
Surrounding Zoning and Land Use:	IBP (Industrial Business Park) District to the north and east; *Extended Care Facility, General* and vacant. RS10 (Single-Dwelling Residential) District to the west and southwest*; Detached Dwellings*. RS7 (Single-Dwelling Residential) District to the southeast; *Detached Dwellings*.

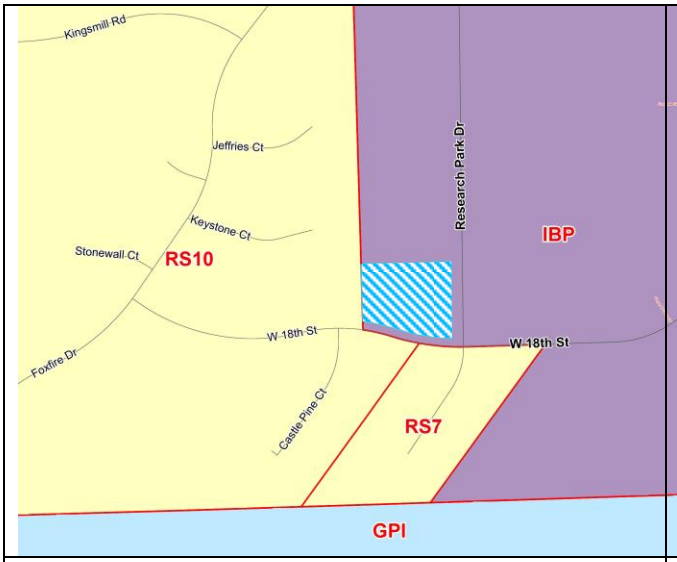


Figure 1a. Zoning of the area; blue diagonal lines = subject property, yellow = residential, purple = industrial, blue = institutional.



Figure 1b. Land use in the area. Subject property outlined in blue.

STAFF REVIEW

The subject property is located at the northwest corner of Research Park Drive and W. 18th Street. There is no dedication of street right-of-way associated with this application. The request is to plat property that is currently unplatted into 1 lot. The preliminary plat is a pre-development step.

Zoning and Land Use

The property is in the IBP District and is adjacent to developed low density residential neighborhood along the west and south property lines. The residential neighborhood is developed with detached dwellings on larger lots. This portion of the IBP District is dominated by medical offices and research facilities, and also contains undeveloped parcels.

Streets and Access

The subject property is adjacent to Research Park Drive to the east and W. 18th Street to the south. Research Park Drive is designated as a collector street in the Major Thoroughfares Map of Transportation 2040 extending from W. 18th Street to Legends Drive. Immediately adjacent to the subject property, W. 18th Street is classified as a local road; however, the roadway is classified as a collector street from Research Park Drive to Wakarusa Drive (Figure 2).

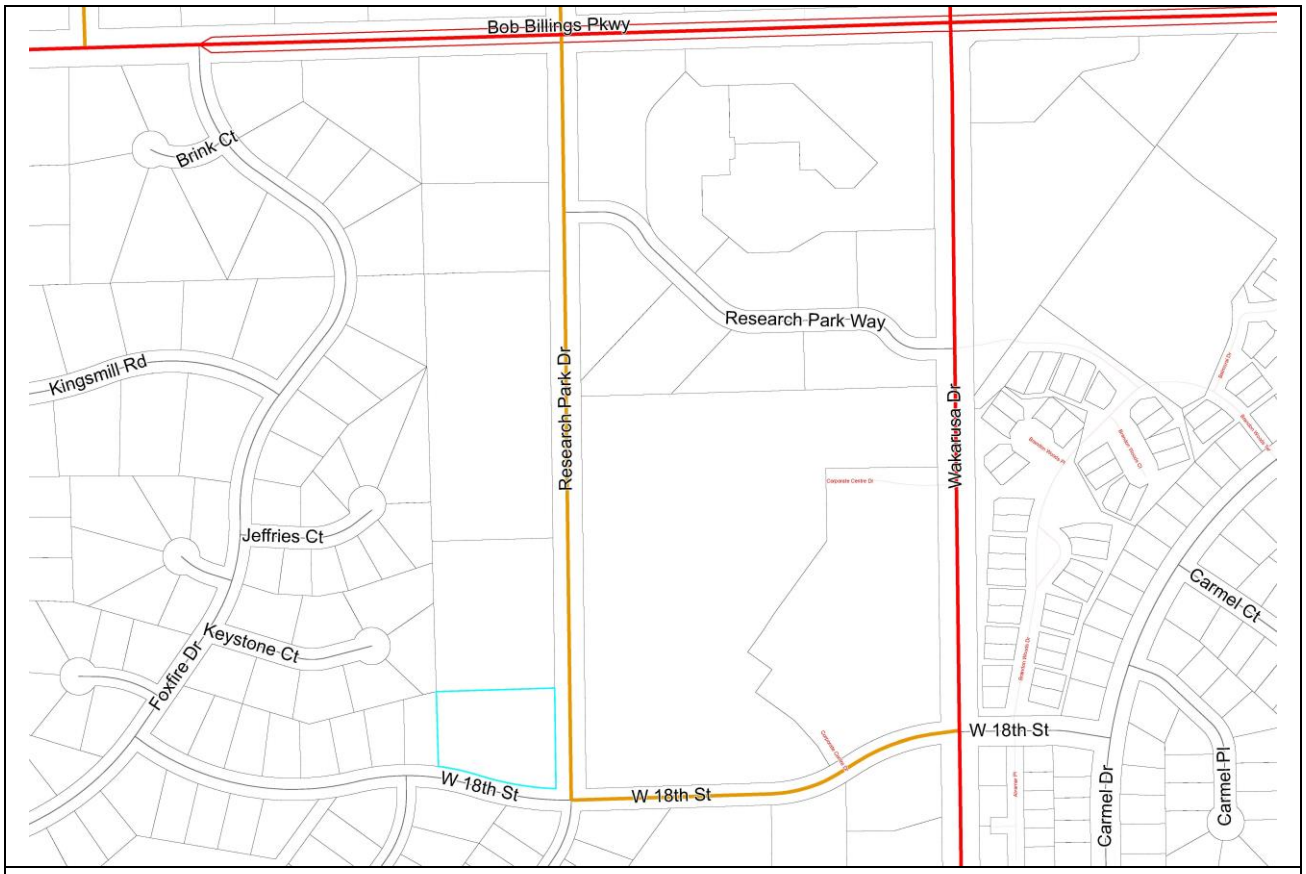


Figure 2. Street classification; gold = collector streets, red = arterial streets.

Density and Dimensional Standards

The proposed preliminary plat meets the density and dimensional standards of Section 20-602 of the Land Development Code. The minimum lot area permitted in the IBP District is 20,000 square feet. The proposed lot will be approximately 75,346 square feet. Also, the minimum lot width permitted in the IBP District is 200 feet. The proposed lot will have a lot width of approximately 270 feet (Research Park Drive) and approximately 320 feet (W. 18th Street).

Utilities and Infrastructure

Water and sewer service exists to serve the proposed lot. Additional public utilities are not needed to serve the property.



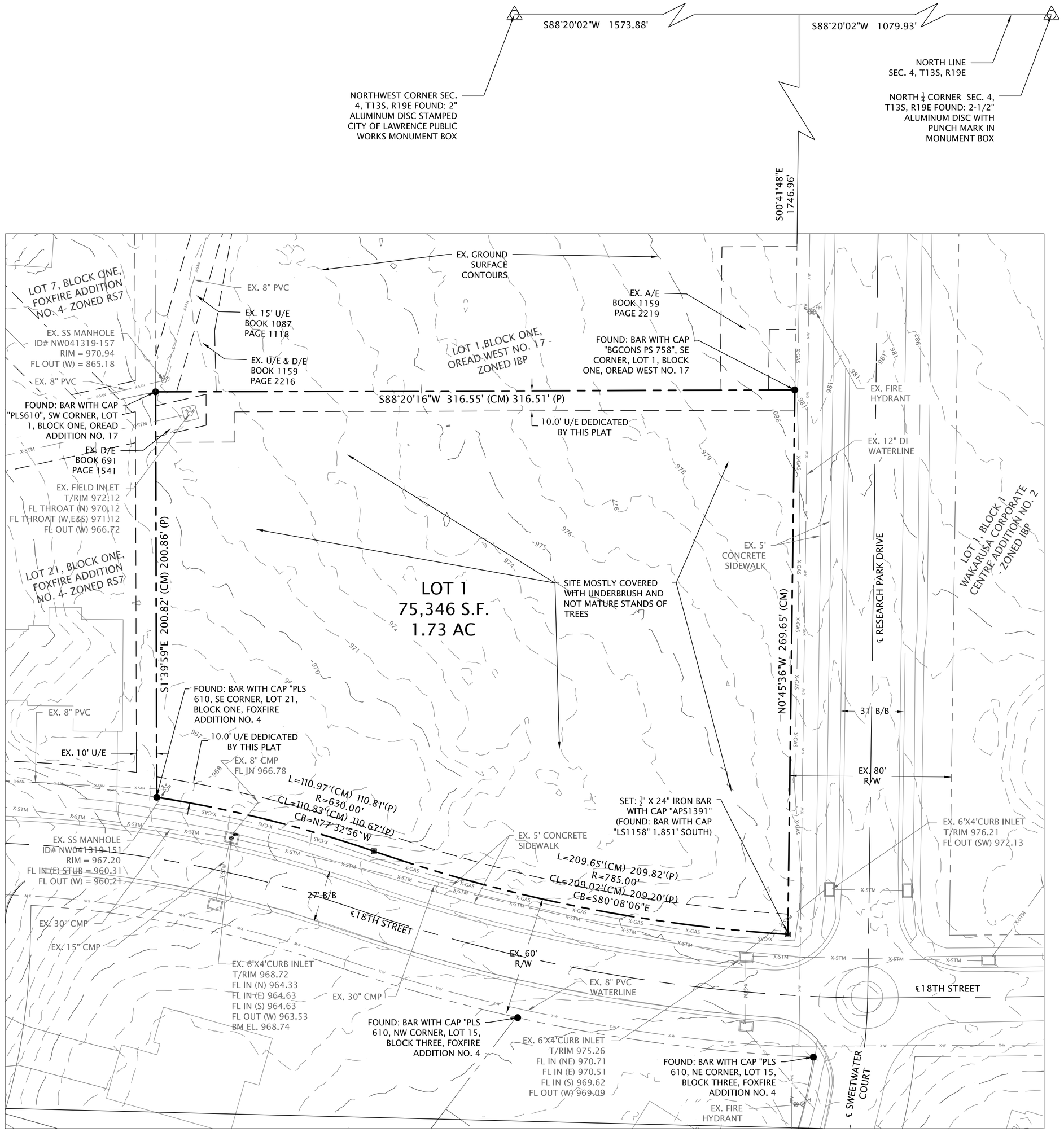
Figure 3. Existing infrastructure; gold = sanitary sewer, blue = water, green = stormwater.

Easements and Rights-of-way
This plat includes the dedication of a 10 foot utility easement along the southern property line and a 10 foot utility easement along the northern property line. No changes in the right-of-way are required with this preliminary plat.

Sensitive Lands
The subject property is undeveloped and contains stands of mature trees. While Section 20-1101 provides protection standards for this type of sensitive lands, this section is applicable to development in all RS (Single-Dwelling Residential) and RM (Multi-Dwelling Residential) Districts, but is not applicable to non-residential zoning districts. The property is zoned IBP District and as such this standard does not apply to the proposed development. However, the property is adjacent to RS (Single-Dwelling) Districts to the west and south. As such, a Type-3 bufferyard will be required along the west and south property lines. Landscaping and bufferyard requirements will be reviewed for compliance with the Land Development Code with the future submission of a site plan for the property.

Compliance with Major Subdivision Regulations
The preliminary plat conforms to the review criteria provided in Section 20-809(d) of the Land Development Code.

Conclusion
This preliminary plat conforms to the standards and requirements of the Subdivision Regulations, and the land use plans of the area. Staff recommends approval of the preliminary plat for Oread West No. 18



SCALE: 1" = 30'

0 30' 60'

REFERENCED DOCUMENTS

1. FINAL PLAT OF OREAD WEST NO. 17
2. FINAL PLAT OF FOXFIRE ADDITION NO. 4

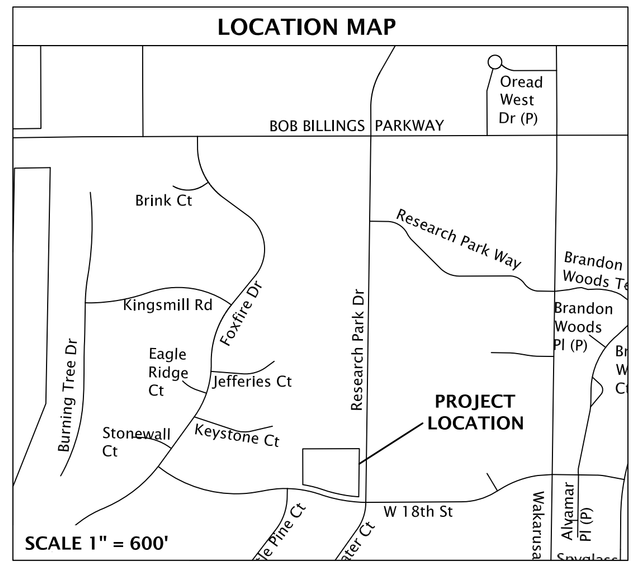
PROJECT BENCH MARK:

1. DOUGLAS COUNTY PUBLIC WORKS CHARN DG43
   NORTHING 235,912.60
   EASTING 2,077,461.49
   ELEVATION = 994.38 FT.
2. CENTER OF STAMPED FISH ON STORM SEWER CURB INLET LOCATED ON THE NORTH SIDE OF WEST 18TH STREET APPROXIMATELY 330' WEST OF THE INTERSECTION OF WEST 18TH STREET AND RESEARCH PARK DRIVE. ELEVATION = 968.74

SITE SUMMARY

Gross Area of Subdivision:	1.72 AC
Area within IBP Zoning District	1.72 AC
Area of proposed additional Rights-of-Way	0.00 AC
Total Number of Lots:	1
Minimum Lot Size:	1.72 AC
Maximum Lot Size:	1.72 AC
Average Lot Size:	1.72 AC

LOCATION MAP



LEGAL DESCRIPTION

A TRACT OF LAND LOCATED IN THE NORTHWEST QUARTER OF SECTION 4, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE SIXTH PRINCIPAL MERIDIAN, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS, NOW DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE NORTH LINE OF SAID QUARTER SECTION, SAID POINT BEING SOUTH 88° 20' 02" WEST, 1079.93 FEET FROM THE NORTHEAST CORNER OF SAID QUARTER SECTION; THENCE SOUTH 00° 41' 48" EAST, 1746.96 FEET TO THE POINT OF BEGINNING, SAID POINT BEING THE SOUTHEAST CORNER OF LOT 1, BLOCK ONE IN OREAD WEST NO. 17, A SUBDIVISION IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS; THENCE SOUTH 88° 20' 16" WEST ALONG THE SOUTH LINE OF SAID LOT 1, 316.55 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1, SAID POINT ALSO BEING THE NORTHEAST CORNER OF LOT 21, BLOCK ONE, FOXFIRE ADDITION NO. 4, A SUBDIVISION IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS; THENCE SOUTH 01° 39' 59" EAST ALONG THE EAST LINE OF SAID LOT 21, 200.82 FEET TO THE SOUTHEAST CORNER OF SAID LOT 21; THENCE ALONG THE NORTH RIGHT OF WAY LINE OF 18TH STREET ON A CURVE TO THE RIGHT WITH A RADIUS OF 630.00 FEET, A CHORD OF 110.83 FEET, A CHORD BEARING OF SOUTH 77° 32' 56" EAST AND AN ARC DISTANCE OF 110.97 FEET; THENCE CONTINUING ALONG SAID NORTH RIGHT OF WAY LINE ON A CURVE TO THE LEFT WITH A RADIUS OF 785.00 FEET, A CHORD OF 209.02 FEET, A CHORD BEARING OF SOUTH 80° 08' 06" EAST AND AN ARC DISTANCE OF 209.64 FEET, TO A POINT ON THE WEST RIGHT OF WAY LINE OF RESEARCH PARK DRIVE; THENCE ALONG SAID WEST RIGHT OF WAY LINE, NORTH 00° 45' 36" WEST, 269.65 FEET TO THE POINT OF BEGINNING. THE ABOVE CONTAINS 1.73 ACRES, MORE OR LESS.

GENERAL NOTES

Owner:	1217Y, LLC P.O. Box 3789 Lawrence, Kansas 66046
Land Planner/Engineer:	Grob Engineering Services, LLC 3210 Mesa Way, Suite A Lawrence, Kansas 66049
Surveyor:	All Points Surveying, LP P.O. Box 4444 Lawrence, Kansas 66046

1. Aerial and topographic information obtained from aerial surveys completed for the City of Lawrence and Douglas County 2015 and 2018. Specific topographic and boundary information for property & directly adjacent obtained from field survey provided by All Points Surveying LP, November, 2018.
2. Typical Soil Type: Mb - Martin Silty Clay Loam
3. Existing Land Use: Vacant Land
4. Proposed Land Use: Office Warehouse
5. Current Zoning: IBP - Industrial/Business Park
6. No part of the property is located within a SPECIAL FLOOD HAZARD AREA (SFHA) SUBJECT TO INUNDATION BY THE 1% CHANCE FLOOD per FEMA Flood Insurance Rate Map (FIRM) Panel 158 of 460, Map # 20045C0158D, Map Revised August 5, 2010.
7. Proposed utility locations, elevations, and sizes are preliminary and will be finalized during final design of improvements.
8. New telephone, cable television and electrical lines (except high voltage lines) must be located underground. The developer is responsible for the cost of relocation of existing utilities, if necessary to serve the subdivision.
9. Soils investigations shall be performed before primary structures are erected on lots with slopes greater than 3:1, or non-engineered fill greater than 12 inches. A soils engineer licensed by the State of Kansas, shall perform investigations, and a report of the investigation shall be submitted to the City of Lawrence Codes Enforcement Division. Other lots may be required to be investigated where excavation reveals indications of unsuitable conditions.
10. No new public streets or utilities will be created as part of this subdivision. This subdivision will connect to existing City of Lawrence public sanitary sewer and water systems.
11. Stormwater drainage will be addressed at the Site Planning stage. The public stormwater drainage system exists on the property or directly adjacent to the property. A drainage study will be required when any physical changes are made to the site which would include grading or addition of any fill.
12. A preliminary Downstream Sanitary Sewer Analysis (DSSA) has been prepared based upon information available at the time of recording the plat. Updates to the DSSA will be performed during the Site Planning stage. The public sanitary sewer system exists on the property or directly adjacent to the property.

LEGEND

OHW — OHW — OVERHEAD WIRE	SANITARY SEWER MANHOLE	B/B BACK OF CURB/BACK OF CURB
OHE — OHE — OVERHEAD ELECTRICAL	STORM MANHOLE	F.F.E. FINISH FLOOR ELEVATION
UGT — UGT — UNDERGROUND TELEPHONE	STORM DRAIN	ROW RIGHT-OF-WAY
GAS — GAS — GAS	GUY ANCHOR	C/L CENTERLINE
W — W — WATERLINE	UTILITY POLE	D/E DRAINAGE EASEMENT
SAN — SAN — SANITARY SEWER LINE	WATER METER	U/E UTILITY EASEMENT
SS — SS — SANITARY SEWER SERVICE	WATER VALVE	BOUNDARY CORNER
STM — STM — STORMWATER LINE	FIRE HYDRANT	LOT CORNER
SB — SB — BUILDING SETBACK LINE	TRAFFIC SIGNAL STR.	BUILDING INGRESS/EGRESS
SECTION LINE	GAS VALVE	
PAVEMENT/SURFACING	GAS METER	
PROPERTY LINE	LIGHT POLE	
EASEMENT	SIGN	
	ELECTRIC BOX	
	CABLE TV BOX	

NOTE: "X" IN UTILITY DENOTES EXISTING FEATURE

THIS DOCUMENT IS FOR PLANNING PURPOSES ONLY - NOT FOR CONSTRUCTION

a preliminary plat for

OREAD WEST NO. 18

GES
GROB ENGINEERING SERVICES, LLC
3210 Mesa Way, Suite A * Lawrence, Kansas 66049
Phone 785 856-1900 * Fax 785 856-1901
www.grobengineering.com

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PRELIMINARY PLAT
OREAD WEST NO. 18
LAWRENCE, KANSAS

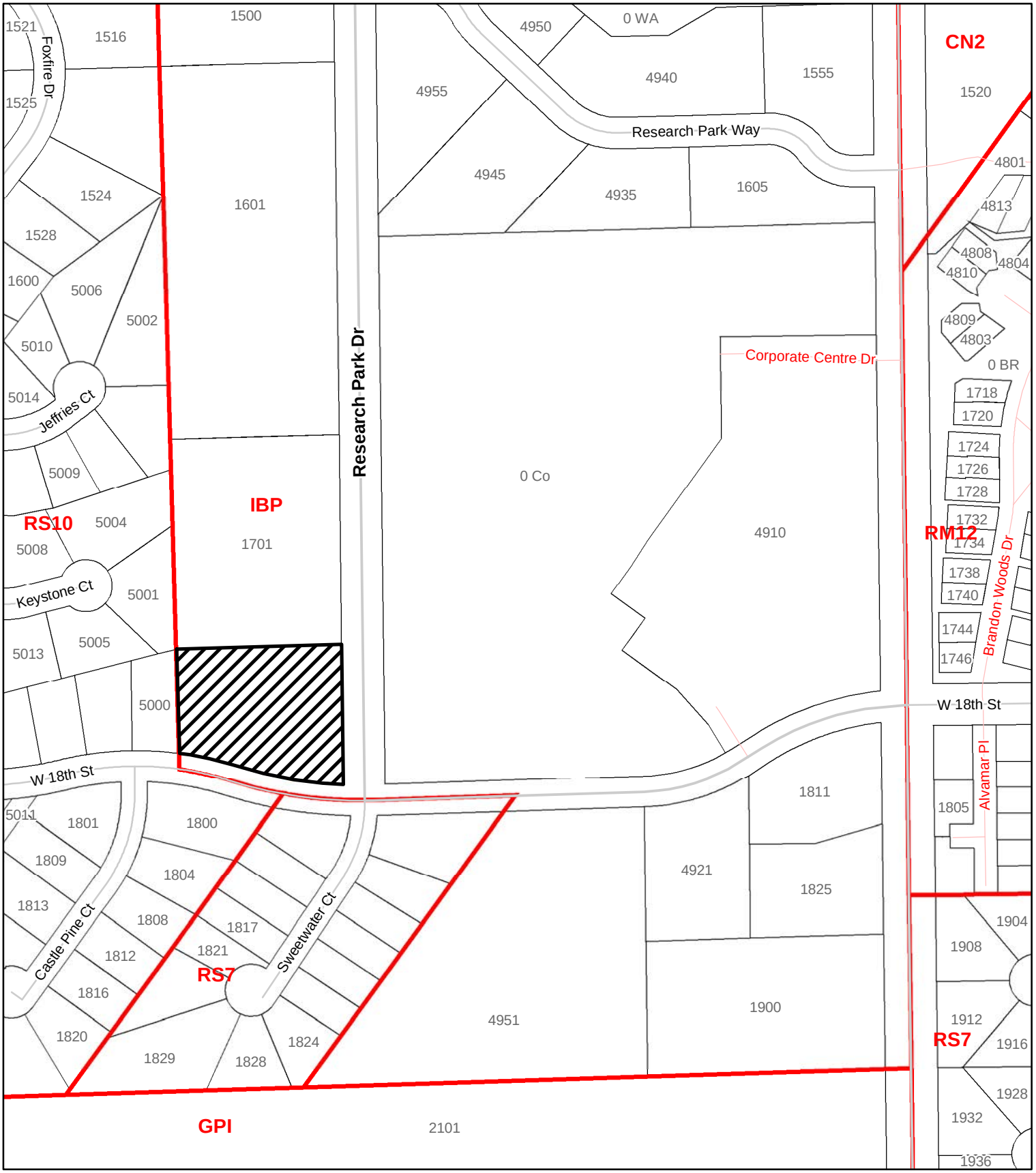
DESIGNED BY
JDG

CHECKED BY
JDG

ISSUE DATE
NOVEMBER 19, 2018

REVISIONS
JANUARY 4, 2019
JANUARY 11, 2019

SHEET
1
1



PP-18-0**05**69: Consider a Preliminary Plat for Oread West No. 18
located **on the** northwest **corner** of
W. 18TH STREET and RESEARCH PARK DRIVE

Lawrence-Douglas County Planning Office
January 2019

Subject Property

N
W E
S

Memorandum
City of Lawrence
Planning and Development Services

TO: **Planning Commission**

FROM: **Planning Staff**

CC: **Scott McCullough, Planning and Development Services Director**

Date: **January 23, 2019**

RE: **Item No. 4:** MS-18-00567: Consider a variance from the right-of-way width for a minor subdivision (lot combination) for W. Morris Addition No. 1, located at 1801 and 1807 W. 23rd Street. Submitted by Landplan Engineering on behalf of Team Players LLC and Emira-One LLC, property owners of record.

Variance requested:
Reduction of right-of-way for a W. 23rd Street, a principal arterial street, from 150 feet to 100 feet.

Attachment A: Minor Subdivision MS-18-00243
Attachment B-D: Related site plans for each lot.
Attachment E: Communications

Background

Minor subdivisions are processed administratively; however, the Planning Commission's approval is required for variances from the subdivision design standards. Related site plan applications are currently under review and included with this memo for context with the variance request. No other Planning Commission action related to the proposed minor subdivision is required.

The Subdivision Regulations state that an applicant may request a variance from the design standards in accordance with the variance procedures outlined in Section 20-813(g). This memo provides background information on the variance request, evaluates the request for compliance with the approval criteria, and summarizes staff's recommendation.

The standard for the required right-of-way width changed in 2006 from 100 feet to 150 feet with the adoption of the Land Development Code. This property is located on the south side of W. 23rd Street. This segment of W. 23rd Street is a developed commercial corridor.

VARIANCE: Reduction in the width of right-of-way from 150 feet to 100 feet as required for a principal arterial street (W. 23rd Street) per Section 20-810 (e)(5) of the Subdivision Regulations to allow reconfiguration of currently two platted lots into three proposed platted lots to facilitate redevelopment of property located along the W. 23rd Street.

This segment of W. 23rd Street is uniform in width. The applicant proposes no additional dedication of right-of-way, keeping the right-of-way width at 100 feet. As noted in previous

reports, the 150 feet of required right-of-way is more applicable to new, greenfield development, rather than existing corridors, unless a specific need is identified.

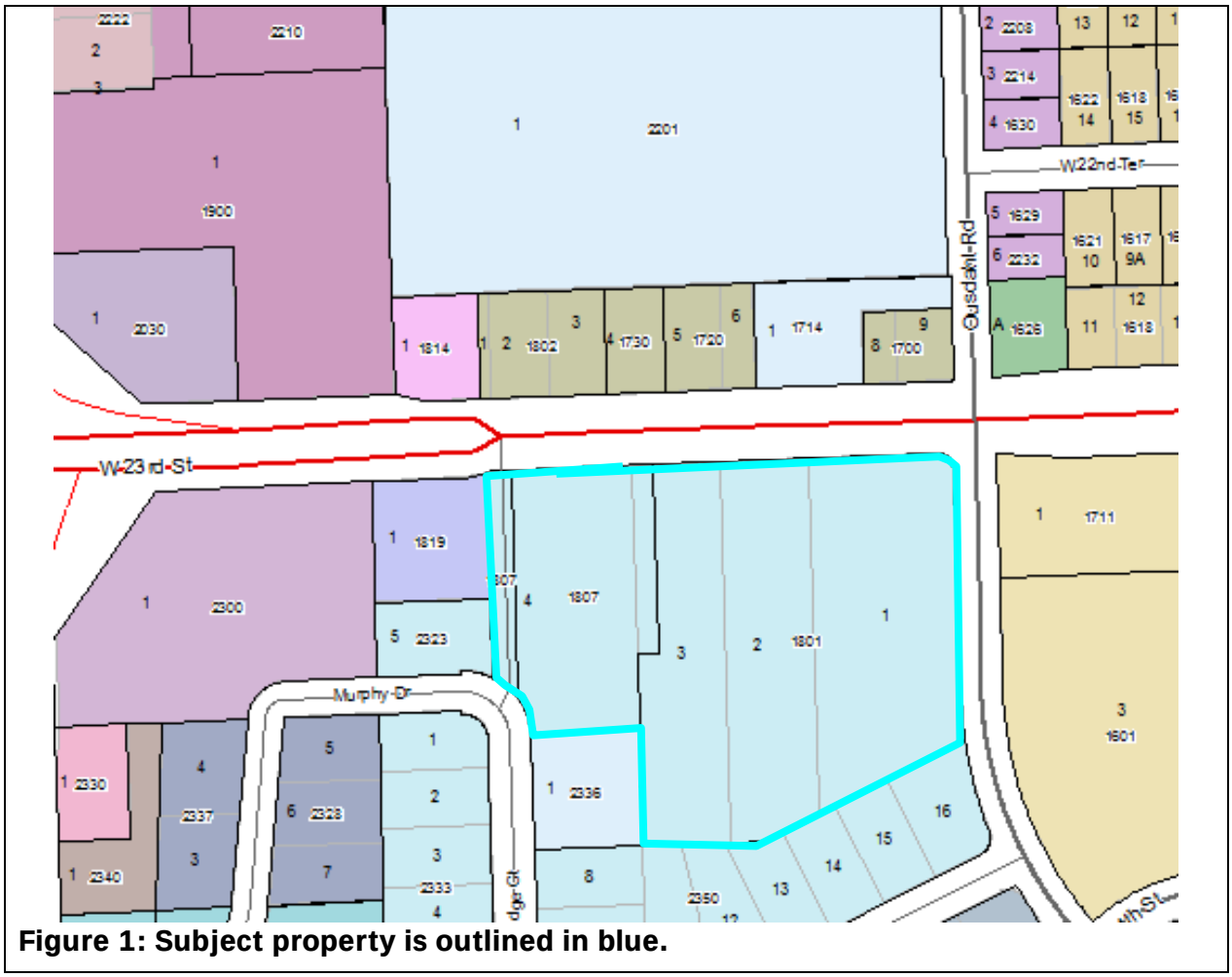


Figure 1: Subject property is outlined in blue.

REVIEW CRITERIA:

Criteria 1: Strict application of these regulations will create an unnecessary hardship upon the subdivider.

Development along this segment of the W. 23rd Street corridor includes non-residential uses with building and parking lot setbacks based on the established property line/right-of-way line. This property is part of a proposed redevelopment project that assumes the same right-of-way as the adjacent properties. The purpose of the application is to create a new pad site (proposed Lot 1) for the development of a new *Eating and Drinking Establishment* (SP-18-00567).

The redevelopment includes the consolidation of driveways along this street segment in accordance with the approved 23rd Street Access Management Plan. New cross access easements are proposed between the lots included in the boundary of the minor subdivision drawing.

Strict application of the regulations would limit the developer's ability to redevelop the property consistent with the existing immediate development pattern. Redevelopment will be required to meet off-street parking setback and green space requirements as applicable to the scope of the redevelopment for each lot included in the project.

As properties have redeveloped along W. 23rd Street, the dedication of additional right-of-way has not been required along this street segment. The right-of-way width is uniform between Ridge Court and Alabama Street at 100 feet of right-of-way. Segments farther east are narrower. Sections of the street can vary at primary intersection (corners) to accommodate street traffic signals and turn lanes.

STAFF FINDING: Strict application of the regulations would require the property owner to adjust the existing lot line to the south by 25 feet, dedicating additional right-of-way. Additional right-of-way has not been required for other redevelopment applications in the nearby area.

The strict application of the regulations would require the developer to alter their plans for redevelopment of the site. The additional dedication would result in a reduction of off-street parking for the commercial uses. This same request has been sought for other redevelopment projects along other arterial streets. Granting this requested variance from the required right-of-way dedication is not opposed to the purpose and intent of the regulations.

Criteria 2: The proposed variance is in harmony with the intended purpose of these regulations.

This design standard was adopted in 2006 with the Land Development Code. The wider right-of-way accommodates street designs with boulevards, multiple lanes, and amenities that may or may not exist along developed street segments within the community. A similar variance has been granted for other projects located along developed urban corridors that are designated arterial streets. A list of similar requests is attached to the end of this report.

The intent of this minor subdivision is to create a new developable lot in the northeast corner of the property. The change in design requirements in 2006 requires the applicant to seek a variance as part of the subdivision process. Section 20-810(e)(1) provides general design criteria for streets. Subsection iii states, "*Arterial and collector streets shall be laid-out, arranged, and designed in accordance with any adopted Major Thoroughfares Map or corridor plan."* W. 23rd Street is:

- A Principal Arterial street
- An existing street
- A developed commercial corridor

Per Section 20-801(a) of the Subdivision Regulations, the purpose of these regulations ensures the division of land will serve the public interest and general welfare. The regulations are intended to, *"Provide for the harmonious and orderly development of land within the City by making provisions for adequate open space, continuity of the transportation network, recreation areas, drainage, utilities and related easements, light and air, and other public needs."*

The property included in this application is being reconfigured as shown on the attached drawings for redevelopment purposes. This change will not alter the established street network in this area. The preliminary review of the related site plan application shows the proposed building and parking area setbacks are consistent with the base zoning requirements. There are no planned widening projects for this segment of W. 23rd Street.

STAFF FINDING: Granting this requested variance from the required right-of-way is not opposed to the purpose and intent of the regulations.

Criteria 3: The public health, safety, and welfare will be protected.

W. 23rd Street is a designated "Principal Arterial Street". Its current width includes 100 feet of public right-of-way along this property. The current subdivision regulations require "Principal Arterial Streets" to include 150 feet of right-of-way. The current right-of-way for W. 23rd Street is an existing condition of the corridor.

The minor subdivision and related site plans are in process. Part of the review includes the evaluation of a Traffic Impact Study. The applicant has provided a traffic study. No additional right-of-way has been identified as needed.

A key component of this project is the coordination of shared access between multiple property owners with direct access to W. 23rd Street. The City adopted an access management plan identifying appropriate driveway consolidation along this segment of the street.

STAFF FINDING: Granting this requested variance from the required right-of-way will not harm the public health, safety, or welfare. These public aspirations will continue to be protected though the site development process.

STAFF RECOMMENDATION

Approval of the variance requested for a minor subdivision, MS-18-00567, to reducing the right-of-way, required per Section 20-810(a)(5) for a principal arterial street, from 150 feet to 100 feet in accordance with the provisions for 1801 and 1807 W. 23rd Street.

Similar Request for right-of-way reduction:

1. PP-15-00067 Dream Haven regarding Peterson Road (4/20/15).
2. PP-14-00303 Schwegler Addition regarding Ousdahl Road, a collector street (9/22/15).
3. PP-13-00338 Menards Addition regarding 31st Street (11/8/13 and 10/21/13).
4. PP-13-00352 Burrough's Creek Addition regarding Haskell Avenue (10/21/13).
5. MS-15-00096 Bella Sera at the Preserve (5/18/15).
6. PP-16-00304 Rockledge Addition No. 2 (9/26/16).
7. MS-17-00217 Lawrence Industrial Park No. 2 regarding Haskell Avenue (6/28/2017).
8. MS-17-00390 Sunset Hills Estates regarding W. 6th Street (9/27/17).
9. MS-17-00554 Casey's Subdivision 1703 and 1111 W. 6th Street (10/25/17)
10. MS-18-00113 Eagle Subdivision No. 2, 1803 W. 6th Street (4/25/18).
11. MS-18-00243 Casey's Subdivision 1703 and 1111 W. 6th Street (07/25/18)

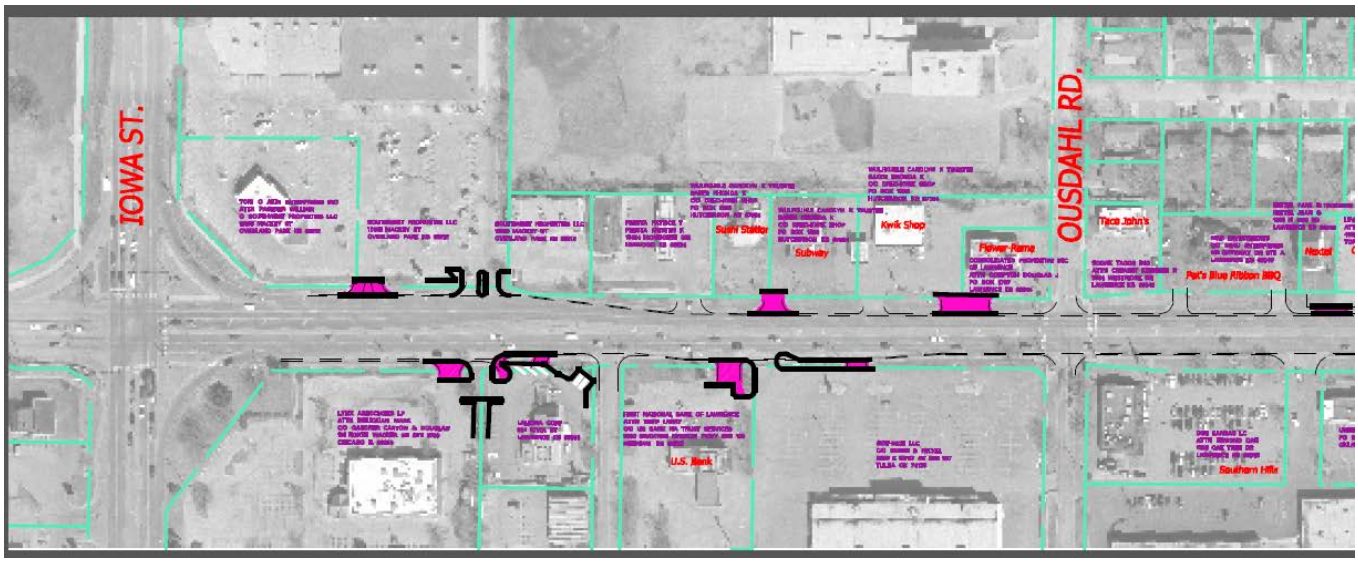


Figure 2: Portion of 23rd Street Access Management Plan

City of Lawrence Douglas County
PLANNING & DEVELOPMENT SERVICES

ADMINISTRATIVE DETERMINATION
MINOR SUBDIVISION

January 2, 2019

MS-18-00567: W. Morris Addition No. 1, a Minor Subdivision/Replat of Lots 1, 2, 3, and 4 in Block 2, Southridge Addition No. 2, a subdivision in the City of Lawrence, Douglas County, Kansas. Submitted by Landplan Engineering, PA, on behalf of Team Players LLC and Emira-One LLC, property owners of record, the property owner of record.

- Related variance to be considered/approved by the Planning Commission.
- Dedication of easements to be accepted by the City Commission.

ADMINISTRATIVE DETERMINATION: The Planning Director approves the Minor Subdivision.

KEY POINT

- This minor subdivision proposes creating a new commercial lot in the northeast corner of the property at 23rd Street and Ousdahl Road.
- The project proposes access easements to accommodate vehicular movement across the properties. Dedication of easements are subject to the acceptance by the City Commission.
- Driveways along W. 23rd Street will be closed and consolidated in accordance with the access management plan for W. 23rd Street.
- Tract A is constructed as a private street commonly known as Ridge Court. The private thoroughfare is not owned or maintained by the City.
- Tract A does not include the necessary width to meet minimum street design standards.
- Establishment of Ridge Court as a public street would require additional dedication of right-of-way from all adjacent property owners and reconstruction of the facility to meet minimum city street design standards, including public sidewalks on both sides of Ridge Court.
- The site plan for Lot 3 shows changes to Ridge Court.
- This minor subdivision does not include a request to dedicate any additional right-of-way for any abutting public or private street.
- W. 23rd Street does not meet the current design standards for a principal arterial street. The Planning Commission must approve a variance request for reduced right-of-way.

SUBDIVISION CITATIONS TO CONSIDER

- The Subdivision Regulations for Lawrence and Unincorporated Douglas County.

COMMUNICATIONS

Property owner, west side of Ridge Court, has provided written communication opposing changes to the closure of "Ridge Court" associated with this site redevelopment. Communication is attached.

ASSOCIATED CASES

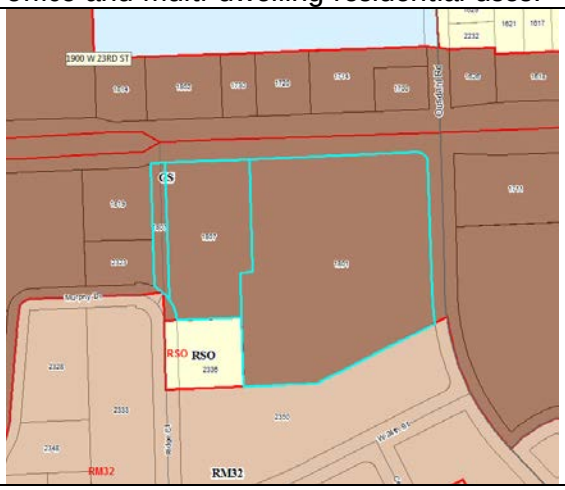
- SP-18-00550; 1807 W. 23rd Street; First National Bank
- SP-18-00551; 1801 W. 23rd Street; Former Hobby Lobby Site/Harbor Freight
- SP-18-00553; 1731 W. 23rd Street; future Starbucks – commercial pad site

Note: these applications are administrative and are in process.

OTHER ACTION REQUIRED

Submittal of a signed copy of the minor subdivision, an executed master street tree plan, and document recording fees for recording with the Douglas County Register of Deeds.

Attachments
Attachment A: Proposed Minor Subdivision Drawing
Attachment B: Easement Document
Attachment C: 23rd Street Access Management Plan:
https://lawrenceks.org/mpo/corridor_studies/
Attachment D: Site Plan drawings for commercial redevelopment
Attachment E: Communications

GENERAL INFORMATION	
Current Zoning and Land Use	CS (Commercial Strip) District; existing multi-tenant commercial building and bank.
Surrounding Zoning and Land Use	CS (Commercial Strip) District to the north, east and west; existing commercial uses to the north, east and west. RM32 (Multi-Dwelling Residential) and RSO (Single-Dwelling Residential Office) District to the south and southwest. Existing office and multi-dwelling residential uses.
Figure 1: Surrounding Zoning	
Number of Existing Lots: 3 lots (2 parcels) and one tract **Total Land Area: 288,237.85 square feet**.	1801 W. 23rd Street: Lots 1, 2, and portion of Lot 3 (208,368.12442 square feet) 1807 W. 23rd Street: portion of Lot 3 (67,820.726715 square feet) Ridge Court: privately owned tract (12,049 square feet)
Number of Proposed Lots: 3 lots and one tract. **Total Land Area: 285,987 square feet.**	Tract A: 12,049 square feet Lot 1: 29,246 square feet (1731 W. 23rd Street – new development parcel) Lot 2: 178,997 square feet (1801 W. 23rd Street) Lot 3: 65,549 square feet (1807 W. 23rd Street)

The property was included in the Final Plat – Southridge Addition No. 3, recoded with the Douglas County Register of Deeds Office in 1959. Staff attributes the lot and parcel area differences to surveying techniques between 1959 and 2018.

STAFF REVIEW

This proposed minor subdivision creates a new development parcel located on the southwest corner of W. 23rd Street and Ousdahl Road. The lot is crated from the total area of the former Hobby Lobby site. Proposed Lot 3, the bank site, is not altered.

The proposed Minor Subdivision abuts W. 23rd Street along the north property line. This segment of W. 23rd Street is a designated principal arterial street. The minimum width required for a principal atrial street is 150 feet. The existing right-of-way width is only 100 feet. The applicant is requesting a variance to allow the reduced right-of-way to remain unchanged with this application. The Planning Commission is scheduled to consider the variance at their meeting on January 23, 2019. Staff supports the variance request.

The property is not located within any historic district and is not located in a regulatory floodplain.

DIMENSIONAL REQUIREMENTS

Per Section 20-601(a) of the Land Development Code, the CS (Commercial Strip) District requires a minimum lot area of 5,000 square feet and a minimum lot width of 100 feet for lots platted after the July 1, 2006 effective date. The lots included in this minor subdivision exceed the minimum requirements for lot area and width for this zoning district.

ZONING AND LAND USE

The property is zoned CS (Commercial Strip) District. A wide variety of uses are permitted in this district. Proposed Lots 2 and 3 are developed with existing uses. Proposed Lot 1 is being created through this subdivision application for the purposes of future development of a *fast order food with drive in.* Related site plan applications have been submitted and are being processed for each lot.

Tract A provides access to the adjacent properties and extends between Murphy Drive on the south and W. 23rd Street on the north. Tract A has been identified and used as a private street since the 1960's. The tract was not dedicated as a public street and it has not been constructed to meet current city street standards. City policy requires that any private street proposed for dedication as a public facility must meet minimum city design standards for width and construction. There are no proposals to reconstruct Ridge Court to meet public street standards.

The tract is intended to remain and will provide access from W. 23rd Street to proposed Lot 3 (bank site). The property owner and developer are working with the adjacent property owners to the west to develop a shared access and maintenance agreement for the continued service of Ridge Court access to the adjacent properties to the west.

Plans to close a portion of Ridge Court are shown on the face of the site plan for the bank site and discussed in the body of that staff report. This minor subdivision, if approved, would not alter the location or dimension of the tract. The use of the tract is set through the site plan since it is not a public street.

UTILITIES/EASEMENTS

Infrastructure to serve the existing lots and the proposed lot already exists in the public right-of-way and easements.

The proposed minor subdivision includes the dedication of new easements to accommodate internal vehicular circulation and access on and across the property. These new easements are

subject to the acceptance of such by the City Commission. If accepted, these easements provide an internal circulation for vehicular access between W. 23rd Street and Ousdahl Road.

ACCESS
Lot 1 – adjacent to W. 23rd Street and Ousdahl Road
Lot 2 – adjacent to W. 23rd Street
Lot 3 – adjacent to W. 23rd Street and Ridge Court (a private street)

Each lot is adjacent to a public street. Only Ousdahl Road and W. 23rd Street are public streets. Ridge Court abuts Lot 3 on the west side of the property. Ridge Court is a private access/private street though its used by the public. Other than signage, there is no indication to the public that Ridge Court is private property. Ridge Court currently provides access to the bank property on the east, to First Med, a *medical office use,* and El Mezcal, a *Fast Order Food* use to the west. The site plan for the bank currently shows changes to Ridge Court including removing access to the properties on the west side of Ridge Court and removing pavement that provides a through-connection to Murphy Drive at the south end. These physical changes are discussed in detail in the site plan staff report, SP-18-00550.

The following diagram shows the existing and proposed easements. The application does not include a request to vacate any existing easements. New utility easement, are shown in dark yellow. New cross access easements across property are shown in light blue.

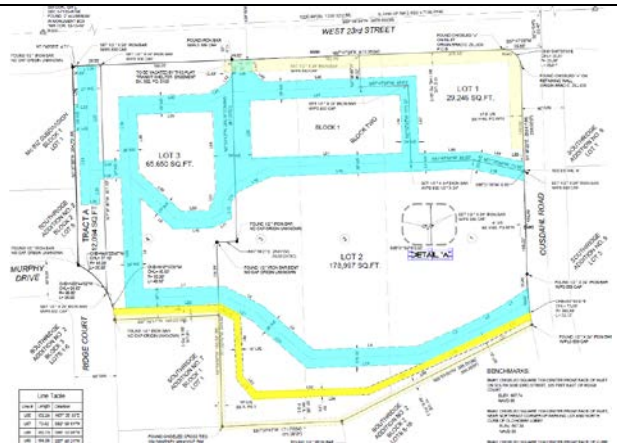


Figure 2: Existing And Proposed Easements

Note: The existing easement for Transit Shelter will be non-viable with new driveway. The City has not determined the final location for the transit shelter for this street segment.

The applicant has been advised that the "vacation of the easement" cannot be completed through this process. The applicant is revising the drawing to remove the note about vacation. The easement is shown on the drawing as an existing condition of the site.

MASTER STREET TREE PLAN
Street trees are required at a rate of one tree per 40 feet of frontage. Street trees are required along W. 23rd Street and Ousdahl Road. A master street tree plan is required as a condition of recoding the minor subdivision with the Register of Deeds office. This document will be used in coordination with the applicable landscape plans for each lot as part of the site plan reviews.

SUMMARY
The proposed lot and all aspects of the proposed minor subdivision conform to the current comprehensive plan of Lawrence and Douglas County.

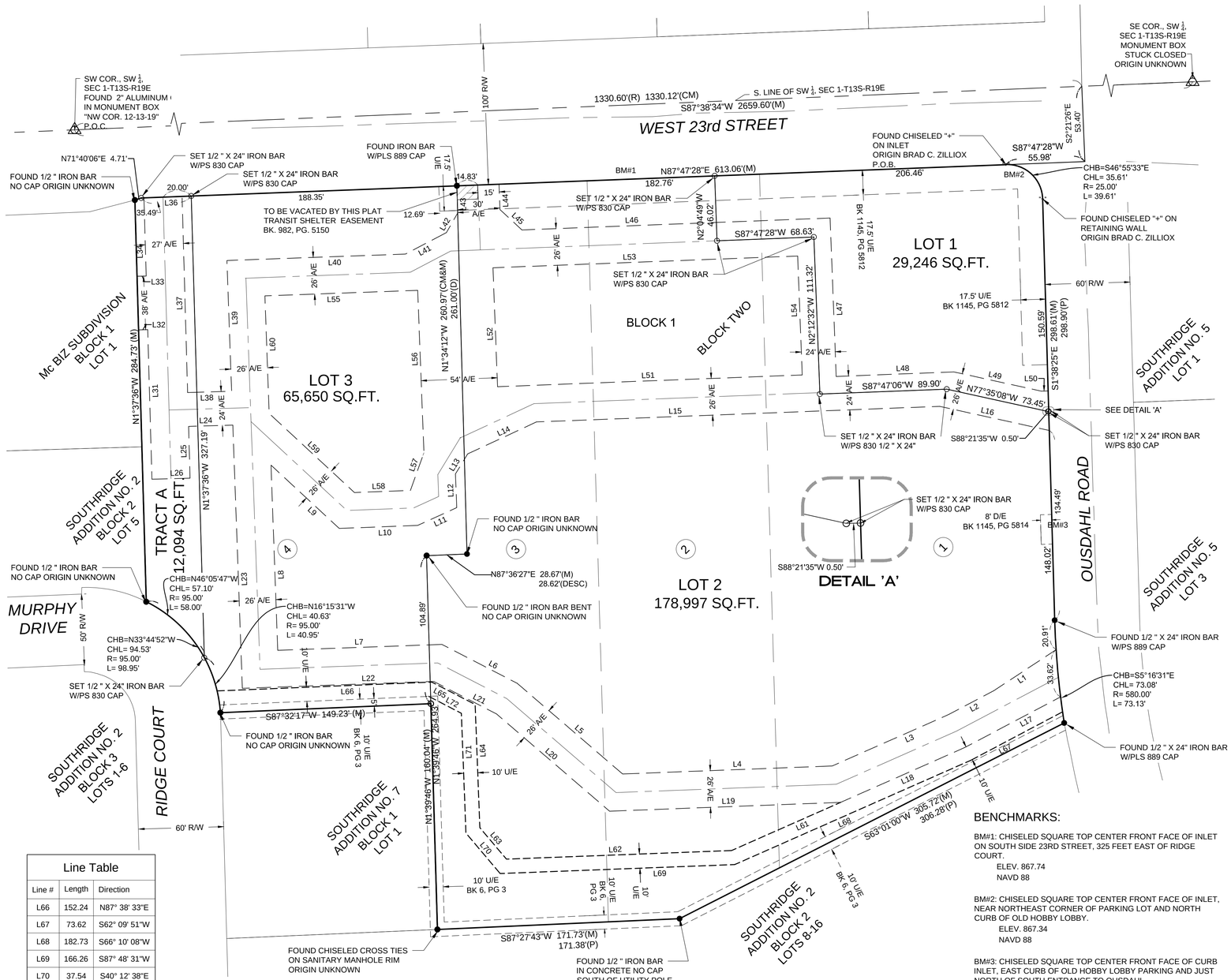
Conclusion: The minor subdivision meets the approval criteria in Section 20-808(d) of the Subdivision Regulations.

Line Table		
Line #	Length	Direction
L1	52.80	S56° 39' 08"W
L2	36.33	S62° 09' 51"W
L3	90.07	S66° 10' 08"W
L4	148.57	N87° 48' 31"E
L5	98.52	S49° 17' 23"E
L6	60.03	S62° 40' 16"E
L7	116.38	N87° 55' 54"E
L8	131.26	S2° 04' 06"E
L9	65.87	N47° 08' 14"W
L10	55.66	S87° 47' 27"W
L11	30.39	S65° 31' 37"W
L12	23.90	S2° 12' 33"E
L13	16.62	S31° 25' 51"W
L14	53.76	N65° 04' 15"E
L15	285.80	N87° 47' 06"E
L16	79.52	S77° 35' 08"E
L17	76.96	S62° 09' 51"W
L18	95.94	S66° 10' 08"W
L19	163.76	N87° 48' 31"E
L20	105.69	S49° 17' 23"E

Line Table		
Line #	Length	Direction
L21	49.90	S62° 40' 16"E
L22	135.30	N87° 55' 54"E
L23	186.61	S2° 04' 06"E
L24	31.36	N88° 22' 24"E
L25	36.70	S1° 37' 36"E
L26	27.00	N88° 22' 24"E
L31	106.04	S1° 37' 36"E
L32	6.50	S88° 22' 24"W
L33	6.50	S88° 22' 24"W
L34	55.40	N1° 37' 36"W
L36	27.03	N87° 47' 28"E
L37	137.89	S1° 37' 36"E
L38	31.18	S88° 22' 24"W
L39	92.70	S2° 04' 06"E
L40	126.59	S87° 55' 54"W
L41	32.75	S62° 16' 20"W
L42	16.00	N30° 01' 54"E
L43	19.28	S2° 12' 32"E
L44	17.86	S2° 12' 32"E
L45	21.21	S47° 12' 32"E

Line Table		
Line #	Length	Direction
L46	218.45	N87° 47' 28"E
L47	112.32	S2° 12' 32"E
L48	83.40	N87° 47' 06"E
L49	63.38	S77° 35' 08"E
L50	4.89	N88° 21' 35"E
L51	216.00	N87° 47' 06"E
L52	84.35	N2° 12' 32"W
L53	216.00	N87° 47' 28"E
L54	84.32	S2° 12' 32"E
L55	108.29	S87° 55' 54"W
L56	115.14	N2° 12' 32"W
L57	28.34	N19° 44' 44"E
L58	39.68	N87° 47' 27"E
L59	82.44	S47° 08' 14"E
L60	83.33	S2° 04' 06"E
L61	84.46	S66° 10' 08"W
L62	159.56	N87° 48' 31"E
L63	29.19	S40° 12' 38"E
L64	87.36	S2° 11' 29"E
L65	34.54	S62° 40' 16"E

Line Table		
Line #	Length	Direction
L66	152.24	N87° 38' 33"E
L67	73.62	S62° 09' 51"W
L68	182.73	S66° 10' 08"W
L69	166.26	S87° 48' 31"W
L70	37.54	S40° 12' 38"E
L71	84.98	S2° 11' 29"E
L72	26.06	S62° 40' 16"E



MONUMENTATION:

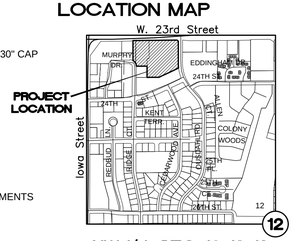
- △ SECTION CORNER
- ○ SET 1/2" x 24" REBAR W / "PS 830" CAP
- ● FOUND IRON BAR AS NOTED

LEGEND

P.O.C. - POINT OF COMMENCEMENT
P.O.B. - POINT OF BEGINNING
U/E - UTILITY EASEMENT
(P) - PLATTED
(CM) - CALCULATED FROM MEASUREMENTS
(M) - MEASURED
(#) - ORIGINAL LOT NUMBER

▨ - EASEMENT TO BE VACATED

LOCATION MAP



NW 1/4, SEC. 12-13-19
CITY OF LAWRENCE
DOUGLAS COUNTY, KANSAS
NOT TO SCALE

SCALE: 1" = 40'
40 20 0 40 80

W. MORRIS ADDITION NO.1

A MINOR SUBDIVISION/REPLAT OF LOTS 1, 2, 3 AND 4, IN BLOCK 2, IN SOUTHRIDGE ADDITION NO. 2, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS.
NW 1/4, SEC. 12-T13S-R19E

GENERAL NOTES:

1. STREET TREES SHALL BE PROVIDED IN ACCORDANCE WITH THE MASTER STREET TREE PLAN FILED WITH THE REGISTER OF DEEDS IN BOOK _____, PAGE _____. IF STREET TREES DIE, THE PROPERTY OWNER IS RESPONSIBLE FOR REPLANTING TREES WITHIN ONE YEAR. NO TREES ON THE RIGHT-OF-WAY CAN BE REMOVED WITHOUT THE PERMISSION OF THE CITY OF LAWRENCE PARKS DEPARTMENT. THE CITY IS HEREBY GRANTED TEMPORARY RIGHT OF ENTRY TO PLANT THE REQUIRED STREET TREES PURSUANT TO SECTION 20-811 (g) OF THE SUBDIVISION. TREES WITHIN THE RIGHT-OF-WAY REQUIRE TREE ROOT PROTECTION WITHIN A 10' RADIUS OF THE TREE TRUNK.
2. SAID DESCRIBED PROPERTY IS LOCATED WITHIN AN AREA HAVING A ZONE DESIGNATION X BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA), ON FLOOD INSURANCE RATE MAP NO. 20045C0159D, WITH A DATE OF IDENTIFICATION OF AUGUST 5, 2010, FOR COMMUNITY NO. 200090, IN DOUGLAS COUNTY, STATE OF KANSAS, WHICH IS THE CURRENT FLOOD INSURANCE RATE MAP FOR THE COMMUNITY IN WHICH SAID PREMISES IS SITUATED. THE PROPERTY DOES NOT LIE IN A SPECIAL FLOOD HAZARD ZONE.
3. ERROR OF CLOSURE = 1: 5,498,747.50
4. BASIS OF BEARINGS: KANSAS STATE PLANE NORTH ZONE 1501.

LEGAL DESCRIPTION:

ALL OF LOTS 1, 2, 3 AND 4, SOUTHRIDGE ADDITION NO. 2, A RECORDED SUBDIVISION IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS, CONTAINING 285,988 SQUARE FEET OR 6.565 ACRES, MORE OR LESS.

DEDICATION:

BE IT KNOWN TO ALL MEN THAT I (WE), THE UNDER S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVE HAD CAUSE FOR THE SAME TO BE SURVEYED AND PLATTED UNDER THE NAME OF "W. MORRIS ADDITION NO. 1" AND HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND STREETS AS SHOWN AND FULLY DEFINED ON THIS PLAT. ALL STREETS, DRIVES, ROADS, ETC. SHOWN ON THIS PLAT AND NOT HERETOFORE DEDICATED TO PUBLIC USE ARE HEREBY SO DEDICATED. AN EASEMENT IS HEREBY GRANTED TO THE CITY OF LAWRENCE AND PUBLIC UTILITY COMPANIES TO ENTER UPON, CONSTRUCT AND MAINTAIN UTILITIES UPON, OVER, AND UNDER THOSE AREAS OUTLINED ON THIS PLAT AS "ACCESS EASEMENT" OR "A/E" AND "UTILITY EASEMENT" OR "U/E".

_____	_____	_____
MICHAEL BOYD	ROBERT D. HART	LARRY G. MORGAN
CO TRUSTEE	VICE PRESIDENT	SENIOR VICE PRESIDENT
TEAM PLAYER LLC, EMIRA ONE , LLC	U.S. BANK NATIONAL ASSOCIATION	U.S. BANK NATIONAL ASSOCIATION

ACKNOWLEDGEMENT:

STATE OF KANSAS
COUNTY OF _____

BE IT REMEMBERED THAT ON THIS ___ DAY OF _____, 2019, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID DOUGLAS COUNTY AND KANSAS, CAME MICHAEL BOYD, CO-TRUSTEE, TEAM PLAYER LLC, EMIRA ONE , LLC WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE EXECUTION OF THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

STATE OF _____
COUNTY OF _____

BE IT REMEMBERED THAT ON THIS ___ DAY OF _____, 2019, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID DOUGLAS COUNTY AND KANSAS, CAME ROBERT D. HART, VICE PRESIDENT, U.S. BANK NATIONAL ASSOCIATION WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE EXECUTION OF THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES

STATE OF _____
COUNTY OF _____

BE IT REMEMBERED THAT ON THIS ___ DAY OF _____, 2019, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC, IN AND FOR SAID DOUGLAS COUNTY AND KANSAS, CAME LARRY G. MORGAN, SENIOR VICE PRESIDENT, U.S. BANK NATIONAL ASSOCIATION WHO IS (ARE) PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHO EXECUTED THE FOREGOING INSTRUMENT OF WRITING AND DULY ACKNOWLEDGE THE EXECUTION OF THE SAME.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND AFFIXED MY SEAL ON THE DAY AND YEAR LAST WRITTEN ABOVE.

_____ _____
NOTARY PUBLIC MY COMMISSION EXPIRES
STATE OF KANSAS
COUNTY OF DOUGLAS

ENDORSEMENTS:

APPROVED AS A MINOR SUBDIVISION UNDER THE SUBDIVISION REGULATIONS OF THE CITY OF LAWRENCE AND THE UNINCORPORATED AREA OF DOUGLAS COUNTY

_____
SCOTT McCULLOUGH DATE
DIRECTOR, PLANNING & DEVELOPMENT SERVICES

APPROVAL OF AND VACATION OF EASEMENTS AND RIGHT OF WAY :

_____ _____
STUART BOLEY DATE SHERRI RIEDEMANN DATE
MAYOR CITY CLERK

REVIEWED IN COMPLIANCE WITH K.S.A. 58-2005:

_____
KEVIN R. SONTAG, P.S. #1640 DATE
DOUGLAS COUNTY SURVEYOR

FILING RECORD:

STATE OF KANSAS
COUNTY OF DOUGLAS

THIS IS TO CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD IN THE OFFICE OF THE DOUGLAS COUNTY REGISTER OF DEEDS ON THIS ___ DAY OF _____, 2019, AND IS DULY RECORDED AT _____ AM/PM, IN PLAT BOOK _____ PAGE _____.

_____
REGISTER OF DEEDS
KAY PESNELL

BENCHMARKS:

BM#1: CHISELED SQUARE TOP CENTER FRONT FACE OF INLET ON SOUTH SIDE 23RD STREET, 325 FEET EAST OF RIDGE COURT.
ELEV. 867.74
NAVD 88

BM#2: CHISELED SQUARE TOP CENTER FRONT FACE OF INLET, NEAR NORTHEAST CORNER OF PARKING LOT AND NORTH CURB OF OLD HOBBY LOBBY.
ELEV. 867.34
NAVD 88

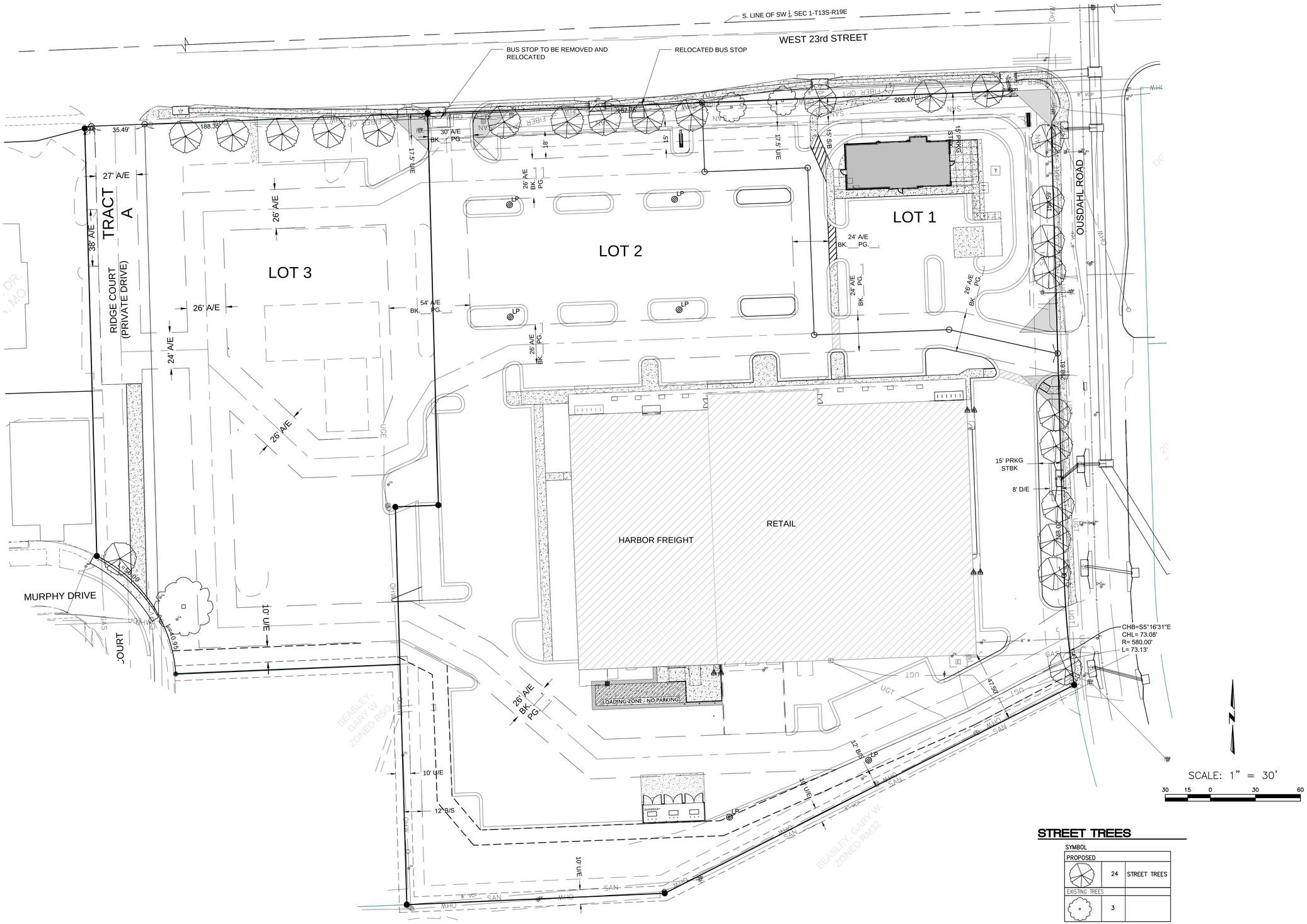
BM#3: CHISELED SQUARE TOP CENTER FRONT FACE OF CURB INLET, EAST CURB OF OLD HOBBY LOBBY PARKING AND JUST NORTH OF SOUTH ENTRANCE TO OUSDAHL.
ELEV. 869.15
NAVD 88

CERTIFICATION:

I HEREBY CERTIFY THAT THE PLATTED AREA AND THE LOCATION MAP SHOWN HEREON ARE THE RESULTS OF A FIELD SURVEY PERFORMED UNDER MY DIRECT SUPERVISION NOVEMBER 15, 2018. THIS SURVEY CONFORMS TO THE KANSAS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

_____
JIM STICKLER, P.S. 830, 1310 WAKARUSA DRIVE, SUITE 100, LAWRENCE, KS 66049
785.843.7530

FILE NAME: U:\20183017\CAD\Planning\FP\183017-MSTP.dwg LAST SAVED BY: Mitch Walther SAVED DATE: 1/9/2019 8:22 AM PLOTTED: 1/9/2019 11:04 AM



STREET TREES

SYMBOL		
PROPOSED		
	24	STREET TREES
EXISTING TREES		
	3	

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785.843.7530(p) | 785.843.2410(f)
info@landplan-pa.com | www.landplan-pa.com

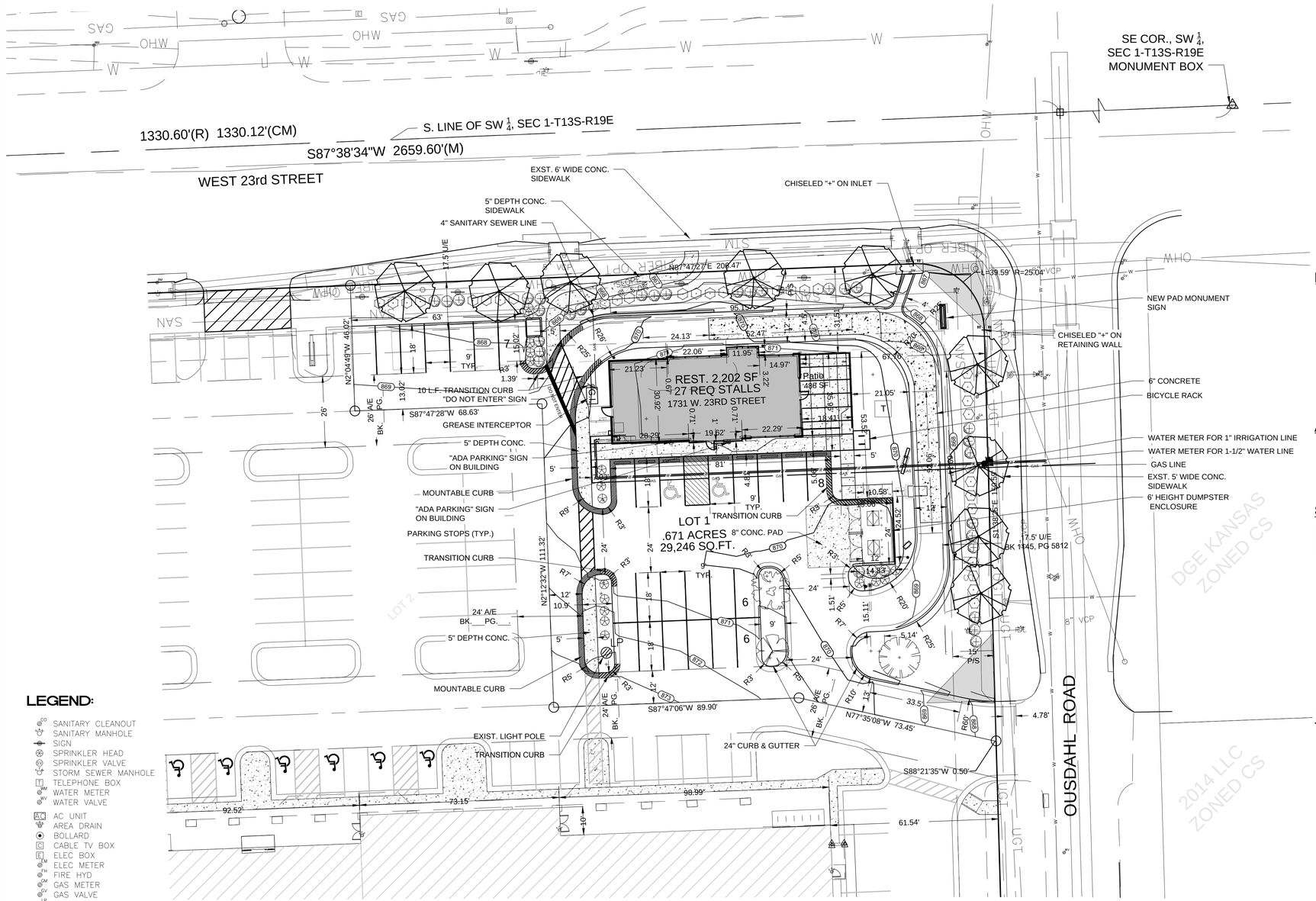
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MASTER STREET TREE PLAN
MORRIS ADDITION
1801 W 23RD STREET
LAWRENCE, KANSAS

REV	DATE	DESCRIPTION

DATE:	January 8, 2019
PROJECT NO.:	20183017
DESIGNED BY:	CLM
DRAWN BY:	MSW
CHECKED BY:	CLM

ISSUE	SHEET NO.
#	1
	OF 1 SHEETS



LEGAL DESCRIPTION:

LOT 1, BLOCK 1, W. MORRIS ADDITION NO. 1, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS.

NOTES

1. OWNERS: OWNERS: TEAM PLAYERS, LLC & EMIRA–ONE, LLC
   1707 N WATERFRONT PKWY
   WICHITA, KS 67206
2. LAND PLANNER/ CIVIL ENGINEER/ SURVEYOR: LANDPLAN ENGINEERING, P.A.
   1310 WAKARUSA DRIVE
   LAWRENCE, KANSAS 66049
3. EXISTING ZONING: CS
4. EXISTING LAND USE: VACANT
5. NO PORTIONS OF THE LOTS ARE LOCATED WITHIN A DESIGNATED "SPECIAL FLOOD HAZARD AREA" PER FEMA MAP NUMBER 20045C0159D, LAST REVISED AUGUST 5, 2010.
6. TOPOGRAPHIC INFORMATION OBTAINED FROM CITY OF LAWRENCE GIS LIDAR.
7. ALL SEWER AND THE WATER SERVICE IS TO BE PROVIDED BY THE CITY OF LAWRENCE.
8. THE CITY OF LAWRENCE SHALL NOT BE RESPONSIBLE FOR DAMAGE TO PAVEMENT DUE TO THE WEIGHT OF REFUSE VEHICLES.
9. THIS SITE PLAN HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR BUILDING AND FACILITIES. APPENDIX A TO 28 CFR PART 36.
10. INTERIOR PARKING LOT LANDSCAPING WILL BE ADDED.
11. ALL ROOF AND GROUND MOUNTED MECHANICAL EQUIPMENT WILL BE SCREENED.
12. ALL SIDEWALK ALONG PROPERTY FRONTAGE SHALL BE BROUGHT INTO ADA COMPLIANCE,
13. A PEDESTRIAN PATH FROM 23RD SHALL BE PROVIDED.
14. REPLACE ANY SIDEWALK IN ROW ADJACENT TO SITE THAT HAS MORE THAN 2% CROSS SLOPE AND/OR DOES NOT MEET CURRENT CITY STANDARDS FOR WIDTH CONSTRUCT SIDEWALK AND RAMPS.

PARKING SUMMARY

PARKING REQUIRED: 27

(THESE OCCUPANT LOAD CALCULATIONS ARE PER LAWRENCE, KS, ZONING AND ARE FOR PARKING COUNTS ONLY)

USE: CUSTOMER SERVICE AREA, FAST FOOD ,DRIVE–IN, PATIO=1,800 SF = 1/100 SF = 18 SPACES
EMPLOYEES / STAFF PARKING – LARGEST SHIFT – 9 = 9 SPACES
= 27 SPACES

PARKING PROVIDED: 27
ADA SPACES: 2
REGULAR SPACES: 25
BICYCLE SPACES: 4

20–912(a) ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSON

ADA COMPLIANCE

THE SITE IMPROVEMENTS ARE INTENDED TO COMPLY WITH CURRENT AMERICANS WITH DISABILITIES ACT (ADA). HANDICAP PARKING, SIGNAGE, ACCESSIBLE ROUTES, AND RAMPS HAVE BEEN ADDED AS A MATTER OF COMPLIANCE FOR ADA REQUIREMENTS.

STREET TREES

STREET	REQUIRED	PROVIDED
OUSDAHL ROAD	140 L.F./ 40 L.F. = 4	0 EXISTING + 4 PROVIDED
W 23th STREET	206 L.F/ 40 L.F. = 5	0 EXISTING + 5 PROVIDED

TREES PLANTED UNDER POWER LINE SHOULD BE A SPECIES THAT MATURES SMALLER THAN 20' TALL.

INTERIOR PARKING LANDSCAPING

1801 W 23RD	REQUIRED	PROVIDED
27 PARKING SPACES REQUIRED	LANDSCAPING AREA: 27 STALLS x 40 S.F. = 1,080 S.F.	1,084 S.F.
	TREES: 27 STALLS / 10 = 2.7 x 1 = 3 TREES	3 TREES.
	SHRUBS: 27 STALLS / 10 = 2.7 x 15 = 41 SHRUBS	41 SHRUBS

SITE SUMMARY

	AREA (SQ. FT.)		AREA (SQ. FT.)	
EXISTING BUILDINGS	0	PROPOSED BUILDINGS	2,202	7%
EXISTING PAVEMENT	27,294	PROPOSED PAVEMENT	17,660	61%
EXISTING IMPERVIOUS	SUBTOTAL: 27,294	PROPOSED IMPERVIOUS	SUBTOTAL: 19,862	68%
EXISTING PERVIOUS	1,952	PROPOSED PERVIOUS	9,384	32%
PROPERTY AREA	29,246	PROPERTY AREA	29,246	100%

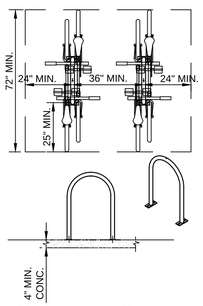
LEGEND:

- SANITARY CLEANOUT
- SANITARY MANHOLE
- SIGN
- SPRINKLER HEAD
- SPRINKLER VALVE
- STORM SEWER MANHOLE
- TELEPHONE BOX
- WATER METER
- WATER VALVE
- AC AC UNIT
- AREA DRAIN
- BOLLARD
- C CABLE TV BOX
- E ELEC BOX
- ELEC METER
- FIRE HYD
- GAS METER
- GAS VALVE
- LIGHT POLE

- CATV — CABLE TELEVISION
- UGP — UNDER GROUND PIPE
- UGT — UNDER GROUND TELEPHONE
- UGE — UNDER GROUND ELECTRIC
- OHW — OVERHEAD WIRE
- OHE — OVERHEAD ELECTRIC
- GAS — GAS LINE
- PROPERTY LINE
- W — WATERLINE
- STM — STORM SEWER LINE
- SAN — SANITARY SEWER LINE
- FIBER OPT — UNDER GROUND FIBER OPTICLINE

MONUMENTS:

- BAR FOUND - AS NOTED HEREON
- 1/2"x24" BAR W/ CAP "PLS 889" SET
- CALCULATED POINT



BICYCLE RACK DETAIL

BENCHMARKS:

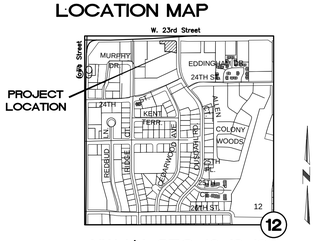
BM#1: CHISELED SQUARE TOP CENTER FRONT FACE OF INLET ON SOUTH SIDE 23RD STREET, 325 FEET EAST OF RIDGE COURT.
ELEV. 867.74
NAVD 88

BM#2: CHISELED SQUARE TOP CENTER FRONT FACE OF INLET, NEAR NORTHEAST CORNER OF PARKING LOT AND NORTH CURB OF OLD HOBBY LOBBY.
ELEV. 867.34
NAVD 88

BM#3: CHISELED SQUARE TOP CENTER FRONT FACE OF CURB INLET, EAST CURB OF OLD HOBBY LOBBY PARKING AND JUST NORTH OF SOUTH ENTRANCE TO OUSDAHL.
ELEV. 869.15
NAVD 88

SCALE: 1" = 20'
20 10 0 20 40

LOCATION MAP



NW 1/4, SEC. 12–13–19
CITY OF LAWRENCE
DOUGLAS COUNTY, KANSAS
NOT TO SCALE

LANDSCAPE SCHEDULE

SYMBOL	COUNT	SPECIES	SIZE	ROOT
PROPOSED				
	1	SNOWDRIFT CRABAPPLE MALUS X 'SNOWDRIFT'	2.5" CAL	B&B
	1	PACIFIC SUNSET MAPLE ACER X PACIFIC SUNSET	2.5" CAL	B&B
	1	LACEBARK ELM ULMUS PARVIFOLIA	2.5" CAL	B&B
	32	VIBURNUM TINUS LAURUSTINUS VIBURNUM	36" MIN.	CONT.
	32	BUFFALO JUNIPER JUNIPERUS SABINA 'BUFFALO'	5 GAL.	CONT.
	17	LITTLE BLUESTEM SCHIZACHYRIUM SCOPARIUM	2 GAL.	CONT.

SYMBOL		
PROPOSED		
	9	STREET TREES

Approved and Released
Case No.
Approval Date:
Release Date:
Planner:
City of Lawrence Douglas County
Asst./Director:
of Sheets

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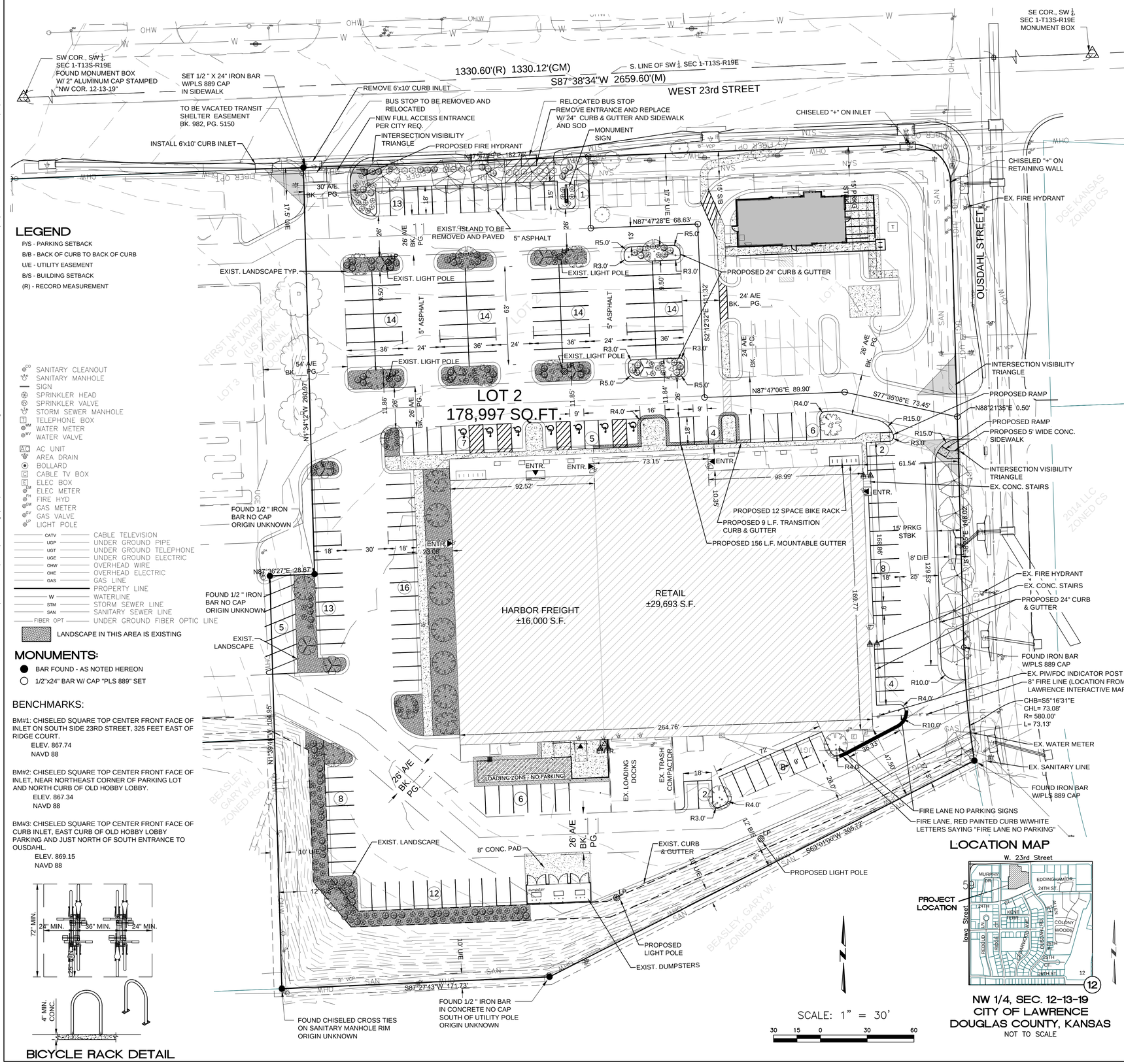
SITE PLAN
W. MORRIS ADDITION NO. 1_LOT 1
STARBUCK'S COFFEE HOUSE
1731 W 23RD STREET
LAWRENCE, KANSAS

REV	DATE	DESCRIPTION
1	12/18/18	CITY COMMENTS

DATE: October 29, 2018
PROJECT NO.: 20183017
DESIGNED BY: CLM
DRAWN BY: MSW
CHECKED BY: CLM

ISSUE #
SHEET NO. 1
OF 1 SHEETS

FILE NAME: U:\20183017\CAD\Planning\SP\183017-LOT_1-SP.dwg LAST SAVED BY: Mitch Walther SAVED DATE: 1/8/2019 3:44 PM PLOTTED: 1/9/2019 10:36 AM



LEGEND

P/S - PARKING SETBACK
B/B - BACK OF CURB TO BACK OF CURB
U/E - UTILITY EASEMENT
B/S - BUILDING SETBACK
(R) - RECORD MEASUREMENT

- SANITARY CLEANOUT
- SANITARY MANHOLE
- SIGN
- SPRINKLER HEAD
- SPRINKLER VALVE
- STORM SEWER MANHOLE
- TELEPHONE BOX
- WATER METER
- WATER VALVE
- AC UNIT
- AREA DRAIN
- BOLLARD
- CABLE TV BOX
- ELEC BOX
- ELEC METER
- FIRE HYD
- GAS METER
- GAS VALVE
- LIGHT POLE

- CATV — CABLE TELEVISION
- UGP — UNDER GROUND PIPE
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- UGE — UNDER GROUND ELECTRIC
- OHW — OVERHEAD WIRE
- OHE — OVERHEAD ELECTRIC
- GAS — GAS LINE
- PROPERTY LINE
- W — WATERLINE
- STM — STORM SEWER LINE
- SAN — SANITARY SEWER LINE
- FIBER OPT — UNDER GROUND FIBER OPTIC LINE

LANDSCAPE IN THIS AREA IS EXISTING

MONUMENTS:

- ● BAR FOUND - AS NOTED HEREON
- ○ 1/2"x24" BAR W/ CAP "PLS 889" SET

BENCHMARKS:

BM#1: CHISELED SQUARE TOP CENTER FRONT FACE OF INLET ON SOUTH SIDE 23RD STREET, 325 FEET EAST OF RIDGE COURT.
ELEV. 867.74
NAVD 88

BM#2: CHISELED SQUARE TOP CENTER FRONT FACE OF INLET, NEAR NORTHEAST CORNER OF PARKING LOT AND NORTH CURB OF OLD HOBBY LOBBY.
ELEV. 867.34
NAVD 88

BM#3: CHISELED SQUARE TOP CENTER FRONT FACE OF CURB INLET, EAST CURB OF OLD HOBBY LOBBY PARKING AND JUST NORTH OF SOUTH ENTRANCE TO OUSDAHL.
ELEV. 869.15
NAVD 88

BICYCLE RACK DETAIL

LOCATION MAP

NW 1/4, SEC. 12-13-19
CITY OF LAWRENCE
DOUGLAS COUNTY, KANSAS
NOT TO SCALE

LEGAL DESCRIPTION:

LOT 2, BLOCK 1, W. MORRIS ADDITION NO. 1, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS.

NOTES

1. OWNERS: TEAM PLAYERS, LLC & EMIRA–ONE, LLC
   1707 N WATERFRONT PKWY
   WICHITA, KS 67206
2. LAND PLANNER/ CIVIL ENGINEER/ SURVEYOR: LANDPLAN ENGINEERING, P.A.
   1310 WAKARUSA DRIVE
   LAWRENCE, KANSAS 66049
3. EXISTING ZONING: CS
4. EXISTING LAND USE: RETAIL
5. NO PORTIONS OF THE LOTS ARE LOCATED WITHIN A DESIGNATED "SPECIAL FLOOD HAZARD AREA" PER FEMA MAP NUMBER 20045C0159D, LAST REVISED AUGUST 5, 2010.
6. TOPOGRAPHIC INFORMATION OBTAINED FROM CITY OF LAWRENCE GIS LIDAR.
7. ALL SEWER AND THE WATER SERVICE IS TO BE PROVIDED BY THE CITY OF LAWRENCE.
8. THE CITY OF LAWRENCE SHALL NOT BE RESPONSIBLE FOR DAMAGE TO PAVEMENT DUE TO THE WEIGHT OF REFUSE VEHICLES.
9. THIS SITE PLAN HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR BUILDING AND FACILITIES. APPENDIX A TO 28 CFR PART 36.
10. REPLACE ANY SIDEWALK IN ROW ADJACENT TO SITE THAT HAS MORE THAN 2% CROSS SLOPE AND/OR DOES NOT MEET CURRENT CITY STANDARDS FOR WIDTH CONSTRUCT SIDEWALK AND RAMPS.
11. PEDESTRIAN PATH FROM 23RD SHALL BE PROVIDED.
12. ACCESS CONSOLIDATION CONSISTENT WITH THE 23RD ST ACCESS MANAGEMENT PLAN WILL BE REQUIRED.

PARKING SUMMARY

PARKING REQUIRED: 152

(THESE OCCUPANT LOAD CALCULATIONS ARE PER LAWRENCE, KS, ZONING AND ARE FOR PARKING COUNTS ONLY)
RETAIL SALES (GEN) OPEN TENANT: 16,000 SF/300 SF/OCC. = 53
RETAIL SALES (GEN) OPEN TENANT: 29,693 SF/300 SF/OCC. = 99

PARKING PROVIDED: 176

ADA SPACES:	7	20–912(a) ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSON
REGULAR SPACES:	169	5 AUTO REG PER 151–200 PKG. SP.
BICYCLE SPACES:	24	1 VAN REG PER 151–200 PKG. SP.

ADA COMPLIANCE

THE SITE IMPROVEMENTS ARE INTENDED TO COMPLY WITH CURRENT AMERICANS WITH DISABILITIES ACT (ADA). HANDICAP PARKING, SIGNAGE, ACCESSIBLE ROUTES, AND RAMPS HAVE BEEN ADDED AS A MATTER OF COMPLIANCE FOR ADA REQUIREMENTS.

STREET TREES

STREET	REQUIRED	PROVIDED
OUSDAHL ROAD	221 L.F./ 40 L.F. = 5.5	0 EXISTING + 6 PROVIDED
W 23th STREET	182 L.F./ 40 L.F. = 4.5	0 EXISTING + 5 PROVIDED

TREES PLANTED UNDER POWER LINE SHOULD BE A SPECIES THAT MATURES SMALLER THAN 20' TALL.

INTERIOR PARKING LANDSCAPING

1801 W 23RD	REQUIRED	PROVIDED
152 PARKING SPACES REQUIRED	LANDSCAPING AREA: 176 STALLS x 40 S.F. = 7'040 S.F.	9,025 S.F.
	TREES: 176 STALLS / 10 = 17.6 x 1 = 18 TREES	24 TREES.
	SHRUBS: 175 STALLS / 10 = 17.6 x 15 = 264 SHRUBS	352 SHRUBS

SITE SUMMARY

	AREA (SQ. FT.)		AREA (SQ. FT.)	
EXISTING BUILDINGS	45,693	PROPOSED BUILDINGS	45,693	26%
EXISTING PAVEMENT	103,943	PROPOSED PAVEMENT	98,539	55%
EXISTING IMPERVIOUS	SUBTOTAL: 149,636	PROPOSED IMPERVIOUS	SUBTOTAL: 144,232	81%
EXISTING PERVIOUS	29,361	PROPOSED PERVIOUS	34,765	19%
PROPERTY AREA	178,997	PROPERTY AREA	178,997	100%

LANDSCAPE SCHEDULE

SYMBOL	COUNT	SPECIES	SIZE	ROOT
PROPOSED				
	8	SNOWDRIFT CRABAPPLE MALUS X 'SNOWDRIFT'	2.5" CAL	B&B
	8	PACIFIC SUNSET MAPLE ACER X PACIFIC SUNSET	2.5" CAL	B&B
	15	LACEBARK ELM ULMUS PARVIFOLIA	2.5" CAL	B&B
	14	VIBURNUM TINUS LAURUSTINUS VIBURNUM	36" MIN.	CONT.
	91	BUFFALO JUNIPER JUNIPERUS SABINA 'BUFFALO'	5 GAL.	CONT.
	119	LITTLE BLUESTEM SCHIZACHYRIUM SCOPARIUM	2 GAL.	CONT.

SYMBOL

PROPOSED		
	11	STREET TREES
EXISTING TREES		
EXISTING SHRUBS		EXISTING TREES AND SHRUBS AREA

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info@landplan-pa.com | www.landplan-pa.com

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SITE PLAN
W. MORRIS ADDITION NO. 1_LOT 2
1801 W 23RD STREET
LAWRENCE, KANSAS

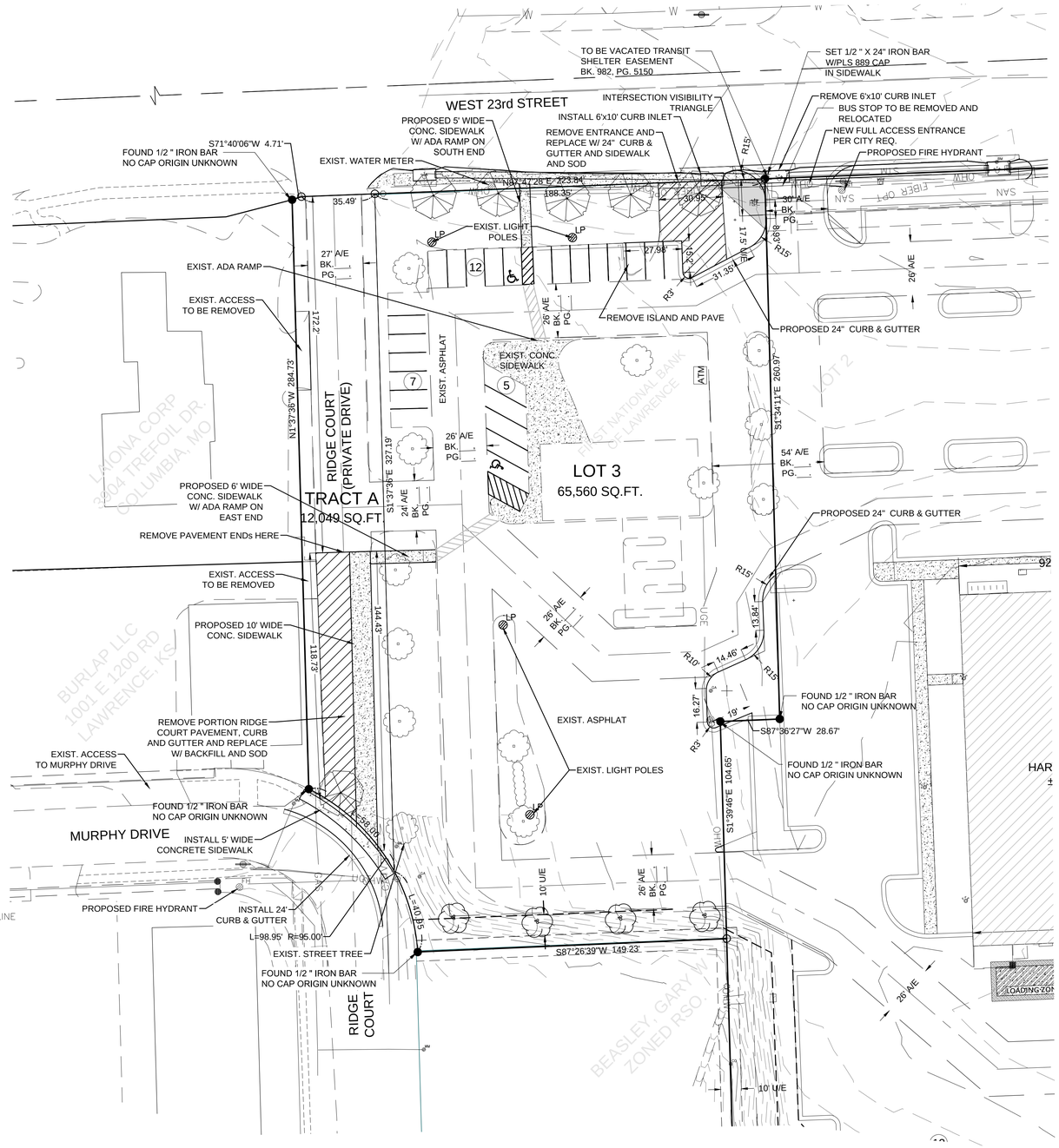
REV	DATE	DESCRIPTION
1	12/18/18	CITY COMMENTS

DATE: October 29, 2018
PROJECT NO.: 20183017
DESIGNED BY: CLM
DRAWN BY: MSW
CHECKED BY: CLM

Approved and Released
City of Lawrence Douglas County
Case No.
Approval Date:
Release Date:
Planner:
Asst./Director:
of Sheets

ISSUE: #
SHEET NO. 1
OF 1 SHEETS

FILE NAME: U:\20183017\CAD\Planning\SP\183017-LOT_2-SP.dwg LAST SAVED BY: Mitch Walther SAVED DATE: 1/8/2019 3:50 PM PLOTTED: 1/9/2019 11:10 AM



LEGEND

B/B - BACK OF CURB TO BACK OF CURB
U/E - UTILITY EASEMENT
A/E- ACCESS EASEMENT

- SANITARY CLEANOUT
- SANITARY MANHOLE
- SIGN
- SPRINKLER HEAD
- SPRINKLER VALVE
- STORM SEWER MANHOLE
- TELEPHONE BOX
- WATER METER
- WATER VALVE
- AC UNIT
- AREA DRAIN
- BOLLARD
- CABLE TV BOX
- ELEC BOX
- ELEC METER
- FIRE HYD
- GAS METER
- GAS VALVE
- LIGHT POLE
- CATV — CABLE TELEVISION
- UGP — UNDER GROUND PIPE
- UGT — UNDER GROUND TELEPHONE
- UGE — UNDER GROUND ELECTRIC
- OHW — OVERHEAD WIRE
- OHE — OVERHEAD ELECTRIC
- GAS — GAS LINE
- PROPERTY LINE
- W — WATERLINE
- STM — STORM SEWER LINE
- SAN — SANITARY SEWER LINE
- FIBER OPT — UNDER GROUND FIBER OPTIC LINE

MONUMENTS:

- BAR FOUND - AS NOTED HEREON
- 1/2"x24" BAR W/ CAP "PLS 889" SET

STREET TREES LOT 3

STREET	REQUIRED	PROVIDED
RIDGE COURT	40 L.F/ 40 L.F. = 1	1 EXISTING + 0 PROVIDED
W 23th STREET	188 L.F/ 40 L.F. = 5	0 EXISTING + 5 PROVIDED

TREES PLANTED UNDER POWER LINE SHOULD BE A SPECIES THAT MATURES SMALLER THAN 20' TALL.

STREET TREES TRACT A

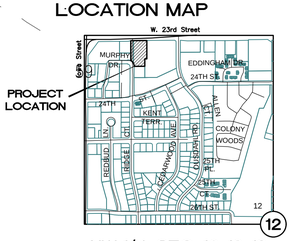
STREET	REQUIRED	PROVIDED
RIDGE COURT	58 L.F/ 40 L.F. = 1	0 EXISTING + 1 PROVIDED
W 23th STREET	40 L.F/ 40 L.F. = 1	0 EXISTING + 0 PROVIDED

TREES PLANTED UNDER POWER LINE SHOULD BE A SPECIES THAT MATURES SMALLER THAN 20' TALL.

SCALE: 1" = 30'

30 15 0 30 60

LOCATION MAP



NW 1/4, SEC. 12-13-19
CITY OF LAWRENCE
DOUGLAS COUNTY, KANSAS
NOT TO SCALE

LEGAL DESCRIPTION:

LOT 3 AND TRACT A, BLOCK 1, W. MORRIS ADDITION NO. 1, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS.

NOTES

1. OWNERS: FIRST NATIONAL BANK OF LAWRENCE,
   & US BANK NATIONAL ASSOCIATION
   2080 E. LAKE ST.
   MINNEAPOLIS, MN. 55406
2. LAND PLANNER/ CIVIL ENGINEER/ SURVEYOR: LANDPLAN ENGINEERING, P.A. 1310 WAKARUSA DRIVE LAWRENCE, KANSAS 66049
3. EXISTING ZONING: CS
4. EXISTING LAND USE: OFFICE
5. NO PORTIONS OF THE LOTS ARE LOCATED WITHIN A DESIGNATED "SPECIAL FLOOD HAZARD AREA" PER FEMA MAP NUMBER 20045C0159D, LAST REVISED AUGUST 5, 2010.
6. TOPOGRAPHIC INFORMATION OBTAINED FROM CITY OF LAWRENCE GIS LIDAR.
7. ALL SEWER AND THE WATER SERVICE IS TO BE PROVIDED BY THE CITY OF LAWRENCE.
8. THE CITY OF LAWRENCE SHALL NOT BE RESPONSIBLE FOR DAMAGE TO PAVEMENT DUE TO THE WEIGHT OF REFUSE VEHICLES.
9. THIS SITE PLAN HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR BUILDING AND FACILITIES. APPENDIX A TO 28 CFR PART 36.
10. PEDESTRIAN PATH FROM 23RD SHALL BE PROVIDED.
11. REPLACE ANY SIDEWALK IN ROW ADJACENT TO SITE THAT HAS MORE THAN 2% CROSS SLOPE AND/OR DOES NOT MEET CURRENT CITY STANDARDS FOR WIDTH CONSTRUCT SIDEWALK AND RAMPS.

PARKING SUMMARY

PARKING REQUIRED: 10

(THESE OCCUPANT LOAD CALCULATIONS ARE PER LAWRENCE, KS, ZONING AND ARE FOR PARKING COUNTS ONLY)
FINANCIAL: 2,812 SF/300 = 10

PARKING PROVIDED: 24
ADA SPACES: 2 — 20-912(a) ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSON
REGULAR SPACES: 22 — 1 VAN REG PER 1-25 PKG. SP.

ADA COMPLIANCE

THE SITE IMPROVEMENTS ARE INTENDED TO COMPLY WITH CURRENT AMERICANS WITH DISABILITIES ACT (ADA). HANDICAP PARKING, SIGNAGE, ACCESSIBLE ROUTES, AND RAMPS HAVE BEEN ADDED AS A MATTER OF COMPLIANCE FOR ADA REQUIREMENTS.

INTERIOR PARKING LANDSCAPING LOT 3

1807 W 23RD	REQUIRED	PROVIDED
10 PARKING SPACES REQUIRED	LANDSCAPING AREA: 24 STALLS x 40 S.F. = 1,520 S.F.	4,184 S.F.
	TREES: 24 STALLS / 10 = 2.4 x 1 = 3 TREES	4 TREES.
	SHRUBS: 24 STALLS / 10 = 2.4 x 15 = 36 SHRUBS	36 SHRUBS

SITE SUMMARY LOT 3

	AREA (SQ. FT.)		AREA (SQ. FT.)	
EXISTING BUILDINGS	2,812	PROPOSED BUILDINGS	2,812	4%
EXISTING PAVEMENT	42,948	PROPOSED PAVEMENT	40,983	63%
EXISTING IMPERVIOUS SUBTOTAL:	45,760	PROPOSED IMPERVIOUS SUBTOTAL:	43,795	67%
EXISTING PERVIOUS	19,890	PROPOSED PERVIOUS	21,855	33%
PROPERTY AREA	65,650	PROPERTY AREA	65,650	100%

SITE SUMMARY TRACT A

	AREA (SQ. FT.)		AREA (SQ. FT.)	
EXISTING BUILDINGS	0	PROPOSED BUILDINGS	0	0%
EXISTING PAVEMENT	8,320	PROPOSED PAVEMENT	6,070	50%
EXISTING IMPERVIOUS SUBTOTAL:	8,320	PROPOSED IMPERVIOUS SUBTOTAL:	6,070	50%
EXISTING PERVIOUS	2,729	PROPOSED PERVIOUS	5,979	50%
PROPERTY AREA	12,049	PROPERTY AREA	12,049	100%

LANDSCAPE SCHEDULE

SYMBOL	COUNT	SPECIES	SIZE	ROOT
PROPOSED				
	4	EASTERN REDBUD CERCIS CANADENSIS	1.5" CAL	B&B

SYMBOL		
PROPOSED		
	6	STREET TREES
EXISTING TREES		
EXISTING SHRUBS		
		EXISTING TREES AND SHRUBS AREA

LANDPLAN ENGINEERING, P.A.
Lawrence, KS • Kansas City, MO • The Woodlands, TX
1310 Wakarusa Drive, Suite 100
Lawrence, Kansas 66049
785.843.7530(p) | 785.843.2410(f)
info@landplan-pa.com | www.landplan-pa.com

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SITE PLAN
W. MORRIS ADDITION NO. 1_LOT 3
FIRST NATIONAL BANK
1807 W 23RD STREET
LAWRENCE, KANSAS

REV	DATE	DESCRIPTION

DATE: October 29, 2018
PROJECT NO.: 20183017
DESIGNED BY: CLM
DRAWN BY: MSW
CHECKED BY: CLM

ISSUE #

SHEET NO. 1 OF 1 SHEETS

FILE NAME: U:\20183017\CAD\Planning\SP\183017-LOT_3-SP.dwg LAST SAVED BY: Mitch Walther SAVED DATE: 12/18/2018 9:06 AM PLOTTED: 12/18/2018 2:34 PM

First Med

LAWRENCE'S FIRST WALK-IN MEDICAL CARE AND FAMILY PRACTICE CENTER

December 13, 2018

RECEIVED
DEC 31 2018
City County Planning Office
Lawrence, Kansas

Ms. Sandra L. Day, AICP City/County Planner
Planning Division
PO Box 708
Lawrence, KS 66044

RE: Proposed site plan "W. Morris Addition No. 1_Lot 3 First National Bank".
Project No: 20183017

Dear Ms. Day,

We have owned and operated First Med, PA located at 2323 Ridge Court since 1993. We are concerned about the proposed plan to remove our existing access on the north side of our building and close Ridge Court for a number of reasons:

I.
As a medical facility we call 911 occasionally to transport patients to the hospital in emergency situations. The First Responders routinely come off 23rd Street, up Ridge, and turn onto Murphy for the quickest access to provide emergency care & transport. Closing Ridge would result in a longer response time to our office in addition to the additional time it would take for the Ambulance to get back out to Iowa to transport the patient on to the hospital. This extra time would be critical in certain situations.

II.
The majority of our patients access our facility by turning off of 23rd Street and traveling up to the intersection of Ridge & Murphy making a right hand turn to go in front of our building and into our parking lot. Therefore, removing our existing north access & closing Ridge would greatly reduce our public access and could potentially cause us to lose a large percentage of our patients to other more accessible facilities.

III.
We have grave concerns about having only the south entrance into our parking lot due to the slope of the land. In inclement weather patients are unable to get out of the drive along the west side of our building due to the slope. The slightest icy drizzle or snow creates slippery conditions making it impossible for some to maneuver up the incline to exit the parking lot. We have had vehicles slide into the concrete wall several times as evidenced by the visible cracks.

Family Practice | Women's Health

Ronald J. Burt, M.D.
Neela S. Sandal, M.D.
David L. Dunlap, M.D.
Melissa Ferguson, APRN
Steven M. Ramberg, M.D.
Darci Mathison, MN, APRN-C

2323 RIDGE COURT LAWRENCE, KS 66046 (785) 865-5300

IV.

If Ridge were to be as proposed and our north access eliminated, we would be concerned for the safety of our patients that opt to come in via 24th Street. The closure of Ridge could easily add 100+ vehicles daily to the intersection of 24th & Iowa.....between our patients, the neighboring businesses (at the corner of Ridge & Murphy), as well as all the apartment residents. This area is already congested, especially during peaks traffic times, and we are concerned adding potentially 100+ more vehicles making left turns from Iowa onto 24th street will turn an already difficult task into a dangerous situation.

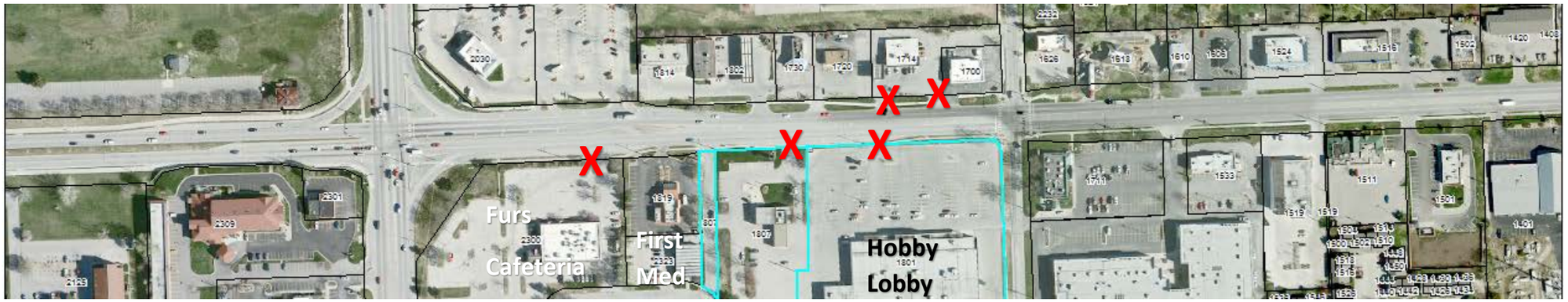
We would like to thank you in advance for taking our concerns into consideration as plan designs are reviewed. We are more than happy to meet with you and/or the appropriate individuals to discuss these concerns further.

Sincerely,

Ronald J. Burt, MD

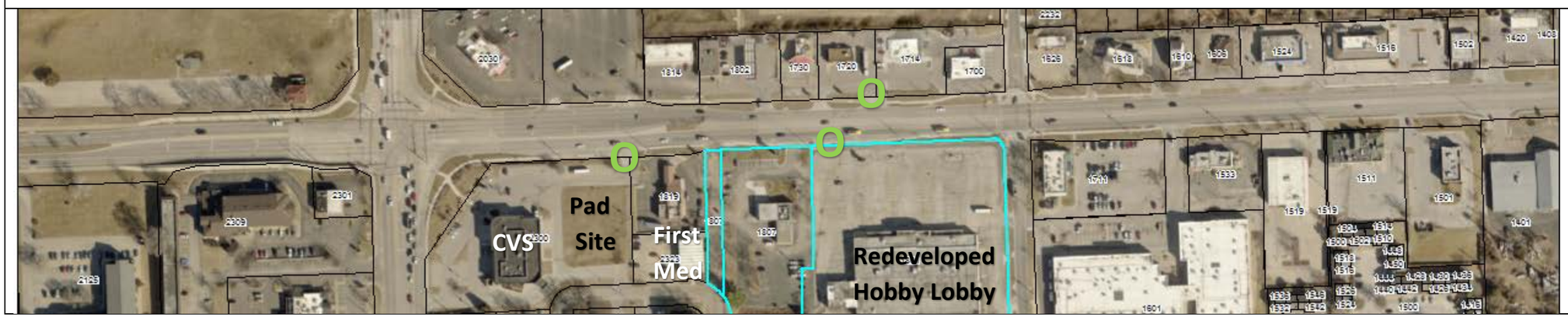
Ronald J. Burt, MD

David L. Dunlap, MD



2006 Aerial
Incomplete sidewalk along north side of W. 23rd Street

Driveways closed/Consolidated

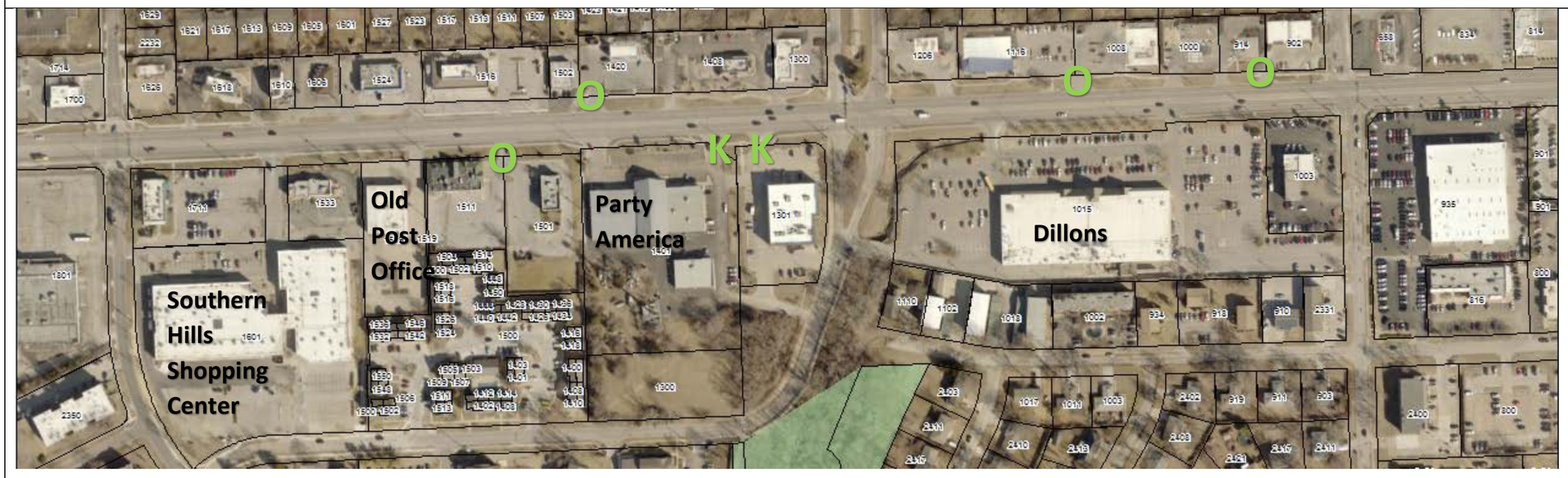


2018 Aerial
Sidewalk gaps completed

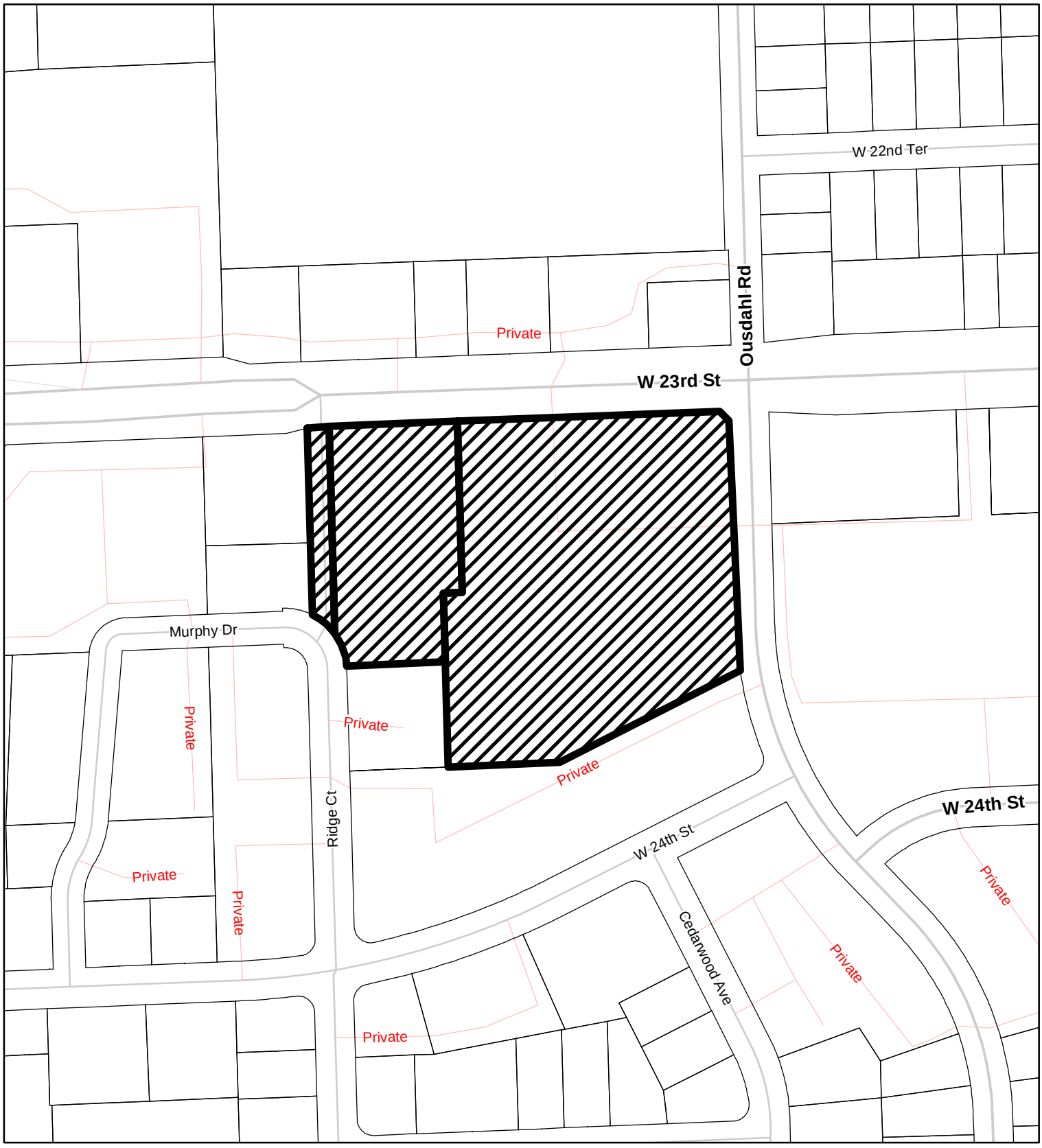
New Shared Driveways



2006 Aerial



2018 Aerial



MS-18-00567: Consider a variance associated with a minor subdivision/replat for W. Morris Addition No. 1 (Starbucks), located at 1801 W. 23RD STREET and 1807 W. 23RD STREET and the tract of land known as RIDGE COURT.

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

N
W
E
S

Memorandum
City of Lawrence
Planning and Development Services

TO: **Planning Commission**

FROM: **Planning Staff**

Date: **January 23, 2019**

RE: **Item No. 5:** MS-18-00562: Consider a variance from the required lot width for Lot 3 University Field Subdivision No. 6, located at 1739 W 19th Terrace. Submitted by Dean Grob of Grob Engineering Services, LLC on behalf of Mountain Top, LLC, property owner of record.

Variance requested: Reduction of required lot with for a lot in the RS7 (Single-Dwelling Residential) District Street from 60 feet to 46 feet.

Attachments

A: MS-15-00342

STAFF RECOMMENDATION: Approval of the variance requested for a minor subdivision, MS-18-00562, to reduce the lot width, required per Section 20-810(a)(2)(I) for Lot 3 University Field Subdivision No. 6, from 60 feet to 46 feet in accordance with the provisions per section 20-813(g) of the Land Development Code for property located at 1739 W. 19th Terrace.

Minor subdivisions are processed administratively; however, Planning Commission approval is required for variances from the subdivision design standards. The minor subdivision, MS-18-00562, is under administrative review. No other Planning Commission action related to the proposed minor subdivision is required.

The Subdivision Regulations state that an applicant may request a variance from the design standards in the regulations in accordance with the variance procedures outlined in Section 20-813(g) of the Land Development Code. This memo provides background information on the variance request and evaluates the request for compliance with the approval criteria.

VARIANCE Requested: Reduction in the required lot width from 60 feet to 46 feet as required for a lot in the RS7 District per Section 20-813(g) of the Land Development Code.

BACKGROUND:
The subject property came into existence via minor subdivision/replat, MS-15-00342, in 2015. Lot 3 was administratively approved with an extended front yard setback to meet the required lot width standard for the RS7 (Single-Dwelling Residential) District. Section 20-1701 defines Lot Width as the distance between side lot lines measured at the point of the required front setback or chord thereof. The front setback was placed at approximately 53 feet from the front property line rather than the standard 25 feet required by the RS7 zoning district. Lot 3 conforms to the required area and frontage requirements.

The applicant is seeking to reduce the front yard setback to expand the buildable area of the lot. To reduce the front yard setback, the width of the lot needs to be reduced to a distance lower than what is required by the Land Development Code. Section 20-813 (g) of the Land Development Code requires a variance from the Planning Commission for lots that do not comply with the design standards expressed in the subdivision regulations.

The extraordinary setback was platted and recorded on the 2015 minor subdivision/replat document. Generally, setbacks are not included on plats as setbacks are tied to individual zoning districts and can change. The applicant, the Douglas County Register of Deeds, and the Planning Director have determined that recording an affidavit noting the removal of the lot's platted setbacks is sufficient to remove the self-imposed setback in lieu of incurring the expense to replat the subject property. The minor subdivision/replat document, MS-15-00342, submitted in 2015 will remain in place if the variance is granted.

The request to reduce the required lot width from 60 feet, as required by the RS7 District, to 46 feet will result in a 25 foot front yard setback for Lot 3. This is the standard front yard setback for the RS7 district. The applicant is not seeking a variance to alter any other required density and dimensional or lot design standards.



Image 1: Existing building envelope. Lot width at 60 feet & front setback of approximately 53 feet from the front property line.



Image 2: Proposed building envelope. Lot width at 46 feet & front setback of approximately 25 feet from the front property line.

REVIEW CRITERIA:
Criteria 1: Strict application of these regulations will create an unnecessary hardship upon the subdivider.

Applicant Response: "*The building envelope created by the setback requirements nearly makes the lot unbuildable for a typical sized home. Building a home of the size that would fit in the building envelope would be completely out of character with the neighborhood and most likely difficult to sell and could reduce the value of adjacent properties".*

The Land Development Code's Density and Dimensional Standards regulate lot frontage and lot width requirements. A rectilinear lot's frontage and width distances will be the same length. A wedge-shaped lot's frontage and width distances will be different lengths. The lower lot frontage requirement allows for wedge-shaped lots around a cul-de-sac.

The lot frontage requirement for the RS7 District is 40 feet. The subject property satisfies the lot frontage requirement but is not shaped like a traditional cul-de-sac wedge lot. The interior lot lines are generally parallel and do not form a wedge shape with a significantly wider rear yard and narrower front yard. As the lot is not a traditional cul-de-sac wedge shape, the required lot width of 60 feet is not met until approximately 53 feet from the front property line. The lot's shape is a result of a minor subdivision/replat, MS-15-00342, that took into consideration the density and dimensional standards required for developable lots in the RS7 District and an existing detached dwelling at 1745 W. 19th Terrace.

A variance to reduce the required lot width from 60 feet to 46 feet would treat the subject property similarly to a traditional wedge-shaped cul-de-sac lot. A reduced lot width would allow a 25 foot front yard setback which is standard for the RS7 District. A reduced lot width would allow a detached-dwelling to be more aligned with the adjacent detached dwellings.

STAFF FINDING: Strict application of the regulations would permit the construction of a detached dwelling within a limited building envelope. Approximately 5,343 square feet of the total 7,155 square feet are encumbered by setback. Approximately 25.3% of the lot remains buildable.

Criteria 2: The proposed variance is in harmony with the intended purpose of these regulations.

Applicant Response: "*The lot has sufficient size and width to accommodate a typical single-family home but because of the configuration, an excessive setback was mandated. The area of the lot that is in excess of 60 feet in width is 66%. The regulations are designed to main adequate setbacks so that homes are too close tougher near the front of the lots. This variance request is in harmony with the intended purpose because I don't believe the intend was to force front yard setbacks in excess of 50 feet".*

The existing Lot 3 was created via MS-15-00342. The lot meets the required area and frontage requirements. The lot width requirement was not met until a depth of approximately 53 feet from the front property line. The subject property's front setback is approximately twice the depth of the front yard setbacks of the adjacent lots to the east and west. Planning Commission approval of the requested variance would bring the subject property's front yard setback in-line with its neighbors.

A uniform front yard setback will create a continuous front building plane between the existing and proposed detached dwellings along W. 19th Terrace. It may reduce the amount of impervious surface on site as the traditional 25 foot setback will require a shorter driveway. A reduction in lot width will create a building envelope that is more conducive to infill residential development.

STAFF FINDING: Granting this requested variance from the required lot width is not opposed to the purpose and intent of the regulations.

Criteria 3: The public health, safety, and welfare will be protected.

Applicant Response: **"***The public health, safety, and welfare will be protected as the lot is platted and all public utilities are present to serve this lot. The safety and welfare of the public would have no less protection from granting this variance."*

A reduction in lot width will not alter any platted lot lines. There are no additional lots proposed. Reducing the lot width will allow for the construction of a detached dwelling within a larger building envelope. Required rear yard and side yard setbacks will be maintained and will remain unencumbered. Existing utilities easements at the front and rear of the subject property will remain unchanged and unencumbered. The lot will remain subject to the same building cover and impervious surface limits as required by Article 6 of the Land Development Code. Any detached dwelling constructed on the subject property will be held to the same density and dimensional standards as its neighbors.

STAFF FINDING: Granting this requested variance from the required lot width will not harm the public health, safety, or welfare.

STAFF RECOMMENDATION: Approval of the variance requested for a minor subdivision, MS-18-00562, to reduce the lot width, required per Section 20-810(a)(2)(I) for Lot 3 University Field Subdivision No. 6, from 60 feet to 46 feet in accordance with the provisions per section 20-813(g) of the Land Development Code for property located at 1739 W. 19th Terrace.

UNIVERSITY FIELD SUBDIVISION NO. 6

IN THE CITY OF LAWRENCE
DOUGLAS COUNTY, KANSAS

PARENT DESCRIPTION:

Lots 3, 4, and 5, Block B, in REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B" UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS, in the City of Lawrence, Douglas County, Kansas.

PROPOSED NEW LOT DESCRIPTIONS:

LOT 4

That portion of LOTS 3 and 4, BLOCK B, in REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B" UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS, in the City of Lawrence, Douglas County, Kansas described as follows:

BEGINNING at the Northwest corner of said LOT 3; thence on assumed bearings, North 87°02'42" East, coincident with the North line of said LOT 3, a distance of 105.60 feet to the Northeast corner thereof; thence coincident with the East line of said LOT 3, on a non-tangent curve to the left, a distance of 41.89 feet, said curve has a radius of 40.00 feet with a chord that bears South 24°49'01" East, 40.00 feet; thence South 40°04'57" West, 54.55 feet; thence South 23°20'29" West, 87.45 feet to the South line of said LOT 3; thence South 83°21'43" West, coincident with the South line of said LOT 3, 52.83 feet to the Southwest corner thereof; thence North 00°00'00" East, coincident with the West line of said LOT 3, 159.00 feet to the POINT of BEGINNING, containing 13,836 square feet, more or less and subject to any easements, covenants and restrictions of record, in any.

LOT 3

That portion of LOTS 3 and 4, BLOCK B, in REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B" UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS, in the City of Lawrence, Douglas County, Kansas described as follows:

COMMENCING at the Northwest corner of said LOT 3; thence on assumed bearings, South 00°00'00" West, coincident with the West line of said LOT 3, a distance of 159.00 feet to the Southwest corner thereof; thence North 83°21'43" East, coincident with the South line of said LOT 3, 52.83 feet to the POINT OF BEGINNING; thence North 23°20'29" East, 87.45 feet; thence North 40°04'57" East, 54.55 feet to the Northeasterly line of said LOT 3; thence coincident with the Northeasterly line of said LOT 3 and the North line of said Lot 4, on a non-tangent curve to the left, a distance of 41.89 feet, said curve has a radius of 40.00 feet with a chord that bears South 84°49'01" East, 40.00 feet; thence South 21°57'04" West, 30.70 feet; thence South 12°05'45" West, 82.36 feet to the South line of said LOT 4; thence South 83°21'43" West, coincident with the South line of said LOTS 4 and 3, 81.42 feet to the POINT of BEGINNING, containing 7,155 square feet, more or less and subject to any easements, covenants and restrictions of record, in any.

LOT 2

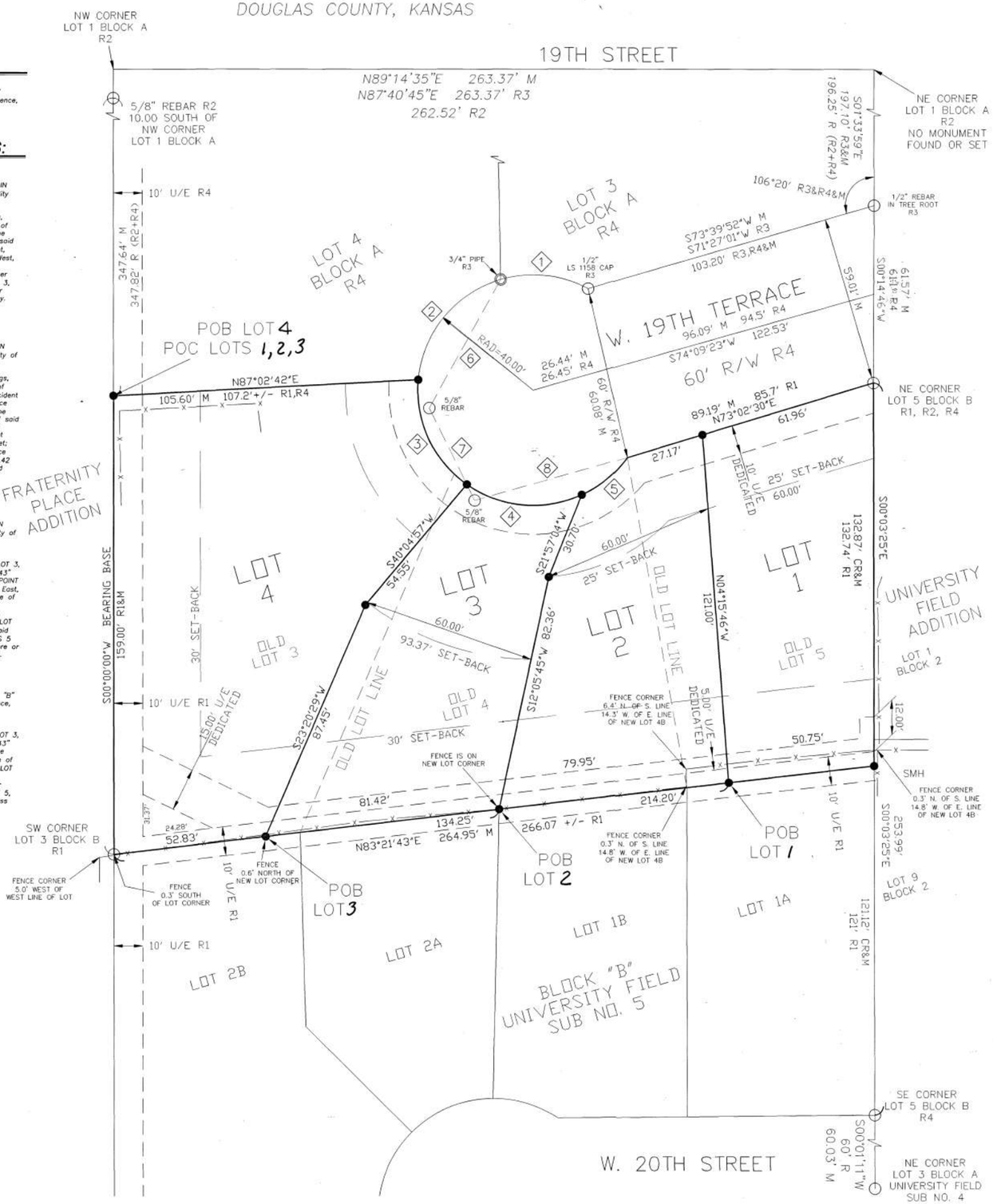
That portion of LOTS 4 and 5, BLOCK B, in REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B" UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS, in the City of Lawrence, Douglas County, Kansas described as follows:

COMMENCING at the Northwest corner of LOT 3 in said Subdivision; thence on assumed bearings, South 00°00'00" West, coincident with the West line of said LOT 3, a distance of 159.00 feet to the Southwest corner thereof; thence North 83°21'43" East, coincident with the South line of said LOTS 3 and 4, 134.25 feet to the POINT OF BEGINNING; thence North 12°05'45" East, 82.36 feet; thence North 21°57'04" East, 30.70 feet to the North line of said LOT 4; thence coincident with the North line of said LOT 4, on a non-tangent curve to the left, a distance of 20.60 feet, said curve has a radius of 40.00 feet with a chord that bears North 50°25'52" East, 20.37 feet; thence North 73°02'30" East, coincident with the North line of said LOT 5, 27.17 feet; thence South 04°15'46" East, 121.00 feet to the South line of said LOT 5; thence South 83°21'43" West, coincident with the South line of said LOTS 5 and 4, 79.95 feet to the POINT of BEGINNING, containing 7,109 square feet, more or less and subject to any easements, covenants and restrictions of record, in any.

LOT 1

That portion of LOT 5, BLOCK B, in REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B" UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS, in the City of Lawrence, Douglas County, Kansas described as follows:

COMMENCING at the Northwest corner of LOT 3 in said Subdivision; thence on assumed bearings, South 00°00'00" West, coincident with the West line of said LOT 3, a distance of 159.00 feet to the Southwest corner thereof; thence North 83°21'43" East, coincident with the South line of said LOTS 3, 4 and 5, 214.20 feet to the POINT OF BEGINNING; thence North 04°15'46" West, 121.00 feet to the North line of said LOT 5; thence North 73°02'30" East, coincident with the North line of said LOT 5, 61.96 feet to the Northeast corner thereof; thence South 00°03'25" East, coincident with the east line of said LOT 5, 132.87 feet to the Southeast corner thereof; thence South 83°21'43" West, coincident with the South line of said LOT 5, 50.75 feet to the POINT of BEGINNING, containing 7,006 square feet, more or less and subject to any easements, covenants and restrictions of record, in any.



CURVE TABLE

#	L	R	CB	CL
1	31.19'	40.00'	N84°01'09"W	31.41' R3&M
				30.3' R4
2	47.79'	40.00'	S39°24'43"W	45.00' R4&M
3	41.89'	40.00'	S24°49'01"E	40.00' R1&M
4	41.89'	40.00'	S84°49'01"E	40.00' R1&M
5	20.60'	40.00'	N50°25'52"E	20.37' R1&M
6		40.00'	S29°03'47"W	51.00' M
				45' R4
7		40.00'	S26°07'55"E	35.67' R1&M
				35' R1&R4
8		40.00'	N74°15'15"E	54.88' M
				60.2' R1&R4

LEGEND:

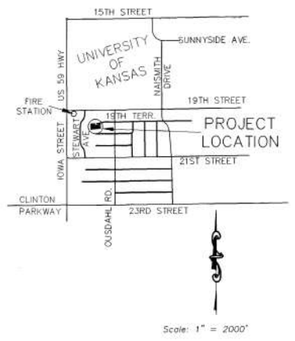
U/E	UTILITY EASEMENT
(M)	MEASURED VALUE
(CR)	CALCULATED FROM RECORD VALUE
(R)	RECORD VALUE
(R1)	VALUE FROM THE RECORDED PLAT: REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B", UNIVERSITY FIELD SUBDIVISION NO.5
(R2)	VALUE FROM THE RECORDED PLAT: REPLAT OF LOTS 1, 2, 5, AND 6, BLOCK A, UNIVERSITY FIELD SUBDIVISION NO.5
(R3)	VALUE FROM UNRECORDED ALTA/ACSM LAND TITLE SURVEY BY PERIDIAN GROUP, LS 1158.
(R4)	VALUE FROM UNIVERSITY FIELD SUBDIVISION NO. 5
CB	CHORD BEARING OF CURVE
CL	CHORD LENGTH OF CURVE
RAD	RADIUS OF CURVE
L	LENGTH OF CURVE
OHE	OVERHEAD ELECTRIC WIRES
UGT	UNDERGROUND TELEPHONE
SAN	SANITARY SEWER
SMH	SANITARY SEWER MANHOLE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCING
	UTILITY POLE
#	SEE CURVE TABLE

MONUMENTATION:

○ FOUND MONUMENT OF UNKNOWN ORIGIN, 1/2" REBAR, UNLESS OTHERWISE NOTED.

● 1/2" X 24" REBAR SET WITH PLASTIC CAP MARKED BOLTZ LS 1158

LOCATION MAP:



Scale: 1" = 2000'

DEDICATION:

Be it known to all men that we, the undersigned owners of the above described tract of land, have had cause for the same to be surveyed and platted as a Minor Subdivision/Replat under the name of "UNIVERSITY FIELD SUBDIVISION NO. 6" and have caused the same to be divided into lots as shown and fully defined on this plat.

All utility easements shown on this plat and not heretofore dedicated to public use are hereby so dedicated. An easement to THE CITY OF LAWRENCE and PUBLIC UTILITY COMPANIES to enter upon, construct and maintain utilities upon over and under those areas outlined as "UTILITY EASEMENT" or "U/E".

Matthew Douglas, managing member
Mountain Top LLC

ACKNOWLEDGMENT:

STATE OF KANSAS)
)SS
COUNTY OF Douglas)

Be it remembered that on this 1 day of October, 2015, before me, the undersigned, a notary public, in and for said county and state, came Matthew Douglas, managing member of Mountain Top LLC, a Kansas limited liability company, who is personally known to me to be the same person who executed the foregoing instrument of writing and duly acknowledge the execution of the same. In witness whereof, I have hereunto set my hand and affixed my seal on the day and year last written above.

Caitlyn Cargill
Notary Public Caitlyn Cargill

Caitlyn Cargill
Notary Public
State of Kansas
My Commission Expires 3/29/17

3/29/17
My commission expires

ENDORSEMENTS:

Approved as a Minor Subdivision/Replat under the Subdivision Regulations of the City of Lawrence and the Unincorporated area of Douglas County.

Planning Director Scott McCullough — 9/29/2015 Date

Easements are accepted by the City Commision, Lawrence, Douglas County, Kansas.

Mayor Mike Amyx — 9.29.15 Date

Reviewed in compliance with K.S.A 58-2005.

Michael Kelly, P.S. # 869, Douglas County Surveyor — September 15, 2015 Date

NOTES:

1. *This Minor Subdivision is a replat of Lots 3, 4 and 5 in "REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B" UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS". Further division or consolidation of any lots contained in this Minor Subdivision is prohibited and shall be processed as a Major Subdivision , unless the action meets the exception noted in Section 20-808(c)(5)(i).*
2. *This survey was made in reference to the Final Plat of "REPLAT AND SUBDIVISION OF LOTS IN BLOCK "B", UNIVERSITY FIELD SUBDIVISION NO. FIVE, LAWRENCE KANSAS", recorded at Douglas County Register of Deeds Office. This replat makes 4 lots out of 3.*
4. *This Minor Subdivision/Replat does not modify the existing right-of-way for 19th Terr. No public improvements are proposed with this Minor Subdivision/Replat.*
5. *The utility locations shown hereon are from field locations marked by the utility companies locating services or maps. No locations have been verified. BEFORE EXCAVATING, Kansas ONE-CALL must be contacted at least 2 business days prior to digging. 1-800-344-7233 or 1-800-DIG-SAFE.*

CERTIFICATION:

I hereby certify that the plotted area shown hereon is the true and accurate results of a field survey done under my responsible charge and completed in the field on July 6, 2015. This survey conforms to the Kansas Minimum Standards for Boundary Surveys.

Dennis E. Boltz, P.S. 1158
Boltz Land Surveying, LLC
101 E. 4th St.
Muscotah, KS 66058
Phone: 785-423-6944

9-14-2015 Date

DENNIS E. BOLTZ LS-1158 KANSAS LAND SURVEYOR

FILING RECORD

STATE OF KANSAS)
)SS
COUNTY OF DOUGLAS)

This is to certify that this instrument was filed for record in the office of the Douglas County Register of Deeds on this 2nd day of May, 2016, and is duly recorded at 3:49 AM/PM, in plat book 18, page 908.

Register of Deeds Kay Pesnell

20' 0 10' 20' 40'

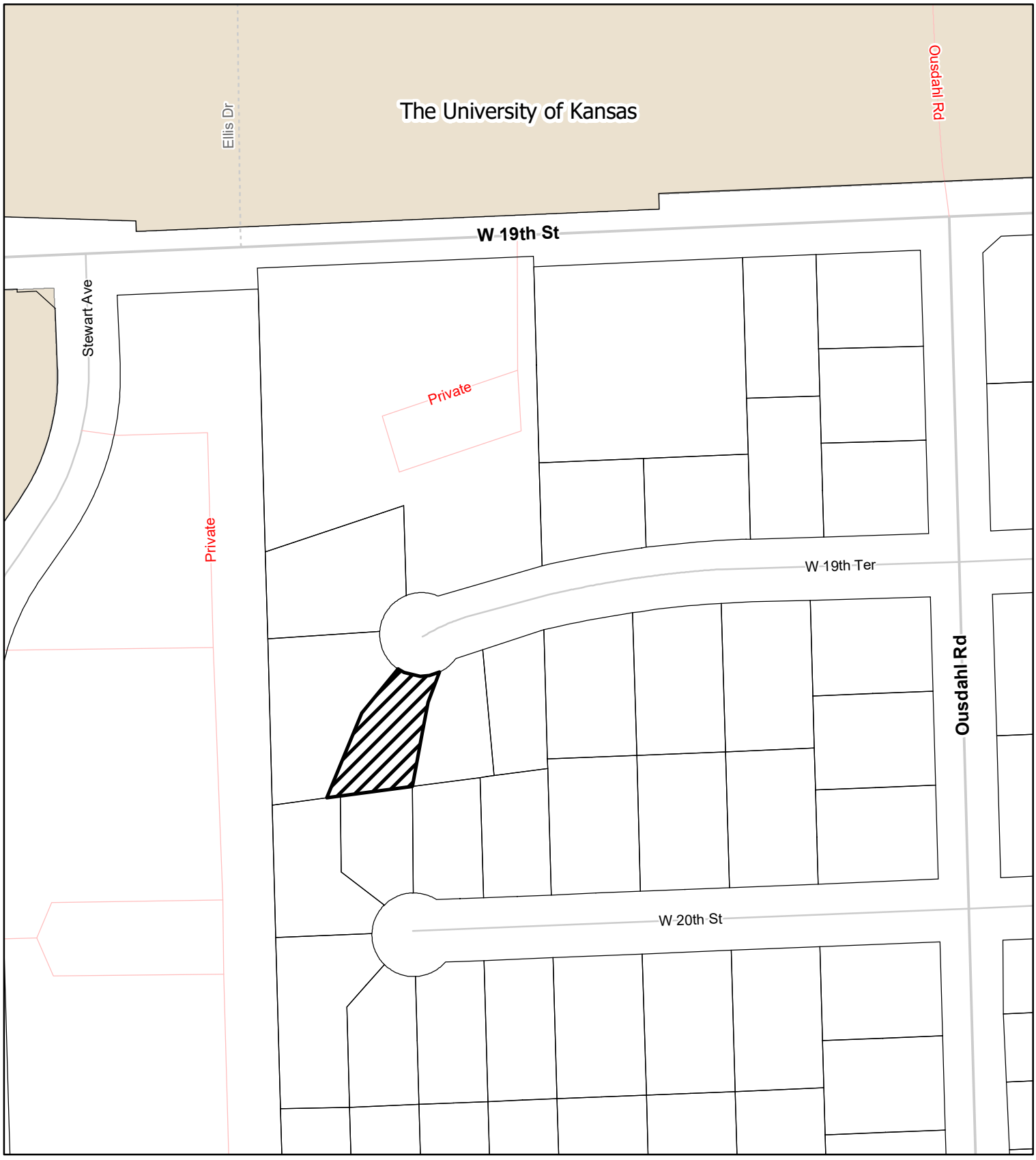
1 Inch = 20 U.S. Survey Feet
1 Meter = 39.37 Inches
1 Foot = 12 Inches

SUBMITTED: _____, 2014

NORTH

BEARINGS ARE ASSUMED AND BASED ON THE WEST LINE OF UNIVERSITY FIELD SUBDIVISION NO. 5 BEING SOUTH 00°00'00" WEST

Boltz Land Surveying, LLC
boltzlandsurveying@gmail.com
101 E. 4TH SREET
MUSCOTAH, KS 66058-3031
Office Phone 785-872-1423
Cell Phone 785-423-6944



MS-18-00562: Consider a variance request associated with a Minor Subdivision/Replat for Lot 3, University Field Subdivision No. 6, located at 1739 W. 19TH TERRACE.

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

N
W
E
S

Memorandum
City of Lawrence
Planning and Development Services

TO: **Planning Commission**

FROM: **Planning Staff**

Date: **January 23, 2019**

RE: **Item No. 6:** FDP-18-00575: Consider a variance to reduce a peripheral setback from 30 feet to 20 feet for the construction of a 240 square foot addition to the existing structure, associated with a revised Final Development Plan for Parkway Plaza PCD, 23rd Street Brewery, located at 3512 Clinton Parkway. Submitted by Tim A. Herndon Planning & Design on behalf of Llewellyn Land, LLC, property owner of record.

Modifications to planned developments can be processed administratively; however, Planning Commission approval is required for variances from the general development standards for planned developments as expressed in Article 10 of the 1966 Zoning Code. The Final Development Plan (FDP-18-00575) is under administrative review. No other Planning Commission action related to the proposed final development plan is required.

VARIANCE: Reduction in the required peripheral setback from 30 feet to 20 feet as required for a planned commercial development (Parkway Plaza) per Section 20-1008 (d) (2) of the 1966 Zoning Code to allow the addition of 240 square foot refrigerator addition to the existing restaurant at 3512 Clinton Parkway.

BACKGROUND:
The applicant is seeking a variance to reduce a required peripheral setback from 30 feet to 20 feet. The subject property's peripheral setback was established via the final development plan for Phases 1 & 2 of the Parkway Plaza PCD which was approved in 1994. Note 25 states that all buildings or structures shall be set back from the periphery boundary or periphery street right-of-way not less than 30 feet. Peripheral setback distances for planned developments are established in Article 10 of the 1966 Zoning Code.

Section 20-1003(2) of the 1966 Zoning Code establishes the Lawrence Planning Commission's authority to grant variances from an approved final development plan.

REVIEW CRITERIA:

Criteria 1: Strict application of these regulations will create an unnecessary hardship upon the subdivider.

Applicant Response: *"Strict application will create unnecessary hardship on the owner, because in the 20 years of building life, the existing restaurant/brew pub structure has not been upgraded to meet current food & beverage demands. The proposed 240 SF expansion is necessary for continued effective restaurant operation.*

Strict application of the regulations would restrict the property owner's ability to construct a refrigerator addition. Expansion to the east and north would block access to an existing mechanical equipment and trash enclosure. It would impede pedestrian access to the site via existing sidewalks along the eastern and northern façades of the building. Expansion to the west would place the refrigerator within an existing patio space and would not be internally accessible to the restaurant's kitchen and preparation space.

Strict application of these regulations would prevent the property owner from upgrading the site to meet current food and beverage service standards. Expanding into the peripheral setback would prevent the loss of existing parking spaces, maintain vehicular movement, and pedestrian access on the site.

STAFF FINDING: Granting this requested variance from the required 30 foot peripheral setback is not opposed to the purpose and intent of the code.

Criteria 2: The proposed variance is in harmony with the intended purpose of these regulations.

Applicant Response: *"The proposed variance is in harmony with the purpose of the regulations, because a) the proposed structure will match existing building architecture and be generally unnoticeable to the public, b) no imposition upon City services or public usage will occur by the granting of the variance".*

The purposes and objectives of planned unit developments and their development standards are expressed in Sections 20-1001 and 20-1002 of the 1966 Zoning Code. The first objective noted in Section 20-1002 is,

To promote and permit flexibility that will encourage innovative and imaginative approaches in residential, commercial, and industrial development which will result in a more efficient, aesthetic, desirable and economic use of land while maintain density and intensity of use consistent with the adopted comprehensive plan for the city.

The applicant has noted on the proposed final development plan that the addition's construction materials and finish will mirror the existing restaurant. The proposed addition will be administratively reviewed against the Commercial Design Guidelines expressed in the Community Design Manual. Compliance with the Commercial Design Guidelines is required for administrative approval of the associated final development plan, FDP-18-00575.

The Planning Commission has granted waivers to reduce the required 30 foot peripheral setback for other planned developments. In 2005, the Planning Commission granted a waiver to reduce the required peripheral setback from 30 feet to 10 feet along W. 6th Street for parcels within the Bauer Farm planned development.

STAFF FINDING: Granting this requested variance from the required peripheral setback is not opposed to the purpose and intent of the regulations.

Criteria 3: The public health, safety, and welfare will be protected.

Applicant Response: *Public health, safety and welfare will be unaffected by the granting of this variance.*

The proposed refrigerator addition will not encumber existing utility easements or Clinton Parkway right-of-way. Municipal Services and Operations engineers have reviewed and approved the placement of the proposed refrigerator addition. The subject property is not encumbered by historic environs or regulatory floodplain. Pending approval of the requested variance, the applicant will be required to obtain all necessary building permits from Development Services.

STAFF FINDING: Granting this requested variance from the required peripheral setback will not harm the public health, safety, or welfare.

STAFF RECOMMENDATION

Approval of the variance requested for a final development plan, FDP-18-00575, to reduce the required peripheral setback, per Section 20-1008(d)(2) of the 1966 Zoning Code, for a planned commercial development, from 30 feet to 20 feet for property located at 3512 Clinton Parkway.

See Following Page for Plan Submitted by the Applicant.

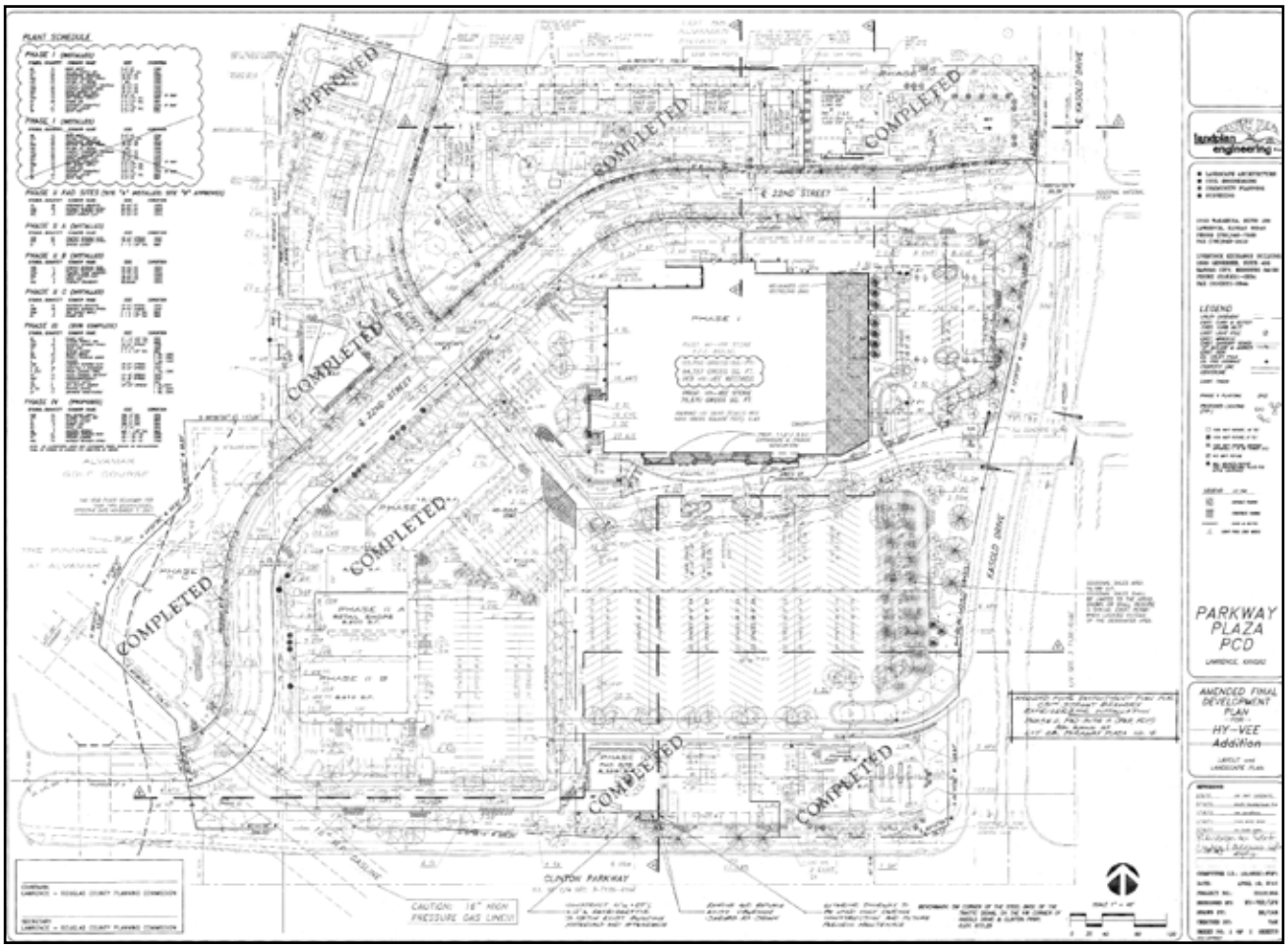


Image 1: Revised Final Development Plan submitted by the applicant.

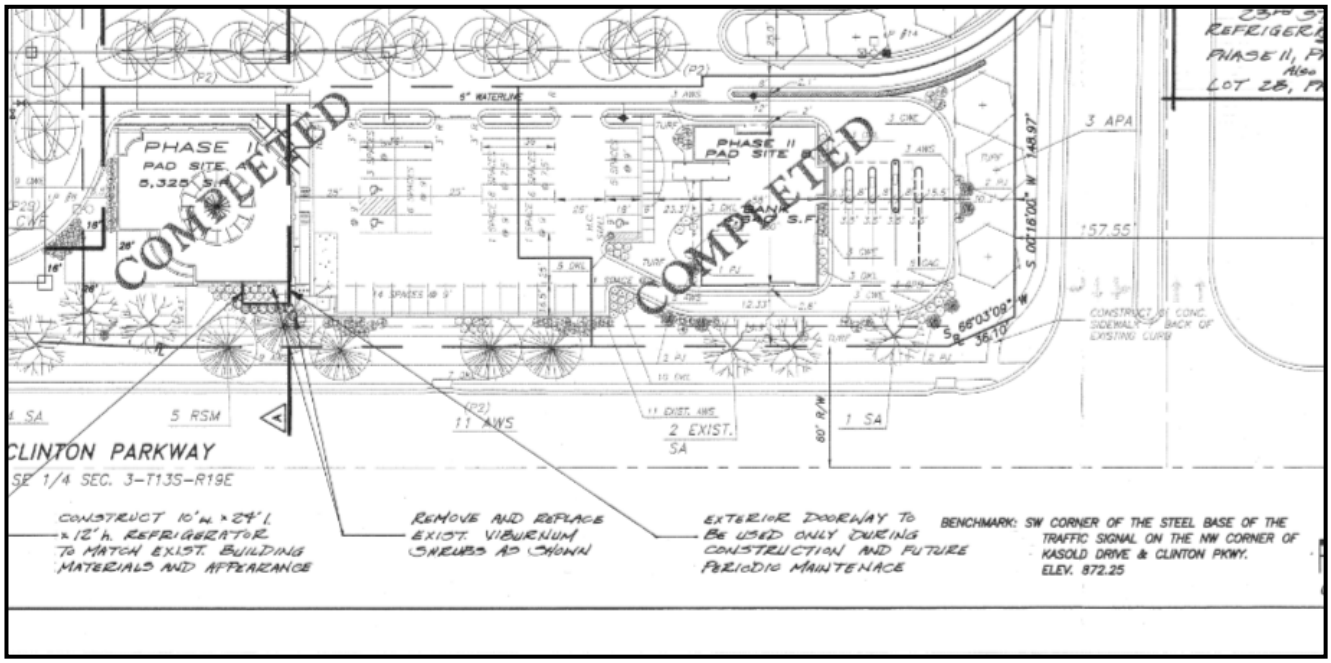
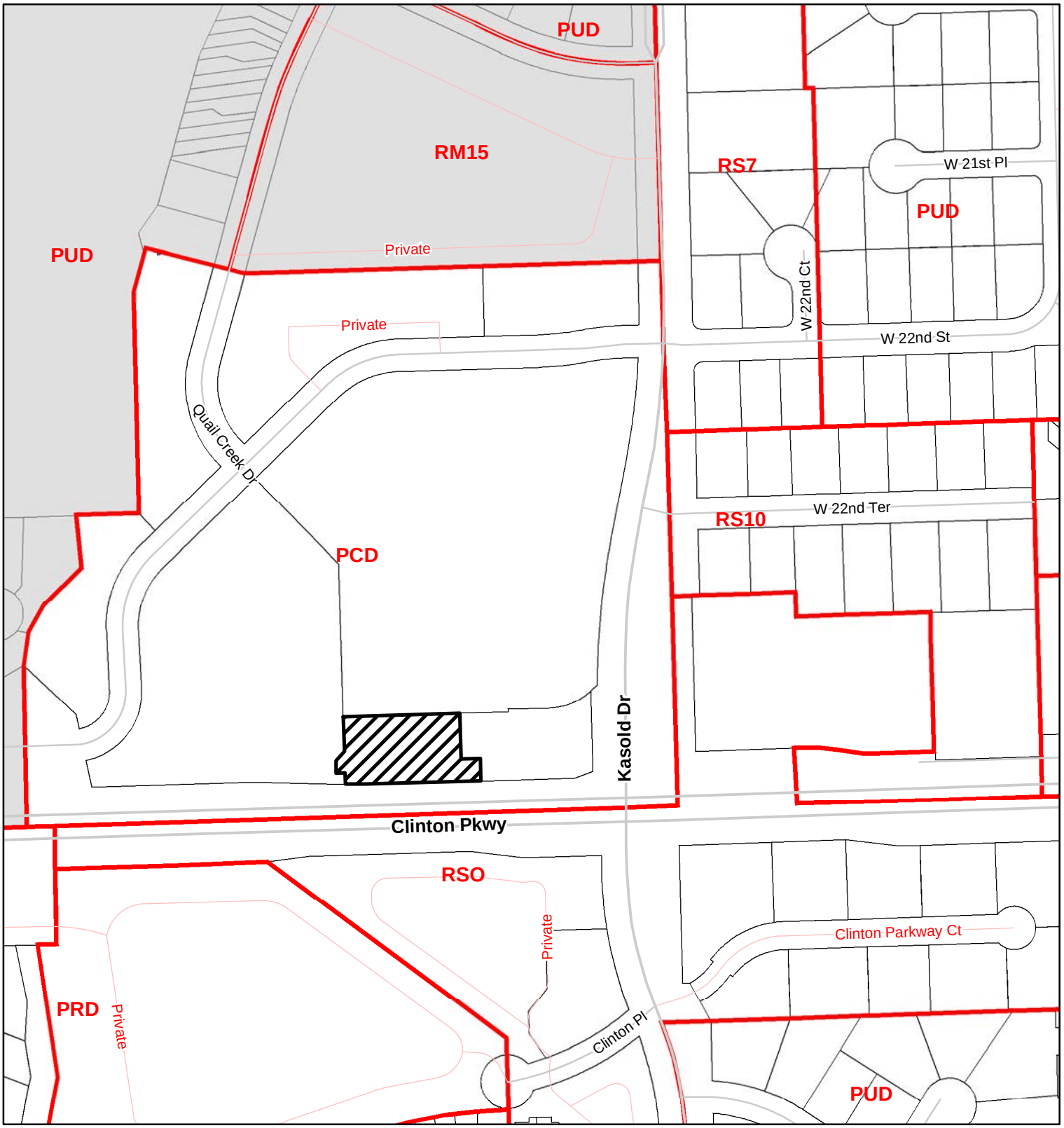


Image 2: Proposed 240 square foot addition to the existing restaurant. Addition to extend 10 feet into the required 30 foot peripheral setback.



FDP-18-00575: Consider a variance associated with a revised final development plan for Parkway Plaza PCD, 23rd Street Brewery, located at 3512 CLINTON PARKWAY.

Lawrence-Douglas County Planning Office
January 2019

Subject Property

N
W
E
S

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
01/23/19

ITEM NO. 7 : CONDITIONAL USE PERMIT FOR BIG SPRINGS QUARRY; 2 N. 1700 ROAD (MKM)

CUP-18-00570: Consider an amended Conditional Use Permit to reduce the amount of the performance/reclamation bond required for Big Springs Quarry, located at 2 N. 1700 Road, Lecompton. Submitted by Submitted by Mid-States Ventures LLC, for Mid-States Ventures LLC, Nancy J Hughes, James R Meek, Thomas R Meek, and Bonnie M Nichols, Trustee, property owners of record.

STAFF RECOMMENDATION: Staff recommends approval of the Conditional Use Permit to reduce the performance bond amount required in Condition 10(b) and (c) from $40,000 per acre to $10,000 per acre based on the findings of fact listed in this report, subject to the revised restrictions/conditions of use provided in Attachment A.

Attachments:

Attachment A – Restrictions of Use and Conditions of Approval, with recommended revision

Attachment B – Original Reclamation Amount Estimate, 1992

Attachment C – Reclamation Amount Estimate provided in 2008 with amended CUP application, CUP-7-05-08.

Attachment D – Reclamation cost spreadsheet for Phases II and III

Reason for Request:

Applicant's response: "*This request is to reduce the reclamation bond required by Douglas County CUP-18-00299 Restrictions 10) b. and c. The current reclamation bond amount is not based on the market conditions of our prior reclamation completed at the Big Springs Quarry.*"

KEY POINTS

§ The performance bond for reclamation was established as Restriction of Use/Condition No. VII with the original conditional use permit for the quarry, CUP-7-2-90, which is listed below:

VII. PERFORMANCE BOND FOR RECLAMATION

(a) A performance bond in the amount of $100,000.00 with sufficient sureties shall be secured to cover reclamation activities for the plant site as designated on Phase I and shall be filed with the Douglas County Clerk's Office prior to the commencing of any site preparation activities or any other work being done pursuant to the CUP. This performance bond shall remain in place for the entire life of the permit and shall not be subject to release until the plant site has been fully reclaimed and certification thereof shall have been made by the Douglas County Commission.

(b) In addition to the bond required under paragraph (a) above, a performance bond in the amount of $400,000.00 with sufficient sureties shall be secured for the first site excavated for extraction purposes in Phase I other than at the plant site and shall be

filed with the Douglas County Clerk's office prior to the commencing of any excavation (including the stripping of top soil) other than at the designated plant site. This bond shall be for an excavation area no larger than 10 acres open at one time and shall remain in place until certified by the Douglas County Commission that reclamation has been completed at the site for which it was obtained.

(c) For each additional 10 acre site excavated for extraction purposes in any phase of the quarry operations during the term of the CUP, a performance bond in the amount of $400,000.00 with sufficient sureties for additional excavation for extraction purposes shall be secured and shall be filed with the Douglas County Clerk's office prior to the commencing of any such additional excavation (including the stripping of top soil). These bonds shall each be for areas no larger than 10 acres open at one time per excavation and shall remain in place until certified by the Douglas County Commission that reclamation has been completed at each site.

- This performance bond was based on reclamation cost estimates provided with the original Conditional use Permit application in 1992.

- The condition is listed as Item No. 10 in the Restrictions of Use and Conditions of Approval which the Board of County Commissioners approved on October 10, 2018 with Conditional Use Permit, CUP-18-00299. That conditional use permit revised the previously approved permit to remove completed areas from the quarry, add new areas, and revised several of the conditions. The applicant indicated at that time that they were interested in requesting a reduction in the amount of reclamation bond, but decided to request it separately from the other changes.

- The applicant is requesting a reduction in the performance bond for reclamation amount per acre from $40,000 approved with the original conditional use permit application to $3,000.

- The County Engineer reviewed the application materials and recommended a reduced performance bond in the amount of $10,000 per acre.

Public Communications
Staff met with Michelle and Robert Best on January 4, 2019 to discuss the proposed change.

Project Summary
The recently approved conditional use permit for Big Springs Quarry, CUP-18-00299, removed the phases which had been quarried and reclaimed: Phases 1 (with the exception of the plant area), 1A, 2, and 3; and added approximately 569 acres to the remaining phases: Phase 6 which is currently being quarried, and Phase 4. A new 30 year timeframe was approved to allow time for quarrying of the additional area. Other changes approved included an increase in the area that can be open at a time from 30 acres to 40 acres due to the larger equipment that is used today than when the CUP was originally approved in 1992; and changes to the restrictions/conditions of use.

A conditional use permit application that proposed similar changes, CUP-07-05-08, was submitted in 2008, a few years after Mid-States Materials became the operator of the quarry. At that time, compliance issues that had occurred under the previous operator were identified. Mid-States agreed to withdraw the conditional use permit application at that time and entered into a consent decree to resolve the compliance issues. Compliance with the consent decree

was evaluated and a memo was provided to the County Commission on March 9, 2011 indicating that the quarry was in compliance with these requirements.

One item that was requested with the 2008 amended conditional use permit application which was not included with CUP-18-00299 was a reduction of the performance bond for reclamation.

The performance bond for reclamation must be adequate to provide reclamation in the event that the quarry operator fails to fulfill that obligation. Currently the bond is set at $400,000 for every 10 acres that is open and mined. This is higher than the bonds required by other counties in the state, but was determined with the original application from an engineer's assessment of the actual cost of reclamation. A copy of this assessment is included in Attachment C.

The applicant provided spreadsheets of their actual costs of their reclamation per the finished phases, Phases II and III, provided in Attachment C, and is requesting that the bond amount be reduced from $40,000 per acre to $3,000.

ASSOCIATED CASES

- Conditional Use Permit (CUP-7-2-90) approved by Board of County Commissioners on Dec. 19, 1990 for Martin Marietta Aggregates to operate a 720 acre limestone quarry.
- Conditional Use Permit (CUP-6-6-92) approved by the Board of County Commissioners on Sept. 16, 1992 to include an additional 80 acre tract (Phase I-A) in the overall quarry operation. A condition of approval was that no future requests to expand the size of the quarry site would be allowed.
- Revision to the original CUP (CUP-7-2-90) was approved by the Board of County Commissioners on March 17, 1993 to allow the addition of a shop maintenance facility on the site.
- Conditional Use Permit (CUP-12-09-06) approved by the Board of County Commissioners on July 16, 2007 to allow the transfer of operator to Mid-States Materials and a revision to the landscaping plan.
- Conditional Use Permit (CUP-07-05-08) for expansion of quarry and other changes. This application was withdrawn and the applicant entered into a consent decree with the County Commission to resolve previous compliance issues. (Staff memo confirming compliance with the consent decree was provided to County Commission on March 9, 2011.)
- Conditional Use Permit (CUP-13-00126) to allow phasing to occur in any sequence. Approved by the Board of County Commissioners on June 5, 2013. As a result quarrying moved from Phase 3 to Phase 6 and left Phases 4 and 5 to be completed later. The current conditional use permit uses colors to designate the phases so that sequencing can be determined as quarrying progresses.
- Conditional Use Permit (CUP-18-00299) approved by the Board of County Commissioners on October 10, 2018 to allow a change in the area within the conditional use permit and revise the conditions of use.

OTHER ACTION REQUIRED

- Consideration of the conditional use permit by the Board of County Commissioners.
- If the conditional use permit is approved, issuance of a permit for the CUP by the Zoning and Codes Office when any conditions of approval have been met.

GENERAL INFORMATION

Current Zoning and Land Use:	A (Agricultural) District and F-F (Floodway Fringe) Overlay district; Limestone Quarry, *Mining and Excavation,* permitted with a conditional use permit and agricultural uses on portions not being quarried.
Surrounding Zoning and Land Use:	To the west: The property abuts the Douglas/Shawnee County Line to the west and the quarry extends westward into Shawnee County. Agriculture, rural residences and woodland are located west of the proposed expansion. To the north, east, and south: A (Agricultural District) with F-F (Floodway Fringe Overlay District) to the south and east; agricultural uses and scattered rural residences. An undeveloped platted rural subdivision is located south of the completed Phase 3 of quarry property. (Figure 2)

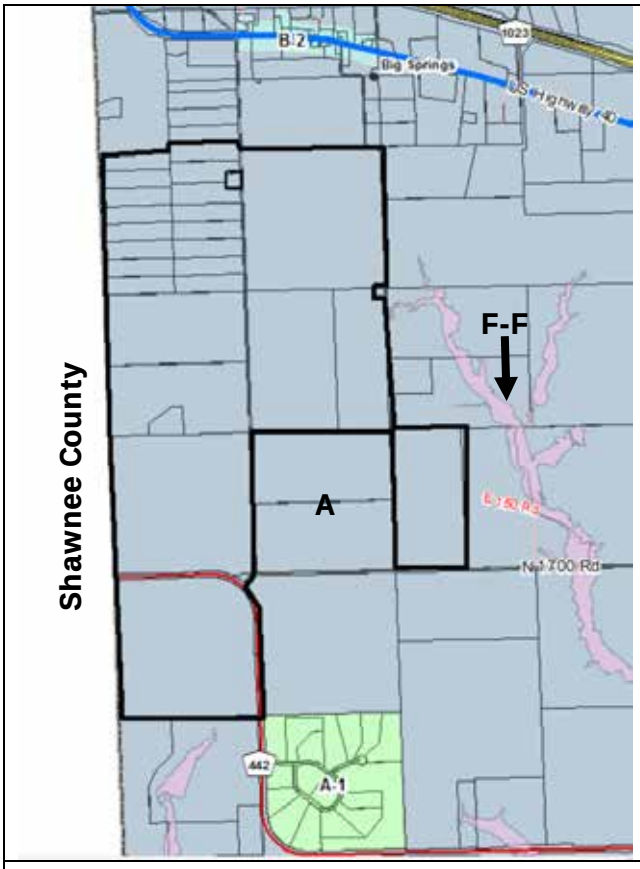


Figure 2a. Surrounding zoning. Subject property outlined.

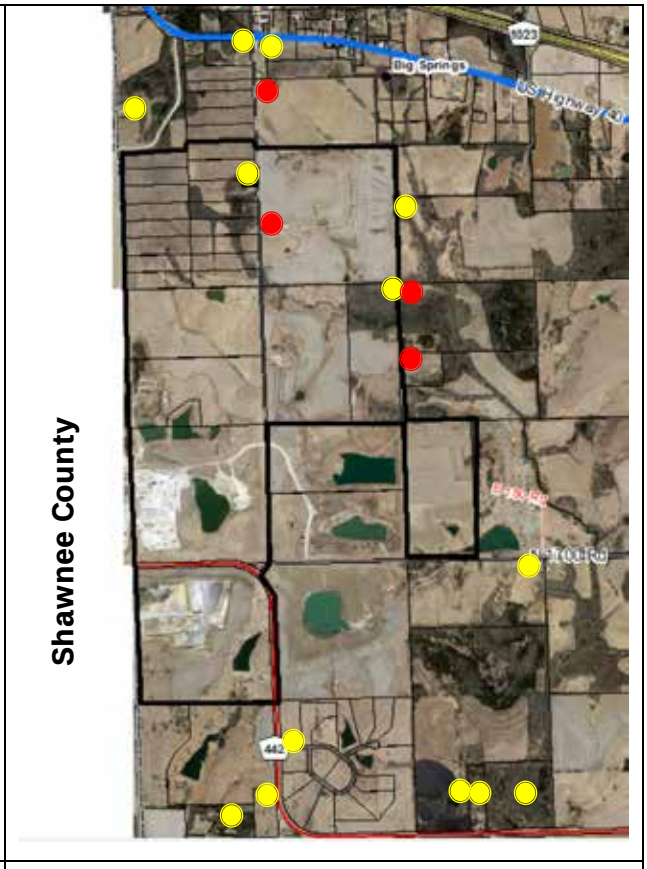


Figure 2b. Surrounding land use. Subject property outlined. Residences marked with yellow dots, those owned by Mid-States marked with red.

I. ZONING AND USES OF PROPERTY NEARBY

The quarry extends across the county line and is also located within Shawnee County. The surrounding area consists primarily of agricultural land uses; however, there are rural residences scattered throughout the area. Figure 2b shows the location of these residences,

and identifies those that are owned by Mid-States. There are nearby residences in Shawnee County as well. Notice of the public hearing for this CUP at the Planning Commission was mailed to property owners within Shawnee County and the CUP was provided to the Shawnee County Planning Office for comments. At the time this report was written, no comments had been provided from Shawnee County residents or the Shawnee County Planning Office.

Staff Finding – Most of the land in the area is zoned and used for agriculture. However, there are residential land uses nearby which should be considered when establishing setbacks and restrictions of use. No changes in land use or activity are being proposed with this amended conditional use permit application. The proposed reduction in the performance bond for reclamation should have no impact on surrounding properties, provided reclamation occurs as shown on the approved plans.

II. CHARACTER OF THE AREA

Big Springs Quarry is located on the west boundary of Douglas County and extends into Shawnee County. (Figure 3) This area is primarily agricultural in nature with scattered rural residences.



Figure 3. Map from Google Earth showing properties in both Shawnee and Douglas Counties. Boundaries of the quarry conditional use permit outlined in white dashed lines. Community of Big Springs highlighted red.

Access to the plant site is taken from County Route 442 for local deliveries; all other access is taken from the main access point on Highway 40 to the north. This access point is west of the community of Big Springs.

A portion of Big Springs is zoned B2 (General Business) and is developed with uses permitted in that district. Other uses in the community include a church and residences.

The quarry has been operating in the area since the 1990s and is a feature of the area. As phases are completed and reclaimed they are returned to a state suitable for agriculture. These parcels could be used for any use permitted in the A Zoning District.

Staff Finding – The quarry is located in a rural area with predominately agricultural land uses and scattered farm/rural residences. The principal land use is agricultural grassland and row crops. The character of the area has not changed much in the past 30 years. The proposed reduction in the performance bond for reclamation should have no impact on the character of the area provided reclamation is carried out as shown on the approved plans.

III. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED

Applicant's response:

> *"The current land is zoned agricultural and it is suitable for that purpose. The new CUP was granted on 10-10-18 for a period of 30 years. However, Mid-States Materials, LLC ("Mid-States") believes the reclamation bond required by the county has no relation to the actual costs of reclaiming the land. Reclamation will be completed in phases. Mid-States can open 40 acres per phase plus an additional 10 acres in the next phase. Under the current restrictions, this would require a $2.0 M bond. This amount would equal $40,000 per acre for reclamation. Mid-States tracked the cost of final reclamation for both Phases II and III that were mined from 2007 – 2016 (since operating the Big Springs Quarry). Phase II reclamation cost $1,877 per acre. Because of our experiences with Phase II, we were able to reclaim Phase III at a cost of $1,068 per acre while performing at the same level. This is almost forty (40) times cheaper than the amount of the required bond! With a 40 acre limitation on an open pit, Mid-States is always reclaiming as it mines. The State of Kansas requires $600 per acre (documentation attached). Previous phases have already been reclaimed and Mid-States won the 2012, 2014, and the 1028 Governor's Mined Land Reclamation Award for these phases. Mid-States also was the winner of the 2018 national Association of State Land Reclamationists (NASLR) Outstanding Reclamation Award. These awards were presented for returning the land back to its natural state with the added value of significant water features."*

The property is well suited for agricultural uses and the phases that are not currently being quarried will continue to be used for agriculture. The quarried and reclaimed phases have been returned to a state suitable for agricultural land uses and are currently being used for agriculture. The property, due to the reserves of limestone and the infrastructure put in place for previous quarrying activity approved with earlier conditional use permits, is also well suited for the proposed quarry use.

Staff Finding – A conditional use permit does not change the base, underlying zoning. The suitability of the property for agriculture or other uses permitted in the agricultural district will not be altered with the proposal to reduce the performance bond for reclamation, provided that reclamation occurs as shown on the approved plans.

IV. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

Staff Finding – County Zoning Regulations were adopted in 1966 and this property has been zoned "A (Agricultural)" since that adoption. The property was used for agricultural purposes until the approval of a Conditional Use Permit, CUP-7-2-90, in 1992 for a quarry. The property has been used for agricultural and mining uses since that time.

V. EXTENT TO WHICH REMOVAL OF RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTY

Applicant's Response:

"It will not detrimentally affect nearby property at all. This site has been a quarry site since at least 1992. The expansion has been approved. Mid-States has reclaimed all previous phases in a professional manner. Mid-States takes pride in reclamation and has proven that since taking over the operation in 2007. Due to the stringent precautions MSM takes with regards to developing the quarry, the nearby property owners will notice zero difference."

Section 19-01 of the County Zoning Regulations recognize that "*certain uses may be desirable when located in the community, but that these uses may be incompatible with other uses permitted in a district…when found to be in the interest of the public health, safety, morals and general welfare of the community may be permitted, except as otherwise specified in any district from which they are prohibited."* The proposed use falls under Use No. 5, *Mining and Excavation,* listed in Section 19-4 Conditional Uses Enumerated, of the *Douglas County Zoning Regulations.*

Mining is an activity which can have a significant impact off-site; however, the quarry was originally approved in 1993 and is in operation. This application would not revise the mining area or activity, but proposes only to reduce the amount of the performance bond for reclamation. If the quarry operator were to cease operations without completing reclamation, these funds would be used by the County to insure reclamation was completed as shown on the approved plans. Insuring that reclamation will occur is important to nearby properties. When reclamation is completed the land is returned to a state suitable for agricultural uses or other uses permitted in the A District. The reclamation efforts for former phases illustrate how good reclamation can benefit nearby properties. Conversely, poor reclamation, or the lack of reclamation, can create unsightly areas that could negatively impact nearby properties.



Figure 4. Phase 3 reclamation complete.

Staff Finding – The application requests the reduction of the performance bond for reclamation from $400,000 for every 10 acres ($40,000 per acre) to $3,000 per acre. A reduction in the performance bond would not detrimentally affect nearby properties provided the amount of the bond remains adequate to reclaim the quarried area as shown on the approved reclamation plans.

VI. RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY AND WELFARE BY THE DESTRUCTION OF THE VALUE OF THE PETITIONER'S PROPERTY AS COMPARED TO THE HARDSHIP IMPOSED UPON THE INDIVIDUAL LANDOWNERS

Applicant's Response:
"The public gain is an inexpensive reliable supply of construction grade limestone aggregate that serves two of the five most populous counties in the state of Kansas. The Quarry has been in existence for over thirty-six years, thus any hardship imposed upon the individual landowners has already been factored and accounted for in the intervening years. The reduction in bond fees will allow Mid-States to sell cheaper aggregate and be more competitive in the market."

Evaluation of the relative gain weighs the benefits to the community-at-large vs. the benefit of the owners of the subject property.

Reducing the performance bond may result in a lower cost product; however, the cost of aggregate is dependent on many other items such as fuel and labor costs so it isn't possible to quantify what reduction in cost might occur. The applicant did not provide a cost reduction estimate.

A performance bond for reclamation that provides adequate financial assurance that reclamation shall occur as shown on the approved plan, even if the operator ceases business, is an important component of a quarry conditional use permit. Reducing the bond should neither harm nor benefit the public good, provided the bond remains at an adequate level.

Staff Finding – No significant public benefit is expected from a reduction in the performance bond for reclamation. No public harm is expected provided the amount of performance bond remains adequate to insure reclamation will occur as shown on the approved plans.

VII. CONFORMANCE WITH THE COMPREHENSIVE PLAN

Applicant's Response—
"The principal strategies for the identification, development, and maintenance of industrial and employment-related areas are:

- *Increase the number and diversity of jobs available to the citizens of Douglas County to stabilize the future employment base and generate additional wealth in the community.*
- *Identify an adequate amount of available land in a number of locations in Douglas County to meet diverse industrial and business related development needs.*
- *Increase community involvement in economic development activities, by partnering with the local business community and area educational institutions to bring new technology and investment to the region for the purpose of meeting the economic development job growth goal of securing twenty thousand new jobs in Douglas County by 2020.*
- *Protect, enhance, and retain existing industrial-related land use areas serving the community.*
- *Continue to address the needs of existing businesses and industries to ensure their retention in the community and to help facilitate expansion plans of those businesses and industries for the future.*

The Big Springs quarry is the hub for all of MSM's quarries located in a three state region. All ticketing for every individual truck that rolls out of over twenty different quarries goes through the Big Springs Control Center. There are thirty (30) employees on-site and up to sixty (60) positions created in the trucking industry. This quarry is located on agriculturally zoned land located far from any population centers. These two considerations are among the best possible factors in locating a quarry. It is clear that this quarry is consistent with the Horizon 2020 Comprehensive Plan."

An evaluation of the conformance of a conditional use permit request with the comprehensive plan is based on the strategies, goals, policies and recommendations contained within *Horizon 2020*. One of the strategies listed in the comprehensive plan is to protect, enhance, and retain existing industrial-related land uses serving the community (Page 7-2, *Horizon 2020)* Reducing the performance bond, while maintaining adequate levels of financial assurance for reclamation, may help enhance and retain the quarry industry.

The Resource Management section of Chapter 16 of the comprehensive plan, the Environment Chapter, notes: *This section encourages the responsible use of marketable natural resources within Douglas County through proper extraction and reclamation methods. They are essential to sustainable development activity, primarily in the form of low cost raw materials, such as sand, gravel, timber, oil, gas, and stone, etc."* (Page 16-21 *Horizon 2020)* Setting an appropriate performance bond for reclamation ensures that proper reclamation will occur and is compliant with this recommendation.

Staff Finding – The quarry use has been found to be in conformance with the comprehensive plan with previous conditional use permits. The reduction in the performance bond for reclamation would be compliant with the recommendations provided the performance bond amount remains adequate to insure proper reclamation.

STAFF REVIEW

The performance bond for reclamation must be adequate to provide reclamation in the event that the quarry operator fails to fulfill that obligation. This application is a request to revise Item 10 of the Conditional Use Permit, CUP-18-00290, to reduce the amount of the performance bond for reclamation from $40,000 per acre to $3,000. While researching performance bonds, staff looked at the bonds for other quarries in Douglas County, other counties in Kansas, and researched online for information regarding the performance bonds or financial assurances that other communities require. This information is summarized in Table 1. Big Springs Quarry has the highest performance bond of any quarry in the county. The only other quarry which was approved after the Big Springs Quarry was the Eudora Quarry, approved by the Board of County Commissioners in 2003. The minutes reflect that the Board of County Commissioners revised the condition related to the performance bond to require an amount 'required by applicable Kansas statutes'.

Kansas Statutes require a reclamation bond of $600 per acre for limestone quarries to ensure reclamation will occur if the quarry is abandoned. Scott Carlson, Manager of the Kansas Mined Land Reclamation Program, noted that this amount is inadequate to cover the cost of reclamation. He wasn't able to provide a set amount as the cost varies widely based on the depth of the cut, water impoundment, amount of overburden repurposing, and surrounding terrain, but he indicated he would like to see the state amount raised to $2,000 per acre along with a supplemental fund for those quarries that require more earthwork to reclaim. He noted that abandonment of sites is rare in Kansas but is typically due to bankruptcy. In his opinion,

the $10,000 per acre bond that the County Engineer recommended should be more than sufficient for any limestone quarry in Douglas County.

Table 1. Performance Bond Information

County/State	Quarry Info	Reclamation Bond
Pottawatomie, KS	160 acres	None
Marion, KS	13 acres	$400 per acre for sand and gravel. Paid to KS Department of Ag/Division of Conservation
Johnson County – Edgerton Quarry	7.5 acres	*$600 per acre*
Franklin County- Princeton Quarry	10 acres	$1,500 per acre
Elk County- Grand Summit Quarry	40 acres	*$600 per acre*
Linn County— Greely Quarry	10 acres	*$600 per acre*
Linn County— LaCygne Quarry	10 acres	*$600 per acre*
Coffey County— Wolf Creek Quarry	20 acres	$3,000 per acre
Miami County— Drexel Quarry	10 acres	*$600 per acre*
Miami County— New Lancaster Quarry	10 acres	*$600 per acre*
Anderson County— Lone Elm Quarry	10 acres	*$600 per acre*
Anderson County— Colony Quarry	10 acres	*$600 per acre*
Osage County— Plummer Creek Quarry	40 acres	$3,000 per acre
Morris County— Wilsey Quarry	20 acres	*$600 per acre*
Anderson County— Garnett Quarry	10 acres	*$600 per acre*
Shawnee County— Big Springs Quarry	10 acres	$125,000 + $1,500 per acre
DG County— Big Springs Quarry CUP-7-2-90, replaced by 18-00299	**Bond amount approved in 1992 1,049 acres**	**$100,000 for plant site on Phase 1, for life of quarry. $400,000 for first site excavated—up to 10 acres—($40,000 per acre)**
DG County— Eudora Quarry CUP-12-16-02	Approved 2003, 129 acres	*As required by KS statutes. $600 per acre*
DG County— Harrell Quarry CUP-1-3-75	Approved 1975, 160 acres	None
DG County— Hamm-Buchheim Quarry CUP-11-5-76	Approved 1976, 73 acres	"an amount set by the BoCC" $1,500/acre for any land disturbed and not reclaimed
DG County— Globe Quarry	Pre-dated zoning, no CUP 50 acres	*$600 per acre*
Buffalo County, MN		The amount of financial assurance shall equal as closely as possible the cost to the Buffalo County Land Resources Department

		of hiring a contractor to complete either final reclamation or progressive reclamation. Any financial assurance filed with the department shall be in an amount equal to the estimated cost for reclaiming all sites the operator has under project permits; with annual review.
Santa Cruz County, CA		The Planning Director shall base the amount of financial assurances necessary to secure adequate reclamation on estimates prepared by a registered civil engineer and a botanist, horticulturist or plant ecologist retained by the operator and approved by the Planning Director; with annual review.
County Engineer Recommendation		Reduce bond from $40,000 to $10,000 per acre to include contracting costs

The applicant noted the disparity between the performance bond required for Big Springs and that required for other quarries in Douglas County and various other counties in the state. Staff agrees that a disparity exists, but each conditional use permit is evaluated on its own basis and conditions are crafted for each particular site and use. After evaluating the amounts required for other quarries and discussing the bond amount with the Manager of the Kansas Mined Land Reclamation Program, it is staff's opinion, that the original performance bond for Big Springs Quarry may be higher than necessary but that the bond amount for other quarries may have been set too low and shouldn't be used for comparison.

The original estimate the performance bond was based on was provided by Landplan Engineering with the original 1992 application, Attachment B. The estimate was for a cut of approximately 1,000 feet by 300 feet by 28 feet in depth, which was noted as the average depth of overburden on the site. The estimate determined this cut would yield approximately 300,000 cubic yards of overburden. The firm estimated the cost for reclamation would be $0.80 per cubic yard or $240,000. This amount was for a cut of 1,000 feet by 300 feet or 300,000 feet or 6.8 acres. The amount per acre would have been $35,294. The amount recommended and approved with the conditional use permit was $40,000 per acre.

In 2008 the applicant requested a reduction in the bond amount with an application to amend the conditional use permit, CUP-07-05-08. The application was withdrawn in association with a consent decree to address compliance issues resulting from the former operator. Attachment C contains the materials that were provided with the 2008 request to amend the conditional use permit, including the request to reduce the performance bond. The applicant contracted with PEC, their consultant for the 2008 amendment, for an estimate of the reclamation costs. PEC estimated the cost at $9,481 per acre and sent the item out to three firms for bids. The bids ranged from $7,981 per acre to $13,093 per acre.

Spreadsheets showing the actual cost of reclamation of the various phases that Mid-States Materials has reclaimed at the Big Springs Quarry were provided with the current application. 50 acres were reclaimed in Phase 2 at a cost of $93,859 ($1,877 per acre) and 80 acres were reclaimed in Phase 3 at a cost of $85,445 ($1,068 per acre). The County Engineer reviewed the materials provided with this application and noted that the performance bond for reclamation may be higher than necessary, particularly with Mid-States Materials track record for reclamation. He suggested the performance bond be reduced to $10,000 per acre. This is higher than the actual cost the quarry operator incurred, but they used their own equipment

and reclaimed in conjunction with their quarrying operations. If the quarry is abandoned and reclamation has to be completed by a third party, the County Engineer noted that the costs to award a contract for the reclamation work would exceed Mid-State Material's in-house costs. His recommended performance bond amount of $10,000 per acre aligns with PEC's estimate of the costs and is comparable with the bids that were provided with the request in 2008.

Looking beyond the state of Kansas, Wisconsin and California both require an estimate from an engineer for the reclamation costs before establishing the amount of financial assurances which are required. Each quarry would have a different reclamation bond depending on the end reclamation desired and the specific nature of the property.

Many of the counties in Kansas require only the $600 bond that the Kansas Division of Conservation (DOC), which administers the Mined Land Reclamation Program, requires. As noted earlier A few counties: Coffey, Franklin, and Osage Counties, require a higher reclamation bond than the state does. Staff contacted these county zoning officials for information on these bond amounts, but they noted that the quarries were approved quite some time in the past and they don't have information on the basis for the bond amounts.

In staff's opinion, the County Engineer's recommendation of $10,000 per 10 acres is reasonable given that it aligns with the estimates provided by the applicant's consultant in 2008. Staff recommends that Condition of Approval/Restriction of Use No. 10 be revised as shown below (deleted text shown as ~~struckthrough~~ and new text in **bold.**)

10. [PERFORMANCE BOND FOR RECLAMATION]
    (a) A performance bond in the amount of $100,000.00 with sufficient sureties shall be secured to cover reclamation activities for the plant site as designated on Phase I and shall be filed with the Douglas County Clerk's Office prior to the commencing of any site preparation activities or any other work being done pursuant to the CUP. This performance bond shall remain in place for the entire life of the permit and shall not be subject to release until the plant site has been fully reclaimed and certification thereof shall have been made by the Douglas County Commission.

    (b) In addition to the bond required under paragraph (a) above, a performance bond in the amount of **$100,000.00** ~~$400,000.00~~ with sufficient sureties shall be secured for the first site excavated for extraction purposes in Phase I other than at the plant site and shall be filed with the Douglas County Clerk's office prior to the commencing of any excavation (including the stripping of top soil) other than at the designated plant site. This bond shall be for an excavation area no larger than 10 acres open at one time and shall remain in place until certified by the Douglas County Commission that reclamation has been completed at the site for which it was obtained.

    (c) For each additional 10 acre site excavated for extraction purposes in any phase of the quarry operations during the term of the CUP, a performance bond in the amount of **$100,000.00** ~~$400,000.00~~ with sufficient sureties for additional excavation for extraction purposes shall be secured and shall be filed with the Douglas County Clerk's office prior to the commencing of any such additional excavation (including the stripping of top soil). These bonds shall each be for areas no larger than 10 acres open at one time per excavation and shall remain in place until certified by the Douglas County Commission that reclamation has been completed at each site.

(d) Each of the bonds described above also shall carry provisions which provide additional coverage for any other quarry operations that are carried on at the quarry site during the pendency of the bond until release of the bonds.

RESTRICTIONS AND CONDITIONS OF USE:

1) Setbacks

Purple Phase (former phase 6)

- 400 foot setback along the south perimeter
- 260 foot setback along County Route 442
- Triangular area in the southeast corner a corner of which is 1,800 feet north of the south property line along the setback line of County Road 442 / E. 50 Road and another corner of which is 1,100 feet west of the right-of-the way of County Road 442/E. 50 road along the south setback line.

Green Phase *(former Phase 4)*:

- 100 foot setback to the north and 700 foot setback to the south sides
- 100 foot setback on the east side

Pink Phase

- 100 foot along north property line

Blue Phase

- 100 foot along east property line

Orange Phase

- 100 foot along east property line

All Phases—

- 100 foot setback from the property line along the east side of the private haul road.
- 100 foot setback from the property line along E. 50 Road and E. 100 Road
- 500 foot residential setback (residences existing at the time of CUP approval)

2) Operation Restrictions

a. Methods shall be adopted to minimize dust in stage area as well as along the haul roads.

b. Quarry hours of operation shall be restricted to:

i. sale and removal of rock: 6 a.m. – 6 p.m., Monday- Friday; 7 a.m. – 12:00 p.m. Saturday
ii. Production and extraction: 6 a.m. – 10 p.m., Monday – Thursday; 6 a.m. – 6:00 p.m., Friday
iii. Blasting: 1 p.m. – 5 p.m., Monday – Friday
iv. No quarry operations shall take place on holidays observed by the State of Kansas: (New Year's Day; Memorial Day; Independence Day; Labor Day; Thanksgiving Day: the day immediately following Thanksgiving Day, and Christmas Day.

Activities occurring after these hours: In the event of an emergency or other situation that requires quarrying, or sell of product after these hours, the request must be

provided to the Board of County Commissioners prior to the after hours activity commencing.

c. No more than 40 acres may be open, mined and extracted from at any one time on the quarry site, exclusive of the plant site. No more than 10 acres shall be open, mined and extracted from in a subsequent phase until reclamation is complete on the previous phase.

3) Fencing
The entire site shall be fenced with a five-strand barbed wire fence. Fencing shall be maintained by the operator. A security gate and fence shall be placed/maintained at the entrance to the quarrying site across the main haul road. The fence shall be signed periodically (minimum of 500 feet intervals) stating: "Mid-States Materials No Trespassing"

4) Berms
a. All setbacks along roadways shall contain berms to screen operations. Berms are to be 6 to 8 feet high (8 feet maximum), built at a 3 to 1 slope and vegetated.

b. Topsoil removed from each phase will be used to construct the berms. Berms shall be constructed as quarrying progresses in each phase.

5) Blasting
a. Blasting shall be set only in sequential delays; no single delay to be over 150 lbs. of explosives.

b. No fly-rock shall leave the property**.**

c. Prior to each blast, the operator shall contact adjoining neighbors who request individual notice of each blast. A signaling system, siren, horn, or other signaling system, shall be used to alert people in the neighboring vicinity before each blast takes place.

d. No explosives will be set in the ground overnight unguarded.

6) Monitoring Blasting
a. Operator shall contact with independent seismology firm to monitor blasts at the commencement of quarrying operations**,** at each residence within ½ mile of the blast site to assure that the blast design will not be harmful to any structures or wells and that all associated vibrations are below currently recognized safety levels. A report on the monitoring of initial blasting shall be made available to owners of the residences and such report shall include a full frequency analysis of vibrations.

b. After the initial blasting, operator shall contract for a continuous monitoring program commencing with the start of continuous regular blasting by an independent seismology firm at stations chosen by the seismology firm. A monthly report, which analyzes the impacts of daily blasting, will be available at operator's offices for inspection. Residents may request positioning of the seismograph to measure the impact at their property; provided, however, the applicant shall not be required to conduct tests in excess of those it determines, based on professional advice of its independent seismology firm, will provide adequate seismic readings at resident's

properties. Any resident desiring to appeal the decision of the applicant concerning this condition may appeal it to the Douglas County Public Works Director who may order seismic tests at such locations as it deems appropriate under the circumstances at the expense of the operator.

c. The operator shall comply with the NFPA 495 Kansas Explosive Materials Code regulations regulated by the Office of the State Fire Marshall.

7) Air and Water Quality
The quarry operator shall adhere to air quality standards of KDHE, not to exceed 20% of opacity more than 1 time in a one year period as observed by KDHE observers over a 5 minute period.

8) Other Regulatory Restrictions
All applicable regulations of EPA, KDHE, and Kansas Department of Agriculture, and other applicable agencies shall be adhered to and subsequent revisions to these regulations shall apply.

9) Noise and Light Pollution
Vehicles used in plant operation (extraction & production) after 6:00 PM shall be equipped with manufactured lighting in addition to a back-up audible signal alarm.

Permanent outdoor lighting in the quarry, including the plant area, mining area, and haul roads, shall be shielded and directed down with a solid screen to prevent light pollution beyond the site boundaries.

10) Reclamation Bond
Mid-States shall be responsible for reclamation of all quarried land.
(a) A performance bond in the amount of $100,000.00 with sufficient sureties shall be secured to cover reclamation activities for the plant site as designated on Phase I and shall be filed with the Douglas County Clerk's Office prior to the commencing of any site preparation activities or any other work being done pursuant to the CUP. This performance bond shall remain in place for the entire life of the permit and shall not be subject to release until the plant site has been fully reclaimed and certification thereof shall have been made by the Douglas County Commission.

(b) In addition to the bond required under paragraph (a) above, a performance bond in the amount of **$100,000.00** ~~$400,000.00~~ with sufficient sureties shall be secured for the first site excavated for extraction purposes in Phase I other than at the plant site and shall be filed with the Douglas County Clerk's office prior to the commencing of any excavation (including the stripping of top soil) other than at the designated plant site. This bond shall be for an excavation area no larger than 10 acres open at one time and shall remain in place until certified by the Douglas County Commission that reclamation has been completed at the site for which it was obtained.

(c) For each additional 10 acre site excavated for extraction purposes in any phase of the quarry operations during the term of the CUP, a performance bond in the amount of **$100,000.00** ~~$400,000.00~~ with sufficient sureties for additional excavation for extraction purposes shall be secured and shall be filed with the Douglas County Clerk's office prior to the commencing of any such additional excavation (including the stripping of top soil). These bonds shall each be for areas

no larger than 10 acres open at one time per excavation and shall remain in place until certified by the Douglas County Commission that reclamation has been completed at each site.

(d) Each of the bonds described above also shall carry provisions which provide additional coverage for any other quarry operations that are carried on at the quarry site during the pendency of the bond until release of the bonds.

11) Insurance
The operator shall carry liability insurance in the amount of $1,000,000.00. Certificates of insurance shall be submitted to the Zoning and Codes Department on an annual basis.

12) Operation Report and Plan
a. Prior to the issuance of the CUP permit and every 5 years thereafter, the operator shall submit a detailed report and plan of quarrying operations to the Planning Office.

b. The plan shall show the phases of quarrying; location of stockpile area; estimated volume of material being extracted; and a detailed monitoring and management plan for the areas undergoing reclamation.

13) Reclamation and Review
a. The quarry shall utilize sequential reclamation. With the exception of the first cut in a phase, overburden within a cut shall be placed in the previous cut thereby removing the need to stockpile large amounts of overburden.

b. Detailed reclamation plans shall be submitted for each phase of the reclamation process for review and recommendation by the Planning staff and approval by the County Commission. The Detailed Reclamation Plan shall be submitted and approved prior to opening of a quarry phase.

c. The detailed reclamation plans would include a site plan showing elevations, cross-sections, and the proposed plan for revegetation of the area.

d. The property shall be reclaimed to a state that is compatible with the surrounding area with regard to slopes, and plant and animal life supported by the established ecosystem.

e. Terraced areas shall be shaped to blend with the existing, adjoining contours. The land must be graded to final contours as shown on the approved reclamation plan, top-soil, which had been used to construct the berms of each quarry phase shall be removed as areas are reclaimed and the topsoil shall be spread over the land area and seeding of appropriate native plants must occur. It is not necessary for vegetation to be established before moving fully to the next phase.

14) Studies/Surveys Required Prior to Opening New Phase
a. Pre-Blast Survey. A pre-blast survey (by an independent seismology firm or structural engineer approved by the applicant and the owners of existing structures within one-half mile of the quarry site) shall be offered to the property owners and conducted, if the property owners request, prior to operating in each phase.

(Notice shall be mailed, by certified mail, to all property owners within one-half mile of the phase to be quarried, at least 1 month prior to the beginning of that phase, indicating that a new phase is about to be quarried and letting the property owner know about the pre-blast survey.)

b. Hydrologic Study
The quantity/quality of water in the wells within one-half mile of each quarry phase shall be documented prior to the commencement of quarrying operations in that phase. A study shall be done, at the operator's expense, for all wells within ½ mile of each phase (with property owner consent). Notice shall be provided to all property owners within one-half mile of the phase boundary as noted in Condition 13a.

This study is intended to provide an inventory of area residential and stock wells and determine their capacities and current volumes/levels of operation; and to determine the impact of quarrying, per phase, based on the depth of mining proposed. If mining is proposed at a depth lower than 1042 or the local water table, the County Engineer may require a hydrologic study to analyze the impact on area wells.

c. Drainage Study
Prior to work progressing in each phase of the quarrying operation, a detailed grading plan showing site runoff and its relationship to the adjoining properties shall be submitted to the Planning Office for review and approval prior to work progressing in each phase.

15) Site Access and Road Restrictions

a. Except for vehicles traveling to and from the site on 45th Street in Shawnee County, the principal access to the site for transport truck traffic and hauling of rock shall be restricted to the use of U.S. Highway 40 from the direct haul route north of the proposed quarry. (The haul road is currently in place and the intersection with Highway 40 was designed in accordance with KDOT requirements.)

Any other haul route options must first be approved by the Douglas County Commission.

b. Except for local deliveries of rock from the quarry site, Route 442 shall not be used by transport trucks to travel to and from the east. The operator shall post signs and adopt appropriate restrictions on the quarry site, including restrictions on sale of rock where necessary, to ensure strict compliance with this restriction by all transport trucks.

In the event the Board of County Commissioners determines, after due notice and hearing, that such restrictions have proven ineffective in prohibiting transport trucks which originate from or travel to the quarry site from using Route 442 east of the quarry entrance in violation of this restriction, the Board may order such improvements to Route 442 as it deems necessary, including, but not limited to, appropriate shouldering, surfacing, and signing, and assess such costs to the applicant which shall be paid in a timely manner. In the alternative, the Board may order the operator to cease operation or order such steps as the Board deems necessary under this CUP.

c. No township roads shall be used as access to the quarry.

d. Restrictions which shall be posted at the entrance to the plant, regarding vehicles hauling from the site are to include:
   - no flatbed trucks without sides or tailgates;
   - tailgates shall be in place and in an upright position; and
   - all trucks leaving the site must be covered by a tied-down tarp.

e. Operator is responsible for spillage and cleanup of aggregate within one mile of the plant site, which includes the intersection of the access road to the north and U.S. Highway 40. The failure by the applicant to clean up spilled aggregate of such roads within a reasonable period of time shall be grounds for action under Section XVII, Inspection/Violation/Revocation.

f. The operator will not allow trucks to exceed State of Kansas legal weight limits or legally posted weight limits since different truck configurations have different legal weight limits.

g. Weight limitations shall be posted on appropriate roads adjacent to the quarry.

h. Access points across township roads between phases of operation require prior review and authorization from the Douglas County Public Works Director. Access is restricted to one point of crossing per phase as shown on the operation plan. Road crossings between the phases of the site shall be maintained by operator at all times.

i. During the term of this Conditional Use Permit, the applicant shall not request the vacation of any township roads in the vicinity of the site.

16) Transfer of Operator
Because the operator's track record is an important consideration, a change in the quarry operator shall require the conditional use permit to come back to the Planning Commission for review and to the County Commission for reapproval.

17) Sanitary Landfill
The property shall not be used or requested for use as a sanitary landfill within the life of this conditional use permit.

18) Shop Facility
Repair and maintenance activities shall be limited to service of vehicles and equipment in use at this specific quarry location.

19) Inspection/Violation/Revocation
The Douglas County Commission, or the appointed representative(s) thereof, shall have the right, without advance notice, to enter the premises and inspect any aspect of the quarry operation for compliance with the conditions of this permit. Upon entering the premises, the County shall first request an escort by the applicant's representatives.

Further, the Douglas County Commission, or the appointed representative(s) thereof, shall be authorized to:

a. Order the stoppage of any operation occurring without a permit or in violation of the terms of this permit.

b. Order the operator or its agents and employees to adopt such remedial measures as are necessary to comply with the terms of this CUP. In such cases, the operator shall be given no more than ninety (90) days to rectify any condition of noncompliance.

c. Order the immediate suspension of operations if, after due notice and an opportunity to be heard before the County Commission, it is determined by the Board of County Commissioners that the permitted operation is causing, or can reasonably be expected to cause, a significant, imminent danger or threat to the health, safety or welfare of the public or to the environmental quality of the surrounding area.

d. In cases such as those described in Paragraph (C) that do not pose an imminent threat to the public health, safety and welfare, the operator shall be given no more than 90 days to rectify the condition. If the condition has not been rectified, the County Commission, after due notice and hearing, may order the suspension of operations and suspend or revoke part or all of the CUP.

e. If the operator or the agents or employees thereof, fail to comply with a lawful order under this section, or violate any of the restrictions of use enumerated for this permit, the County Commission, after due notice and an opportunity for a hearing, may suspend or revoke part or all of the CUP.

20) The timeframe for completion of any phase is dependent on the market demand; however, the operator agrees to continuously quarry Phase 6 (within the limits of the CUP restrictions) so that Phase 6 will be completed as soon as possible

Rec'd 9/18/90

Landplan engineering P.A.

■ CIVIL ENGINEERING AND SURVEYING ■ LANDSCAPE ARCHITECTURE ■ COMMUNITY PLANNING AND DEVELOPMENT

September 13, 1990

Linda Finger
City of Lawrence
6 East Sixth Street
Lawrence, Kansas 66044

RE: Martin Marietta - County Line Quarry Project

Dear Linda,

To establish a bond guaranteeing the reclamation of a rock quarry in the event the quarry operator defaults and fails to reclaim the project, we need to first determine the maximum size area disturbed by the operation. Conceptually, the largest area requiring reclamation at any one time is the open excavation. Once the quarry operator begins placing the excavated material into the void generated by the previous quarrying operation, the volume of material required to reclaim the site will remain constant.

When a quarry operation is initiated, the operator begins with an initial cut to remove the overburden and expose the rock. This overburden is placed either at a location that will not be quarried or adjacent to the cut with the intention that the material will eventually be placed back in the open excavation. In any event, the material excavated in the initial excavation will be handled a minimum of two times. At a certain point the operator can no longer afford to haul the material out of the initial cut because 1) the haul distance is too great or 2) the removed overburden begins to cover the remainder of the site to be quarried. Once this point is reached, the quarry operator begins to place the excavated overburden and shale back in the initial cut. This operation allows the operator to backfill the quarried site as new rock reserves are removed. This operation is the most efficient since it causes the operator to handle the overburden only once.

To reclaim the site at this point, only the material removed from the initial excavation would require handling to be placed back in the open cut. The reclamation process would occur exactly as originally planned with the final terrain lower than the original terrain because of the depletion of rock reserves. The final excavation would most likely be a pond.

1310 WAKARUSA DRIVE, LAWRENCE, KANSAS 66049-3829 (913) 843-7530 FAX (913) 843-2410
4701 COLLEGE BLVD. SUITE 203, LEAWOOD, KANSAS 66211 (913) 491-1162

As an example, a cut of approximately 1000 feet by 300 feet by 28 feet in depth (average overburden on this site) yields approximately 300,000 cubic yards. This size excavation is typical for this project for two reasons. First of all, other Martin Marietta quarry operations in this area have a open excavations of approximately this dimension. Secondly, 1000 feet is estimated to be the largest excavation on the County Line Quarry Project given the configuration of the phases as presented. Any larger excavation would cause the overburden to cover the area being quarried.

I estimate the cost to replace the excavated overburden, grade the site to acceptable slopes and seed the disturbed area at $0.80 per cubic yards. This number is determined through discussions with area contractors and through past experience by Martin Marietta. At $0.80 per cubic yard, the estimated cost to fill the open excavation is approximately $240,000.

Sincerely,

Philip W. Struble, P. E.

PWS/smr

Professional Engineering Consultants, P.A.
1263 S.W. Topeka Blvd.
Topeka, Kansas 66612-1852
Phone (785) 233-8300

BIG SPRINGS QUARRY
LECOMPTON, KANSAS
PEC PROJECT No. 08A39

BID OPENING **8/29/08**

BID TABULATION

CONTRACTOR NAME

ITEM NO.	DESCRIPTION	QUANTITY	UNIT	ENGINEER'S ESTIMATE		SCHMIDTLEIN EXCAVATING		KING'S / LUXURY LAWN		LEXECO	
				UNIT PRICE	COST	UNIT PRICE	COST	UNIT PRICE	COST	UNIT PRICE	COST
1	PHASE II - 43.22 ACRES										
2	Mobilization	1	LS	$10,000.00	$10,000.00	$17,000.00	$17,000.00	$5,000.00	$5,000.00	$9,500.00	$9,500.00
3	Contractor Furnished Borrow	91379	CU.YDS.	$1.80	$164,482.20	$3.12	$285,102.48	$2.75	$251,292.25	$1.55	$141,637.45
4	Compaction of Placed Borrow	91379	CU.YDS.	$1.26	$115,137.54	$0.66	$60,310.14	$1.00	$91,379.00	$0.80	$73,103.20
5	Finish Grading/Native Grass Seeding	47	ACRE	$1,500.00	$70,500.00	$2,900.00	$136,300.00	$1,100.00	$51,700.00	$1,725.00	$81,075.00
6	NPDES Permitting and Maintain Erosion Control	1	LS	$12,500.00	$12,500.00	$27,000.00	$27,000.00	$9,200.00	$9,200.00	$8,500.00	$8,500.00
7	SUBTOTAL				$372,109.20		$525,712.62		$408,571.25		$313,815.65
8					$8,609.65/ACRE		$12,163.64/ACRE		$9,453.29/ACRE		$7,260.89/ACRE
9											
10	PHASE II-A - 89.49 ACRES										
11	Mobilization	1	LS	$10,000.00	$10,000.00	$24,300.00	$24,300.00	$5,000.00	$5,000.00	$13,250.00	$13,250.00
12	Contractor Furnished Borrow	204280	CU.YDS.	$1.80	$367,704.00	$3.08	$629,182.40	$2.75	$561,770.00	$1.55	$316,634.00
13	Compaction of Placed Borrow	204280	CU.YDS.	$1.26	$257,392.80	$0.66	$134,824.80	$1.00	$204,280.00	$0.80	$163,424.00
14	Finish Grading/Native Grass Seeding	90	ACRE	$1,500.00	$135,000.00	$2,900.00	$261,000.00	$1,100.00	$99,000.00	$1,725.00	$155,250.00
15	NPDES Permitting and Maintain Erosion Control	1	LS	$20,000.00	$20,000.00	$37,400.00	$37,400.00	$11,700.00	$11,700.00	$12,750.00	$12,750.00
16	SUBTOTAL				$790,711.00		$1,086,707.20		$881,750.00		$661,308.00
17					$8,835.75/ACRE		$12,143.33/ACRE		$9,853.06/ACRE		$7,389.75/ACRE
18											
19	PHASE V - 46.90 ACRES										
20	Mobilization	1	LS	$10,000.00	$10,000.00	$24,500.00	$24,500.00	$5,000.00	$5,000.00	$9,500.00	$9,500.00
21	Contractor Furnished Borrow	145041	CU.YDS.	$1.80	$261,073.80	$3.02	$438,023.82	$2.75	$398,862.75	$1.65	$239,317.65
22	Compaction of Placed Borrow	145041	CU.YDS.	$1.26	$182,751.66	$0.66	$95,727.06	$1.00	$145,041.00	$0.80	$116,032.80
23	Finish Grading/Native Grass Seeding	49	ACRE	$1,500.00	$73,500.00	$2,900.00	$142,100.00	$1,100.00	$53,900.00	$1,725.00	$84,525.00
24	NPDES Permitting and Maintain Erosion Control	1	LS	$12,500.00	$12,500.00	$38,900.00	$38,900.00	$9,800.00	$9,800.00	$9,000.00	$9,000.00
25	SUBTOTAL				$540,215.46		$739,250.88		$612,603.75		$458,375.45
26					$11,518.45/ACRE		$15,762.26/ACRE		$13,061.91/ACRE		$9,773.46/ACRE
27											
28											
29											
30											
	TOTAL BID				**$1,703,035.66** $9,481.85/ACRE		**$2,351,670.70** $13,093.20/ACRE		**$1,902,925.00** $10,594.76/ACRE		**$1,433,499.10** $7,981.18/ACRE

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Job Cost Category Totals Report
Mid-States Materials, LLC
7/22/2013

Job: BIG2012 Big Springs 2012

Contract:	0.00
Change Orders:	0.00
Revised:	0.00
Prev. Billed:	0.00
Open:	0.00

Cat.	Description		Contract Amount	Billed To Date	Cost: Actual	Budget	Pct	Overrun	Hours: Act	Bud	Pct	Over
14	RECLAMATION			0	70,770	0	0%	70,770	1,045	0	0%	1,045
		Job BIG2012 Totals	0	0	70,770	0	0%	70,770	1,045	0	0%	1,045
		Labor			11,415			11,415	623			623
		Overtime Labor			2,238			2,238	79			79
		Burden			2,414			2,414	0			0
		Fringes			895			895	0			0
		Material			8,908			8,908	0			0
		Internal Equip			28,274			28,274	343			343
		Outside Equip Rental			1,969			1,969	0			0
		Outside Cont. Servic			11,079			11,079	0			0
		Quality Control			30			30	0			0
		Safety Expense			242			242	0			0
		Consults/Geol Exp			3,307			3,307	0			0

Job Cost Category Totals Report
Mid-States Materials, LLC
7/22/2013

Job: BIG2013 Big Springs 2013

Contract:	0.00
Change Orders:	0.00
Revised:	0.00
Prev. Billed:	0.00
Open:	0.00

Cat.	Description		Contract Amount	Billed To Date	Cost: Actual	Cost: Budget	Cost: Pct	Cost: Overrun	Hours: Act	Hours: Bud	Hours: Pct	Hours: Over
14	RECLAMATION			0	23,089	0	0%	23,089	229	0	0%	229
		Job BIG2013 Totals	0	0	23,089	0	0%	23,089	229	0	0%	229
		Labor			2,636			2,636	166			166
		Overtime Labor			884			884	37			37
		Burden			658			658	0			0
		Fringes			360			360	0			0
		Material			13			13	0			0
		Internal Equip			1,358			1,358	26			26
		Outside Equip Rental			6,123			6,123	0			0
		Outside Cont. Servic			4,900			4,900	0			0
		Consults/Geol Exp			4,197			4,197	0			0
		Un-specified Charges			1,960			1,960	0			0

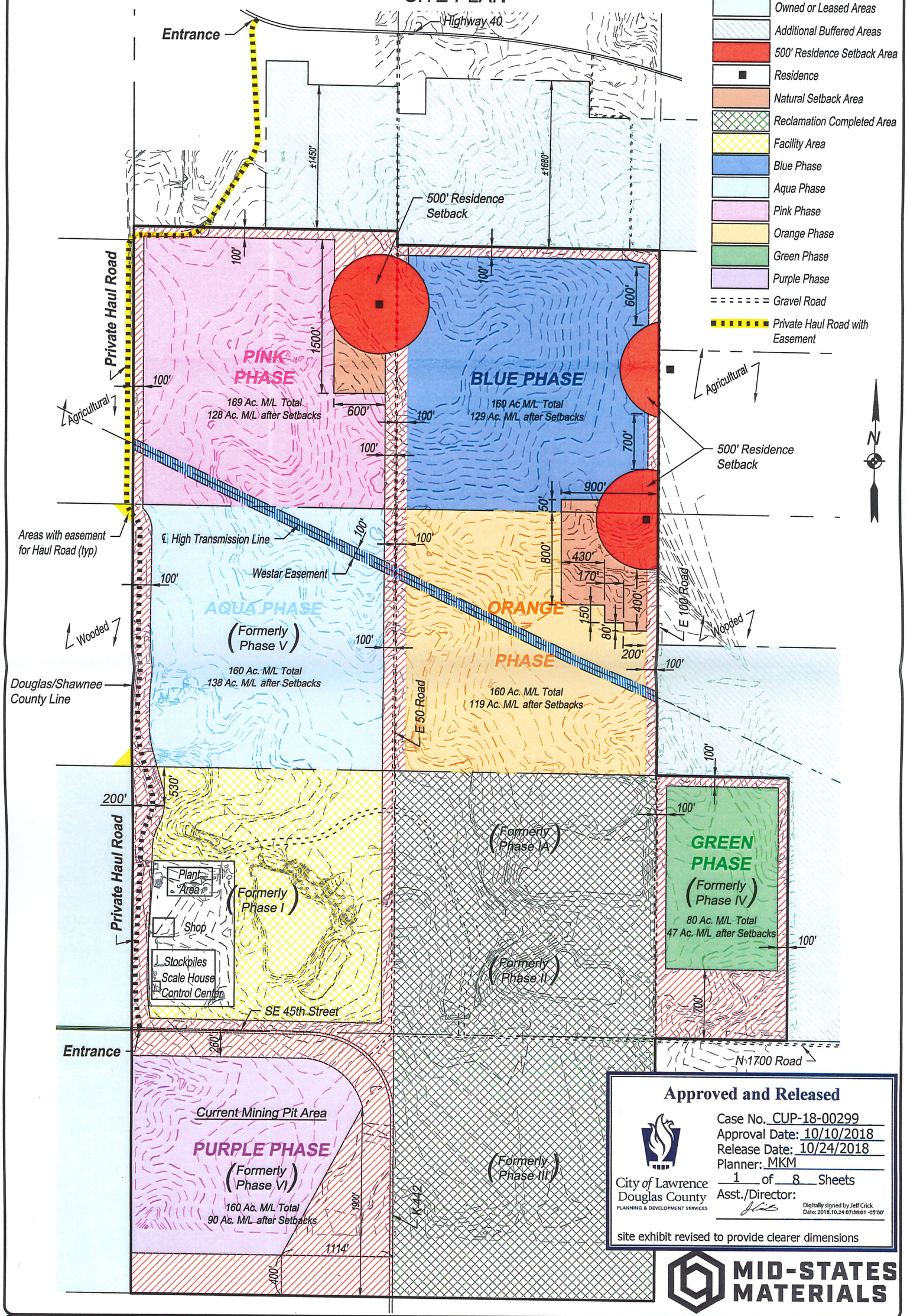
Job Cost Category Breakdown Report
Mid-States Materials, LLC
11/5/2018

Job: BIG2017 Big Springs 2017

Contract:	0.00
Change Orders:	0.00
Revised:	0.00
Prev. Billed:	0.00
Open:	0.00

Cat.	Description		Contract Amount	Billed To Date	Cost Actual	Cost Budget	Cost Pct	Cost Overrun	Hours Act	Hours Bud	Hours Pct	Hours Over
14	RECLAMATION			0	85,445	0	0%	85,445	2,028	0	0%	2,028
		Labor			17,018			17,018	822			822
		Overtime Labor			4,645			4,645	151			151
		Burden			4,058			4,058	0			0
		Fringes			1,809			1,809	0			0
		Material			4,523			4,523	0			0
		Internal Equip			52,514			52,514	1,055			1,055
		Consults/Geol Exp			878			878	0			0
		Job BIG2017 Totals	0	0	85,445	0	0%	85,445	2,028	0	0%	2,028
		Labor			17,018			17,018	822			822
		Overtime Labor			4,645			4,645	151			151
		Burden			4,058			4,058	0			0
		Fringes			1,809			1,809	0			0
		Material			4,523			4,523	0			0
		Internal Equip			52,514			52,514	1,055			1,055
		Consults/Geol Exp			878			878	0			0

BIG SPRINGS QUARRY
SITE PLAN



Approved and Released

City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

Case No. CUP-18-00299
Approval Date: 10/10/2018
Release Date: 10/24/2018
Planner: MKM
1 of 8 Sheets
Asst./Director:
Digitally signed by Jeff Crick
Date: 2018.10.24 07:58:01 -05'00'

site exhibit revised to provide clearer dimensions

MID-STATES MATERIALS

SBB Schmidt, Beck & Boyd Engineering, LLC Drawn By: JEM	Big Springs Quarry		2 N 1700 ROAD LECOMPTON, KANSAS 66050	FIGURE 1
	Date: 6/18/18	Rev: 7/17/18 Rev: 10/22/18	Not to Scale	Project No.: 18044



CUP-18-00570: Consider an ammended Conditional Use Permit for Big Springs Quarry, located at 2 N. 1700 RD, Lecompton.

Lawrence-Douglas County Planning Office
January 2019

Subject Property

N
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S

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
01/23/2019

ITEM NO. 8: SPECIAL USE PERMIT FOR THE DARE CENTER; 944 KENTUCKY ST (MKM)

SUP-18-00564: Consider a Special Use Permit for the Drop In and Respite (DARE) Center, a *Temporary Shelter* use, proposed for a portion of the structure (870 square feet) located at 944 Kentucky Street. Submitted by Coalition for Homeless Concerns, Inc., for James Dunn, property owner of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of a special use permit for the DARE drop-in center, and forwarding the item to the City Commission with a recommendation of approval subject to the following conditions:

1. Provision of an executed site plan performance agreement prior to the release of the approved plans for building permit.
2. The drop-in center, a *Temporary Shelter* use, is subject to the provisions laid out in the Operation and Management Plan and attachments except as enhanced or modified by the following:
    a. The maximum occupancy of the shelter is limited to no more than twenty (20) homeless guests and a total of thirty (30) total individuals including volunteers, counselors, interns, etc.
    b. A minimum of two staff/volunteers shall be present on the site during operational hours.
    c. Hours of operation are limited to 2:30 PM to 6:30 PM seven days per week.
    d. No loitering or outdoor use is permitted on the property outside of the operating hours.
3. The active property maintenance code violation on the property must be resolved prior to the release of the approved plans for building permit.
4. The special use permit shall expire three years from the date of publication of the approving ordinance in the newspaper.
5. The Center will provide an annual report to the City Commission by March 1 each year which shall include the following information about the prior year's activity at the shelter:
    a. The number of volunteers trained
    b. The number of guests served
    c. The date and outcome of the annual public meeting.

Reason for Request: *"Facility to be used for day time respite center for homeless individuals and families."*

KEY POINTS

- The proposed use fits the definition of a *Temporary Shelter* provided in Section 20-1717 of the Land Development Code in that it provides day shelter to one or more persons who lack a fixed, regular, and adequate nighttime residence. A *Temporary Shelter* is permitted in the RMO District as a principal use when approved with a special use permit.

- Section 20-544 of the Land Development Code provides standards specific to a *Temporary Shelter.* This application will be evaluated with these standards in the body of this report and a set of conditions applied, as necessary, to insure compliance with these standards.

ASSOCIATED CASES

There are no active cases associated with this application; however, the following applications were approved in the past for a drop-in center and an overnight temporary shelter which operated at this location prior to being relocated in 2013.

- UPR-10-11-99, Use Permitted upon Review approved for a drop-in center, Community Drop-In Center.

- UPR-01-01-03, Use Permitted upon Review for overnight shelter, Lawrence Open Shelter.

- In 2005 the UPR for the drop-in center expired and the uses merged into the Lawrence Community Shelter.

- SUP-01-02-07, a special use permit application which was approved following the expiration of the UPR-101-01-03 for the Lawrence Community Shelter.

- SUP-10-10-09, SUP-12-10-10, SUP-12-7-11 were special use permits that were approved following the expiration of the previous SUP. Each SUP was approved for a one-year period in anticipation of the shelter's relocation. The Lawrence Community Shelter, Inc. moved to its new location at 3701 Franklin Park Circle in early 2013.

OTHER ACTION REQUIRED

- City Commission approval of the special use permit through adoption and publication of a special use permit ordinance.
- Building permits obtained from the Development Services Division prior to any changes to the structure or the commencement of the use.

PLANS AND STUDIES REQUIRED

- *Traffic Study* – The request for exemption to provide traffic impact study submitted by Loring Henderson on November 19, 2018 was approved.

- *Downstream Sanitary Sewer Analysis* – The downstream sanitary sewer fixture count analysis and cover letter dated November 16, 2018 provided by Dean Grob Engineering has been reviewed and is accepted for this project to satisfy the criteria required for the DSSA as outlined in Administrative Policy 76.

- *Drainage Study* – A drainage study is not required for this project because there will be no change in impervious surface.

ATTACHMENTS

Attachment A: Site plan
Attachment B: Management and operation plan
Attachment C: Supplemental information and preliminary budget
Attachment D: Public Communications

PUBLIC COMMENT

- A member of the public provided comments on this project to a City Commissioner who forwarded the email to Planning staff. Staff contacted the author and they asked that their concerns be noted but that they remain anonymous. The following concerns were raised in the email:
  - the former homeless shelter had a disproportionate number of police calls, and
  - a downtown facility for the homeless will impact the people who want to enjoy a shopping experience.

- The trustees of the Julie Collingwood Blumenthal Revocable Trust provided a letter in which they expressed concern that the location of the DARE center in the area may increase crime rates. A 2005 memo from the Lawrence Police Department which evaluated the increase in calls to the police department from 2001 through November 2005 for this property was included with this letter. The concerns raised in this letter and the information provided in the police department's memo is discussed in Section 2 of this report (page 8-11).

- A protest petition was submitted to the City Clerk's Office; however, the petitioner was notified that to be eligible for review as a valid protest petition, it should be withdrawn and resubmitted following the Planning Commission hearing. If a valid protest petition is submitted, a super majority vote of the City Commission (4 out of 5) will be required to approve the application. Staff has attached the petition as regular communication for the Planning Commission's review.

GENERAL INFORMATION

Current Zoning and Land Use: RMO-UC (Multi-Dwelling Residential-Office District with Oread Historic District Urban Conservation Overlay); building which formerly housed the Lawrence Community Shelter, *Temporary Shelter,* now vacant with portions used for the property owner's personal storage.

Surrounding Zoning and Land Use:

To the north:
RMO-UC (Multi-Dwelling Residential-Office with Oread Historic Urban Conservation Overlay) District; *Detached Dwelling,* the subject property owner's residence.

To the east:
CD-UC (Downtown Commercial with Downtown Historic District Urban Conservation Overlay) District; *Accessory Parking.*

To the west:
RMO-UC (Multi-Dwelling Residential-Office with Oread Historic Urban Conservation Overlay) District; *Multi-Dwelling Structures* with scattered *Detached Dwellings.*

To the south:
RMO-UC (Multi-Dwelling Residential-Office with Oread Medium Density Overlay) District; *Campus or Community Religious Institution*
(Figure 1)

The area contains a mix of uses, with institutional, office and commercial uses primarily to the east of Kentucky Street and multi-dwelling residential uses to the west.



Figure 1a. Zoning of surrounding area. Subject property outlined.



Figure 1b. Land use/development of surrounding area.

SUMMARY OF SPECIAL USE

This special use permit application proposes the conversion of an 870 square foot suite in the building at 944 Kentucky Street into a drop-in center for homeless persons or families during the afternoons. The facility will allow the guests protection from extreme weather and provide them a place to rest. The narrative provided with the application, included as Attachment A, provides the mission of the center, "…*to offer a daily refuge with basic services to provide physical and emotional comfort for people who are homeless or at risk of homelessness."*

The facility will operate as a part-time program operating from 2:30 PM to 6:30 PM each day, every day of the year, dependent on volunteer staffing. The applicant noted they expect a maximum occupancy of 20 clients; however, the Development Services preliminary review of the floorplan indicates that the maximum possible design occupancy of the space would be 39 occupants. As explained in the code review portion of this report, staff recommends limiting the number of homeless guests to twenty (20) and the total number of occupants, including the twenty homeless guests, staff members, volunteers, interns, and others to no more than thirty (30).

Services provided will include coffee, showers, laundry facilities, sofas, chairs, TV and a telephone. While the facility will not provide case management or other social services, they will provide referrals and guidance to resources within the community that serve homeless and low-income individuals and families. Programs/services which are planned for the facility include:

- A volunteer Christian ministry which includes a short worship service each week plus opportunities for Bible study and spiritual support;
- Referrals for services to other area resources and agencies;
- Arts activities led by local artists;
- Other activities/workshops as offered by volunteers;
- Coffee and donated snacks;
- Restrooms and showers;
- Television;
- Telephone; and
- Washer and Dryer.

The applicant provided a supplementary letter, included with this report as Attachment C, which provides additional information on the operation and purpose of the facility. The letter notes that the drop-in center is not intended to duplicate or replace other services in the area. Other facilities in the area currently serve meals, provide social services and case managers, and make computers available. The drop-in center intends to provide an additional service for homeless people in the area. They do not anticipate drawing homeless people to the downtown area but expect to serve the homeless people that are in the area.

The supplementary letter also notes that funding for the center will come primarily from churches, individuals, and fundraising events. They do not plan on requesting government financial support. They intend to keep expenses and financial needs at a minimum by staffing with volunteers and donated materials and services. Their budget, which the applicant indicated was a 'highly preliminary draft budget' projects slightly over $12,000 for the 2019 operating year.

DISCUSSION – HISTORICAL AND CURRENT CONTEXT

Several different types of organizations – public/civic (library, Bert Nash), faith-based (LINK food kitchen), private (Lawrence Community Shelter), etc. all work to serve the needs of the homeless population in Lawrence. Support systems related to community health, police and medical response, case management, etc. are also involved.

This request must be analyzed within the historical and present day issues related to serving the homeless. The following is a summary of this history:

The subject property was originally approved for use as a drop-in center in 2000 and a later UPR added the overnight shelter to the use in 2003. These shelters merged in 2005. The City Commission minutes indicate that the need for overnight and day use at the shelter increased, due in large part to the fact that the Salvation Army ceased operation of their overnight shelter. The operator requested an expansion of the occupancy limit several times. As the occupancy of the shelter was growing beyond its capacity, the impacts to the surrounding area were increasing, and the operator began looking for a new, larger location. The City Commission approved special use permits for the shelter with expiration dates, allowing some expansions of occupancy. In 2007, a three-year approval time frame was granted and later special use permits were granted for one year time frames as the operator worked to find a suitable location.

During this timeframe, the City Commission approved a text amendment establishing standards for a temporary shelter and added temporary shelters to the list of uses permitted in industrial districts. This increased the areas that could be considered for a shelter and the current location at 3701 Franklin Park Circle was selected and approved.

The Franklin Park Circle location was seen as suitable for the overnight shelter as it had adequate space for the expected occupancy and was not located in close proximity to residential uses. The overnight shelter, when located on the subject property, was operating beyond capacity which affected the guests at the shelter, nearby neighbors, downtown businesses, and visitors to downtown. The staff report for the new shelter noted that, "*It can be concluded from those discussions that* ***large*** *temporary shelters should be located outside of the CD (Downtown commercial) Zoning District and outside of the majority of single-family and multi-family residential zoning districts.* " (emphasis added)

A small drop-in center, such as the one being proposed, should not substantially impact the nearby area as it intends to fill gaps in service to the homeless population currently in the area; however, if

the shelter were to expand, it may create a level of impact similar to that which occurred with the previous overnight shelter. Any request to expand the occupancy or hours of operation of the drop-in center should be evaluated with an eye toward the impacts and occupancy levels of the previous shelter.

While funding is not a part of the special use permit review or land use criteria, it is important to note how this facility will be funded. Organizations serving the homeless often receive funding from federal, state, and local governments (tax dollars) as well as private donations. The City funds several organizations with the mission to serve the homeless and city staff have recently begun discussions with the Lawrence Community Shelter to assist in creating a more financially sustainable path for the Lawrence Community Shelter. This is important because the Lawrence Community Shelter has been designed to be the primary shelter serving the community's homeless population.

The DARE Center plans to generate income from churches, private donations, and events at a time when the Lawrence Community Shelter is advising the city that private donations are waning and are proving more difficult to count on to keep the shelter financially sustainable. The applicant represents in the application that, "It is not planned that the Center will ask for government financial support." While this reflects an intent to not seek funding from the same sources that other services providers receive funding from, it is not a complete commitment for the future. Experience shows that social service organizations serving the needs of those experiencing homelessness often require financial assistance from government programs in order to do so. There may be concern for multiple organizations competing for the same fundraising and potential dollars at a time when the city is working to create a sustainable path for the Lawrence Community Shelter.

If the DARE Center's methods of fundraising and scope (hours of operation, services provided) remain as represented with this application, then this request could complement the existing services downtown serving the homeless. If the scope increases (longer operation hours, more programs) and/or funding models change, then there is potential for a greater impact to the downtown area and to efforts aimed at maintaining sustainable services already in existence.

Experience indicates that successful centers rely not only on fundraising, but on maintaining consistent leadership and a well-trained staff. This proposal includes primarily volunteer staff who will be trained to navigate the complexities of serving those in need of, at times, significant social services. There is a concern for high turnover of volunteers when consistency is warranted. A short time period on the special use permit will allow the center to demonstrate that staffing is adequate for the center.

CODE REVIEW

26.456 Section 20-1306(a), of the Land Development Code provides the following information on the review procedures for a Special Use:

> *"The process entails a public review and evaluation of the use's operating characteristic and site development features and is intended to ensure that proposed Special Uses will not have a significant adverse impact on surrounding uses or on the community at large*."

Review and Decision-Making Criteria (20-1306(i), Development Code)

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE

Applicant's Response:

"Yes."

The site plan submitted with a special use permit application is required to meet the site plan requirements in Section 20-1305(f) of the Land Development Code. Site plans are grouped into 'minor', 'standard', and 'major' classifications based on the degree of development being proposed which determines the degree of compliance with City Codes that is required. While the code does not provide this distinction for special use permits, it is reasonable to extend these classifications to determine the degree of compliance that is required for various projects. This project involves the conversion of a vacant suite to a use similar to that which occupied the site previously; therefore, this project fits the criteria for a Minor Development Project and would be processed with a minor site plan. (Section 20-1305(b), Development Code). With a 'minor' site plan only the items being revised are required to be compliant with the Land Development Code.

The following is a review of the property for compliance with the requirements for the RMO Zoning District in the Land Development Code. The Urban Conservation Overlay District would apply only if physical changes were being proposed to the property or structure.

SITE SUMMARY	All dimensions are provided in square feet, except where noted.		
	Existing	**Proposed**	**Change**
Land Use:	*Vacant/former Temporary Shelter (overnight stays)*	*Temporary Shelter (daytime hours, drop-in center)*	---
Land Area:	11,700	11,700	---
Building Area:	4,145	4,145	---
Impervious Area:	9,665 (82%)	9,665 (82%)	----
Pervious Area	2,035	2,035	----

RMO District Density and Dimensional Standards		
STANDARD	REQUIRED	PROVIDED
Lot Area	5,000 square feet	11,700 square feet
Lot Width	50 feet	100 feet on Kentucky Street; 117 feet on W. 10th Street
Maximum Impervious Lot Coverage	75%	82%*
Front Setback	25 feet	The building is located approximately 10 feet from Kentucky Street property line and 15 feet from the 10th Street line. Either setback could be considered the front or exterior side setback. **
Exterior Side Setback	25/10 feet	
Rear Setback	20 feet	The building is approximately 14 feet from the north property line and approximately 18 feet from the east. **
Interior Side Setback	5 feet	

* The amount of impervious surface coverage exceeds the maximum permitted amount of 75%. The code did not limit the amount of impervious surface coverage when the property was developed. This standard was added with the adoption of the 2006 Land Development Code. If a major development project were proposed, compliance with this standard would be required, either through approval of a variance or the reduction of the amount of impervious surface on the site. These steps are not required with a site plan for a change in use.

** The building is not compliant with the required setbacks for the RMO District, with the exception with the interior side setback. The Douglas County Appraiser's records indicate that the building was built in 1962. Based on the previous approvals granted the property, the structure has been determined to be a 'nonconforming structure'. A nonconforming structure is one which was constructed in accordance with the dimensional requirements at the time but no longer comply with the requirements due to a change in regulations. The structure is permitted to remain but enlargements are restricted so that they do not increase the nonconformity. No change to the structure is being proposed with this request.

The site and existing development is compliant with the density and dimensional standards of the RMO District, with the following exceptions:

1) The structure is nonconforming per Section 20-1503 of the Land Development Code.

2) The amount of impervious surface coverage exceeds that permitted in the RMO District. This would need to be brought into compliance with the code through site revisions or a variance from the Board of Zoning Appeals if a major development project were proposed.

PARKING

Per the Off-Street Parking Schedule C (Section 20-904 of the Land Development Code), a *Temporary Shelter* use requires 1.5 parking spaces per employees. The use narrative provided with the application indicated there would always be 2 employees/volunteers on site; therefore, 3 parking spaces are required. The code also requires 1 bicycle parking space per 5 clients. While staff is recommending a limit of 20 guests, it is likely they will have a higher percentage of bicycle users than other uses. Staff recommends increasing the bicycle parking to 8 spaces to accommodate the anticipated usage.

PARKING TABLE (for proposed use)			
Use	Parking Requirement	Parking Required	Parking Provided
870 square foot Drop-in Center/ *Temporary Shelter*	1.5 spaces per employee	2 volunteers requires 3 parking spaces	3 spaces
6,565 square foot Vacant/Storage	Office Use: 1 per 300 gross square foot of building area	22 parking spaces*	
Total		25 parking spaces	10 spaces*
ADA Accessible	1 van accessible space for parking lots with up to 20 spaces	1 van accessible space	1 van accessible space
Bicycle	1 per 5 clients	4 required 8 spaces recommended	8

* Per Code, when a use is vacant or unknown the parking requirements are calculated based on the most intense use permitted in the district. Portions of the building may continue to be used for storage, but for the purpose of these calculations the entire building was assumed to be developed with office uses. The amount of parking provided would not allow development of the remainder of the structure with office uses unless a variance from the parking requirement was obtained from the Board of Zoning Appeals. The future use of the remainder of the building may be constrained by the lack of parking; however, the amount of parking provided is suitable for the proposed use. The suite proposed for the center contains 870 square feet and requires 3 parking spaces.

LANDSCAPING
No changes are being proposed to the site landscaping. The most recently approved special use permit plan for this project, SUP-12-07-11, shows two street trees along Kentucky Street and two street trees along W. 10th Street. These trees are shown on the subject plan.

PARKING LOT AND ACCESS DRIVES
The parking area was developed with the former use and is not being altered with this project.

SIDEWALKS
Sidewalks along the adjacent streets were installed with previous projects; therefore, no new sidewalks are required with this development.

Staff Finding – As noted in the report, the structure is a nonconforming structure due to encroachments into the required setbacks. A nonconforming structure may remain in use but any future expansions or enlargements of the structure may not increase the degree of nonconformity. This proposed use complies with the applicable provisions of the Development Code and is an allowed use in the RMO District subject to a Special Use Permit.

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS

Applicant's Response: "*Yes.*"

The subject property is located within the RMO (Multi-Dwelling Residential-Office) District. This district is intended to serve as a transition between higher-intensity commercial areas and residential neighborhoods. The subject property is located on Kentucky Street which is the western border of the downtown commercial area. The various zoning districts in the area are shown in Figure 2. The proposed use would meet the intent of providing a transition between higher intensity commercial and lower intensity multi-dwelling residences.

Uses in the immediate area include the following:



Figure 2. Zoning map of area. Subject property marked with green dot.

- East side of Kentucky Street: a church, parking lots, and multi-dwelling residences;
- West side of Kentucky Street: multi-dwelling, with scattered single-dwelling, residences.

The following uses are permitted in the RMO District without approval of a special use permit:

Assisted Living,	*Extended Care Facility,*	*Offices,*
Adult Day Care Home,	*Health Care Clinic/Office,*	*Personal Improvement*
Social Service Agency,	*Religious Institutions,*	*Personal Convenience*

The operational characteristics of this facility are similar to many of these permitted uses. A special use permit is required for the proposed use due to the fact that the clientele do not have a *"fixed, regular, and adequate nighttime residence."* The lack of a nighttime residence should have no impact on the functioning of this facility as it provides only day-time services; however, potential negative impacts from a temporary drop-in center could result from noise associated with groups waiting for the center to open or leaving the shelter at closing time or from loitering as the guests have no fixed residence. An outdoor smoking area is designated in the paved area behind the building, to the northeast of the facility and measures to mitigate or reduce the potential impacts of the drop-in center are listed in the operation and management plan which was provided with the application, Attachment B with this report.

The use specific standards for a *Temporary Shelter* require that a management plan be developed to avoid negative impacts that could occur to the nearby land uses by the nature of the use. The management and operations plan, included with this staff report as Attachment B, notes that:

- The center will have rules of conduct for guests. The guests are required to sign this upon first arrival and it serves as their contract for the use of the center. They also have an orientation for first-time guests to go over the services the facility provides and the rules of conduct.
- The center intends to have open communications with the neighbors which will include an annual public meeting. The application notes that the director will meet with the neighbors, at their request, and volunteer opportunities will be made available for anyone in the neighborhood who is interested.
- The center will call the police as required for incidents that require their intervention and will work closely with the Lawrence Police Department and the Douglas County Sheriff's Office.
- To reduce potential impacts on nearby properties, loitering on the center property or other nearby properties is a violation of the center's policy and guests will be denied shelter services for a period of time for such actions. Neighbors are asked to call the center directly when a possible violation is in progress so that staff can determine if the person is a guest at the center and take prompt action.
- Volunteer staff will be trained by the American Red Cross chapter for CPR and by Bert Nash Community Mental Health Center of First Aid for Mental Health. The center will use the safety plan developed by case managers with the Kansas University School of Social Welfare for the guidance of interns, volunteers, and staff dealing with an incident. (included as an attachment with the operation and management plan).

In addition, the operation and management plan includes the center's Statement of Rights and Responsibilities which notes that *'Casual gathering and resting on the ground is not allowed on the*

Kentucky Street side of the building'. The Statement of Rights and Responsibilities provides the following regarding off-site behavior:

1. The shelter does not support guests who panhandle.
2. DARE guests are guests also of the surrounding neighborhoods and businesses. It is important to remember that there are City ordinances against aggressive panhandling and trespassing and that loitering is poor behavior.
3. Be respectful of Drop-In neighbors and their property on your way to and dram the elsewhere, and while you are around the Drop-In.
4. Do not drink, smoke, hang out on, or walk across private property without permission.
5. Walking on or across private property is trespassing and is unacceptable.

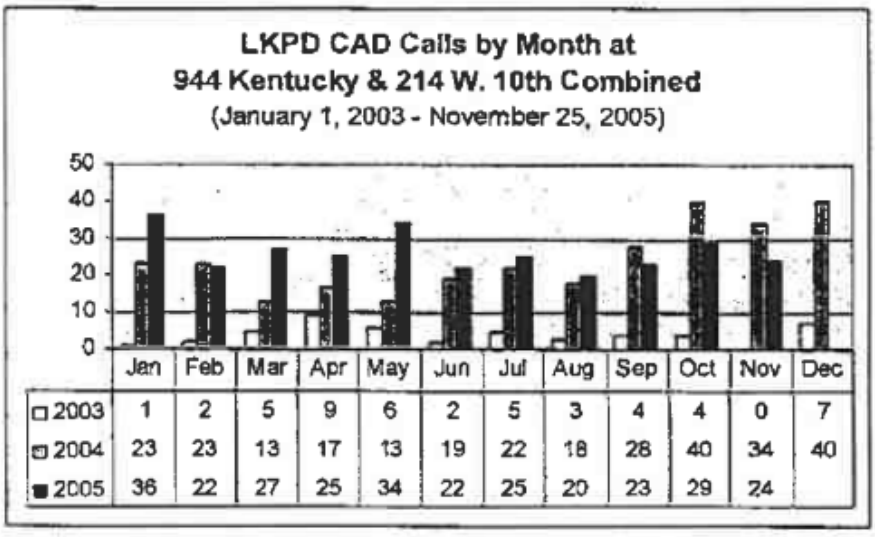
The center would not have authority over a guest's off-site behavior but could refuse access to clients who they've received valid complaints against.

The operation and management plan should mitigate negative impacts that would be caused by the clienteles' housing situation. A time limit on the approval, with a provision for an extension, would allow the impacts associated with special use to be evaluated after the use has been established.

No changes are being proposed to the building or site. The proposed use should generate very little vehicle traffic with most traffic being pedestrian or bicycle. The proximity of the facility to the downtown area and the continuous network of sidewalks in the area would adequately accommodate the proposed pedestrian and bicycle traffic.

The use does not have external impacts such as odor or dust. No new exterior lighting is proposed with this project; however, any additional lighting would require submittal of a photometric plan to the Planning Office for approval prior to installation.

Concerns about the potential of the drop-in center to increase the crime rate in the area were expressed in the Blumenthal Trustees letter, Attachment D. The letter included a memo from the Lawrence Police Department listing the number of calls taken for the property from 2001 to November 25, 2005. The subject property is a corner lot and therefore could have two addresses. The memo notes that calls for each address, 944 Kentucky and 214 W. 10th Street; however, these addresses are both for the subject property. The memo noted that only a drop-in center operated at the property from 2000 through 2003 and the police department received the following: 46 calls in 2001, 45 calls in 2002, and 48 calls in 2003; for an average of 46.3 calls per year. With the opening of the overnight shelter in 2004 the number of calls increased to 290 calls in 2004 and 287 calls in 2005. The overnight shelter resulted in an increase of approximately 242 police calls per year. At the time, the City Commission and the operator agreed that the Kentucky Street location was not the optimal location for an overnight shelter and steps were taken to move the overnight shelter to a new location which had adequate space to accommodate the number of guests. The drop-in center resulted in an average of 46 calls a year or approximately 4 calls a month. The memo provided the graphic in Figure 3 and noted: "*the following chart combines the monthly CAD (Computer Aided Dispatch) calls at both addresses, contrasting the relatively low number of calls to 214 W. 10th and 944 Kentucky per month in 2003 and the higher numbers of 2004 and 2005."* The police department considered the number of calls to the drop-in center to be 'relatively low'. This information illustrates the inadequacy and unsuitability of the subject property for the overnight shelter; however, it reflects a much lower impact to surrounding properties for a drop-in center.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	1	2	5	9	6	2	5	3	4	4	0	7
2004	23	23	13	17	13	19	22	18	28	40	34	40
2005	36	22	27	25	34	22	25	20	23	29	24	

Figure 1. Graphic from memo provided with Blumenthal Trustee communication, Attachment D.

Staff Finding – The proposed drop-in center will be located in an area with a mix of office, institutional, commercial, and multi-dwelling land uses. The center will have daytime hours, similar to other uses in the area, and most of the activity will be indoors. There is potential for negative impacts to adjacent and surrounding land uses due to improper guest behavior; however, with the limitations on occupancy and hours of operation, provisions in the operation and management plan regarding guest behavior, the use should be compatible with other uses in the area.

3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response:

"No."

The staff report for the special use permit application for the relocated homeless shelter noted that no evidence had been presented that the shelter, when at 944 Kentucky Street, had diminished the value of surrounding properties.

Staff Finding –There is no evidence to support a finding that the proposed use would cause a diminution of other property values in the area.

4. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTLITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

Staff Finding – This project is re-using a portion of an existing building near the downtown area. The public safety, transportation and utility facilities in the area are adequate to continue service to the subject property.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

The management plan notes that daily maintenance of the building and grounds will be completed by volunteer staff and by individual guests. Per the application, building maintenance and repairs

will be carried out by the plumbers, carpenters, and other specialists who have worked for the property owner or local social service agencies. The limited budget associated with the center may prevent timely emergency repairs as they present themselves. Adequate assurance of continuing maintenance may be questionable in this application, though it is ultimately the property owner that is responsible for the maintenance of the building and property.

There is currently a zoning violation related to exterior storage on the site. This violation will need to be resolved prior to the final approval of the Special Use Permit.

Staff Finding – It is questionable whether adequate assurances of continuing maintenance have been provided. The nature of this use and funding for repairs leaves a question of how adequately the property can be maintained for the use intended. The site plan will function as the enforcement document to assure that the maintenance and use of the property is consistent with the approval. The property owner is ultimately responsible for the maintenance of the property.

6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT

Applicant's Response:

"No."

Staff Finding – The proposed use is similar in nature to a *Social Service Agency* use and should have no adverse impact on the natural environment.

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PERMIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

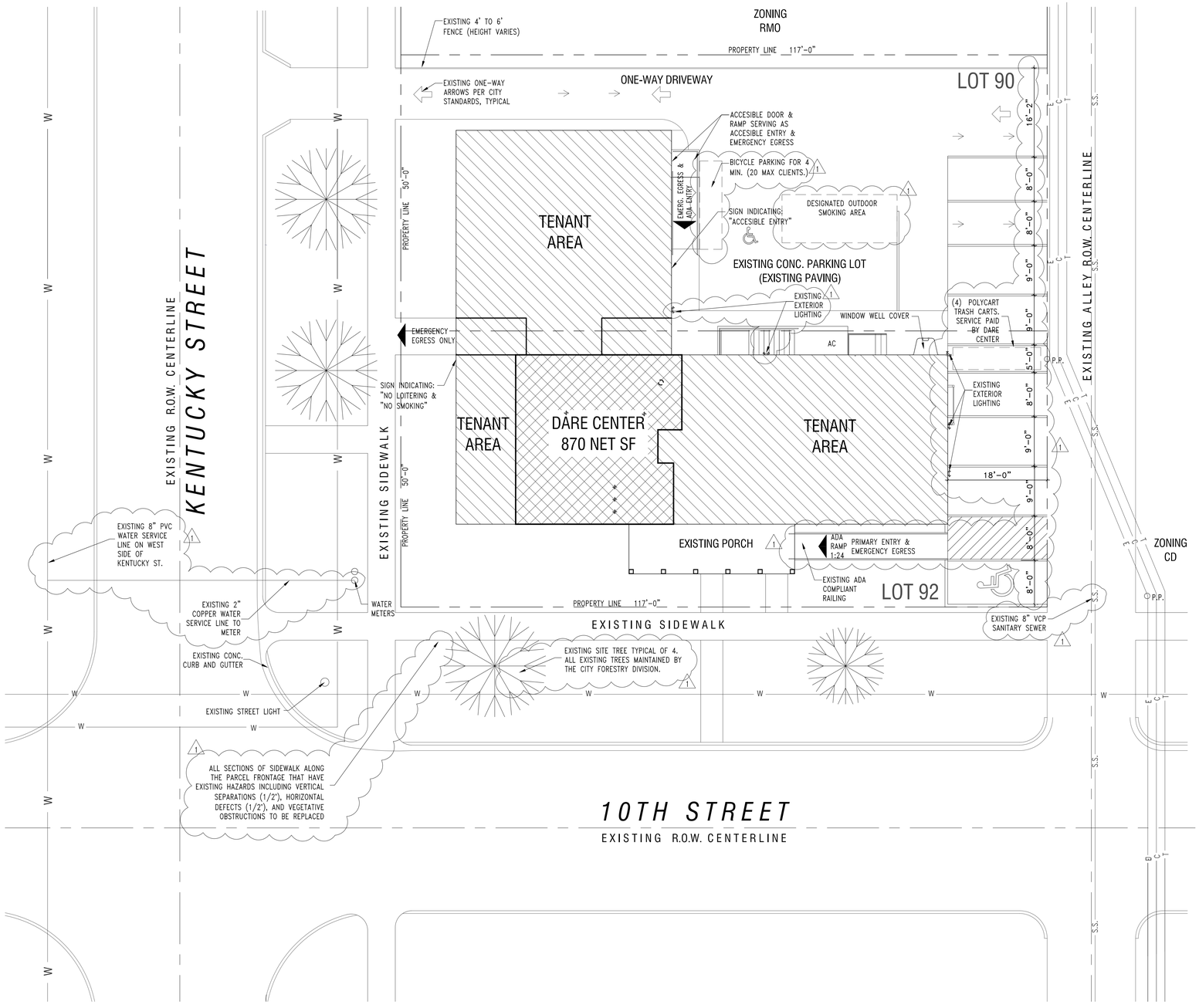
Time limits are typically established on Special Use Permits to permit a periodic review to determine if the use remains compliant with the area. As this is a drop-in center that operates only in the day-time hours and is subject to the provisions of the operation and management plan and other staff recommended conditions, it is expected to be compatible with the surrounding land uses. If the center expands its hours or services it would be necessary to amend the special use permit through the public hearing process to insure the expansion does not negatively impact the surrounding land uses. As noted in the discussion of the historical context of this use and site, over-crowding of the former facility created negative impacts to the guests of the facility and surrounding property owners.

Staff Finding – Given the controversial nature of the use and the potential for negative impacts, staff finds that it is appropriate to place a time limit on the proposed use and recommends setting a three-year limit on the special use permit approval.

CONCLUSION

Based on the findings in this report, and as conditioned, staff recommends approval of the proposed Special Use Permit.

Item 8_Attachment A
Site Plan



1 SITE PLAN
Scale: 1" = 10'-0"

0 2-6" 5' 10'

NORTH

LEGAL DESCRIPTION:

LOT 90 & LOT 92, KENTUCKY STEET, LAWRENCE
ORIGINAL TOWNSITE, LAWRENCE, DOUGLAS COUNTY, KANSAS.

MINOR MODIFICATIONS:

MODIFICATIONS TO EXISTING BUILDING USE FOR A DROP-IN-CENTER ARE LESS THAN 10% OF THE CURRENT PROPERTY VALUE.

ZONING DATA:

ZONING: RMO
USE GROUP: COMMUNITY FACILITIES: CIVIC (DROP-IN CENTER)
OFFICE: GENERAL

PARKING REQUIREMENTS:

PARKING GROUP - OFFICE
PARKING EQUATION: 1 STALL/300 SF
TOTAL SITE PARKING PROVIDED: 10 SPACES
ACCESSIBLE PARKING PROVIDED: 1 SPACE
PARKING REQUIRED: 22 SPACES

SITE AREA CALCULATIONS:

EXISTING CALCULATIONS: UNCHANGED
LOT AREA: 11,700 SQ.FT.
IMPERVIOUS AREA: 9,665 SQ.FT.
GRASS/PLANT AREA: 2,035 SQ.FT.

BUILDING AREA CALCULATIONS:

NUMBER OF STORIES: 1 PLUS BASEMENT
GROSS FLOOR AREA, FIRST FLOOR: 4145 SQ.FT.
GROSS FLOOR AREA, BASEMENT: 2370 SQ.FT.
NET SQUARE FOOTAGE, FIRST FLOOR: 4033 SQ.FT.
NET SQUARE FOOTAGE, BASEMENT: 2532 SQ.FT.

THE DARE CENTER HOURS OF OPERATION:

7 DAYS/WEEK - 52 WEEKS/YEAR
STAFF: DURING OPERATION
DROP-IN CENTER: 2:30PM - 6:30PM

OCCUPANCY:

THE DARE CENTER: IBC OCCUPANCY GROUP B
TENANT SPACES: IBC OCCUPANCY GROUP B

GENERAL NOTES:

BUILDING IS EQUIPPED WITH AN AUTOMATIC FIRE SUPPRESSION SYSTEM AND A FIRE ALARM SYSTEM, INCLUDING SMOKE DETECTION.

THIS SITE PLAN HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES 2010 STANDARDS, INCLUDING BOTH THE TITLE II REGULATIONS AT 28 CFR 35,151; AND THE 2004 ADAAG AT 36 CFR PART 1191, APPENDICES B AND D.

LEGEND:

SANITARY SEWER LINE	S.S.
ELECTRICAL LINE	E
CABLE LINES	C
PHONE LINE	T
WATER LINE	W

THE "DARE" CENTER
(Drop-in And REspect)
A PROJECT OF THE COALITION FOR HOMELESS CONCERNS, INC.

SUP SITE PLAN
944 KENTUCKY STREET
LAWRENCE, KS 66044

Project:

sabatini architects inc.
730 NEW HAMPSHIRE ST. SUITE 233 LAWRENCE, KANSAS 66044-2703
785.331.3399

Revisions:
1 DECEMBER 28, 2018

Issue Date: NOVEMBER 18, 2018
Scale: AS NOTED
Project No.: 18260.011
Drawn By: CS
Checked By: DMS
Title: SUP SITE PLAN

Sheet No.:
SUP-1

Drop In and Respite (DARE) Center

A project of the Coalition for Homeless Concerns, Inc. (CHC)

Management and Operations Plan

Mission Statement: The mission of the Drop In and Respite (DARE) Center, operating as a volunteer program of the Coalition for Homeless Concerns, Inc., is to offer a daily refuge with basic services to provide physical and emotional comfort for people who are homeless or at risk of homelessness.

1. Narrative description of the nature and characteristics of the use and descriptions of all services provided.

The DARE Center will offer a place of refuge initially as a part time program operating from 2:30 to 6:30 pm each day at 944 Kentucky, every day of the year depending on a sufficient number of volunteers. There will be coffee, showers, sofas and chairs, a TV, and a telephone to give the participants a minimum of comfort and resources. The DARE Center will not provide case management or more structured programs. All of the staff will be volunteers. There will be two staff present at all times. The Drop In will provide, however, referrals and guidance to resources within the Lawrence and Douglas County community that serve homeless and low-income individuals and families.

Item 8 Attachment D
Blumenthal Letter, page 1

The DARE Center is a part time day shelter for individuals and families seeking a temporary refuge from extreme weather and from the challenges of living homeless. Guests will provide basic information and identification upon first arrival at the Center and statistics will be kept on the number, frequency, demographics, and issues and concerns of the guests. Case management will not be part of the program. Guests will be referred to other agencies and resources within the community for case management and in-depth services. It is intended, however, that the Center will be an information source about local programs for homelessness. The conduct of guests of DARE is governed by the Rights and Responsibilities and Homeless Bill of Rights, copies of which are attached.

Specific programs envisioned at the beginning and later of the Center's operations are:

- Freedom House -- a volunteer Christian ministry to homeless people who desire growth and transformation from personal destructive paths to freedom and newness of life. A short worship service will be offered each week plus opportunities for Bible study and spiritual support
- Referrals for services to other area resources and agencies
- Arts activities led by local artists
- Other activities/workshops at the Center as offered by local volunteers
- Coffee, donated snacks
- Restrooms
- Showers
- TV but no computers
- Telephone
- Laundry washer and dryer

Volunteers will be recruited from the wide community of Lawrence, Douglas County, KU, and Haskell. Volunteers will be trained in DARE Center workshops and will always be accompanied by a second volunteer staff person.

2. Interior floor plan showing sleeping areas, common areas, emergency exits, and bathrooms

Attached -- site plan. The DARE Center is not an overnight shelter and does not have sleeping areas.

3. Rules of conduct for guests

All family and individual guests will provide basic information and identification for intake upon first arrival and will sign the Rights and Responsibilities (attached) as a contract for their use of the Center.

4. Maintenance plan that establishes standards for regular building and site maintenance, including regular removal of litter

Daily maintenance of the building and grounds will be completed by volunteer staff and by individual guests.

Building maintenance and repairs often will be accomplished by the network of plumbers, carpenters, HVAC, and other specialists who have worked for the property owner or other local social service agencies.

5. Communications plan that establishes how the shelter will regularly communicate with neighbors and police

The DARE Center will hold an annual public meeting to inform the community of events and developments at the Center, to receive suggestions and comments from neighbors, to conduct neighborhood projects, and to cooperate on security issues.

The Center director will always meet with neighbors, at their request. Contact information including the Center's telephone number will be printed and distributed. Volunteer opportunities at the Shelter will be made available specifically for anyone in the neighborhood with a desire to help.

The DARE Center will call the police as required for incidents at the Center requiring their intervention. Volunteer staff training will be designed to ensure that all parties are cooperating as fully as possible to educate the staff and to maintain a constructive relationship. The DARE Center defers to the Lawrence Police Department for keeping statistics of the number and types of calls to the property to track categories over time. The Center will work closely with

the Lawrence Police Department and Douglas County Sheriff's office to exchange information and work closely with these agencies. Guest information will be shared with the Lawrence Police Department, as appropriate.

Camping on public or private property is illegal, and all neighbors are encouraged to call the police if they encounter such behavior. Loitering on Center, neighbor's, or other private property is and will be a violation of DARE policy, and guests will be denied shelter services for a period of time for such actions. Neighbors are asked to call the Center directly when a possible violation is in progress so the staff may take prompt action.

6. Response plan for emergencies that occur at the site

DARE Center staff will be trained to call the Lawrence Police Department or the Lawrence/Douglas County ambulance service, when an emergency occurs. Staff will be trained also by the local American Red Cross chapter for CPR, by Bert Nash Community Mental Health Center on First Aid for Mental Health, and by the various university degrees in psychology or social welfare that individual staff members may have. The DARE Center will use the Safety Plan developed by case managers with the Kansas University School of Social Welfare for the guidance of interns, volunteers, and staff dealing with an incident. [see attached Safety Plan]

7. Adequate staffing levels given the number of guests served and the nature of the facility and population served

There will be two or more volunteer staff, plus potential interns, during the operating hours of 2:30 pm to 6:30 0 pm, every day.

Attachments: Rights and Responsibilities, Homeless Bill of Rights, Safety Plan

11/19/18

Drop In and Respite (DARE) Center

RIGHTS AND RESPONSIBILITIES

House Rules

Respect yourself and others

No alcohol or drugs
No weapons
No sexually suggestive comments or actions
No violence or threats of violence
No smoking inside the shelter
No littering, inside or outside
No trespassing on private property

Welcome to the Drop In and Respite Center (DARE)

The DARE Center strives to maintain a comfortable, safe, and peaceful environment, and requires all persons – both working at and visiting the Center – treat others with respect and dignity.

Hours and Schedules

In addition to the below times and information, guests will be informed about the schedule of activities and services during the staff orientation for new guests.

The DARE Center is a part time refuge for families and individuals experiencing homelessness.

All guests are signed in at the time of arrival each day.

After entering the Center, guests are asked to remain on the property unless leaving for appointments for work, school, etc. Relaxation and smoking outside areas are provided for guests.

The Drop-In is a part time project staffed by volunteers that will be open from 2:30 pm to 6:30 pm every day, until further notice.

All Guests – Conditions of Stay

All guests will complete an intake form on arriving at the DARE Center and a copy made of your photo ID. If you do not have a photo ID, we will take a picture for the file.

The DARE Center is a dry shelter in that guests may never drink, possess, or distribute alcohol or controlled substances on the premises.

The shelter may admit guests who may have been drinking as long as they follow common rules of behavior.

Guests' hours will be filled with use of the Center facilities for showers, laundry, etc. and activities developed by the volunteer staff. In addition, all guests will complete tasks of shelter cleaning, maintenance, and other duties to keep our space clean and livable.

No illegal substances (street drugs, etc.) or alcoholic beverages are permitted on DARE property, indoors or outside, at any time.

No firearms or knives are permitted on DARE property, indoors or outside, at any time. This includes concealed weapons.

All guests and volunteers shall enter and leave the shelter only through designated entrances.

Do not open doors for persons outside wanting to come into the Center through fire exits or other unauthorized entrances.

When walking to any destination in the city, stay on sidewalks and main streets in neighborhoods. Be respectful of private property everywhere and common areas downtown.

Smoking is permitted in the designated smoking area.

The Center reserves the right to recycle unattended belongings left at DARE.

Shower if asked by a staff person to control odor in the common areas.
Casual gathering and resting on the ground is not allowed on the Kentucky Street side of the building.

Behavior at the DARE Center

Individuals coming to the DARE Center must respect the people in the building and in the neighborhood. No food, medicine, or other items that may decay or draw infestations will be stored in the building. Personal possessions are the responsibility of each individual owner not the staff.

Staff/volunteers and guests will treat each other with courtesy and will show respect for other people's feelings, physical space, and property.

No fighting or threatening.

Refrain from physical contact during conflict situations.

No offensive language (racist, sexist, homophobic, etc.)

Abstain from sexually explicit behavior in, near, or on DARE property.

Any behavior or action that is dangerous, disruptive, or disrespectful of others will be handled individually by the staff on duty. A guest who causes difficulties for others may be asked to visit with a staff counselor in order to continue staying at the Drop-In, or may be asked to leave.

Dog Contract

Guests who have an established relationship with a service or pet dog is responsible for behavior and care of the animal.

Off Site Behavior

The shelter does not support guests who panhandle.

DARE guests are guests also of the surrounding neighborhoods and businesses. It is important to remember that there are City ordinances against aggressive panhandling and trespassing and that loitering is poor behavior.

Be respectful of Drop-In neighbors and their property on your way to and from the elsewhere, and while you are around the Drop-In.

Do not drink, smoke, hang out on, or walk across private property without permission.

Walking on or across private property is trespassing and is unacceptable

11/15/18

Signature_____

Date_____

Drop In and Respite (DARE) Center

A project of the Coalition for Homeless Concerns, Inc.

Homeless Bill of Rights

Laws that segregate, make criminals of people based on their status rather than their behavior, or prohibit certain people's right to be in public spaces are not just sad relics from the past:
Today, numerous laws infringe on the ability of poor people to exist in public space or obtain basic needs such as housing, employment, and equal protection under the law. The Homeless Bill of Rights campaign is to create bills that protect the following rights and prohibit the enforcement of any local laws that violate these rights:

1. Right to move freely, rest, sleep, and pray and be protected in public spaces without discrimination
2. Right to occupy a legally parked vehicle
3. Right to share food and eat in public
4. Right to legal counsel if being prosecuted
5. Right to 24-hour access to "hygiene facilities"

11/19/18

Drop In and Respite (DARE) Center
Safety Plan

For Crises Involving Potential Threat to Staff in Public Areas

1. Staff should not hesitate to call 911 if there is eminent danger to themselves or others.
2. In the event of an escalating situation involving two or more guests, staff should immediately attempt to verbally separate the individuals involved. If guests refuse to obey, staff members are encouraged to give a verbal warning that failure to obey will result in bans. If guests refuse to respond, staff members should tell the individuals that they will contact the police. Continued failure to obey, staff members should ask others in the area to contact the police, while not leaving the scene themselves. Staff members should never put themselves in harms way by positioning themselves between two or more feuding individuals. An alternative is to direct the lesser aggressive guest into their office in order to dissolve the situation. After the situation has deescalated, staff are encouraged to discuss the situation with the involved guests individually and support them in reaching acceptable solutions to the situation. When appropriate and safe to do so, staff may ask individuals involved to have a group meeting to discuss the matter peacefully.
3. In the event of an escalating situation involving one guest, staff members should instruct the guest to calm down and be respectful of other guests. DO NOT attempt to talk through the difficulties of the person if you are uncomfortable or feel the situation is escalating out of control too quickly. In this situation, staff should: ask the guest to leave and/or contact the police. If staff feels they can work with the guest calmly and safely, continue speaking with the person to see if the difficulty can be resolved.
4. If this is the case, staff should remove the person from the public setting and use an office to speak with them in private as soon as it is safe to do so. If necessary, staff should inform other staff members of the situation so they can be close at hand for further help.

For Crises Occurring Within a Staff Office

5. If staff feel that a guest may be a danger, or is in an emotional state where they do not have a normal level of self-control, it is ALWAYS okay to leave the door open.
6. Remember to use supportive words and try to help the client find acceptable choices for how to work through the crisis. Talk calmly with a person in crisis only while it is profitable. If the situation deteriorates and the threat of harm or injury increases, determine whether it is safer to call for assistance or try to leave the room. As far as it is successful, try to contain the crisis within the office so it is less likely to impact other guests. If you have to ask a guest to leave your office or the shelter, please follow them out so you can be on hand if the crisis continues and other people are put at risk.
7. If necessary, possible exit strategies include: breaking the office windows or using designated exits, as appropriate.

Safety Plan – Drop In and Respite Center (DARE) page 2

Physical Restraint

8. Physical restraint or seclusion shall be used as a method of intervention only when all other methods of de-escalation have failed and only when necessary for the protection of the staff and others.
9. No practice utilized shall be intended to humiliate, frighten, or physically harm a guest.
10. No practice that becomes necessary to implement shall continue longer than necessary to resolve the behavior at issue.

Post-crisis Procedures

11. After the crisis, witnessing staff members are to complete an incident report if the situation warranted action. If necessary, log any police calls made.
12. Witnessing staff should collaborate and set ban for individual(s) involved.
13. Decision for ban duration should be reported to the guests only after the individual(s) involved have deescalated. The ban should be communicated to the guest as a decision made by the agency as a whole and not one individual. Further, staff members may wish to have other staff present when guests are informed of ban.
14. Bans are to be posted and staff should inform other staff of incident at the staff meeting.

11/19/18

To: Scott McCullough, Director, Planning and Development Services
Mary Miller, City Planner II
From: Loring Henderson, DARE Center
Date: January 8, 2019
Re: Special Use Application, Supplementary Letter **page 1**

Following our meeting last Friday, January 4, this is to provide you with additional information about the purpose and operation of the DARE (Drop In and Respite) Center:

Purpose: The purpose is to provide a brief refuge for homeless persons in Lawrence and Douglas County. The Center will be staffed by volunteers. It will be an information resource place for people in need of services for the homeless but it will not offer case management or other substantive programs. The DARE Center fills a last hole in services for the homeless in our community.

Unmet Need: The DARE Center is designed to complement the work of existing agencies and to fill an obvious unmet need in our community. To the minimum possible, the DARE Center will not compete for funding sources nor will it duplicate existing services. It will not provide food as already offered by LINK, The Salvation Army, and Jubilee Cafe other than donated snacks and coffee. It will not have case managers since those professionals are available at Family Promise, The Salvation Army, the Community Shelter, Catholic Charities, and other organizations. It will not have computers since those are offered at the Lawrence Public Library. The Center is established for the benefit of the downtown Lawrence businesses and the homeless individuals in our midst.

Related Agencies: It is anticipated that the DARE Center will not draw additional homeless people to downtown Lawrence but will serve the existing population. The projected location for the Center at 944 Kentucky is within two blocks of the LINK and Jubilee Café food programs, of the Family Promise central building for homeless families, and the Salvation Army with its case management, food, and other programs for the homeless. The DARE Center should not add to the number of people who come to these agencies but it will provide the missing services for a place out of the weather where one may organize their belongings, have a cup of coffee, take a shower, do laundry, use the telephone to make appointments and to call agencies, and rest. The Center should draw homeless people away from the business district on Massachusetts Street for part of the day. The Center will work in conjunction with the Lawrence Community Shelter but will not duplicate its programs.

Funding and Budget: Funding for the DARE Center will come primarily from churches, individuals, and events. It is not planned that the Center will ask for government financial support. The idea is to keep expenses and financial needs at a minimum by staffing with volunteers and donated materials and services. The design is to avoid expensive payroll costs. Expenses for the Center will include insurance, supplies, utilities, and other general operating costs. The initial, highly preliminary draft budget projects slightly over $12,000 for the 2019 operating year.

Activities: The DARE Center will offer some church related events, arts activities, and other informal opportunities for people coming to the site. There will be two showers, a washer and dryer for laundry, TV, tables, chairs, coffee, and referral information about resources for the homeless in Lawrence and Douglas County. All activities will be staffed by volunteers.

To: **Scott McCullough, Director, Planning and Development**
Mary Miller, City Planner
From: **Loring Henderson, DARE Center**
Date: **January 8, 2019**
Re: **Special Use Application, Supplementary Letter** **page 2**

Operations: The Center will initially operate four hours a day, from 2:30 to 6:30 pm every day, unless there is not a sufficient number of volunteer staff. During the hours of operation, the Center will be staffed by two monitors for each two hour shift. Volunteers will participate in a volunteer training before assuming their responsibilities. The DARE Center will operate as a project under the Coalition for Homeless Concerns, Inc., a Lawrence based 501(c)(3) tax exempt organization for the purpose of receiving donations and connecting to other agencies for the homeless.

Thank you for your consideration.

DARE Center Budget 2019

	Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Balance carried forward	**0**	**0**	**815**	**30**	**145**	**360**	**(25)**	**340**	**555**	**270**	**(115)**	**0**	**(635)**
Revenues													
Donations - individuals	2,500	1,100		500		400		500					
Donations - churches	1,500	500			500			500					
Donations - businesses	750			250			250			250			
Donations - foundations, organizations	1,500				500				500				500
Events, fundraisers	2,000						1,000				1,000		
Newsletter	600			200			200			200			
One-time reno/clean up donations	2,500	1,250	1,250										
End-of-year mailing	1,000												1,000
Revenues Total	12,350	2,850	1,250	950	1,000	400	1,450	1,000	500	450	1,000	0	1,500
Funds Available Total	12,350	2,850	2,065	980	1,145	760	1,425	1,340	1,055	720	885	0	865
Expenditures													
Utilities	4,200	350	350	350	350	350	350	350	350	350	350	350	350
Insurance	1,350	150	150	150	150	150	150	150	150	150			
Office supplies	600	50	50	50	50	50	50	50	50	50	50	50	50
Volunteer support	600	50	50	50	50	50	50	50	50	50	50	50	50
Printing, Postage	120	10	10	10	10	10	10	10	10	10	10	10	10
Fundraising	650			50			300			50	250		
Telephone	900	75	75	75	75	75	75	75	75	75	75	75	75
One-time reno/clean up expenses	2,500	1,250	1,250										
Building maintenance, cleaning	1,200	100	100	100	100	100	100	100	100	100	100	100	100
Expenditures Total	12,120	2,035	2,035	835	785	785	1,085	785	785	835	885	635	635
Balance to be carried forward	230	815	30	145	360	(25)	340	555	270	(115)	0	(635)	230

12/3/2018

MICHAEL L. BLUMENTHAL AND JULIE C. BLUMENTHAL
1001 Kentucky, #1
Lawrence, Kansas 66044
(816) 694-5101
mike@sbhlaw.com

RECEIVED
JAN 14 2019
City County Planning Office
Lawrence, Kansas

January 11, 2018

City of Lawrence-Douglas County
Planning Commission
Planning & Development Services
6 East 6th Street
P.O. Box 708
Lawrence, KS 66044

Re: SUP-18-00564: Consider a Special Use Permit for The DARE Center, located at 944 Kentucky St. Submitted by the Coalition for Homeless Concerns Inc. on behalf of James Dunn, property owner of record

Dear Lawrence-Douglas County Metropolitan Planning Commission:

We write on behalf of the Julie Collingwood Blumenthal Revocable Trust dated March 5, 2002, as amended and restated and the Michael Lewis Blumenthal Revocable Trust dated March 5, 2002, as amended and restated, which owns the property located at 1001 Kentucky, #1, Lawrence, Kansas 66044.

We recently purchased this property because of its location in a residential neighborhood that is within short walking distance to central downtown Lawrence, Kansas. It was our vision that our teenage daughter and her friends could stay at the property with us and walk downtown to enjoy shopping and dining in the beautiful city of Lawrence. Our property is located directly diagonally to The DARE Center located at 944 Kentucky St. We must walk past The DARE Center on the way to downtown Lawrence.

We are, frankly, distraught to learn that The DARE Center applied for this Special Use Permit, which will be a magnet for the homeless in late afternoons and early evenings (when our child and their friends will most likely be out and about the area). While we are sensitive to the needs of our community's homeless population, we are sure that you know about The Dare Center's history and how congregating the homeless around this residential area increases the crime rate in the area.

The Dare Center previously provided a similar respite center for the homeless at this exact location. As reflected in the attached Memorandum from the Lawrence Police Department, **crime in and around that area increased by 700%** during that time. Criminal cases included a death investigation and crimes such as sexual battery, battery, aggravated assault, trespassing, theft, criminal damage to property, public consumption of alcohol, and urinating in public. Suffice it to say, that inviting this criminal element across the street from our residential property is untenable and cannot be allowed to occur.

While Lawrence's homeless population needs assistance, that need is being addressed by the Lawrence Community Shelter (which receives significant tax-payer contributions from the City of Lawrence). On balance, we do not believe that The DARE Center has made the showing required to allow an exception to the zoning use permitted for this property. **Accordingly, we respectfully request that this Special Use Permit be DENIED.**

Thank you for your consideration of our protest and opposition to this Special Use Permit.

Sincerely,

By: Julie Collingwood Blumenthal, Trustee

By: Michael Lewis Blumenthal, Trustee

Enclosure

MEMORANDUM
November 28, 2005

TO: Chief W. Ronald Olin
Captain Dave Cobb
Sergeant Dan Ward

FROM: Crime Analyst Eden Detrixhe

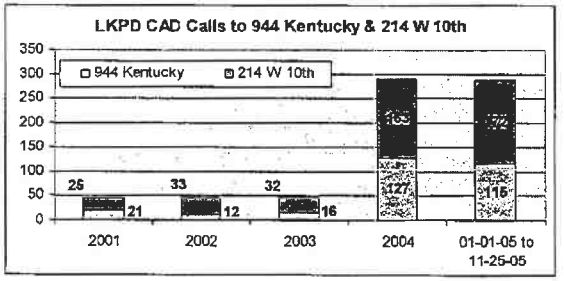
REF: LKPD Activity at the Open Shelter

I have compiled the following information on the Police Department's activity at the Open Shelter, 944 Kentucky. The Open Shelter and the Community Drop-in Center, 214 W. 10th, merged this year, so I am providing data for both addresses.[1] The data is from the Criminal Justice Information System (CJIS) and Computer Aided Dispatch (CAD).

According to CJIS, Lawrence Police officers have taken 30 cases at 944 Kentucky and 35 cases at 214 W. 10th so far this year. The cases include a death investigation, dealing with suicidal individuals, the service of warrants, and crimes such as sexual battery, battery, aggravated assault, disorderly conduct, trespassing, theft, criminal damage to property, public consumption of alcohol, and urinating in public. Lists of the cases at each address are attached to this report.

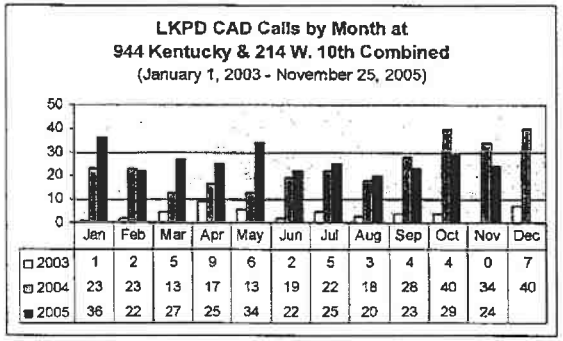
The following charts provide the number of the Police Department's CAD calls at the two addresses from 2001 through November 25, 2005.[2]

LKPD CAD CALLS: January 1, 2001 - November 25, 2005					
	2001	2002	2003	2004	01-01-05 to 11-25-05
944 Kentucky	21	12	16	127	115
214 W 10th	25	33	32	163	172
TOTAL	*46*	*45*	*48*	*290*	*287*



Both addresses' CAD calls increased dramatically in 2004 and have remained high. The number of CAD calls at 944 Kentucky increased about 700 percent from 2003 to 2004. The number of CAD calls at 214 W. 10th increased about 400 percent from 2003 to 2004.

The following chart combines the monthly CAD calls at both addresses, contrasting the relatively low number of calls to 214 W. 10th and 944 Kentucky per month in 2003 and the higher numbers of 2004 and 2005. The January-through-October averages are 4.1 in 2003, 21.6 in 2004, and 26.3 in 2005.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	1	2	5	9	6	2	5	3	4	4	0	7
2004	23	23	13	17	13	19	22	18	28	40	34	40
2005	36	22	27	25	34	22	25	20	23	29	24	

[1] According to the Lawrence Community Shelter's website, www.lawrenceshelter.org, the Drop-In Center has been at 214 W. 10th since 2000. The Open Shelter has only been at 944 Kentucky, around the corner from the Drop-In Center, since December 2003.

[2] This report represents the Lawrence Police Department's activity only, and the charts do not include other agencies' CAD calls. Incidentally, from January 1 through November 25, 2005, Lawrence-Douglas County Fire & Medical had 52 CAD calls at 944 Kentucky and 214 W. 10th combined, compared with 58 in all of 2004, six in 2003, 11 in 2002, and six in 2001.

The following list breaks down the types of CAD calls the Lawrence Police Department has had at the Open Shelter and the Drop-In Center from January 1, 2005, through November 25, 2005:

LKPD CAD Calls: January 1 - November 25, 2005			
Call Type	Open Shelter	Drop-In Center	*Total*
BATTERY	9	14	*23*
911 HANG UP		3	*3*
ADMINISTRATIVE		1	*1*
ALCOHOL	4	3	*7*
ANIMAL NON-VICIOUS		1	*1*
BUILDING CHECK		2	*2*
BURGLARY		1	*1*
CHECK WELFARE	6	4	*10*
CIVIL STANDBY	3	3	*6*
CRIMINAL DAMAGE	2	2	*4*
DISTURBANCE NO WEAPON	7	9	*16*
DISTURBANCE W/ WEAPON	1	1	*2*
DOMESTIC DISTURBANCE	1	1	*2*
DRUGS	2	3	*5*
FIREWORKS		1	*1*
FOLLOW UP	6	11	*17*
FOUND PROPERTY	2		*2*
HARASSMENT	2	1	*3*
MEDICAL EMERGENCY	12	31	*43*
NUISANCE COMPLAINT	1	3	*4*
PEDESTRIAN CHECK	12	5	*17*
REQUEST TO SPEAK W/ OFFICER	8	20	*28*

REQUEST TO SPEAK W/ TELESERVE		8	*8*
SEX CRIME COMPLAINT		1	*1*
SPECIAL ASSIGNMENT		1	*1*
SUICIDE ATTEMPT		3	*3*
SUSPICIOUS ACTIVITY NO WEAPONS	1		*1*
SUSPICIOUS ACTIVITY W/ WEAPONS		1	*1*
THEFT	5	5	*10*
THREATS	1	6	*7*
TRESPASSING	28	22	*50*
UNKNOWN EMERGENCY	1	1	*2*
WANTED PERSON	1	3	*4*
WARRANT SERVICE		1	*1*
TOTAL CALLS	***115***	***172***	***287***

Eden Detrixhe
Crime Analyst

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 922 KENTUCKY ST 1, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 1/7/19.

RYAN E KRUSE
1616 COGHILL CT
LAWRENCE, KS 66047

Signature

I am happy to show up anywhere you need me

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 945 KENTUCKY ST 1, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 1/9/19.

CLASSICAL DEVELOPMENTS LLC
1200 MAIN ST STE 3800
KANSAS CITY, MO 64105

By: _____
Signature

Michael Heitmann
Printed Name and Title
Managing Member

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 940 TENNESSEE ST, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 1-7-19.

RHODE ISLAND RENTALS LC
3100 TRAIL RD
LAWRENCE, KS 66049

By: _____
Signature

Michael Jacobson owner 940 Tenn
Printed Name and Title

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 1001 KENTUCKY ST 4, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 8 Jan 2019.

RAA HOLDINGS LLC
2008 JENNY WREN RD
LAWRENCE, KS 66047

By: Ronald Callaway
Signature

RONALD CALLAWAY
Printed Name and Title

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 937 KENTUCKY ST, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 1/7/2019.

PHILLIP S HEMPHILL AND CLARA M HEMPHILL
REVOCABLE TRUST AGREEMENT DATED OCTOBER 28, 2016
937 KENTUCKY ST
LAWRENCE, KS 66044

Signature
PHILIP S HEMPHILL CO-TRUSTEE

Signature
CLARA M HEMPHILL CO-TRUSTEE

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 933 KENTUCKY ST A, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 1/4/2019.

PHILLIP S HEMPHILL AND CLARA M HEMPHILL
REVOCABLE TRUST AGREEMENT DATED OCTOBER 28, 2016
937 KENTUCKY ST
LAWRENCE, KS 66044

Signature
PHILIP S HEMPHILL CO-TRUSTEE

Clara M. Hemphill

Signature
CLARA M HEMPHILL CO-TRUSTEE

PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 929 KENTUCKY ST A, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on 1/7/2019.

PHILLIP S HEMPHILL AND CLARA M HEMPHILL
REVOCABLE TRUST AGREEMENT DATED OCTOBER
28, 2016
937 KENTUCKY ST
LAWRENCE, KS 66044

Signature
PHILIP S HEMPHILL CO-TRUSTEE

Signature
CLARA M HEMPHILL CO-TRUSTEE

Dear Planning Commissioners and City Staff, 1-21-19

The Oread Residents Association (ORA) would like to support the Special Use Permit for a Temporary Shelter, located at 944 Kentucky Street, for the DARE Center. Having already experienced this location's past use as the homeless shelter several years ago, it seems like a logical consideration. ORA believes that there is a need for shelter and resource assistance for homeless individuals during the day near downtown. We, however, would like to make the following requests:

- A follow up plan after the 6:30 closing time regarding transportation to the Lawrence Community Shelter or other overnight location.

- An outdoor gathering space for people to rest and socialize. This modest sized building has a very small front porch. We suggest that an awning over a large portion of the back of the building be provided along with sturdy tables and benches for gathering and privacy. This was done when this location was a homeless shelter.

Thank you for your service,

Sincerely, Kyle Thompson ORA President

R. KENT PRINGLE, P.A.
ATTORNEY AT LAW
221 WEST MAIN
P.O. BOX 748
CHANUTE, KANSAS 66720-0748

TELEPHONE 620-431-2202 EMAIL: rkpringle@hotmail.com FAX 620-431-1166

Facsimile Cover Sheet

Please deliver to:

NAME: City Of Lawrence – Douglas County Metropolitan Planning Commission

FIRM: _____ Fax # 785-832-3160

FROM: **R. Kent Pringle and Cathy Pringle**

DATE: _____

This is one (1) of 6 pages. If you do not receive all of the pages, please contact our office at (620) 431-2202. Thank you.

COMMENTS:

Please submit to the Planning Commission for the January 23, 2019 Agenda for Item No. 8

CONFIDENTIALITY NOTICE: The documents accompanying this telecopy contain confidential information belonging to the sender which is legally privileged. The information is intended only for the use of the individual(s) or entity(ies) named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or the taking of any action in reliance on the contents of this telecopied information is strictly prohibited. If you have received this telecopy in error, please notify us by telephone to arrange for return of the original document.

KENT & CATHY PRINGLE

1001 KENTUCKY UNIT # 3
LAWRENCE, KANSAS 66044

CATHY: (620) 432-4142 EMAIL: kentpringle@hotmail.com KENT: (620) 432-4153

January 19, 2019

City of Lawrence
Douglas County Planning Commission
6 East 6th Street
P.O. Box 708
Lawrence, KS 66044

Faxed And Mailed

Re: SUP-18-00564: Consider a Special Use Permit for The DARE Center, located at 944 Kentucky Street. Submitted by the Coalition for Homeless Concerns Inc. on behalf of James Dunn, property owner of record

We are the owners of Mockingbird LLC which owns condominium unit #3 at 1001 Kentucky Street across the street diagonally from the proposed DARE Center. Our daughter lives there and we have an apartment located at 9th and New Hampshire near downtown where we regularly enjoy shopping, dining, music and the arts. The walk to downtown from the condo and from the KU student housing directly to the West goes directly past the proposed DARE Center and in years past we and our daughter have observed homeless persons sleeping at night in the bushes in front of the Church directly South and congregating in front of the proposed DARE location. That activity diminished significantly we assumed as a result of increased police attention due to some reported vandalism and break-ins in that area. Now we fear that the new proposed DARE Center will attract a homeless population to the area that is not compatible with the residential properties that line Kentucky Street immediately to the West and the North. **The City's own experience from the property's prior use as a homeless shelter years ago reflected a 700% crime increase during that time**. *It is impractical to think that the "rules" proposed for the drop-in shelter are going to prevent an increase in panhandlers and homeless persons in the downtown area, damaging commercial property values, and similarly the property values of the residential properties occupied by people who have located there in part due to the proximity to downtown Lawrence.*

City Staff should not simply accept the applicant's response that there will be no adverse impacts on other property values and the natural environment. Common sense suggests that the increased presence of homeless persons congregating on the direct path for area residents and KU students walking to enjoy downtown Lawrence interferes with that activity and reduces the attraction of owning residential property in that area. We are not insensitive to the needs of the homeless, but believe the proposed DARE Center is not consistent with the City's commitment to preserve the unique attraction of downtown Lawrence and development of residential housing in the area to support it. **We request that this Special Use Permit for the DARE Center be DENIED.**

Very Truly Yours,

Kent & Cathy Pringle
Mockingbird, LLC

Enclosure: 2005 LPD Memorandum and picture of Corbin Hall and Protest Petition

MEMORANDUM
November 28, 2005

TO: Chief W. Ronald Olin
Captain Dave Cobb
Sergeant Dan Ward

FROM: Crime Analyst Eden Detrixhe

REF: LKPD Activity at the Open Shelter

I have compiled the following information on the Police Department's activity at the Open Shelter, 944 Kentucky. The Open Shelter and the Community Drop-in Center, 214 W. 10th, merged this year, so I am providing data for both addresses.[1] The data is from the Criminal Justice Information System (CJIS) and Computer Aided Dispatch (CAD).

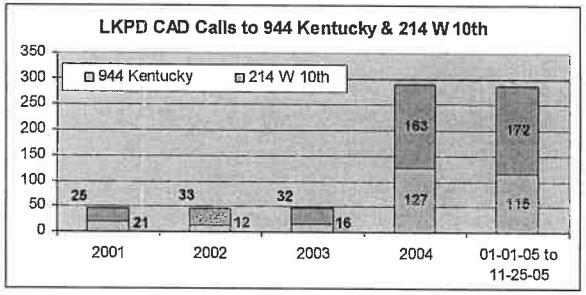
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The following charts provide the number of the Police Department's CAD calls at the two addresses from 2001 through November 25, 2005.[2]

LKPD CAD CALLS: January 1, 2001 - November 25, 2005					
	2001	2002	2003	2004	01-01-05 to 11-25-05
944 Kentucky	21	12	16	127	115
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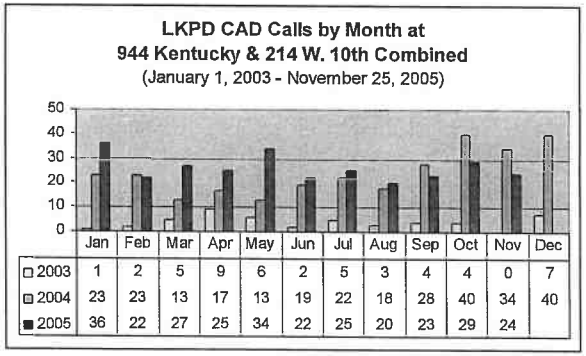
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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2003	1	2	5	9	6	2	5	3	4	4	0	7
2004	23	23	13	17	13	19	22	18	28	40	34	40
2005	36	22	27	25	34	22	25	20	23	29	24	

The following list breaks down the types of CAD calls the Lawrence Police Department has had at the Open Shelter and the Drop-In Center from January 1, 2005, through November 25, 2005:

LKPD CAD Calls: January 1 - November 25, 2005			
Call Type	**Open Shelter**	**Drop-In Center**	***Total***
BATTERY	9	14	*23*
911 HANG UP		3	*3*
ADMINISTRATIVE		1	*1*
ALCOHOL	4	3	*7*
ANIMAL NON-VICIOUS		1	*1*
BUILDING CHECK		2	*2*
BURGLARY		1	*1*
CHECK WELFARE	6	4	*10*
CIVIL STANDBY	3	3	*6*
CRIMINAL DAMAGE	2	2	*4*
DISTURBANCE NO WEAPON	7	9	*16*
DISTURBANCE W/ WEAPON	1	1	*2*
DOMESTIC DISTURBANCE	1	1	*2*
DRUGS	2	3	*5*
FIREWORKS		1	*1*
FOLLOW UP	6	11	*17*
FOUND PROPERTY	2		*2*
HARASSMENT	2	1	*3*
MEDICAL EMERGENCY	12	31	*43*
NUISANCE COMPLAINT	1	3	*4*
PEDESTRIAN CHECK	12	5	*17*
REQUEST TO SPEAK W/ OFFICER	8	20	*28*

REQUEST TO SPEAK W/ TELESERVE		8	*8*
SEX CRIME COMPLAINT		1	*1*
SPECIAL ASSIGNMENT		1	*1*
SUICIDE ATTEMPT		3	*3*
SUSPICIOUS ACTIVITY NO WEAPONS	1		*1*
SUSPICIOUS ACTIVITY W/ WEAPONS		1	*1*
THEFT	5	5	*10*
THREATS	1	6	*7*
TRESPASSING	28	22	*50*
UNKNOWN EMERGENCY	1	1	*2*
WANTED PERSON	1	3	*4*
WARRANT SERVICE		1	*1*
TOTAL CALLS	***115***	***172***	***287***

Eden Detrixhe
Crime Analyst



PETITION IN PROTEST OF
COALITION FOR HOMELESS CONCERNS INC – DROP IN AND RESPITE (DARE) CENTER
APPLICATION FOR SPECIAL USE PERMIT FOR
214 W. 10TH/944 KENTUCKY, LAWRENCE, KANSAS
SUP-18-00564

The undersigned owner or authorized agent of the owner of the following described real property: 1001 KENTUCKY ST 3, Lawrence, Kansas said property being within 200 feet of the tract described as:

Kentucky Street Lots 90 and 92, Lawrence, Douglas County, Kansas
commonly described as 214 West 10th Street/944 Kentucky, Lawrence, Kansas

which has requested a Special Use Permit for Coalition for Homeless Concerns Inc – Drop In and Respite (DARE) Center hereby protest(s) this Special Use Permit request.

Pursuant to K.S.A. 53-601, I state under penalty of perjury under the laws of the state of Kansas that the foregoing is true and correct. Executed on January 19, 2019.

MOCKINGBIRD LLC
PO BOX 748
CHANUTE, KS 66720

By: Cathy Pringle
Signature

Cathy Pringle, Member
Printed Name and Title



SUP-18-00564: Special Use Permit for The DARE Center,
located at 944 KENTUCKY STREET

Lawrence-Douglas County Planning Office
January 2019

Subject Property

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PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
01/23/2019

ITEM NO. 9 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 508 FLORIDA ST (BJP)

SUP-18-00556: Consider a special use permit for a non-owner occupied short-term rental located at 508 Florida St. in RM24 (Multi-Dwelling Residential) Zoning District. Submitted by Carrie Jackson on behalf of Jose Velasco, property owner of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of a special use permit for a non-owner occupied *Short Term Rental* use located at 508 Florida Street and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* Use shall comply with the occupancy limits of the zoning district in which the property is located. The subject property is zoned RM24 (Multi-Dwelling Residential) District, which allows a maximum number of 4 unrelated occupants per dwelling unit.

2. Per Section 20-901 of the Land Development Code, the maximum number of available guest rooms associated with the non-owner occupied *Short-Term Rental* use may not exceed the number of off-street vehicle parking spaces available on the property. The off-street parking available for the subject property is 2 spaces; therefore, the maximum number of guest rooms that may be rented on a short-term basis is 2.

3. Per Section 20-554(3)(iii), the dwelling unit and site shall remain residential in appearance and characteristics. Internal or external changes that will make the dwelling unit and site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

4. Per Section 6-13A04(a) of the City Code, a short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use permit application.

Applicant's Reason for Request: *Short-term rental application*

ASSOCIATED CASES/OTHER ACTION REQUIRED
- No active cases

Other Action Required
- City Commission approval of special use permit and adoption of ordinance.
- Publication of special use permit ordinance.
- Submission and approval of the short-term rental license application.

PLANS AND STUDIES REQUIRED

- *Traffic Study – Not required for the request.*
- *Downstream Sanitary Sewer Analysis – Not required for the request.*
- *Drainage Study – Not required for the request.*

KEY POINTS

- The subject property contains a *Duplex* use. The special use permit request is for the dwelling unit addressed as 508 Florida (the second dwelling unit in the structure is addressed as 510 Florida Street). The dwelling unit contains 2 bedrooms.

- Off-street parking for each dwelling unit within the duplex is provided via a driveway that takes access from Florida Street. The off-street parking requirement for the *Duplex* use is 1 parking space per bedroom. Parking is provided on the property to meet this requirement. Approval of this request will not reduce the amount of off-street parking available for the second dwelling unit.

BACKGROUND

- Section 20-1781 of the Land Development Code defines the *Short-Term Rental* use as, "a use where all or part of a dwelling unit may, in exchange for consideration, accommodate transient guests for a period of time less than 30 consecutive days. The use may be considered an accessory use when the dwelling unit is concurrently owner-occupied. For the purpose of this definition, a dwelling unit shall include all legally established dwelling unit, but shall exclude *Dormitory, Fraternity or Sorority House, Group Home (General or Limited), Motel, Hotel, Extended Stay,* and *Bed and Breakfast uses*."

- The two types of short-term residential rental property include owner occupied and non-owner occupied. A short-term rental property is classified as owner occupied when the dwelling unit being rented is occupied by the owner more than 182 days per calendar year. In cases where the owner resides in the dwelling unit less than 183 day per calendar year, the short-term residential rental property is classified as non-owner occupied.

- A non-owner occupied dwelling unit requires a special use permit (SUP) to be granted for the *Short-Term Rental* use before the dwelling unit can be rented as a short-term residential rental property.

- On October 2, 2018, the City Commission adopted Ordinance No. 9481, which amended the Land Development Code, by establishing text amendments to the Transient Accommodation use category to permit dwelling units to be used as a short-term residential rental property throughout the City of Lawrence. The text amendments included use specific standards (Section 20-554) that provide the criteria used to evaluate the appropriateness of a *Short-Term Rental* use. With the adoption of the *Short-Term Rental* use into the City Code, the transient nature of this use has been determined by the City Commission to be generally compatible with residential uses.

ATTACHMENTS

Attachment A: Site Plan/Aerial

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- None

GENERAL INFORMATION

Current Zoning and Land Use: RM24 (Multi-Dwelling Residential) District; *Duplex*

Surrounding Zoning and Land Use:

To the north: RM24 (Multi-Dwelling Residential) District; *Detached Dwelling*

To the south: RM24 (Multi-Dwelling Residential) District; *Duplex*

To the east: RM24 (Multi-Dwelling Residential) District; *Multi-Dwelling Structure*

To the west: RM12 (Multi-Dwelling Residential) District; *Detached Dwelling*

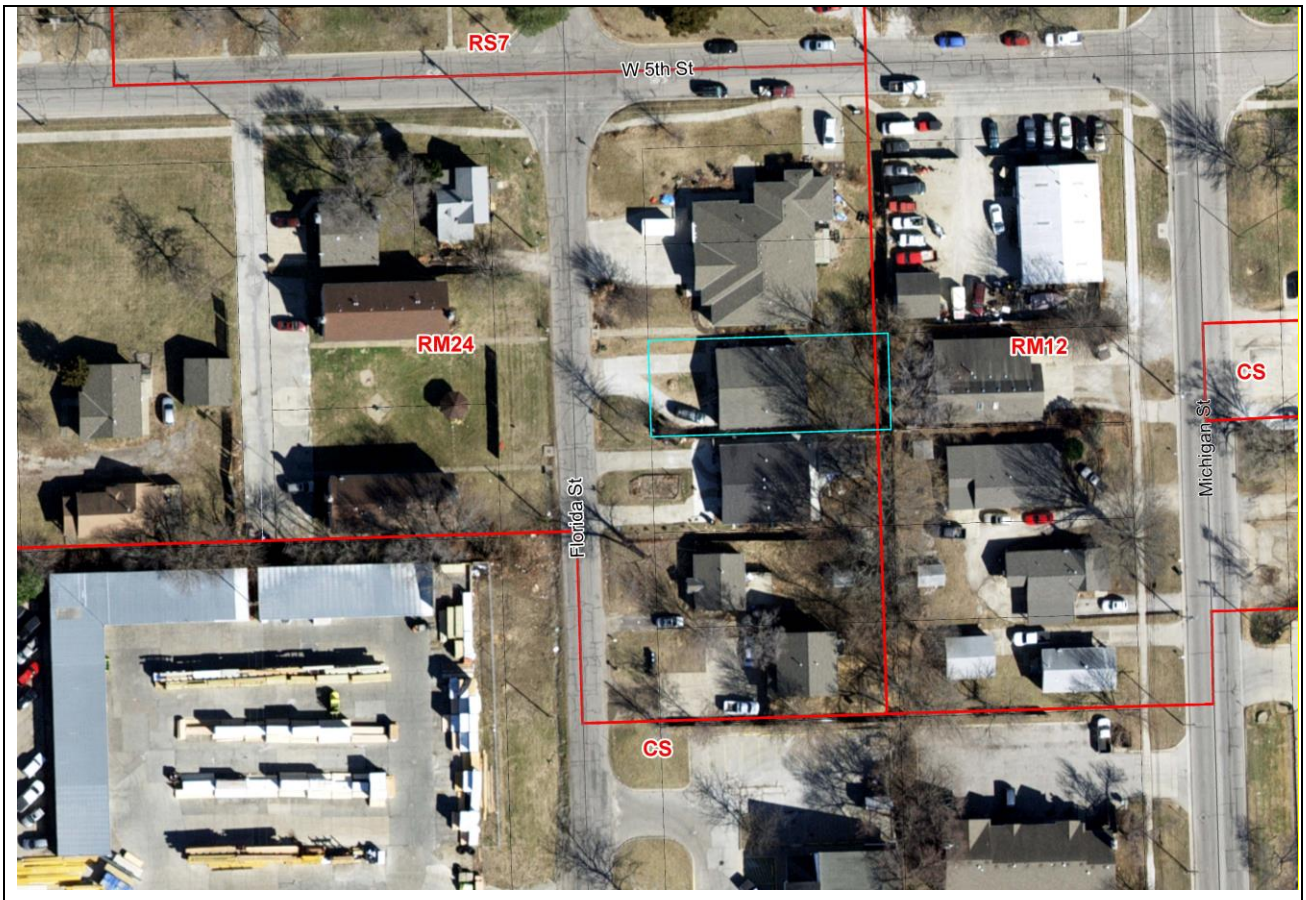


Figure 1a. Zoning of surrounding area. Subject property outlined.

SUMMARY OF SPECIAL USE

This special use permit request accommodates a non-owner occupied *Short-Term Rental* use at 508 Florida Street. The subject property contains a *Duplex* and is zoned RM24 (Multi-Residential Dwelling) District. The applicant indicated that the maximum number of guest rooms available to

rent in the dwelling unit is 2. The applicant also indicated that the number of off-street parking available for the dwelling unit is 2 spaces.

Characteristics of the property

- Legal use: *Duplex*
- Zoning: RM24 (Multi-Residential Dwelling) District
- Permitted occupancy limit: Maximum of 4 unrelated occupants per dwelling unit
- Number of existing off-street parking spaces: 2 parking spaces for each dwelling unit (4 total)
- Number of existing guest rooms: 2 guest rooms in the subject dwelling unit
- Number of proposed guest rooms: 2 guest rooms in the subject dwelling unit

Review and Decision-Making Criteria (Land Development Code Section 20-1306(i))

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE

Applicant's Response: *Yes*

A. Occupancy Compliance

Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* use shall comply with the occupancy limits established in Section 20-601(d). The subject property is zoned RM24 (Multi-Residential Dwelling) District, which permits a maximum number of 4 unrelated occupants per dwelling unit. The applicant indicated that the dwelling unit contains 2 guest rooms.

B. Access and Parking

On-site Parking:

Per Section 20-601 of the Land Development Code, the parking requirement for the non-owner occupied *Short-Term Rental* use is 1 vehicle space per guest room. The owner indicated that the maximum number of guest rooms available to rent in the dwelling unit is 2. The number of off-street parking spaces available for the dwelling unit is 2 spaces. The amount of available off-street parking does meet the off-street parking requirement and approval of the request will not reduce the number of parking spaces available for the second dwelling unit associated with the duplex.

Access: Access to this site is provided via a single driveway from Florida Street, a local street. There are no changes to the existing access proposed with this request.



Figure 2. Aerial of property showing 2 off-street parking spaces associated with 508 Florida Street.

C. Lighting
Per Section 20-554(3)(iii), the addition of commercial-like exterior lighting is not permitted. Section 20-1103(b)(2) also prohibits spot lights and flood lights that create a glare on neighboring properties.

D. Floodplain
The property is not located within the regulatory floodplain and is not subject to a local floodplain development permit.

E. Historic Resources Review
The property is not located within the environs of a historic property and is not subject to review by the Historic Resources Commission.

Staff Finding – The proposed *Short-Term Rental* use complies with the applicable provisions of the Land Development Code as an allowed use in the RM24 (Multi-Residential Dwelling) District subject to a special use permit.

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS
Applicant's Response: *Yes*

Section 50-554 of the Land Development Code provides the site-related standards to ensure compatibility with the surrounding area. An evaluation of these standards as they apply to the proposal is provided below.

Occupancy Limits
All properties containing a *Short-Term Rental* use shall comply with the occupancy limits of the zoning district in which the property resides. The subject property is zoned RM24 (Multi-Residential Dwelling) District, which permits a maximum number of 4 unrelated occupants per dwelling unit. The applicant indicated that the maximum number of guest rooms available to rent is 2, which is compatible with the occupancy limits.

Residential Appearance
The dwelling unit and the site are required to remain residential in appearance and characteristics. Internal and external changes that would make the dwelling unit and the site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

There are no proposed changes to the building and the property proposed with the special use permit. The property contains an existing residential use and the request does not alter the residential nature of the property.

Legally Established Dwelling Unit
Any dwelling unit used for a *Short-Term Rental* use shall be a legally established dwelling unit or shall obtain a registration of nonconforming use. The *Short-Term Rental* will be located in a *Duplex*. The *Duplex* is a permitted use in the RM24 zoning district.

Signs
Signs shall comply with the provisions outlined in Chapter 5, Article 18 of the City Code. Approval of a special use permit does not constitute approval of any associated signs on the property. An application for a sign permit must be approved prior to installation of signs.

Parking
Parking for a non-owner occupied *Short-Term Rental* use must be provided at a rate of 1 parking space per guest room. The applicant indicated that the maximum number of guest rooms available to rent is 2, which complies with the number of off-street parking spaces provided.

Staff Finding – The subject property contains an existing residential use. The project does not include exterior modifications or changes to the site that would alter the residential nature of the property. The *Short-Term Rental* use is restricted to the same occupancy limits of the zoning district in which the property is located. Also, the number of guest rooms available for rent is limited to the number of off-street parking spaces available. The proposed use is compatible with the adjacent uses in terms of size, massing, orientation, hours of operation and other external impacts.

3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response: *No – will actually improve property value. In order to maintain good reviews, the house and the property have to be kept in immaculate condition.*

The subject property contains a residential use. The use standards for the *Short-Term Rental* use regulate the appearance and characteristics of the site. Specifically, Section 20-545(3)(iii) of the Land Development Code dictates that internal or external changes to the dwelling unit or the site which reduce the residential character or function are prohibited. Examples of prohibited alterations include construction of parking lots, paving of required setbacks, and the addition or commercial-like exterior lighting.

Also, as discussed above, the level of intensity will be restricted by the occupancy limits permitted in the applicable zoning district and the amount of off-street parking provided.

Staff Finding – Substantial diminution of other property values in the area is not anticipated.

4. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTLITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

Staff Finding – The subject property contains an existing residential use. Adequate public facilities and transportation access is provided for the proposed *Short-Term Rental* use.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

Staff Finding – The proposed request provides an enforceable tool to address the use and continued maintenance of the property with regard to occupancy limits and off-street parking. Adequate assurances of continued maintenance are inherent in the use and the special use permit approval process.

6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT

Applicant's Response: *No*

The proposed use is subject to regulatory controls to protect the significant natural features. This property is free from regulatory floodplain encumbrances. The subject property is developed and the project does not propose changes to the site.

Staff Finding –There are no significant adverse impacts on the natural environment associated with the proposed *Short-Term Rental* use.

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PEMRIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

The special use permit associated with the *Short-Term Rental* use is tied with the subject property. If the applicant relocates to a different property, the special use permit will not transfer to the new property; however, any future owners of the subject property may maintain the *Short-Term Rental* use approved with the special use permit, if desired.

A short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use permit application.

Staff Finding –Staff does not recommend a time limit on the special use permit.

CONCLUSION

The subject property is zoned RM24 (Multi-Residential Dwelling) District and contains a residential use. The RM24 District permits a maximum number of 4 unrelated occupants per dwelling unit. The applicant indicated that the maximum number of guest rooms available to rent is 2 and the number of off-street parking provided is 2 parking spaces. The proposed special use permit for the *Short-Term Rental* use aligns with the occupancy limits of the zoning district and meets the off-street parking requirement.

Based on the findings in this report, and as conditioned, staff recommends approval of the special use permit.

10 5 0 10 20 30 40 Feet

1 inch = 25 feet

Site Plan for 508 Florida Street





SUP-18-00556: Special Use Permit for a non-owner occupied short-term rental located at 508 FLORIDA STREET

Lawrence-Douglas County Planning Office
January 2019

Subject Property

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PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
01/23/2019

ITEM NO. 10 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 815 Alabama Street (KEW)

SUP-18-00563: Consider a special use permit for a non-owner occupied short-term rental located at 815 Alabama Street in the RS5 (Single-Dwelling Residential) District. Submitted by Angela Nascimento, on behalf of William Price, property owner of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of a special use permit for a non-owner occupied *Short Term Rental* use located at 815 Alabama Street and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* Use shall comply with the occupancy limits of the zoning district in which the property is located. The subject property is zoned RS5 (Single-Dwelling Residential) District. The zoning district in this area is single-family residential; therefore, a maximum of 3 unrelated occupants are permitted per dwelling unit.

2. Per Section 20-601 of the Land Development Code, the maximum number of available guest rooms associated with the non-owner occupied *Short-Term Rental* use may not exceed the number of off-street vehicle parking spaces available on the property. The off-street parking available for the subject property is four spaces; therefore, the maximum number of guest rooms that may be rented on a short-term basis is limited to four.

3. Per Section 20-554(3)(iii), the dwelling unit and site shall remain residential in appearance and characteristics. Internal or external changes that will make the dwelling unit and site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

4. Per Section 6-13A04(a) of the City Code, a short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use application.

Applicant's Reason for Request: *"Operate this rental as an Airb&b."*

ASSOCIATED CASES/OTHER ACTION REQUIRED

· No active cases

Other Action Required

· City Commission approval of special use permit and adoption of ordinance.

- Publication of special use permit ordinance.
- Submission and approval of the short-term rental license application.

PLANS AND STUDIES REQUIRED

- Traffic Study – Not required.
- Downstream Sanitary Sewer Analysis – Not required.
- Drainage Study – Not required.

KEY POINTS

- The maximum number of dwelling units permitted on a property (density) and the maximum number of occupants permitted in a dwelling is determined by the property's zoning. The subject property is located within the RS5 (Single-Dwelling Residential) District. Per Section 20-601(d) of the Land Development Code a detached dwelling in a RS5 (Single-Dwelling Residential) District is permitted a maximum occupancy of 3 adults, if any one of the adults is unrelated to the others. The maximum occupancy of this short term rental unit would be 3 unrelated adults.

BACKGROUD

- Section 20-1781 of the Land Development Code defines the *Short-Term Rental* use as "a use where all or part of a dwelling unit may, in exchange for consideration, accommodate transient guests for a period of time less than 30 consecutive days. The use may be considered an accessory use when the dwelling unit is concurrently owner-occupied. For the purpose of this definition, a dwelling unit shall include all legally established dwelling unit, but shall exclude *Dormitory, Fraternity or Sorority House, Group Home (General or Limited), Motel, Hotel, Extended Stay,* and *Bed and Breakfast uses*."

- The two types of short-term residential rental property include owner occupied and non-owner occupied. A short-term rental property is classified as owner occupied when the dwelling unit being rented is occupied by the owner more than 182 days per calendar year. In cases where the owner resides in the dwelling unit less than 183 day per calendar year, the short-term residential rental property is classified as non-owner occupied.

- A non-owner occupied dwelling unit requires a special use permit (SUP) to be granted for the *Short-Term Rental* use before the dwelling unit can be rented as a short-term residential rental property.

- On October 2, 2018, the City Commission adopted Ordinance No. 9481, which amended the Land Development Code, by establishing text amendments to the Transient Accommodation use category to permit dwelling units to be used as a short-term residential rental property throughout the City of Lawrence. The text amendments included use specific standards (Section 20-554) that provide the criteria used to evaluate the appropriateness of a *Short-Term Rental* use. With the adoption of the *Short-Term Rental* use into the City Code, the transient nature of this use has been determined by the City Commission to be generally compatible with residential uses.

ATTACHMENTS

Attachment A: Site Plan/Aerial
Attachment B: Public Communication

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

· A letter of communication in support of the application was included in the Planning Commission packet.

GENERAL INFORMATION

Current Zoning and Land Use: RS5 (Single-Dwelling Residential) District. Current land use: *Detached Dwelling.*

Surrounding Zoning and Land Use: To the north, east, west and south:

To the west:
RS5 (Single-Dwelling Residential) District; *Detached Dwellings.* (Figure 1)



Figure 1a. Zoning of surrounding area. Subject property outlined.



Figure 1b. Land use/development of surrounding area.

SUMMARY OF SPECIAL USE

This special use permit application proposes the using the residence at 815 Alabama Street as a *Short-Term Rental* use. The property will not be owner occupied and, therefore, requires approval of a special use permit. As the property is currently developed as a *Detached Dwelling* and no physical changes are being proposed to the site, an aerial photograph serves as the plan for the new use.

Characteristics of the property

- § Legal use: Detached Dwelling
- § Zoning: RS5 (Single-Dwelling Residential Dwelling) District
- § Permitted occupancy limit: Maximum of 3 unrelated occupants per dwelling unit.
- § Number of existing off-street parking spaces: 4
- § Number of existing guest rooms: 2
- § Number of proposed guest rooms: 2

The amount of off-street parking required to be provided for the non-owner occupied *Short-Term Rental* use is 1 parking space per guest room. The number of guest rooms is less than the number of available off-street parking spaces. Parking is discussed in more detail in Section 1 below.

Review and Decision-Making Criteria (Land Development Code Section 20-1306(i))

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE

Applicant's Response: *No answer given.*

A. Occupancy Compliance

Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* use shall comply with the occupancy limits established in Section 20-601(d). The subject property is zoned RS5 (Single-Dwelling Residential) District. A maximum of 3 unrelated occupants are permitted per detached dwelling in the RS5 Districts. The applicant indicates that the dwelling unit contains 2 guest rooms. This request complies with the occupancy limit requirements.

B. Access and Parking

On-site Parking:

Per Section 20-902-Shedule A of the Land Development Code, the parking requirement for the non-owner occupied *Short-Term Rental* use is 1 vehicle space per guest room. The owner indicated that the maximum number of guest rooms available to rent is 2. The number of off-street parking is 4 spaces. The amount of available off-street parking meets the off-street parking requirement.



4 parking spaces accessed off the alley.

Access: Access to this site is provided via the alley at the rear of the structure. Parking is also located off the alley. There are no changes to the existing access proposed with this request.

C. Lighting

Per Section 20-554(3)(iii), the addition of commercial-like exterior lighting is not permitted. Section 20-1103(b)(2) also prohibits spot lights and flood lights that create a glare on neighboring properties.

D. Floodplain

The property is not located within the regulatory floodplain and is not subject to a local floodplain development permit.

E. Historic Resources Review

The property is located within the environs of a historic property (Louis C. & Ava Poehler House) but is not altering any exterior features of the structure or the site; therefore it is not subject to review by the Historic Resources Commission. The historic review as part of the special use permit process has been administratively approved.

Staff Finding – The proposed *Short-Term Rental* use, as conditioned, is compliant with all applicable provisions of the Land Development Code as an allowed use in the RS5 (Single-Dwelling Residential) District subject to a special use permit.

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS

Applicant's Response: *No answer given.*

Section 20-554 of the Land Development Code provides the site-related standards to ensure compatibility with the surrounding area. An evaluation of these standards as they apply to the proposal is provided below.

Occupancy Limits

All properties containing a *Short-Term Rental* use shall comply with the occupancy limits of the zoning district in which the property resides. The subject property is zoned RS5 (Single-Dwelling Residential) District, which permits a maximum number of 3 unrelated occupants per dwelling unit.

Residential Appearance

The dwelling unit and the site are required to remain residential in appearance and characteristics. Internal and external changes that would make the dwelling unit and the site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

There are no proposed changes to the building and the property proposed with this special use permit. The property contains an existing residential use and the request does not alter the residential nature of the property.

Legally Established Dwelling Unit

Any dwelling unit used for a *Short-term Rental* use shall be a legally established dwelling unit or shall obtain registration of nonconforming use. This short-term rental will be located in the primary residential structure. A residential structure is a permitted us in the RS5 zoning district.

Signs

Signs shall comply with the provisions outlined in Chapter 5, Article 18 of the City Code. Approval of a special use permit does not constitute approval of any associated signs on the property. An application for a sign permit must be approved prior to installation of signs.

Parking

Parking for non-owner occupied *Short-Term Rental* use must be provided at a rate of 1 parking space per guest room.

Staff Finding – The subject property contains an existing residential use. The project does not include exterior modifications or changes to the site that would alter the residential nature of the property. The *Short-Term Rental* use is restricted to the same occupancy limits of the zoning district in which the property is located. Also, the number of guest rooms available for rent is limited to the number of off-street parking spaces available. The occupancy limit of 3 unrelated adults will ensure that the use is similar in nature to the surrounding uses, with the exception of the rental term. The parking provided is sufficient to accommodate the number of guest rooms available. The use should be compatible with surrounding land uses as it is a residential use.

3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response: *"No. It will allow me to sell my house at market value. Landlord was negligent with occupancy. From 2013 through 2016 property was regularly visited by police and/or City of Lawrence."*

The subject property contains a residential use. The use standards for the *Short-Term Rental* use regulate the appearance and characteristics of the site. Specifically, Section 20-545(3)(iii) of the Land Development Code dictates that internal or external changes to the dwelling unit or the site which reduce the residential character or function are prohibited. Examples of prohibited alterations include construction of parking lots, paving of required setbacks, and the addition or commercial-like exterior lighting.

Also, as discussed above, the level of intensity will be restricted by the occupancy limits permitted in the applicable zoning district and the amount of off-street parking provided.

Staff Finding – Substantial diminution of other property values in the area is not anticipated.

4. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTLITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

As an existing legal use, the property already has safety, transportation, and utility infrastructure in place and no the *Short-Term Rental* use will not trigger a need for additional services or infrastructure.

Staff Finding – The subject property contains an existing residential use. Adequate public facilities and transportation access is provided for the proposed *Short-Term Rental* use.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

Staff Finding – The proposed request provides an enforceable tool to address the use and continued maintenance of the property with regard to occupancy limits and off-street parking. Adequate assurances of continued maintenance are inherent in the use and the special use permit approval process.

6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT

Applicant's Response: *"No."*

Staff Finding – The proposed use is subject to regulatory controls to protect the significant natural features. This property is free from regulatory floodplain encumbrances. The subject property is developed and the project does not propose changes to the site. There are no significant adverse impacts on the natural environment associated with the proposed *Short-Term Rental* use.

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PERMIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

The special use permit associated with the *Short-Term Rental* use is tied with the subject property. If the applicant relocates to a different property, the special use permit will not transfer to the new property; however, any future owners of the subject property may maintain the *Short-Term Rental* use approved with the special use permit, if desired.

A short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use permit application.

Staff Finding –Staff does not recommend a time limit on the special use permit.

CONCLUSION

The subject property is zoned RS5 (Single-Dwelling Residential) District and contains a detached dwelling. The RS5 District permits a maximum number of 3 unrelated occupants per detached dwelling. The applicant indicated that the maximum number of guest rooms available to rent is 2 and the number of off-street parking provided is 4 parking spaces. The proposed special use permit for the *Short-Term Rental* use aligns with the occupancy limits of the zoning district and meets the off-street parking requirement.

Based on the findings in this report, and as conditioned, staff recommends approval of the special use permit.

10 5 0 10 20 30 40 Feet

1 inch = 23 feet

DISCLAIMER NOTICE

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Date: 1/15/2019





SUP-18-00563: Special Use Permit for a non-owner occupied short-term rental located at 815 ALABAMA STREET

Lawrence-Douglas County Planning Office
January 2019

Subject Property

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W E
S

John Cantrell
812 Maine St.
Lawrence, KS 66044
443.534.9998

Lawrence-Douglas County Metropolitan Planning Commission
6 East 6th St,
P.O. Box 708
Lawrence, KS 66044

Date: 7 January 2019

Subject: SUP-18-00563 Special Use Permit for a non-owner occupied short-term rental located at 815 Alabama St.

First, let me thank you for giving us the opportunity to comment on the subject. We have lived directly across the alley from the property since moving to Lawrence 6 years ago this coming March. During this time we have found William (Bill) and Angela to be excellent property owners and neighbors. Please consider the following observations:

1. Bill has maintained the property and made a number of upgrades to improve the interior and exterior.
2. Angela, living next door, has worked closely with Bill on these efforts and closely monitors the short-term rentals. She makes sure the property is in excellent condition prior to and following all rental periods.
3. Do date, all short-term renters have been excellent. They have shown respect for the property and neighbors. Conversations we have had with the renters find them highly complimentary of the rental experience (property, neighborhood, location). In my opinion, these short-term renters are more respectful to the property and the neighborhood than some of the previous long-term renters.

We recommend the Special use Permit be approved. We feel this use of the property is good for the two invested individuals, the renters and the community.

Very Respectfully,

John W. Cantrell

Lawrence, January 21, 2019

Dear Katherine Weik – Planner II

In reference to Special Use Permit for a non-owner occupied short-term rental at:

815B Alabama st – Owner William Price

I am the owner and resident of 817 Alabama st since August 1988. This has always been a pleasant, quiet, family oriented neighborhood. Between Aug 2013 and Aug 2016, under 3 different tenants, it became unbearable to reside next door to 815 B unit. My bed room window is 15ft from the unit's front door.

Besides reoccurring loud arguments I had to presence midafternoon fights, trash burning , illegal trash dumping. The police paid many visits to the unit. All happening as I am the care taker of a terminally will person.

In order to minimize the stress and bring peace to the neighborhood I decided I had to hold that unit's lease and look for tenants myself.

Airb&b has provided me the perfect platform to bring peace back to our block. After carefully researching the business and having many friends that utilized the services, I had a strong conviction that do to the proximity to Downtown and KU, this place would work well for short-term rental.

After 150 hours of cleaning and $ 5,000.00 of personal investment on new outlets, light fixtures, new bathroom vanity, new toilet, A/C in the bedrooms. Not only has the place gone through an enormous improvement but also took care of the problem.

I intend to hold the lease on that unit, if allowed, till I relocate myself from 817.

As I see, this property has an owner and 2 oversights, the City of Lawrence and myself, as the lease holder. And such a large fee fells more like a penalty.

Regards,

Angela Nascimento

Lease Holder

817 Alabama st Resident















PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
01/23/2019

ITEM NO. 11 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 888 New Hampshire Street Units #208, #209 & #216 (KEW)

SUP-18-00565: Consider a special use permit for a non-owner occupied short-term rentals located at 888 New Hampshire Street in the CD (Downtown Commercial) District. Submitted by First Management, Inc., on behalf of 100 East Ninth Street, LLC, property owner of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of a special use permit for a non-owner occupied *Short Term Rental* use located at 888 New Hampshire Street and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* Use shall comply with the occupancy limits of the zoning district in which the property is located. The subject property is zoned CD-UC (Downtown Commercial with Conservation Overlay) District. The approved site plan designated this structure for multi-dwelling apartments; therefore, a maximum of 4 unrelated occupants are permitted per dwelling unit.

2. Per Section 20-601 of the Land Development Code, the maximum number of available guest rooms associated with the *Non-owner Short-Term Rental* use may not exceed the number of off-street vehicle parking spaces available on the property. Off-street parking is not required in the CD district per Section 20-901(f); therefore, the maximum number of guest rooms that may be rented on a short-term basis is not limited by parking.

3. Per Section 20-554(3)(iii), the dwelling unit and site shall remain residential in appearance and characteristics. Internal or external changes that will make the dwelling unit and site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

4. Per Section 6-13A04(a) of the City Code, a short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use application.

Applicant's Reason for Request: *"To obtain a special use permit to apply for a short term rental license for 888 New Hampshire St. Apartments to be short term rentals are as follows: #208, #209, #216."*

ASSOCIATED CASES/OTHER ACTION REQUIRED

· No active cases

Other Action Required
- City Commission approval of special use permit and adoption of ordinance.
- Publication of special use permit ordinance.
- Submission and approval of the short-term rental license application.

KEY POINTS
- The maximum number of dwelling units permitted on a property (density) and the maximum number of occupants permitted in a dwelling is determined by the property's zoning. The subject property is located within the CD-UC (Downtown Commercial with Conservation Overlay) District. Per Section 20-601(d) of the Land Development Code housing types other than a detached dwelling in a commercial zoning district is permitted a maximum occupancy of 4 adults, if any one of the adults is unrelated to the others. The maximum occupancy of these short term rental units is 4 unrelated adults per unit.

BACKGROUND
- Section 20-1781 of the Land Development Code defines the *Short-Term Rental* use as "a use where all or part of a dwelling unit may, in exchange for consideration, accommodate transient guests for a period of time less than 30 consecutive days. The use may be considered an accessory use when the dwelling unit is concurrently owner-occupied. For the purpose of this definition, a dwelling unit shall include all legally established dwelling unit, but shall exclude *Dormitory, Fraternity or Sorority House, Group Home (General or Limited), Motel, Hotel, Extended Stay,* and *Bed and Breakfast uses*."

- The two types of short-term residential rental property include owner occupied and non-owner occupied. A short-term rental property is classified as owner occupied when the dwelling unit being rented is occupied by the owner more than 182 days per calendar year. In cases where the owner resides in the dwelling unit less than 183 day per calendar year, the short-term residential rental property is classified as non-owner occupied.

- A non-owner occupied dwelling unit requires a special use permit (SUP) to be granted for the non-owner occupied *Short-Term Rental* use before the dwelling unit can be rented as short-term residential rental property.

- On October 2, 2018, the City Commission adopted Ordinance No. 9481, which amended the Land Development Code, by establishing text amendments to the Transient Accommodation use category to permit dwelling units to be used as a short-term residential rental property throughout the City of Lawrence. The text amendments included use specific standards (Section 20-554) that provide the criteria used to evaluate the appropriateness of a *Short-Term Rental* use. With the adoption of the *Short-Term Rental* use into the City Code, the transient nature of this use has been determined by the City Commission to be generally compatible with residential uses.

ATTACHMENTS
Attachment A: Site Plan/Aerial

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING
- No communication received.

GENERAL INFORMATION

Current Zoning and Land Use: CD-UC (Downtown Commercial with Conservation Overlay) District. Current land use: *Multi-Dwelling* apartments.

Surrounding Zoning and Land Use: To the north, east, west and south:

CD-UC (Downtown Commercial with Conservation Overlay) District; *Multi-Dwelling* apartment buildings and downtown businesses.
(Figure 1)

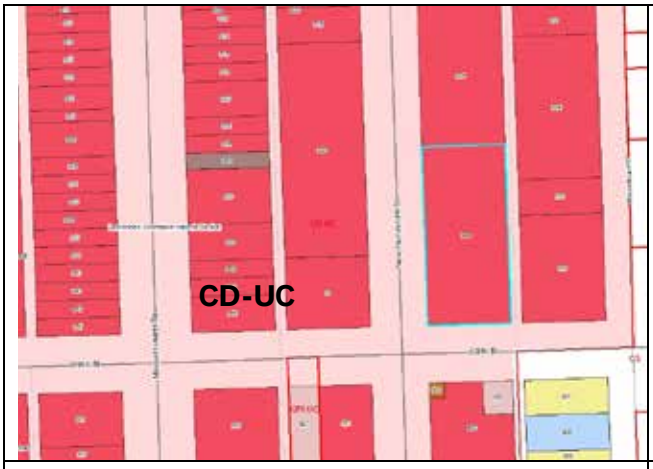


Figure 1a. Zoning of surrounding area. Subject property outlined.



Figure 1b. Land use/development of surrounding area.

SUMMARY OF SPECIAL USE

This special use permit application proposes using the three noted units at 888 New Hampshire Street as a *Short-Term Rental* use. The property will not be owner occupied, therefore, it requires approval of a special use permit. As the property is currently developed as a *Multi-Dwelling Structure* and no physical changes are being proposed to the site, an aerial photograph serves as the plan for the new use.

Characteristics of the property

- Legal use: Multi-Dwelling Structure
- Zoning: CD-UC (Downtown Commercial with Conservation Overlay) District
- Permitted occupancy limit: Maximum of 4 unrelated occupants per dwelling unit.
- Number of existing off-street parking spaces: Not required in the CD district.
- Number of existing guest rooms: #208 = 2, #209 = 1, #216 = 1. Total = 4
- Number of proposed guest rooms: #208 = 2, #209 =1, #216 = 1. Total = 4

The amount of off-street parking required to be provided for the non-owner occupied *Short-Term Rental* use is 1 parking space per guest room. The CD zoning district, due to the unique nature of the district, has a parking exemption. Section 20-901(f) of the Land Development code (Exemption for CD District) exempts permitted uses from parking requirements in this district. The number of guest rooms is the same as was approved as part of the existing multi-dwelling structure. (888 Apartments SP-14-00395). No parking is required for these units. Parking is discussed in more detail in Section 1 below.

Review and Decision-Making Criteria (Land Development Code Section 20-1306(i))

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE

Applicant's Response: *"Yes."*

A. Occupancy Compliance

Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* use shall comply with the occupancy limits established in Section 20-601(d). The subject property is zoned CD-UC (Downtown Commercial with Conservation Overlay) District. A maximum of 4 unrelated occupants are permitted per dwelling unit for housing types other than detached dwellings in the commercial districts. The applicant indicated that the dwelling units contain a total of 4 guest rooms. This request complies with the occupancy limit requirements.

B. Access and Parking

On-site Parking:

Per Section 20-902 Schedule A of the Land Development Code, the parking requirement for the non-owner occupied *Short-Term Rental* use is 1 vehicle space per guest room. The applicant indicated that the maximum number of guest rooms available to rent is 4. Unit #208 is a two guest room unit, Unit #209 is a one guest room unit, and Unit #216 is a one guest room unit. Permitted uses in the CD district are exempted from parking requirements. The demand for parking in the short-term units is not changing form the approved multi-dwelling structure that has been approved. The availability of off-street parking and the intensity of use or demand for parking remains the same.

Access: The structure is located on the northeast corner of New Hampshire Street and East 9th Street. There are no changes to the existing access proposed with this request.

C. Lighting

Per Section 20-554(3)(iii), the addition of commercial-like exterior lighting is not permitted. Section 20-1103(b)(2) also prohibits spot lights and flood lights that create a glare on neighboring properties. Lighting for this property was approved with the site plan for the multi-dwelling structure. There are no proposed changes to existing lighting.

D. Floodplain

The property is not located within the regulatory floodplain and is not subject to a local floodplain development permit.

E. Historic Resources Review

The property is located within the environs of two historic properties (Turnhalle and Social Services League of Lawrence) and is located in the conservation overlay district for the Downtown Historic District. The proposal is not altering any exterior features of the structure or the site; therefore it is not subject to review by the Historic Resources Commission. The historic review as part of the special use permit process has been administratively approved.

Staff Finding – The proposed *Short-Term Rental* use, as conditioned, is compliant with all applicable provisions of the Land Development Code as an allowed use in the CD-UC (Downtown Commercial with Conservation Overlay) District subject to a special use permit.

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS

Applicant's Response: *"Yes."*

Section 20-554 of the Land Development Code provides the site-related standards to ensure compatibility with the surrounding area. An evaluation of these standards as they apply to the proposal is provided below.

Occupancy Limits

All properties containing a *Short-Term Rental* use shall comply with the occupancy limits of the zoning district in which the property resides. The subject property is zoned CD-UC (Downtown Commercial with Conservation Overlay) District, which permits a maximum number of 4 unrelated occupants per dwelling unit for housing types other than detached dwellings.

Residential Appearance

The dwelling units and the site are required to remain residential in appearance and characteristics. Internal and external changes that would make the dwelling units and the site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

The units are located in an existing multi-dwelling structure that was approved as a development through the site planning process. There are no proposed changes to the building or the property proposed with the special use permit. The property contains an existing multi-dwelling use and the request does not alter character or use of the property.

Legally Established Dwelling Unit

Any dwelling unit used for a *Short-term Rental* use shall be a legally established dwelling unit or shall obtain registration of nonconforming use. The short-term rental will be located in three of the units in the multi-dwelling structure. A multi-dwelling structure is a permitted us in the CD-UC zoning district.

Signs

Signs shall comply with the provisions outlined in Chapter 5, Article 18 of the City Code. Approval of a special use permit does not constitute approval of any associated signs on the property. An application for a sign permit must be approved prior to installation of signs.

Parking

Parking for non-owner occupied *Short-Term Rental* use must be provided at a rate of 1 parking space per guest room; however, this property falls under the parking exemption in Section 20-901(f) for the CD zoning district and does not require parking.

Staff Finding – The subject property contains an existing residential use. The project does not include exterior modifications or changes to the site that would alter the residential nature of the property. The *Short-Term Rental* use is restricted to the same occupancy limits of the zoning district in which the property is located. Also, the number of guest rooms available for rent is the same as available currently as long-term rental. The occupancy limit of 4 unrelated adults will ensure that the use is similar in nature to the surrounding uses, with the exception of the rental

term. The parking provided complies with what is required for the use in the zoning district. The use should be compatible with surrounding land uses as it is a residential use.

3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response: *"No."*

The subject property contains a residential use. The use standards for the *Short-Term Rental* use regulate the appearance and characteristics of the site. Specifically, Section 20-545(3)(iii) of the Land Development Code dictates that internal or external changes to the dwelling unit or the site which reduce the residential character or function are prohibited. Examples of prohibited alterations include construction of parking lots, paving of required setbacks, and the addition or commercial-like exterior lighting.

Staff Finding – Substantial diminution of other property values in the area is not anticipated.

5. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTLITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

Applicant's Response: *"No."*

As an existing legal use, the property already has safety, transportation, and utility infrastructure in place and no the *Short-Term Rental* use will not trigger a need for additional services or infrastructure.

Staff Finding – The subject property contains an existing residential use. Adequate public facilities and transportation access is provided for the proposed *Short-Term Rental* use.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

Staff Finding – The proposed request provides an enforceable tool to address the use and continued maintenance of the property with regard to occupancy limits and off-street parking. Adequate assurances of continued maintenance are inherent in the use and the special use permit approval process.

6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT

Staff Finding – The proposed use is subject to regulatory controls to protect the significant natural features. This property is free from regulatory floodplain encumbrances. The subject property is developed and the project does not propose changes to the site. There are no significant adverse impacts on the natural environment associated with the proposed *Short-Term Rental* use.

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PERMIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

The special use permit associated with the *Short-Term Rental* use is tied with the subject property. If the applicant relocates to a different property, the special use permit will not transfer to the new property; however, any future owners of the subject property may maintain the *Short-Term Rental* use approved with the special use permit, if desired.

A short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use permit application.

Staff Finding –Staff does not recommend a time limit on the special use permit.

CONCLUSION

The subject property is zoned CD-UC (Downtown Commercial with Conservation Overlay) District and contains a units in a multi-dwelling structure that will be used for short-term rental. The CD-UC District permits a maximum number of 4 unrelated occupants per housing type other than detached dwellings. The applicant indicated that the maximum number of guest rooms available to rent is 4 for all three of the units and additional parking is not required in the district. The proposed special use permit for the *Short-Term Rental* use aligns with the occupancy limits of the zoning district and meets the off-street parking requirements.

Based on the findings in this report, and as conditioned, staff recommends approval of the special use permit.

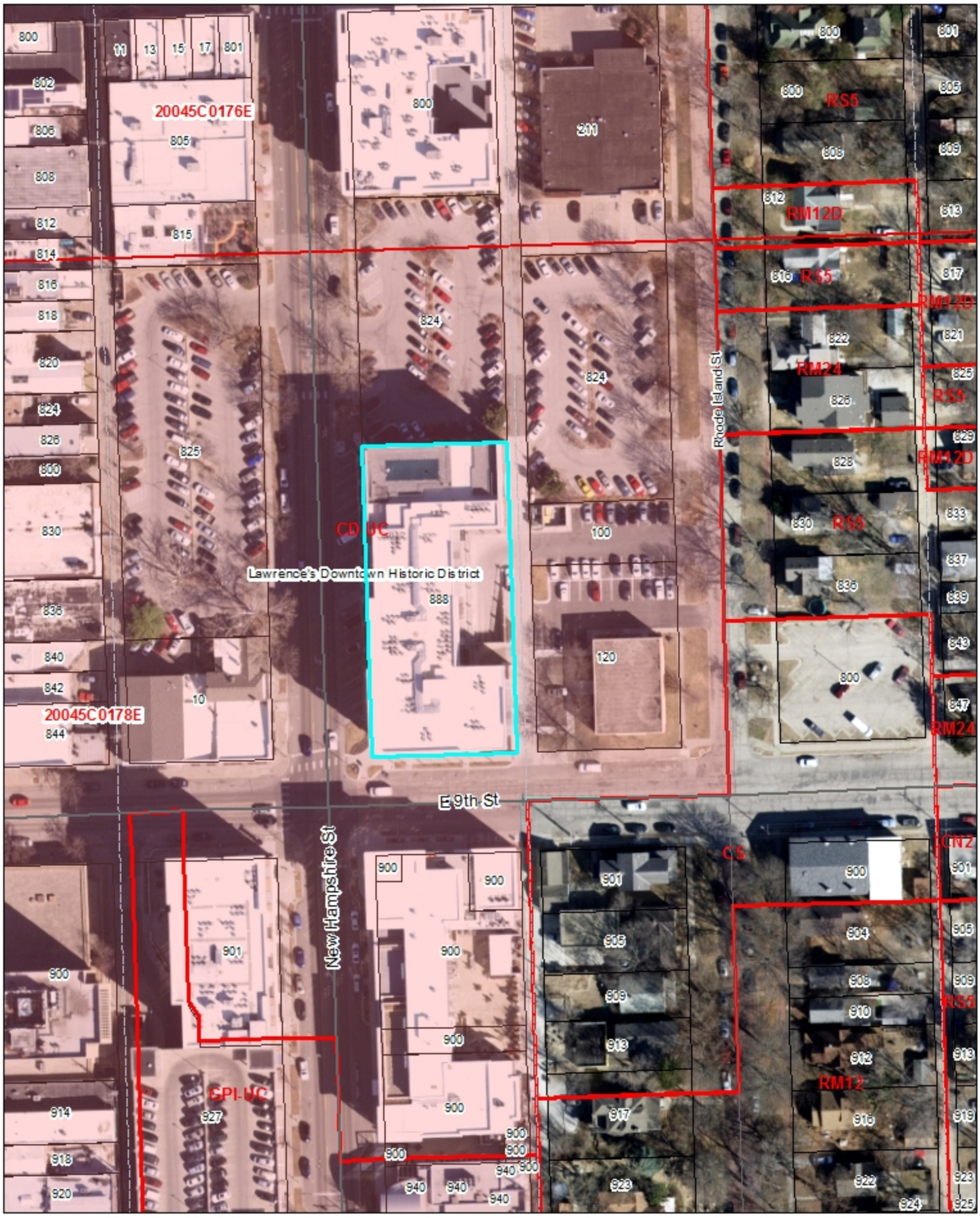
50 25 0 50 100 150 200 Feet

1 inch = 100 feet

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Date: 1/15/2019





SUP-18-00565: Special Use Permit for non-owner occupied short-term rentals located at 888 NEW HAMPSHIRE STREET Units 208, 209, & 216

Lawrence-Douglas County Planning Office
January 2019

Subject Property

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PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
01/23/2019

ITEM NO. 12 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 921 HOLIDAY DR (MKM)

SUP-18-00572: Consider a special use permit for a non-owner occupied short-term rental located at 921 Holiday Drive in the PUD-[Holiday Hills No. 7] (Planned Unit Development) District. Submitted by Bingham Investment LLC, property owner of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of a special use permit for a non-owner occupied *Short Term Rental* use located at 921 Holiday Drive and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* Use shall comply with the occupancy limits of the zoning district in which the property is located. The subject property is zoned PUD-[Holiday Hills No. 7] (Planned Unit Development) District. This was an overlay district which relied on the base underlying district, in this case RS-2 (Single Family Residential) District, and the approved development plan for the permitted uses and density. The approved plan designated this area for single-family residential uses; therefore, a maximum of 3 unrelated occupants are permitted per dwelling unit.

2. Per Section 20-601 of the Land Development Code, the maximum number of available guest rooms associated with the *Non-owner Short-Term Rental* use may not exceed the number of off-street vehicle parking spaces available on the property. The off-street parking available for the subject property is four spaces; therefore, the maximum number of guest rooms that may be rented on a short-term basis is limited to four.

3. Per Section 20-554(3)(iii), the dwelling unit and site shall remain residential in appearance and characteristics. Internal or external changes that will make the dwelling unit and site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

4. Per Section 6-13A04(a) of the City Code, a short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use permit application.

Applicant's Reason for Request: *"I understand an unoccupied short-term rental requires a special use permit."*

ASSOCIATED CASES/OTHER ACTION REQUIRED

- No active cases

Other Action Required
- City Commission approval of special use permit and adoption of ordinance.
- Publication of special use permit ordinance.
- Submission and approval of the short-term rental license application.

PLANS AND STUDIES REQUIRED
- *Traffic Study* – As the short term rental use will utilize an existing residence, a traffic impact study is not required.
- *Downstream Sanitary Sewer Analysis* – No changes to the fixture count are proposed with this project; therefore, a downstream sanitary sewer analysis is not required.
- *Drainage Study* – The change of use will not increase the impervious surface area so a drainage study is not required.

KEY POINTS
- The maximum number of dwelling units permitted on a property (density) and the maximum number of occupants permitted in a dwelling is determined by the property's zoning. The subject property is located within the PUD-[Holiday Hills No. 7] (Planned Unit Development) District. Per Section 20-601(d) of the Land Development Code a detached dwelling in a Planned Unit Development is permitted a maximum occupancy of 3 adults, if any one of the adults is unrelated to the others. The maximum occupancy of this short term rental unit is 3 unrelated adults.

BACKGROUND
- Section 20-1781 of the Land Development Code defines the *Short-Term Rental* use as "a use where all or part of a dwelling unit may, in exchange for consideration, accommodate transient guests for a period of time less than 30 consecutive days. The use may be considered an accessory use when the dwelling unit is concurrently owner-occupied. For the purpose of this definition, a dwelling unit shall include all legally established dwelling units, but shall exclude *Dormitory, Fraternity or Sorority House, Group Home (General or Limited), Motel, Hotel, Extended Stay,* and *Bed and Breakfast uses*."

- The two types of short-term residential rental property include owner occupied and non-owner occupied. A short-term rental property is classified as owner occupied when the dwelling unit being rented is occupied by the owner more than 182 days per calendar year. In cases where the owner resides in the dwelling unit less than 183 day per calendar year, the short-term residential rental property is classified as non-owner occupied.

- A non-owner occupied dwelling unit requires a special use permit (SUP) to be granted for the *Short-Term Rental* use before the dwelling unit can be rented as a short-term residential rental property.

- On October 2, 2018, the City Commission adopted Ordinance No. 9481, which amended the Land Development Code, by establishing text amendments to the Transient Accommodation use category to permit dwelling units to be used as a short-term residential rental property throughout the City of Lawrence. The text amendments included use specific standards (Section 20-554) that provide the criteria used to evaluate the appropriateness of a *Short-Term Rental* use. With the adoption of the *Short-Term Rental* use into the City Code, the transient nature of this use has been determined by the City Commission to be generally compatible with residential uses.

ATTACHMENTS
Attachment A: Site Plan/Aerial

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING
- Inquiries via phone regarding proposed development. No concerns were expressed.

GENERAL INFORMATION

Current Zoning and Land Use: PUD-[Holiday Hills No. 7] (Planned Residential Development) District. This is a Planned Unit Development Overlay District approved prior to adoption of 1966 Zoning Ordinance, with RS-2 base zoning (Single-Family Residential). Current land use: *Detached Dwelling.*

Surrounding Zoning and Land Use: To the north, east, and south:
PUD-[Holiday Hills No. 7] (Planned Residential Development) District. *Detached Dwellings*, with *Multi-Dwelling Structures* (townhomes) located to the southeast.

To the west:
RS7 (Single Dwelling Residential) District; *Detached Dwellings* and a *Religious Institution.*
(Figure 1)

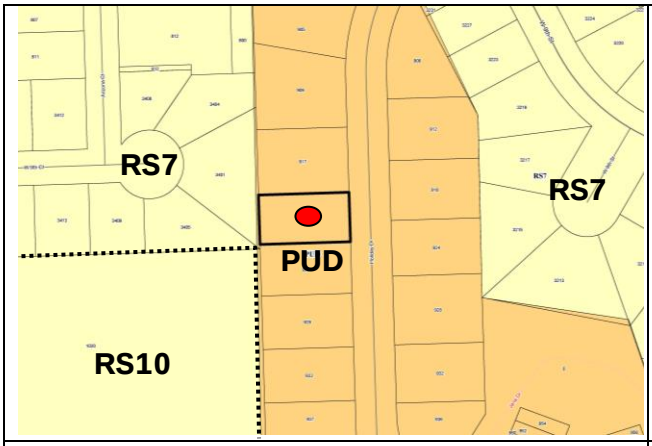


Figure 1a. Zoning of surrounding area. Subject property outlined.

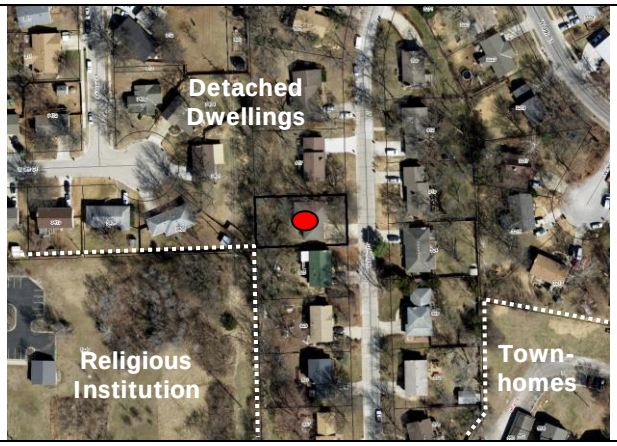


Figure 1b. Land use/development of surrounding area.

SUMMARY OF SPECIAL USE
This special use permit request accommodates a non-owner occupied *Short-Term Rental* use at 921 Holiday Drive. The subject property contains a detached dwelling and is zoned PUD-[Holiday Hills No. 3] (Planned Unit Development) District. The approved development plans designated this portion of the development for single-family homes. The applicant indicated that the maximum number of guest rooms available to rent is 5. The applicant also indicated that the number of off-street parking available is 6 spaces.

Characteristics of the property
- Legal use: *Detached Dwelling*
- Zoning: PUD-[Holiday Hills No. 3] (Planned Unit Development) District; single-family use

- Permitted occupancy limit: Maximum of 3 unrelated occupants per dwelling unit
- Number of existing off-street parking spaces: 4
- Number of existing guestrooms: 5
- Number of proposed guestrooms: 5

The amount of off-street parking required to be provided for the non-owner occupied *Short-Term Rental* use is 1 parking space per guest room. The number of guest rooms exceeds the number of available off-street parking spaces. This discrepancy is discussed in more detail in Section 1 below.

Review and Decision-Making Criteria (Land Development Code Section 20-1306(i))

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE

Applicant's Response: "*Yes, with a special use permit.*"

A. Occupancy Compliance

Per Section 20-554(3)(i) of the Land Development Code, all properties containing a *Short-Term Rental* use shall comply with the occupancy limits established in Section 20-601(d). The subject property is zoned PUD-[Holiday Hills No. 7] (Planned Unit Development) District which permits a maximum of 3 unrelated occupants per dwelling. The applicant indicated that the dwelling unit contains 5 guestrooms. This request has the potential to exceed the occupancy limit requirements.

B. Access and Parking

On-site Parking:

Per Section 20-601 of the Land Development Code, the parking requirement for the non-owner occupied *Short-Term Rental* use is 1 vehicle space per guest room. The owner indicated that the maximum number of guestrooms available to rent is 5. Four off-street parking spaces are available on the property as illustrated in Figure 2. It would be possible to stack the parking in front of the garage; however, each parking space must be a minimum of 18 feet long. Two stacked spaces would require 36 feet, and only 33.5 feet is available on the property. Based on the amount of parking available, a maximum of 4 guest rooms are permitted.

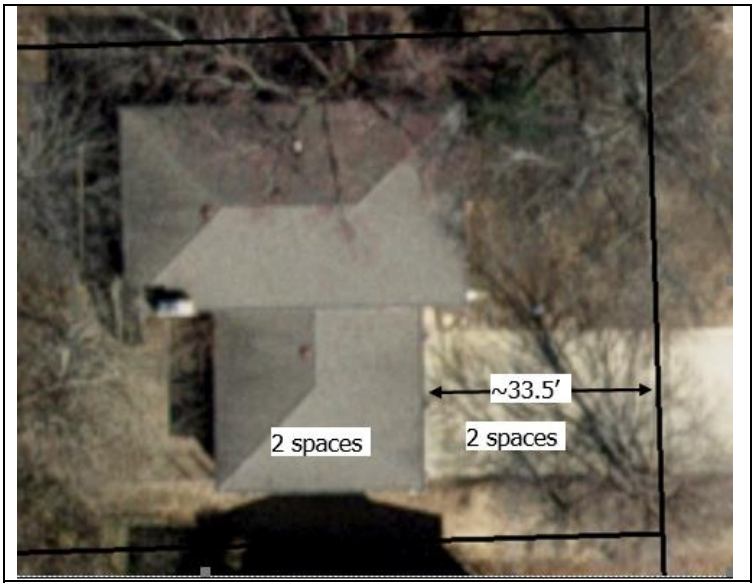


Figure 2. Aerial of property

Access: Access to this site is provided via a single driveway from Holiday Drive, a local street. There are no changes to the existing access proposed with this request.

C. Lighting

Per Section 20-554(3)(iii), the addition of commercial-like exterior lighting is not permitted. Section 20-1103(b)(2) also prohibits spot lights and flood lights that create a glare on neighboring properties.

D. Floodplain
The property is not located within the regulatory floodplain and is not subject to a local floodplain development permit.

E. Historic Resources Review
The property is not located within the environs of a historic property and is not subject to review by the Historic Resources Commission.

Staff Finding – The proposed *Short-Term Rental* use, as conditioned, is compliant with all applicable provisions of the Land Development Code as an allowed use in the PUD-[Holiday Hills No. 7] (Planned Unit Development) District subject to a special use permit.

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS
Applicant's Response: "*Yes.*"

Section 50-554 of the Land Development Code provides site-related standards to ensure compatibility with the surrounding area. An evaluation of these standards as they apply to the proposal is provided below.

Occupancy Limits
All properties containing a *Short-Term Rental* use shall comply with the occupancy limits of the zoning district in which the property resides. The subject property is zoned PUD-[Holiday Hills No. 7](Planned Unit Development) District, which permits a maximum number of 3 unrelated occupants per detached dwelling.

Residential Appearance
The dwelling unit and the site are required to remain residential in appearance and characteristics. Internal and external changes that would make the dwelling unit and the site appear less residential in character or function are prohibited. Examples of such prohibited alterations include, but are not limited to: construction of parking lots, paving of required setbacks, or the addition of commercial-like exterior lighting.

There are no proposed changes to the building and the property proposed with the special use permit. The property contains an existing residential use and the request does not alter the residential nature of the property.

Legally Established Dwelling Unit
Any dwelling unit used for a *Short-Term Rental* use shall be a legally established dwelling unit or shall obtain a registration of nonconforming use. The *Short-Term Rental* will be located in a detached dwelling, which was built in 1968. The detached dwelling is a permitted use in the PUD-[Holiday Hills No. 7] (Planned Unit Development) zoning district.

Signs
Signs shall comply with the provisions outlined in Chapter 5, Article 18 of the City Code. Approval of a special use permit does not constitute approval of any associated signs on the property. An application for a sign permit must be approved prior to installation of signs.

Parking
Parking for a non-owner occupied *Short-Term Rental* use must be provided at a rate of 1 parking space per guestroom.

Staff Finding – The subject property contains an existing residential use. The project does not include exterior modifications or changes to the site that would alter the residential nature of the property. The *Short-Term Rental* use is restricted to the same occupancy limits of the zoning district in which the property is located. Also, the number of guestrooms available for rent is limited to the number of off-street parking spaces available. The proposed use is compatible with the adjacent uses in terms of size, massing, orientation, hours of operation, and other external impacts.

3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response: *"House was purchased for $125,000. Full renovation was done and real estate agent in Lawrence advised home now has a $190,000 market value. We have improved the area."*

The subject property contains a residential use. The use standards for the *Short-Term Rental* use regulate the appearance and characteristics of the site. Specifically, Section 20-545(3)(iii) of the Land Development Code dictates that internal or external changes to the dwelling unit or the site which reduce the residential character or function are prohibited. Examples of prohibited alterations include construction of parking lots, paving of required setbacks, and the addition or commercial-like exterior lighting.

Also, as discussed above, the level of intensity will be restricted by the occupancy limits permitted in the applicable zoning district and the amount of off-street parking provided.

Staff Finding – Substantial diminution of other property values in the area is not anticipated.

4. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTLITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

Staff Finding – The subject property contains an existing residential use. Adequate public facilities and transportation access is provided for the proposed *Short-Term Rental* use.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

Staff Finding – The proposed request provides an enforceable tool to address the use and continued maintenance of the property with regard to occupancy limits and off-street parking. Adequate assurances of continued maintenance are inherent in the use and the Special Use Permit approval process.

6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT

Applicant's Response: *"No."*

The proposed use is subject to regulatory controls to protect the significant natural features. This property is free from regulatory floodplain encumbrances. The subject property is developed and the project does not propose changes to the site.

Staff Finding – There are no significant adverse impacts on the natural environment associated with the proposed *Short-Term Rental* use.

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PERMIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

The special use permit associated with the *Short-Term Rental* use is tied with the subject property. If the applicant relocates to a different property, the special use permit will not transfer to the new property; however, any future owners of the subject property may maintain the *Short-Term Rental* use approved with the special use permit, if desired.

A short-term rental license is required to be obtained annually from the Planning and Development Services Department. If the short-term rental license lapses for a period more than 12 consecutive months, the special use permit will be assumed to be abandoned. Reinstatement of the use will require review and approval of a new special use permit application.

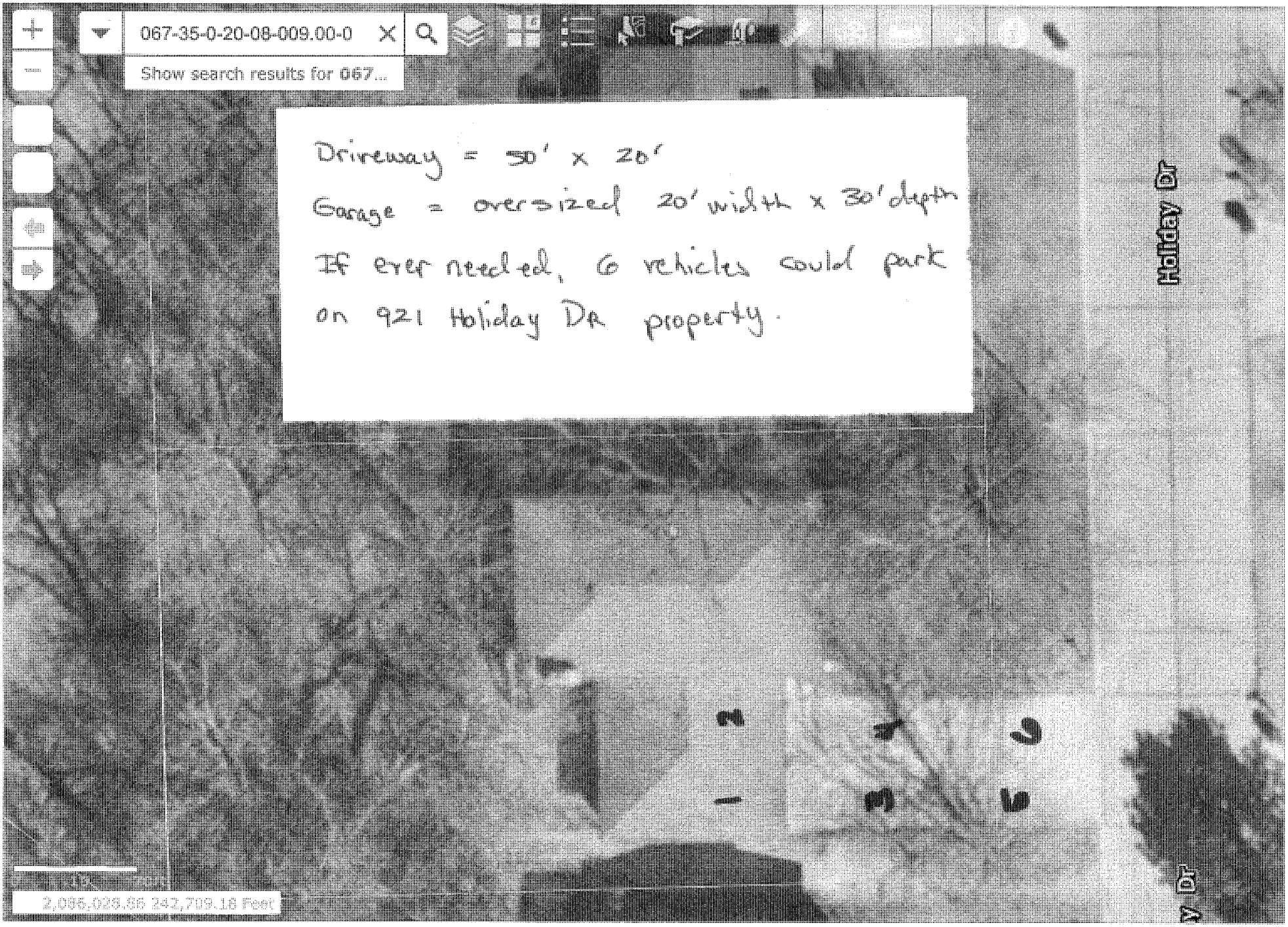
Staff Finding –Staff does not recommend a time limit on the special use permit.

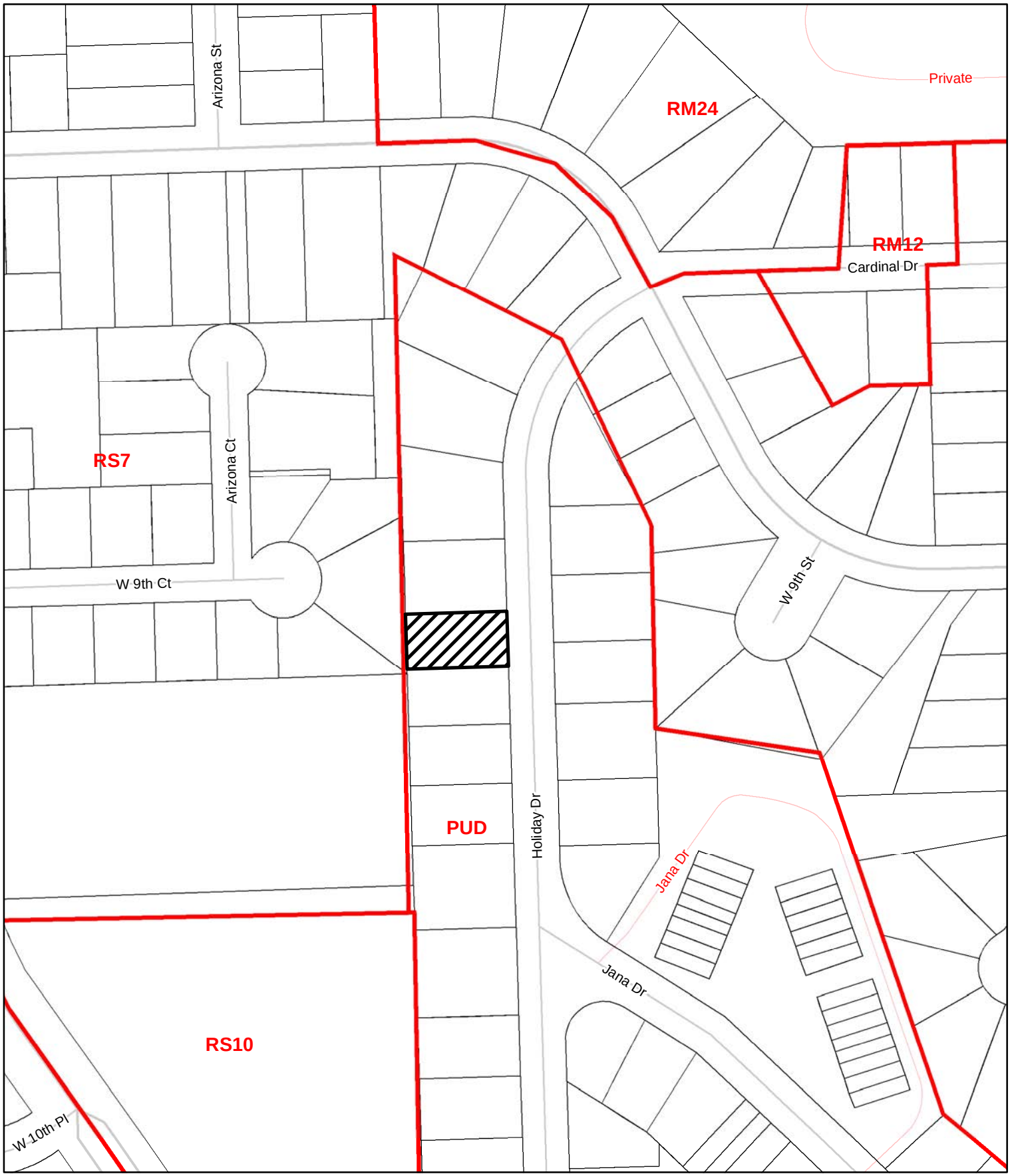
CONCLUSION

The subject property is zoned PUD-[Holiday Hills No. 7] (Planned Unit Development) District and contains a detached dwelling. The PUD District permits a maximum number of 3 unrelated occupants per detached dwelling. Four off-street parking spaces are available; therefore, the number of guest rooms is limited to four. The proposed Special Use Permit for the *Short-Term Rental* use aligns with the occupancy limits of the zoning district and meets the off-street parking requirement with the limitation on the number of guestrooms.

Based on the findings in this report, and as conditioned, staff recommends approval of the special use permit.

Douglas County, KS Property Viewer





SUP-18-00572: Special Use Permit for a non-owner occupied short-term rental located at 921 HOLIDAY DRIVE

Lawrence-Douglas County Planning Office
January 2019

Subject Property

N
W
E
S

912 Holiday Dr.
Lawrence KS 66049

LDC Planning Dept.
6 E. 6th St
POBOX 708
Lawrence KS 66044

RE: SUP-18-00572

We are owner-occupants across the street from the proposed SUP.

We oppose granting the SUP because

1. This is a successful, quiet residential neighborhood. A short-term rental operation is more akin to a motel, a commercial operation that does not belong here.

2. Residential character depends on neighborliness–people know and help each other. This proposal is to put a non-neighborly hole in our neighborhood. Obviously that will tend to degrade our quality of life.

3. A short-term rental operation has less incentive to keep up the property than a long-term rental or owner-occupant. In particular a deferred maintenance business plan can be profitable. Once the property decays, the owner can propose to replace it with a higher density dwelling with e.g. a mother-in-law apartment.

Granted our neighborhood will survive this insult, if there are no further attacks on our well-being. But there is no good reason why we should have to suffer it in the first place.

David Burress

Juanita Carlson

RECEIVED

JAN 22 2019

Planning & Development Services
City of Lawrence/Douglas County, KS

1017 Holiday Drive

Lawrence KS 66049

19 Jan. 2019

In Regard to Special Use Permit for 921 Holiday Drive

City of Lawrence Planning Commission

Lawrence KS 66044

Dear Members of Planning Commission,

My name is Sheri Ellenbecker. I live at 1017 Holiday Drive. My age is 61. I have lived there for quite some time, more than 30 years. My husband (deceased) and I raised three children in this home. They walked to both elementary school (Sunset) and middle school (West) as well as to the local neighborhood swimming pool when it was operating. There are many children still on this two block street walking to school. The house to my north is a family with a little girl. Next to them is also a house with a little girl. The house across the street from me has two small children. The house to the south of me has three small children. All these children are under the age of ten. I may be the only one person occupied house on the street, which is only two blocks long (from ninth to Harvard, where there is a large church). This street has no sidewalks and everyone uses the street to walk, bike, exercise their dogs, and in summer skateboard. It is not unusual to see kids walking or biking four abreast.

I write these things to give you a sense of the quality of our single family neighborhood. Now an investment corporation owns one of the neighborhood homes and has intent to open a business in this location, namely a four- bedroom AirBNB hotel which would be un-hosted. They have filed a request for a Special Use Permit. The only purpose of this house will be to act as a four unit hotel. This is not a good fit for our neighborhood in terms of being an unsupervised enterprise in a quiet family neighborhood.

By being un-hosted, this corporation is transferring the obligation of oversight to the neighborhood and will generate excess traffic in an area with no sidewalks and inadequate parking for a 4 unit hotel. This poses significant safety concerns for the residents of the neighborhood, especially the many children who live here. This four-unit hotel is not in character with the existing area and opening this business will be a negative stain to the family lifestyle of our two block street of Holiday Drive.

I am asking you to deny this request to open this business on our block.

Thank you,

Sheri Ellenbecker

785 550 8726



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Kansas City, MO 64108
816-480-4400

CONSULTANT

PROJECT

Mixed-Use Development

LOCATION
Lawrence, KS

PROJECT NUMBER
31398000

ISSUE RECORD
PLANNING 11.01.2018
PLANNING 01.02.2019

DATE
11.01.2018
PROJECT MANAGER
Mark Winschel
DRAWN BY
GS
CHECKED BY
GS

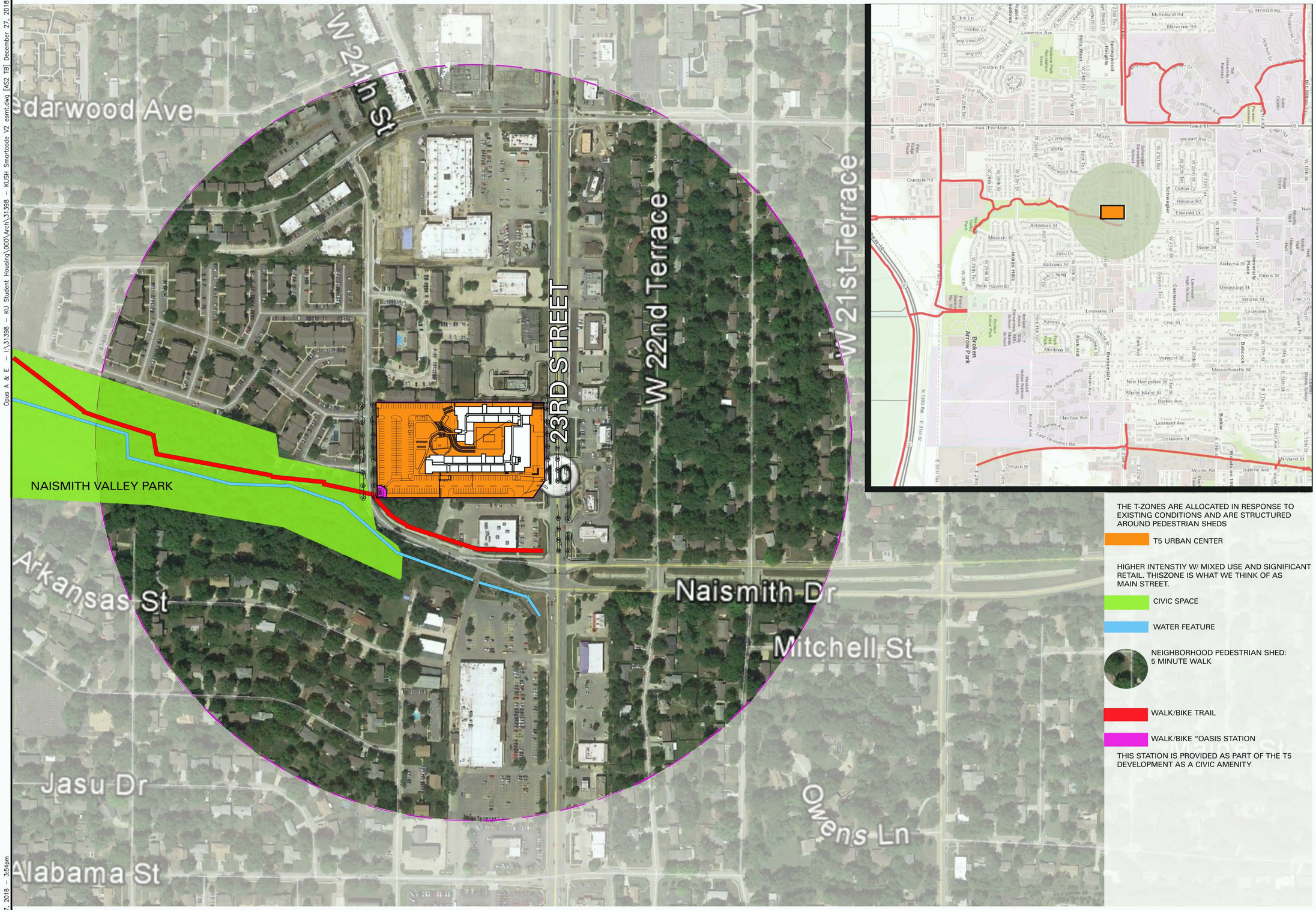
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Broken Arrow Park
Indian Hills
Park Hill
Brookcreek
Centennial
Schwegler
Hillcrest
Lawrence Ave
Iowa St
Arkansas St
Missouri St
Alabama St
Louisiana St
Mississippi St
Indiana St
Tennessee St
Massachusetts St
New Hampshire St
Rhode Island St
Vermont St
Montana St
Kansas St
Ohio St
Maine St
Barker Ave
Leonard Ave
Delaware St
Choctaw Ave
Oregon St
Moodie Rd
Quilene Ave
Maryland St
Michigan St
Oakdale Rd
Clinton Pl
Helvere Rd
Emerald Dr
Bella Haven Dr
Jasu Dr
Meadowbrook Dr
Marvenne Rd
Cedarwood Ave
Stewart Ave
Crestline Dr
Hills West
Springwood Heights
Pioneer Cemetery
Oak Hill Cemetery
Lincoln Elementary School
Hillcrest Elementary School
Broken Arrow Park
Indian Hills Park
Park Hill Park
Hobbs Park
Hillcrest Park
Woodlawn Park
Hobbs Park Recreation Area
Indian Hills Elementary School
Broken Arrow Elementary School
Centennial School
Lawrence High School
Schwegler Elementary School
Hillcrest Indian Nursery (Quarantine)
Pioneer Cemetery
Oak Hill Cemetery
Haskell Indian Nations University
The University of Kansas
Lied Center
Watkins Memorial Hospital
Hoch Auditorium
Murphy Hall
Strong Hall
Hashinger Hall
Templin Hall
Lewis Hall
Wescoe Hall
Spooner Hall
Snow Hall
Fraser Hall
Blake Hall
Oliver Hall
Corbin Hall
Ellsworth Hall
Sellards Hall
Haworth Hall
Pearson Hall
Joseph R. Pearson Hall
Naismith Hall
Templin Residence Hall
Ellsworth Residence Hall
Oliver Residence Hall
Corbin Residence Hall
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Ellsworth

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816-480-4400

CONSULTANT

PROJECT

Mixed-Use Development

LOCATION
Lawrence, KS

PROJECT NUMBER
31398000

ISSUE RECORD
PLANNING 11.01.2018

DATE
11.01.2018
PROJECT MANAGER
Mark Winschel
DRAWN BY
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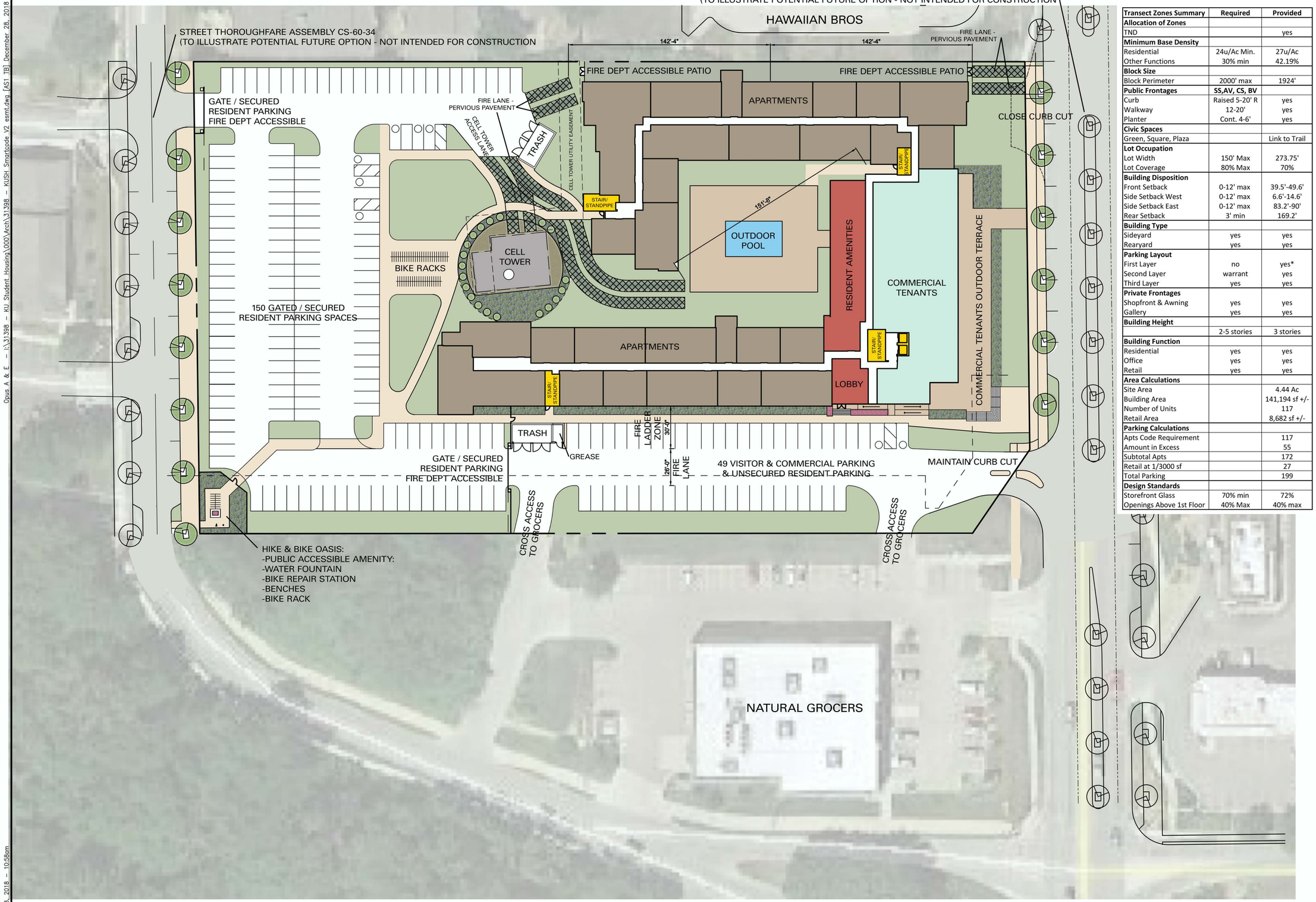
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Transect Zones Summary	Required	Provided
Allocation of Zones		
TND		yes
Minimum Base Density		
Residential	24u/Ac Min.	27u/Ac
Other Functions	30% min	42.19%
Block Size		
Block Perimeter	2000' max	1924'
Public Frontages	**SS,AV, CS, BV**	
Curb	Raised 5-20' R	yes
Walkway	12-20'	yes
Planter	Cont. 4-6'	yes
Civic Spaces		
Green, Square, Plaza		Link to Trail
Lot Occupation		
Lot Width	150' Max	273.75'
Lot Coverage	80% Max	70%
Building Disposition		
Front Setback	0-12' max	39.5'-49.6'
Side Setback West	0-12' max	6.6'-14.6'
Side Setback East	0-12' max	83.2'-90'
Rear Setback	3' min	169.2'
Building Type		
Sideyard	yes	yes
Rearyard	yes	yes
Parking Layout		
First Layer	no	yes*
Second Layer	warrant	yes
Third Layer	yes	yes
Private Frontages		
Shopfront & Awning	yes	yes
Gallery	yes	yes
Building Height		
	2-5 stories	3 stories
Building Function		
Residential	yes	yes
Office	yes	yes
Retail	yes	yes
Area Calculations		
Site Area		4.44 Ac
Building Area		141,194 sf +/-
Number of Units		117
Retail Area		8,682 sf +/-
Parking Calculations		
Apts Code Requirement		117
Amount in Excess		55
Subtotal Apts		172
Retail at 1/3000 sf		27
Total Parking		199
Design Standards		
Storefront Glass	70% min	72%
Openings Above 1st Floor	40% Max	40% max

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ISSUE RECORD
PLANNING 01.02.2019
PLANNING 01.16.2019

DATE

PROJECT MANAGER
Mark Winschel
DRAWN BY

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REGISTRATION

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SEE CIVIL DRAWINGS FOR COMPLETE DIMENSIONING, EASEMENTS, & DETAILS

SHEET TITLE
SITE LAYOUT

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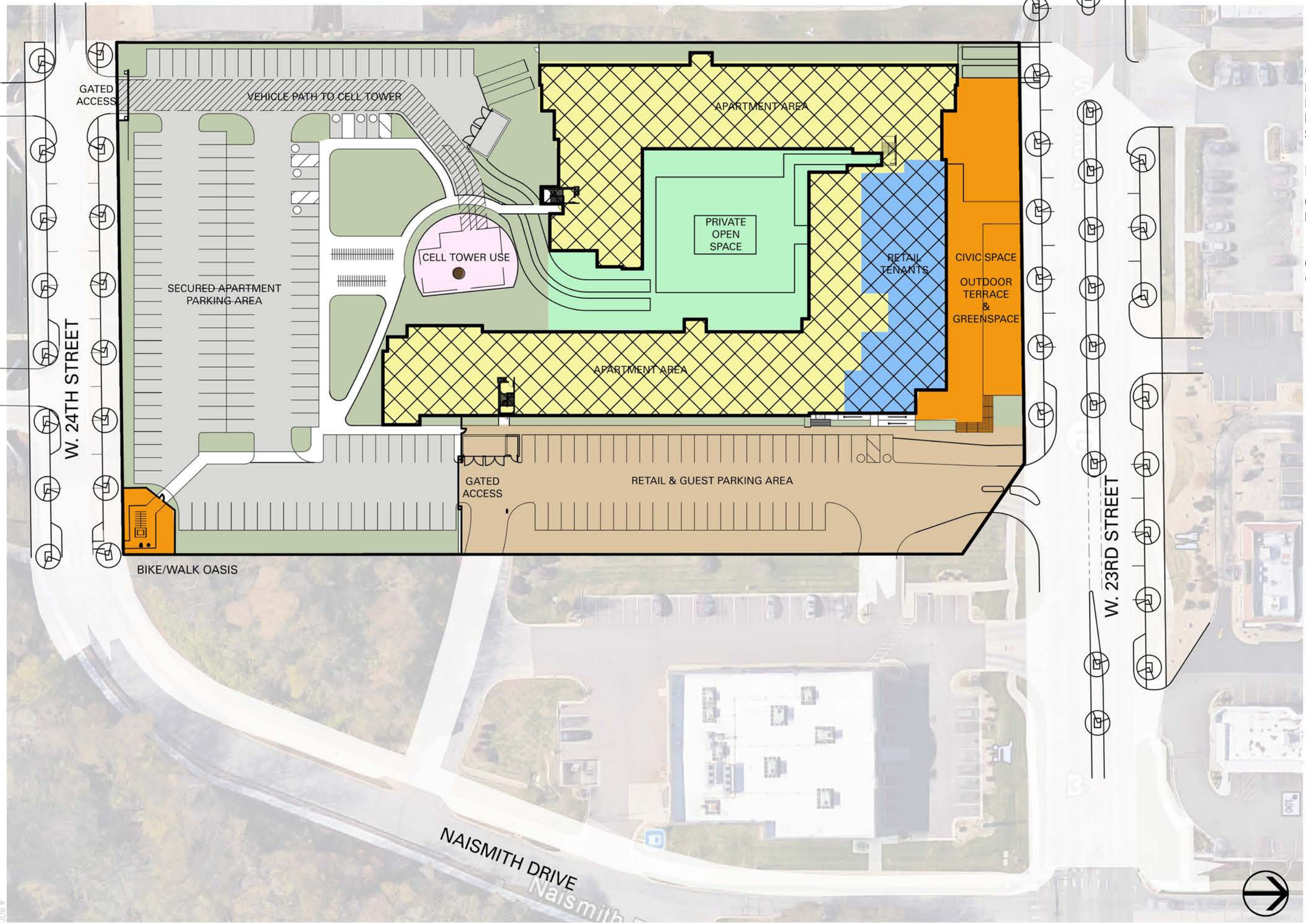
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PLAN NORTH

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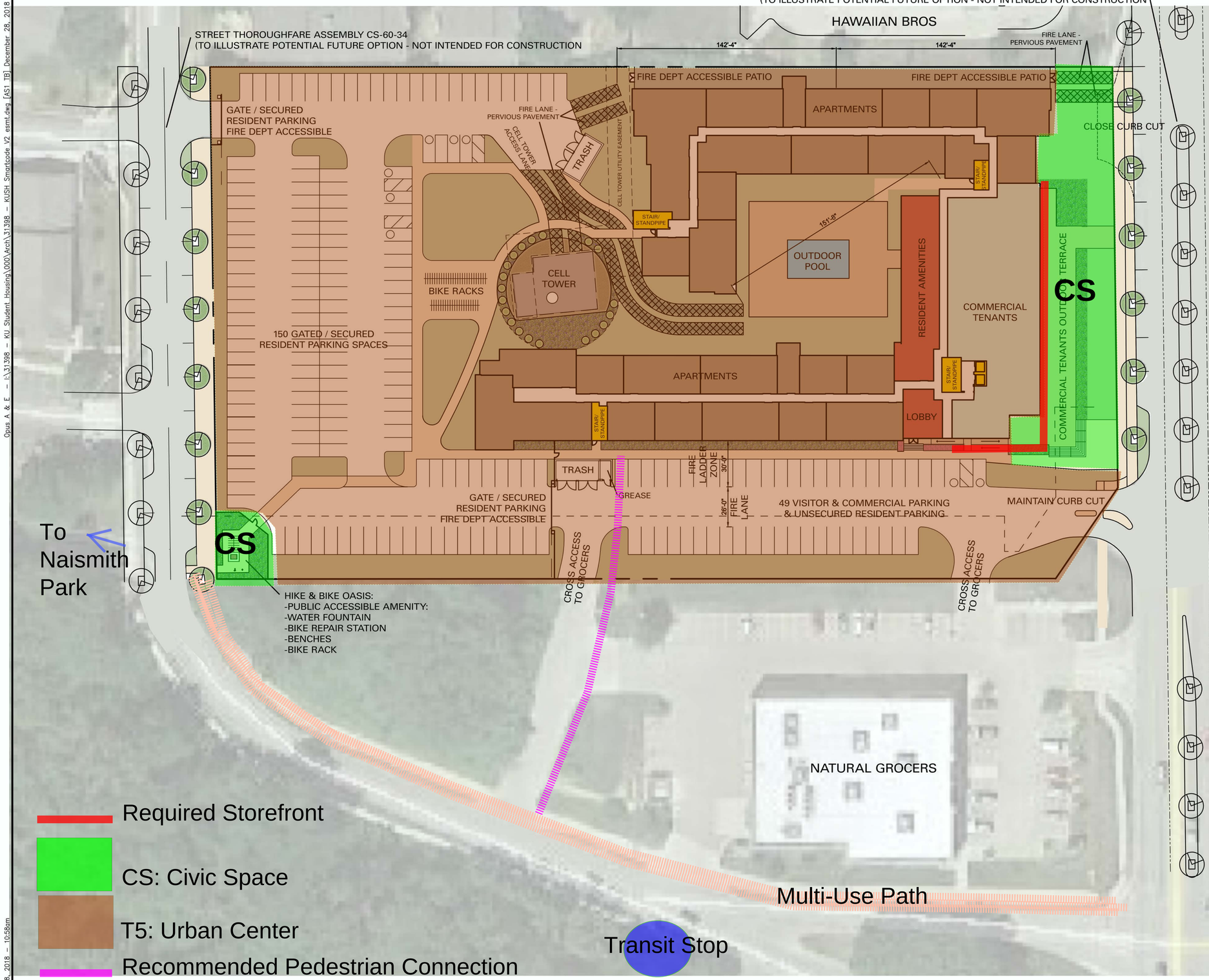
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OTHER USES DATA:

PUBLIC TERRACE:	10,830 SF
BIKE/WALK OASIS:	1,306 SF
RETAIL AREA:	8,682 SF
SUBTOTAL:	20,818 SF
FIRST FLOOR TOTAL:	49,332 SF
OTHER USES PROVIDED:	42.19%
REQUIRED OTHER USES	30.00&
COMMERCIAL RETAIL & GUEST PARKING AREA:	26,136 SF

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Regulating Plan

Transect Zones Summary	Required	Provided
Allocation of Zones		
TND		yes
Minimum Base Density		
Residential	24u/Ac Min.	27u/Ac
Other Functions	30% min	42.19%
Block Size		
Block Perimeter	2000' max	1924'
Public Frontages	**SS,AV, CS, BV**	
Curb	Raised 5-20' R	yes
Walkway	12-20'	yes
Planter	Cont. 4-6'	yes
Civic Spaces		
Green, Square, Plaza		Link to Trail
Lot Occupation		
Lot Width	150' Max	273.75'
Lot Coverage	80% Max	70%
Building Disposition		
Front Setback	0-12' max	39.5'-49.6'
Side Setback West	0-12' max	6.6'-14.6'
Side Setback East	0-12' max	83.2'-90'
Rear Setback	3' min	169.2'
Building Type		
Sideyard	yes	yes
Rearyard	yes	yes
Parking Layout		
First Layer	no	yes*
Second Layer	warrant	yes
Third Layer	yes	yes
Private Frontages		
Shopfront & Awning	yes	yes
Gallery	yes	yes
Building Height		
	2-5 stories	3 stories
Building Function		
Residential	yes	yes
Office	yes	yes
Retail	yes	yes
Area Calculations		
Site Area		4.44 Ac
Building Area		141,194 sf +/-
Number of Units		117
Retail Area		8,682 sf +/-
Parking Calculations		
Apts Code Requirement		117
Amount in Excess		55
Subtotal Apts		172
Retail at 1/3000 sf		27
Total Parking		199
Design Standards		
Storefront Glass	70% min	72%
Openings Above 1st Floor	40% Max	40% max

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ISSUE RECORD
PLANNING 01.02.2019
PLANNING 01.16.2019

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PROJECT MANAGER
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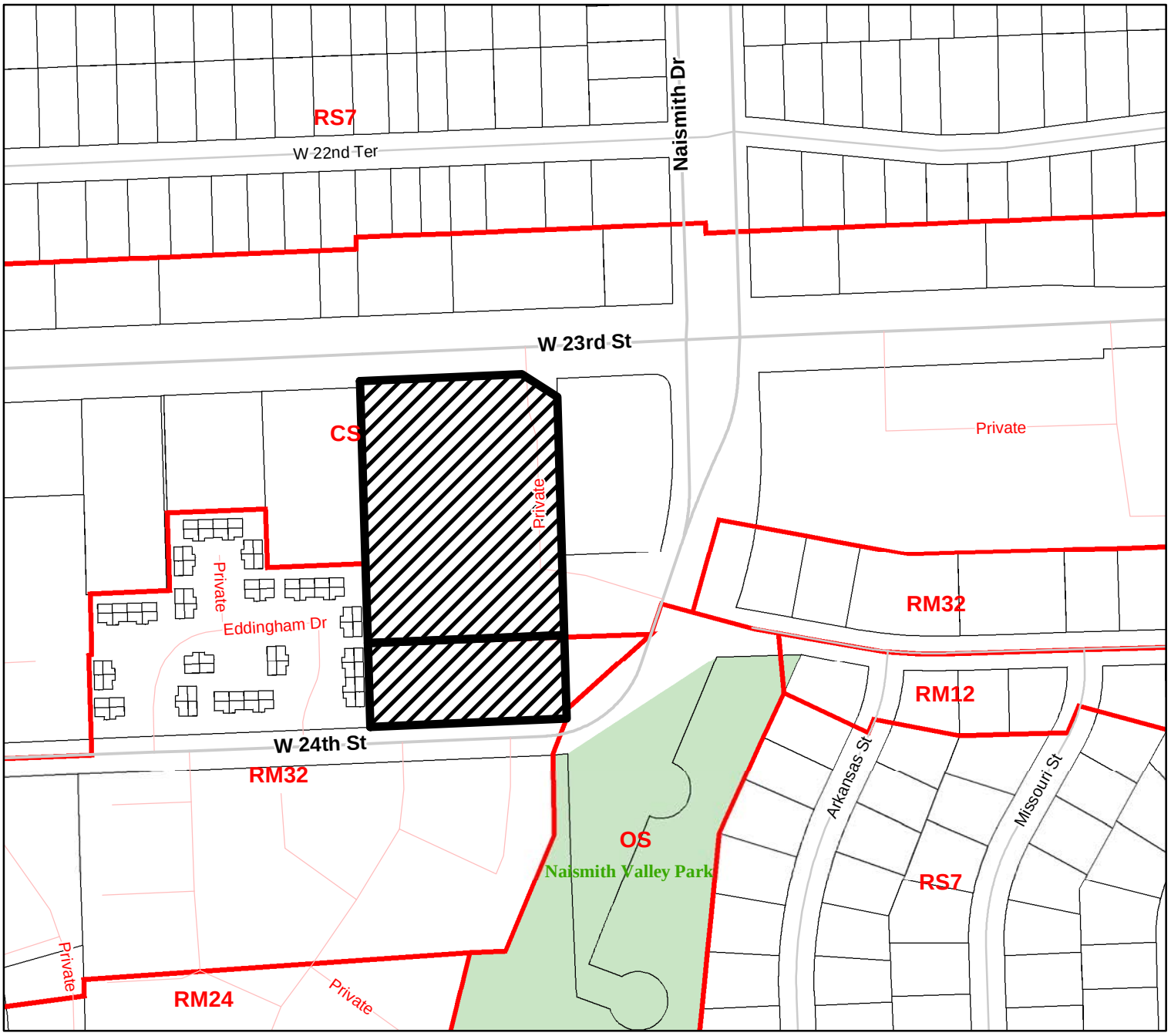
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SHEET TITLE
SITE LAYOUT

0 15 30 60
SHEET NUMBER
PLAN NORTH

AS.1

LAN
OT DATE: December 28, 2018 — 10:58am



PDP-18-0**537**: Preliminary Development Plan **(Community Infill Plan - SmartCode) a**pproximately 4.45 acres for 23rd Street Mixed Use Development.

Z-18-00536: **R**ezone approximately 4.45 acres from CS (Commercial Strip) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5 Zone.

MS-18-00535: **V**ariance request.

All located on approximately 4.45 acres, located at 1401 W. 23RD STREET and 1300 W. 24TH STREET.

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

N
W E
S

Sustainability Action Network
Local Solutions for Transition to a Sustainable Economy
P.O. Box 1064, Lawrence KS 66044
a Kansas 501(C)(3) not-for-profit

Karen Willey, Chair
Lawrence-Douglas County Planning Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

22 January 2019

Chair Willey and Commission:
For more than a decade, the Sustainability Action Network has advocated for multi-modal transportation to reduce our community's use of petroleum. We have proposed bikeway projects to the City Commission, the Public Works Department, and the MPO transportation planners, as ways to retrofit bikeways into our existing transportation network.

We also wish to assure that all newly planned urban development incorporates bikeway infrastrucutre by intent, so that difficult and expensive future retrofits do not become necessary. In that regard, I have some observations and requests for bikeways consideration in the 23rd Street Mixed Use Development.

Two major aspects of Lawrence bikeways consists of a 22 mile circumferential "Lawrence Loop", and cross-town "spokes" that connect urban nodes to each other and to the Loop.

One major north-south spoke passes in immediate proximity to the 23rd Street Mixed Use Development, and should be given particular attention. It extends from Sunnyside Dr. at K.U. south along Naismith Dr. From 23rd St. it extends along the west side of Naismith Dr. to connect with the Naismith Valley Trail that goes all the way to the S.L.T. Trail (part of the Loop). This 2 1/2 mile spoke has a 1/2 mile gap between 23rd St and 19th St. that Lawrence is planning to complete within a year or two.

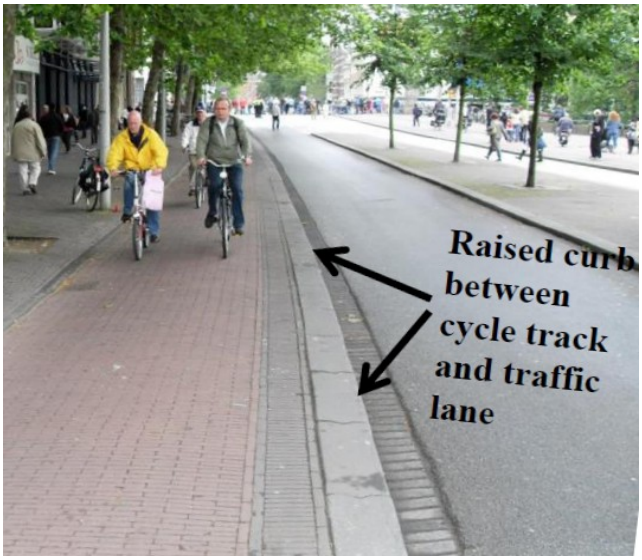
A second major spoke along 23rd St. also should be given particular attention. This east-west spoke extends from K-10 and Clinton Parkway eastward to 23rd St. at the Burroughs Creek Trail (also part of the Loop). The section along 23rd St. between Iowa and Haskell Ave. is planned as a shared use bikeway in the current Lawrence Bikeway Plan - Lawrence bikeways map_2014.pdf.

Therefore, the 23rd Street Mixed Use Development is at the nexus of two of the most important bikeways in Lawrence, yet the developer has not included adequate bikeway connections to their project. This can partially be attributed to Planning Staff not being familiar with our bikeway plans, while needing to focus primarily on the Development Code. In truth, all development proposals should also be on the Transportation Commission agenda for adequate multi-modal review, but that's not being done at present. So it's up to the Planning Commission and the City Commission to make policy decisions that address bikeway treatments in projects.

The Naismith Bikeway Trail immediately east of this project faces two obstacles. First, it crosses two wide curb cuts, one into the mixed use development, and the other into Natural Grocers. The residential and retail aspects of the development will significantly increase motorist activity at this entrance from virtually zero activity at present. Likewise, the Natural Grocer motorist activity onto Naismith Dr. will increase from present, because all west bound 23rd St. traffic will have to enter and exit here. I strongly suggest the two driveways off of Naismith Dr. be combined into one, using a cross access agreement between property owners.

The second obstacle is how there is no bikeway connecting the Naismith Bikeway Trail itself to the development. The developer must include one, situated so that it has the least possible conflict with motor vehicle traffic. Combining the two driveways into one will help facilitate this.

The 23rd St. frontage poses a more difficult challenge for the planned shared use bikeway. Though it hasn't yet been specified, this 10 foot wide bikeway will most likely be on the south side of 23rd St., because there are almost twice as many curb cuts on the north side that would create dangerous conflicts. Although the proposed "outdoor terrace civic space" between the retail shops and the curb line is a vast improvement to the conventional sea of parked cars, as it is currently depicted, it accommodates pedestrians but excludes a bikeway. The development appeal would be greatly improved if this public space included a shared use bikeway for both pedestrians and bicyclists. Public examples abound on how this can be done, such as these two images:





Here are a couple quick links to show the possibilities: Pedestrian-Bicyclist Realm, and Sidewalk Zones- NACTO. Please instruct the developer to revise the 23rd St. frontage to incorporate a 10-foot wide shared use bikeway in the civic space.

Thank you,
Michael Almon

PLANNING COMMISSION REPORT
Regular Agenda - Public Hearing Item

PC Staff Report
01/23/2018

ITEM NO. 13B REZONING 5.2 ACRES FROM CS & RM32 TO SMARTCODE T-5; 1401 W. 23RD ST & 1300 W. 24TH ST (SLD)

Z-18-00536: Consider a request to rezone approximately 5.2 acres from CS (Strip Commercial) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5, located at 1401 W.23rd St & 1300 W. 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

STAFF RECOMMENDATION: Staff recommends approval of the request to rezone approximately 5.2 acres from CS (Strip Commercial) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5 (Urban Center Zone) based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

Applicant's Reason for Request: The project is to be designed to support and encourage the implementation of the policies of the SmartCode. These policies include infill development, pedestrian-oriented and mixed uses, and encourage living within walking distance of supportive amenity businesses. The project's form and massing will also contribute to the physical definition of thoroughfares.

KEY POINTS

- Use of the SmartCode is optional per Section 21-100.3.1. Once a developer makes application for the development of their property pursuant to the SmartCode they shall be bound by the provisions of the SmartCode and prohibited from using the Land Development Code unless stated otherwise in the SmartCode.
- The application is submitted concurrently with an Infill Community Plan (Section 21-300).
- Similar to a Planned Development, a request for SmartCode zoning must be accompanied by a plan unless one has been approved for the property included in the request.
- This property has not been previously included in any transect plan.
- The Infill Community Plan is included for context. The project number PDP-19-00537 refers to the Infill Community Plan.
- A developer may prepare a proposed Infill Community Plan.
- The developer shall submit the Infill Community Plan for required rezoning approval per Section 21-100.4 and 21-100.4.7 and for approval of the actual infill Community Plan to the City Commission per Section 21-400.1.1
- The City Commission must approve any Infill Community Plan.
- The existing *wireless communication facility* tower will remain and be incorporated into the development.

ASSOCIATED CASES/OTHER ACTION REQUIRED

- MS-18-00535 – Variance from right-of-way width for W. 23rd Street
- PDP-18-00537 - Infill Community Plan

Other Action Required

- City Commission approval of rezoning and adoption of ordinance.
- Publication of rezoning ordinance.

- Acceptance of the easements as shown on the minor subdivision.
- Approval of the Infill Community Plan
- Submission and approval of preliminary and final site and building plans per Chapter 21, Article 5a and 5b.

PLANS AND STUDIES REQUIRED

- *Traffic Study* – Not required for rezoning
- *Downstream Sanitary Sewer Analysis* – Not required for rezoning
- *Drainage Study* – Not required for rezoning
- *Retail Market Study* – Not applicable to residential request

ATTACHMENTS

1. Area Map
2. 23rd & Louisiana Regulating Plan
3. 25th & Iowa Regulating Plan

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- None prior to publication of staff report.

Project Summary:
Proposed request is for rezoning 5.2 acres to facilitate redevelopment of the property as a mixed-use development per the SmartCode.

1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

Applicant's Response: This request conforms with the Comprehensive Plan goals for infill redevelopment, which provides a mix of uses consistent with the land use pattern in the surrounding area. It provides the desired progression of land uses and intensity levels to avoid major or abrupt changes in density and building type. The future Land Use Map designates the commercial and high-density residential uses used in the proposed plan. The proposed mixed-use development fulfills the objectives of Mixed Use redevelopments established under the Plan and will enhance an underutilized property, which has experienced high turnover. This request is also designed under the SmartCode, which is encouraged by the updated 2040 Comprehensive Plan.

Key features of *Horizon 2020* include supporting infill development, development of neighborhoods with a range of densities, and the progression of land use to help achieve transition in land and intensity levels (Chapter 3 General Plan Overview).

Chapter 5- Residential Land Use includes a discussion of the neighborhood concept. Neighborhoods are defined as the building blocks of strong communities both physically and socially. Physical elements include human scale development and connectivity.

Commercial uses are intended to occur at nodes versus stripped along arterial streets. The property is part of the existing W. 23rd Street existing commercial area noted in *Horizon 2020* as needing to be upgraded in the future to remain viable in the marketplace. The plan calls for "incremental improvement of these existing developments through landscaping and aesthetic improvements as uses change" (Page 6-13).

> *The 23rd Street corridor will remain an important commercial location I the city. For the segment of the corridor between S. Iowa Street and Tennessee Street, the plan emphasizes visual site improvement related to signage, landscaping and development design. A key*

> *factor in the long-term stability of this area is the improvement of traffic access and operations as properties along this corridor redevelop. If access and circulation are not simplified and the area made more comfortable to the motorist, shoppers may seek other portions of the community in which to do business. In cooperation with property owners, the City should undertake parkway landscaping improvements. This action, coupled with placing utility lines underground (wherever practical), will help to improve the physical image of the area. All new development or redevelopment occurring along this corridor shall be required to consolidate curb cuts and provide access easements to adjoining properties (Page 6-16).*

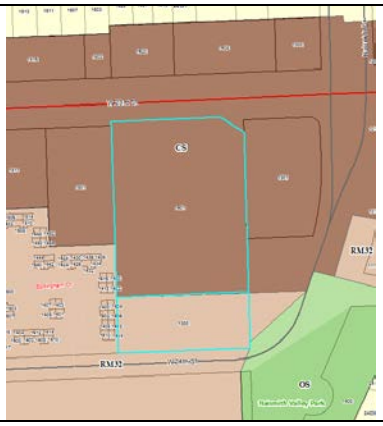
The City has been engaged in a multi-year program to consolidate driveways, establish cross access between properties, and generally improve the pedestrian experience of the corridor. *Horizon 20202* recognizes the W. 23rd Street corridor as a prevailing strip commercial area. The proposed change would moderately alter that characteristic with the possible addition of a mixed-use development. The property is not located at the intersection but is offset from the intersection by one property. Access management policies are applicable to any redevelopment regardless of the zoning.

Chapter 6 addresses *mixed use redevelopment centers (page 6-5).* Mixed-use developments are generally less than 20 acres and shall "include a mix of uses designed to maintain the character of the surrounding neighborhood and achieve integration with adjacent land uses." Mixed-use districts shall provide multi-modal services, allowing bicycle, pedestrian, vehicular, and transit options. These elements are key review considerations for the Infill Community Plan.

Staff Finding – The proposed rezoning is intended to facilitate a mixed-used development. *Horizon 20202* does not expressly articulate the SmartCode over the Land Development Code. They are equal options for possible developments. The SmartCode is inherently designed to achieve mixed-use, neighborhood-scale and pedestrian-scale development. Rezoning the property would allow the implementation of the SmatCode, which is consistent with the general land use policies in *Horizon 2020.*

2. ZONING AND USE OF NEARBY PROPERTY, INCLUDING OVERLAY ZONING

GENERAL INFORMATION	
Current Zoning and Land Use	CS (Commercial Strip) District; existing commercial building, *Wireless Communication Facility* (tower), and vacant land.
Surrounding Zoning and Land Use	CS (Commercial Strip) District to the north, east, and west. Existing commercial development. RM32 (Multi-Dwelling Residential) District to the southwest and south. Existing multi-dwelling residential development.

The subject property is surrounded by conventional commercial zoning and existing developments. Regulatory floodplain is located to the southeast of the property. The corridor is developed with commercial uses along W. 23rd Street and residential uses along W. 24th Street.

The SmartCode defines ranges of development zones as transects. Article 200 establishes permissible land uses within the City "that has not been previously transect-mapped". This applies to the majority of the City of Lawrence. These land uses are:

O-1 – Preserved Open Space
O-2 -- Reserved Open Sector
G-1 – Restricted Growth Sector
G-2 – Controlled Growth Sector
G-4 – Infill Growth Sector
SD - Special Districts

The G-4 infill growth sector is assigned to areas that are already developed (21-200.7.1). These areas include conventional suburban developments, greyfield and brownfield sites, and historic urban areas. The G-4 sector is the SmartCode equivalent of "existing zoning" in the Land Development Code. Land uses are specific to the building function set out in Table 11, Section 21-600.11 of the SmartCode. Permitted uses are defined as the following:

1. Residential Uses: *Open Residential:* The number of residential use on each lot is limited by the requirement of 1 assigned parking place per for each residential unit.
    a. ***Apartment Building, Rearyard House, Duplex, Sideyard House, Outbuilding, Live-Work/Work-Live unit.***
2. Lodging: *Open Lodging:* The number of bedrooms available on each lot for lodging is limited by the requirement of 1 assigned parking place for each bedroom in addition to the parking requirement for the residential unit. Food Service may be provided at all times.
    a. ***Hotel, no room limit, Inn up to 12 rooms, Inn up to 5 rooms, Hostel by warrant, School Dormitory***
3. Office: *Open Office*: The building area available for office use on each lot is limited by the requirement of 2 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each residential unit.
    a. ***Office Building***

4. Retail: *Open Retail:* The building area available for retail use is limited by the requirement of 3 assigned parking places per 1000 square feet of net retail space in addition to parking requirement of each residential unit.
    a. ***Open-Market Building, Retail Building, Display Gallery, Restaurant, Kiosk, Push Cart by warrant.***
5. Civic: See table 10
    a. ***Bus Shelter, Conference Center by warrant, Fountain or Public Art, Library, Theater, Museum, Outdoor Auditorium Parking Structure, Surface Parking Lot by warrant***
6. Other: See table 10
    a. ***Kennel by warrant, Gasoline by warrant, Drive-Through Facility by warrant, Fire Station, Police Station, Funeral Home, Hospital by warrant, Medical Clinic, Collage by warrant, High School by warrant, Trade School by warrant, Elementary School, Childcare Center.***

Uses in the above list are permitted by right unless noted otherwise. A warrant is a deviation from the SmartCode that is "minor, technical deviation that would permit a practice that is not consistent with a specific provision of this Code, but is justified by its purpose (Section 21-200.2)". The Consolidated Review Committee[1] (staff) has the administrative authority to approve warrants.

The proposed building includes multi-dwelling residential uses (Apartment uses) along with space for retail/office uses. The project, as a T-5 development, must also include civic elements. A detailed discussion of uses in included in the preliminary development plan report.

The transect zones are described in Table 1, Section 21-600.1. The proposed T-5 (Urban Center Zone) is intended for "higher density mixed use building types accommodating retail, offices, rowhouses, and apartments." The T-5.5 (Special Urban Center Zone)[2] zone is specific to an urban downtown district or the CD (Downtown Commercial) District in the Land Development Code. T-3 and T-4 zones are characterized as more suburban with lower density and predominantly residential uses.

It should be noted uses defined in the Land Development Code are different from those or defined in the SmartCode. If approved, some interpretation of future uses may be necessary.

Staff Finding – The surrounding zoning and land use will remain conventionally zoned and developed for the near future. The proposed zoning is consistent with the intended land use category as specified in the SmartCode.

3. CHARACTER OF THE NEIGHBORHOOD

Applicant's Response: The neighborhood character is strip commercial, grocery stores, fast food establishments along West 23th; there are multifamily apartments at the West 24th Street.
Staff discussion.

[1] Section 21-1004.2 defines the Consolidated Review Committee (CRC) as representatives from Planning and Development Services, Fire, Parks, and Municipal Services and Operations. They are an administrative approval body.

[2] The Special Urban Center Zone is the equivalent of the CD (Downtown Commercial) District in the Land Development.

The subject property includes land that fronts W. 23rd Street on the north and W. 24th Street on the south. This property is not included in any adopted neighborhood plans. The Schwegler Neighborhood is located to the north, Centennial Neighborhood to the northeast, and the Indian Hills Neighborhood is located to the southwest.



Figure 1: Surrounding Neighborhoods

W. 23rd Street is an existing developed commercial corridor. Lots located on the north side of the street are shallow. Lots located on the south side of W. 23rd Street generally are deeper. Within the corridor, residential uses are located as a second tier use. Auto oriented, commercial uses dominate the corridor frontage. Uses along W. 24th Street are developed with *multi-dwelling residential* uses.

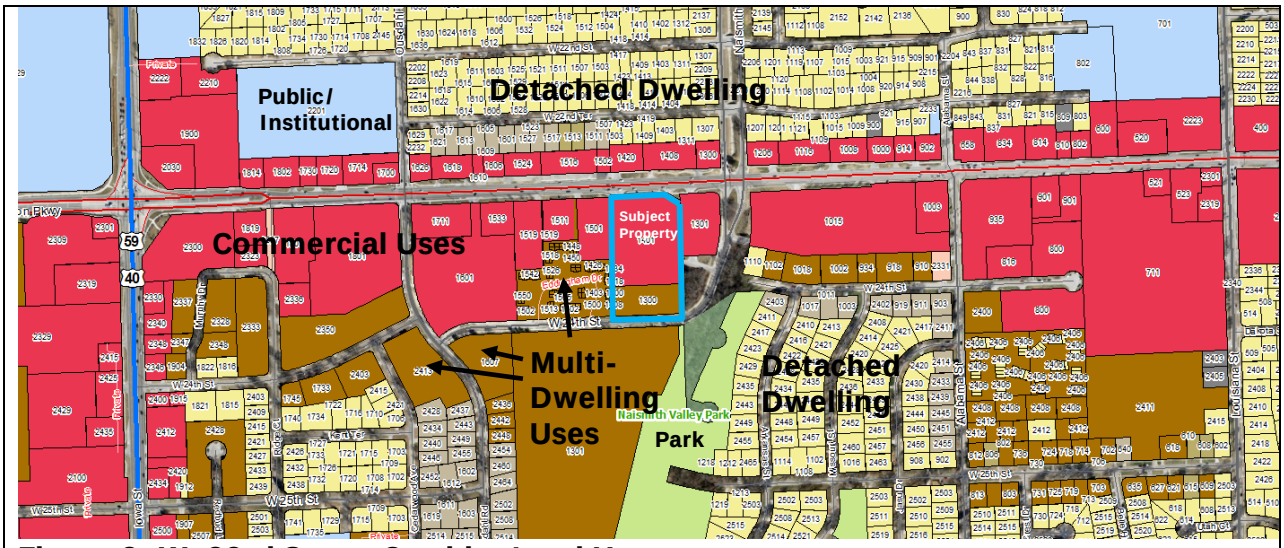


Figure 2: W. 23rd Street Corridor Land Use

The proposed change would allow a greater mix of land uses than the current zoning permits. The proposed change, if approved and developed, as a mixed use, SmartCode development will alter the corridor by introducing an alternative development pattern that may or may not be extended to adjacent properties.

Staff Finding – The property is located within an established commercial corridor with conventional development patterns. Residential uses are located along W. 24th Street. This request is compatible with the character of the area.

4. PLANS FOR THE AREA OR NEIGHBORHOOD, AS REFLECTED IN ADOPTED AREA AND/OR SECTOR PLANS INCLUDING THE PROPERTY OR ADJOINING PROPERTY

This property is not included in an adopted area or sector plans. At the time the SmartCode was adopted, several specific Infill Community Plans were prepared and adopted. Two plans included 23rd Street/Clinton Parkway segment; 23rd and Louisiana Street and Clinton Parkway and Iowa Street plans. A copy of the Infill Community Plans are attached for reference. As part

of this application the applicant was required to prepare and submit an Infill Community Plan per Section 21-400. The proposed infill plan is included as a Planning Commission agenda item concurrently with the rezoning request.

Staff Finding – This property is not included in an adopted area or sector plans. This application is submitted concurrently with a proposed Infill Community Plan in accordance with Chapter 21 requirements.

5. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

Applicant's Response: The subject property is well suited for the proposed mixed-use infill redevelopment. The transition of 23rd Street caused by the diversion of traffic to the South Lawrence Trafficway has created more approachable and useful setting for residential uses. The property will maintain the existing commercial setting at this property along the commercial corridor. The additional residential uses meets the requirements of the SmartCode and match the neighboring uses along the south side of the property along W 24th Street.

Through the implementation of the 23rd Street Corridor Access Management Plan and grant funding from KDOT, the city has competed several access control projects and constructed new public sidewalk along W. 23rd Street. These specific changes have improved the walkability of the corridor. The full impact of the South Lawrence Trafficway opening has not been evaluated. There are numerous active public improvement projects occurring within the corridor making evaluation of the changes difficult to assess at this time.

The property is partially developed with conventional commercial uses along the W. 23rd Street frontage. The rear portion of the property, fronting W. 24th Street is vacant. This development pattern is suitable for the conventional zoning.

Redevelopment of the property as a mixed-use development per the SmartCode requires rezoning. The existing zoning is not suitable for development as a SmartCode project.

Staff Finding – The property as zoned is suitable for continued use as a conventional development. Redevelopment of the property using the SmartCode requires rezoning into the SmartCode to facilitate the proposed development.

6. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

Applicant's Response: The subject property is currently occupied and in use. The proposed project uses are suitable and comparable to the uses of surrounding properties.

A site plan was approved in 1977 to include multiple buildings. Only two of the proposed six buildings were constructed. The main building (1401 W. 23rd Street) was constructed in 1978 with an addition to the east added in 1988. The smaller building (1411 W. 23rd Street) was constructed in 1988. The rear portion of the property is used for exterior storage of boats. A Use Permitted upon Review (URP) was approved in 1996 for a self-supporting wireless communication tower.

Staff Finding – The commercial portion property was developed in the late 1970's. The residential portion of the property has remained vacant.

7. EXTENT TO WHICH APPROVING THE REZONING WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES

Applicant's Response: The project will not be detrimental to nearby properties. The proposed multifamily and commercial tenant spaces are comparable to surrounding properties.

The proposed request is for a self-contained, mixed-use, redevelopment project. The requirements of the SmartCode demand a certain level of investment to the surrounding infrastructure. As such, public improvements will be required to enhance the public street and sidewalk network.

The existing zoning allows a wide variety of uses, but does not allow the mix of uses proposed by the T-5 (Urban Center Zone). Approval of the request will be the first application of the SmartCode since it was adopted in 2009. Direct detrimental effects are is not expected by rezoning the property to T-5 (Urban Center Zone).
The T-5 (Urban Center Zone) is comparable to existing urban development that includes arterial streets with intensive commercial development. The CS (Commercial Strip) zone allows a wide variety of commercial uses. Residential uses are permitted in the CS district when 50 percent of the total floor area includes non-residential uses. zone allows a wide variety of commercial uses. Residential uses are permitted in the CS district when 50 percent of the total floor area includes non-residential uses. The T-5 (Urban Center Zone) is more flexibility in allowing a mixed use development requiring only 30 percent of the development to include uses other than residential.

Staff Finding – The proposed project represents a reinvestment in the corridor. The change in zoning is required to use the SmartCode, Chapter 21 of the City Code.

8. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION

Applicant's Response: Approval of this request will facilitate the redevelopment of a property in immediate need of reinvestment and redevelopment in an already established commercial area. The evolution of W. 23rd Street calls for more approachable and mixed use settings, and this project would provide an early example of that potential. The building and landscape design provide superior integration with the nearby commercial and multi-family neighbors. Residential and commercial investment at a key intersection will assist the viability and well-being of the surrounding properties and the corridor as a whole. The project will enhance the Naismith trail system with an additional resting area and a bike repair system. Denial of this request will perpetuate the deterioration of this property. It will bolster on-going vacancy and auto-related uses which seem to have momentum along the W. 23rd Street corridor.

Evaluation of this criterion includes weighing the benefits to the public versus the benefit of the owners of the subject property. Benefits are measured based on anticipated impacts of the rezoning request on the public health, safety, and welfare.

This application is made in order to facilitate redevelopment of property as a mixed-use development. The primary component of the project will be multi-dwelling residential. Staff concurs with the applicant regarding the appropriateness of reinvestment in the property. The proximity to the university is desirable for student housing. Denial of the request would require redevelopment of the property as a conventionally zoned project.

The CS district allows residential uses, but requires 50 percent of the gross floor area to be developed with non-residential uses. There is no maximum residential density for the CS District. Density is limited by the ratio of non-residential uses provided within the development. The T-5 (Urban Center Zone) permits a maximum density of 24 dwelling units per acre and requires a minimum of 30 percent "Other Functions" per Section 21-600.14. This standard is more flexible than the Land Development Code in facilitating the mixed use redevelopment of the site.

Staff Finding – The property can be redeveloped as either conventional development or as a SmartCode project. The proposed request allows a more flexible option for redevelopment because the mix of uses can be more varied. Only 30 percent of the project must be used for "Other Uses" under the SmartCode compared to the 50 percent requirement per Section 20-517 for mixed uses in the CS District under the Land Development Code. The significant gain to the public is reinvestment of property along the W. 23rd Street Corridor.

9. PROFESSIONAL STAFF RECOMMENDATION

The proposed request represents the first application to utilize the SmartCode. Staff concurs that the T-5 (Urban Center Zone) is the most suitable designation for the property. The rezoning request is subject to the approval of a Infill Community Plan by the City Commission for this property. The rezoning should only be approved with an ordinance published if the Infill Community Plan is approved.

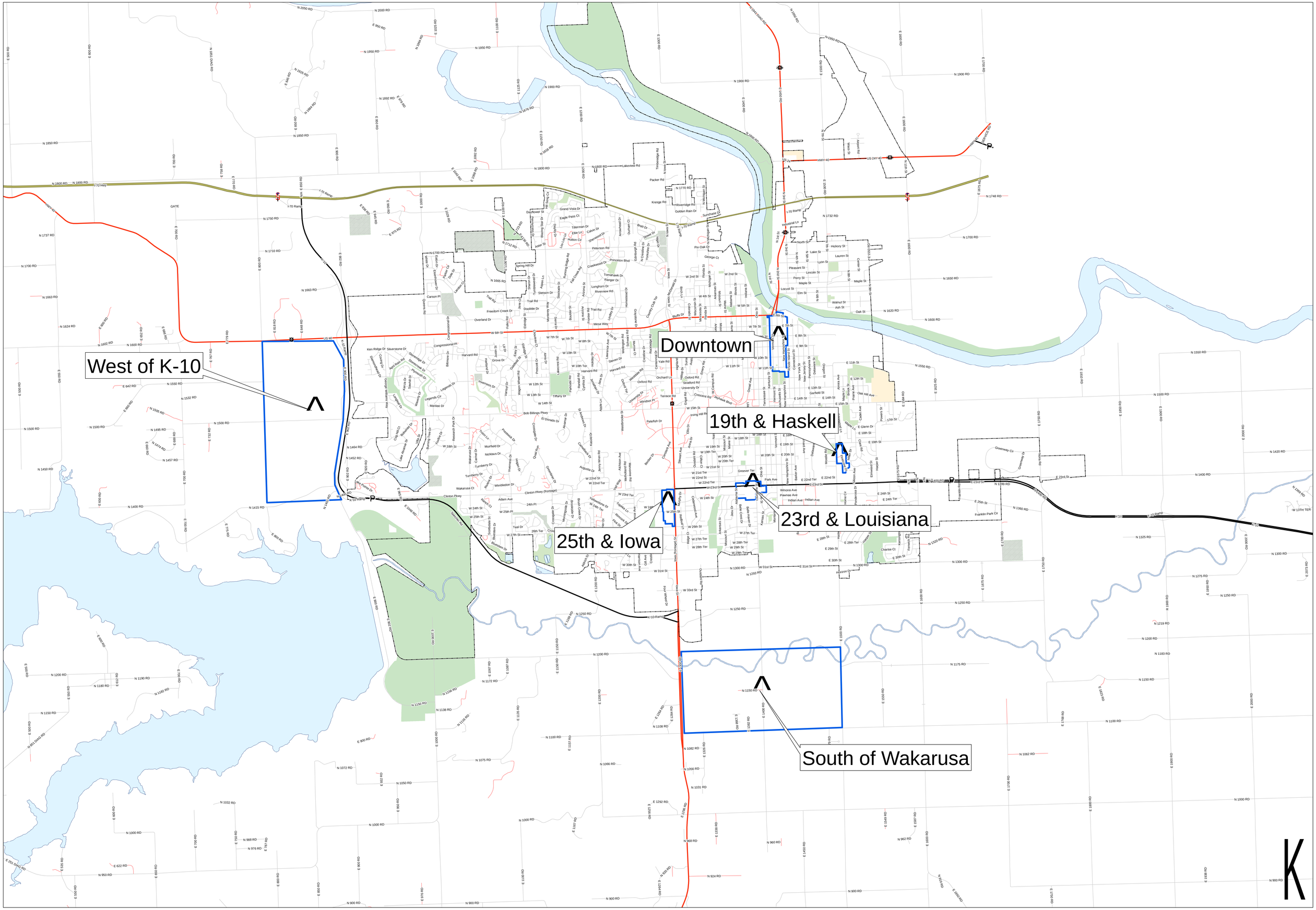
CONCLUSION

The request represents a unique opportunity to redevelop property with specific objectives regarding mixed-use and pedestrian scale development. Redevelopment challenges are unique for this property because of the existing development patterns. The site includes an existing *wireless communication facility* tower, and an exclusive gas line easement located along the east side of the property. These encumbrances have a direct impact on site design. Infill development will require certain allowances not appropriate for greenfield development.

This application includes two platted lots that are proposed to be consolidated for the purposes of redevelopment. The project does not, at this time, include any adjacent property within the immediate vicinity.

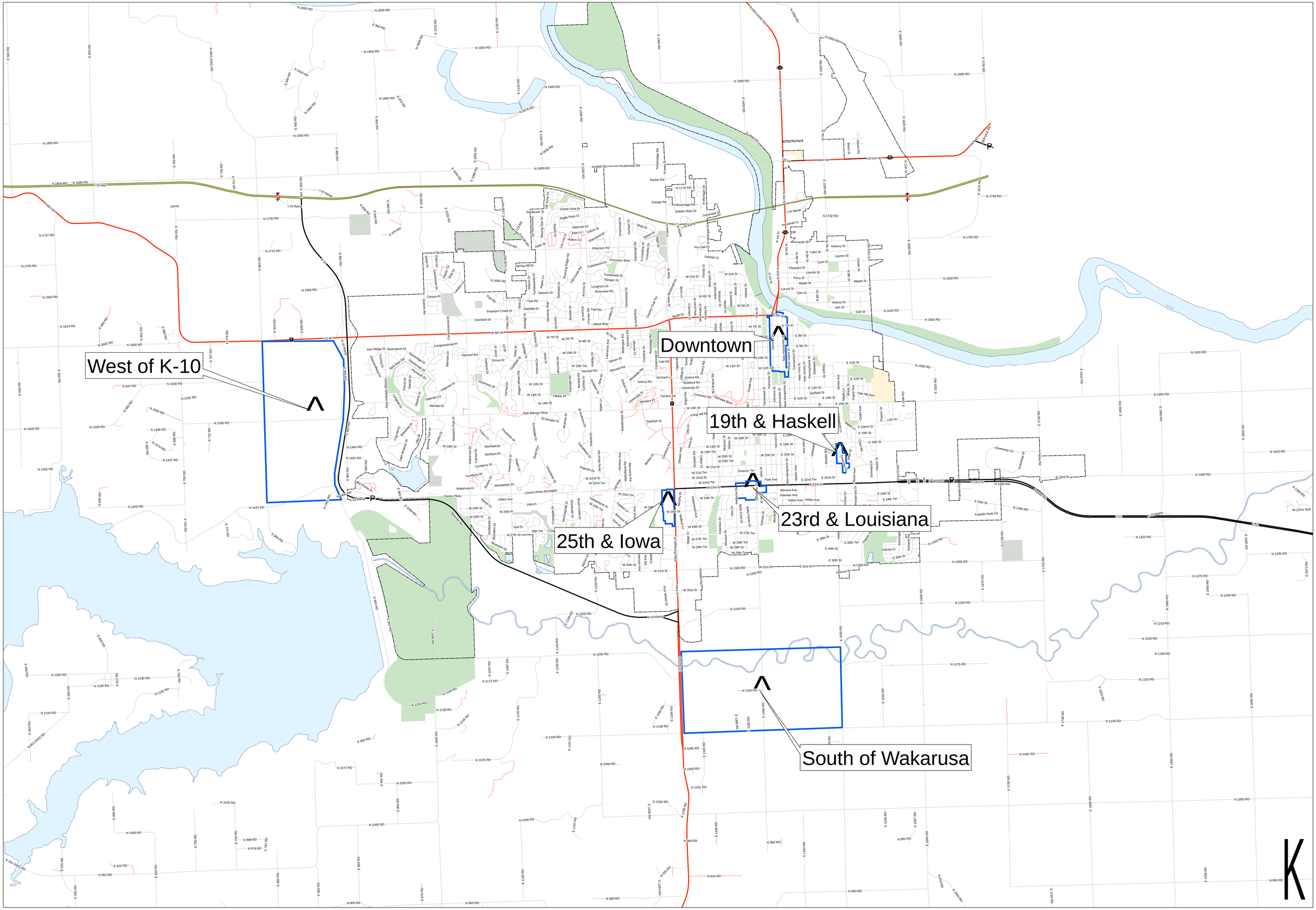
TND Code - Master Regulating Plan Areas

(Boundaries are tentative pending the Charrette process)



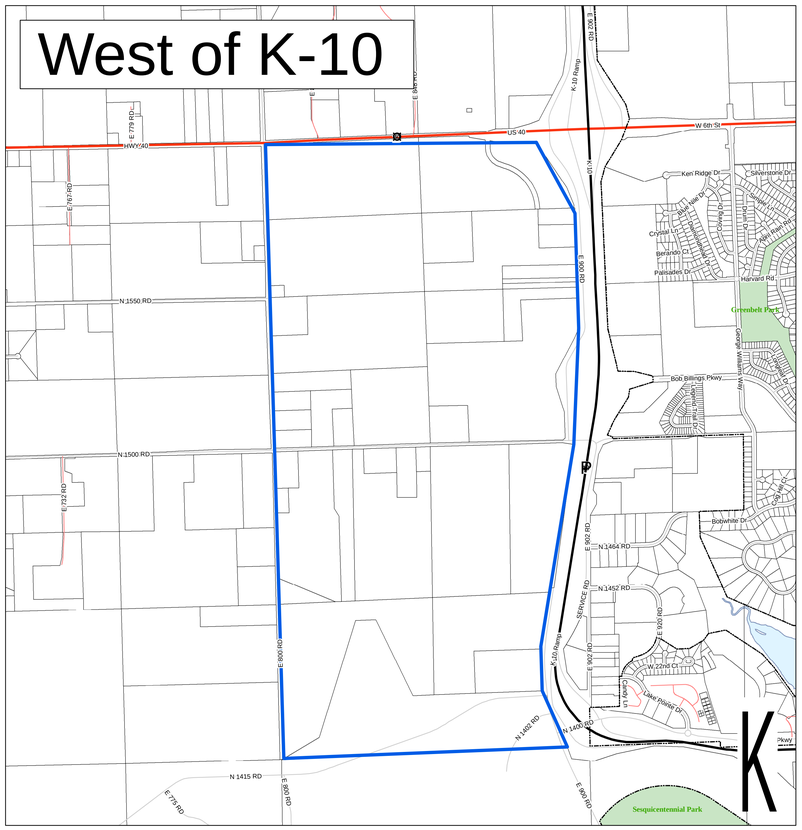
TND Code - Master Regulating Plan Areas

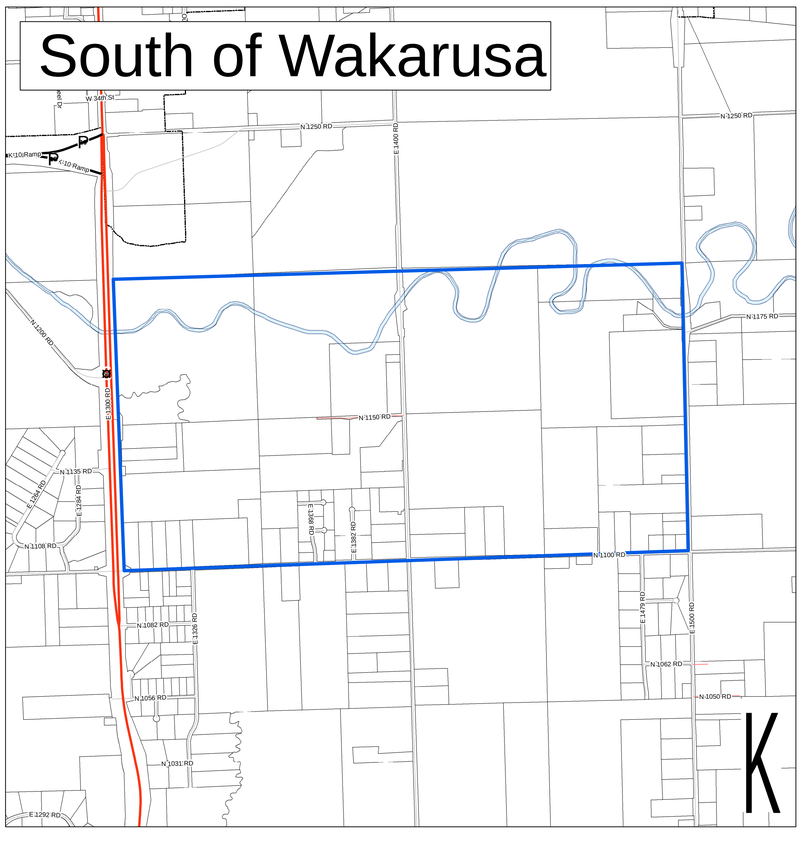
(Boundaries are tentative pending the Charrette process)



TND Code - Master Regulating Plan Areas

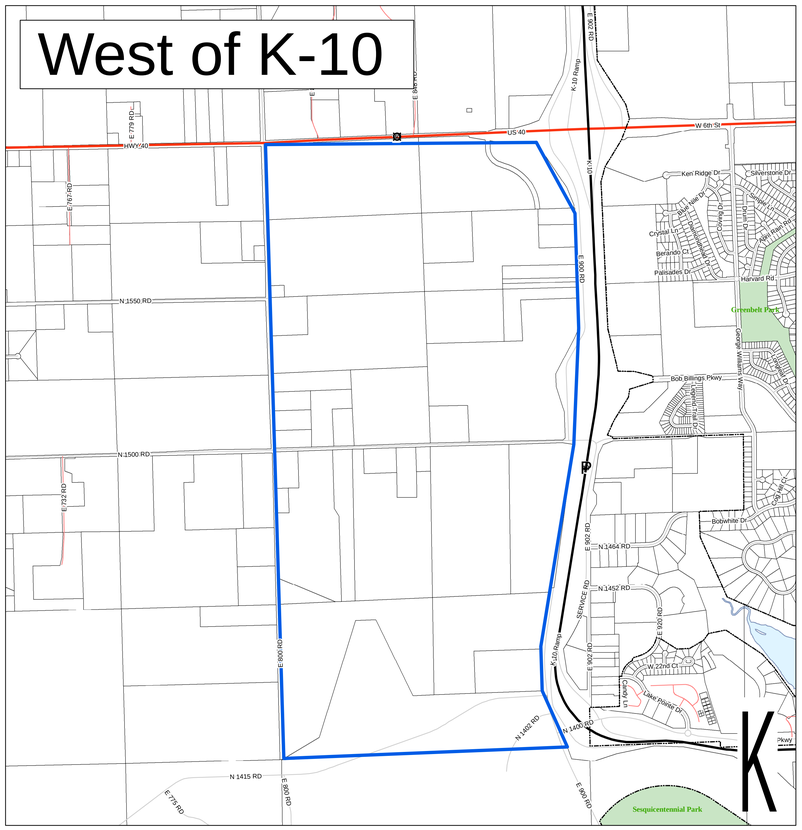
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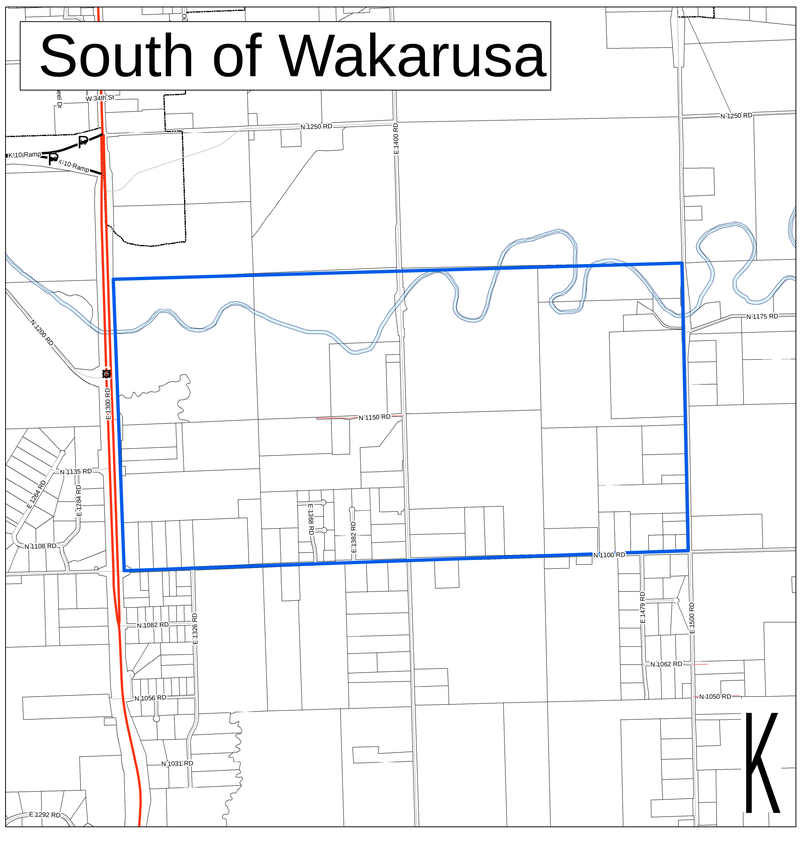




TND Code - Master Regulating Plan Areas

(Boundaries are tentative pending the Charrette process)





Lawrence, Kansas
SmartCode Calibration
23rd & Louisiana Regulating Plan



The T-zones are allocated in response to existing conditions and are structured around Pedestrian Sheds.

T5: Urban Center

Higher intensity with mixed use and significant retail. This zone is what we think of as Main Street.

T4: General Urban

Mixed use, but primarily residential urban fabric.

CS: Civic Space

CB: Civic Building

Neighborhood Center Pedestrian Shed: 5 minute walk



Lawrence, Kansas
SmartCode Calibration
25th & Iowa Regulating Plan



The T-zones are allocated in response to existing conditions and are structured around Pedestrian Sheds.

T5: Urban Center

Higher intensity with mixed use and significant retail. This zone is what we think of as Main Street.

T4: General Urban

Mixed use, but primarily residential urban fabric.

T3: Sub-Urban

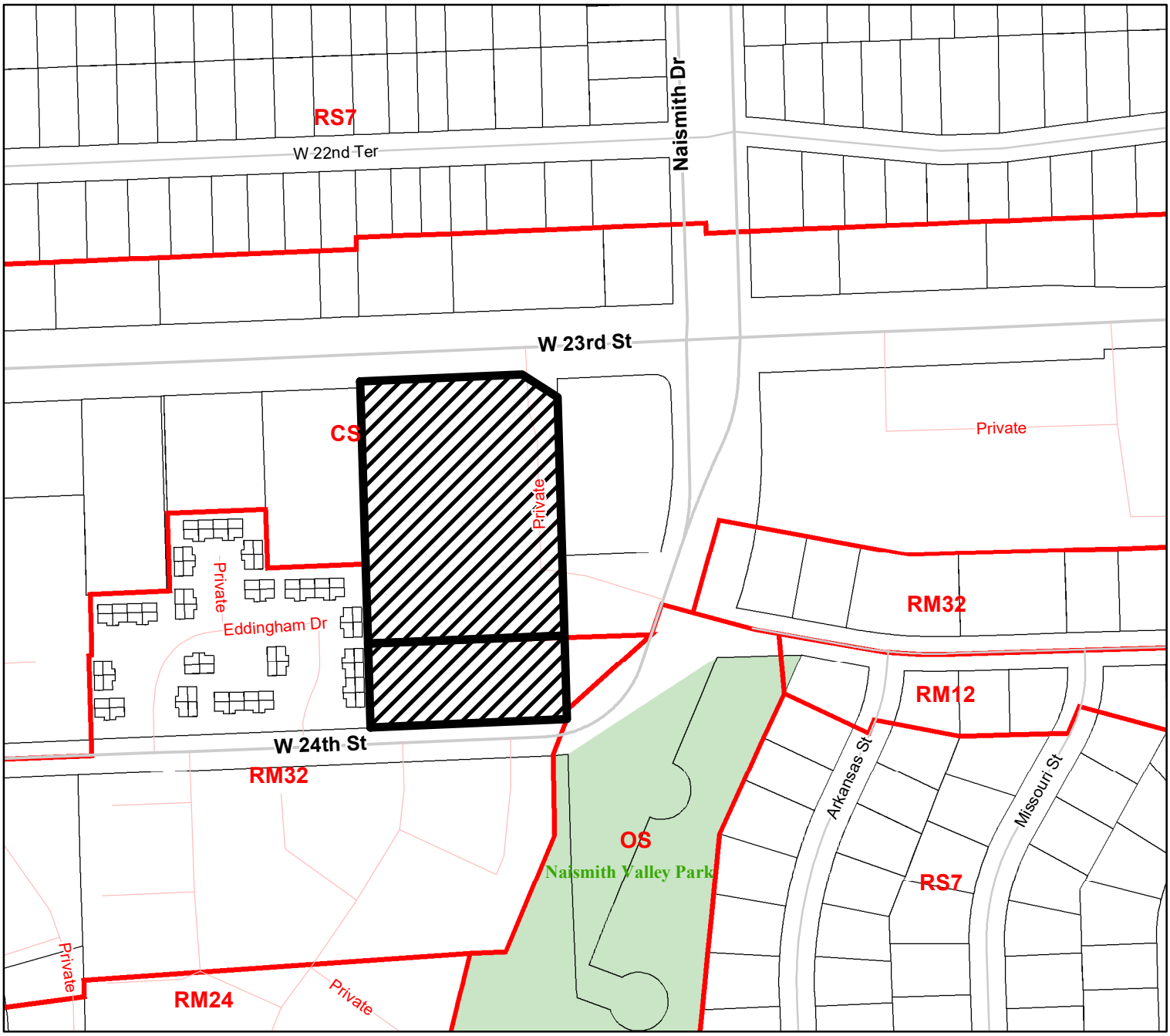
Low density, suburban residential areas that allow home occupations.

CS: Civic Space

CB: Civic Building

Neighborhood Center Pedestrian Shed: 5 minute walk





PDP-18-0537: Preliminary Development Plan (Community Infill Plan - SmartCode) approximately 4.45 acres for 23rd Street Mixed Use Development.

Z-18-00536: Rezone approximately 4.45 acres from CS (Commercial Strip) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5 Zone.

MS-18-00535: Variance request.

All located on approximately 4.45 acres, located at 1401 W. 23RD STREET and 1300 W. 24TH STREET.

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

N
W E
S

PLANNING COMMISSION REPORT
Regular Agenda -Public Hearing Item

PC Staff Report
1/25/2019

ITEM NO. 13 PRELIMINARY DEVELOPMENT PLAN/SMARTCODE COMMUNITY INFILL PLAN REDEVELOPMENT PROJECT 1401 W. 23RD STREET (SLD)

ITEM NO. 13A COMMUNITY INFILL PLAN; SMARTCODE (SLD)

Consider a request to establish a community infill plan associated with a SmartCode application at 1401 W. 23rd St & 1300 W. 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

ITEM NO. 13C PRELIMINARY DEVELOPMENT PLAN; 1401 W 23RD ST & 1300 W 24TH ST (SLD)

PDP-18-00537[1]: Consider a preliminary development plan (Community Infill Plan - SmartCode) for 23rd Street Mixed Use development including 119 residential units for a density of 27 dwelling units per acre and 8,811 square feet of retail space on property located at 1401 W. 23rd St & 1300 W. 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of the community infill plan based upon the findings of fact presented in the body of the staff report and forwarding a recommendation for approval to the City Commission for approval

STAFF RECOMMENDATION: Planning Staff recommends approval of **PDP-18-00537**, Plan (Community Infill Plan - SmartCode) for 23rd Street Mixed Use development including 119 residential units for a density of 27 dwelling units per acre and 8,811 square feet of retail space on property located at 1401 W. 23rd St & 1300 W. 24th St., based upon the findings of fact presented in the body of the staff report and forwarding a recommendation for approval to the City Commission subject to the following conditions:

1. Revise plan to show pedestrian sidewalk connection to the northbound Naismith Drive transit stop.

[1] Project codes have not been added to innoprise for tracking purposes at this time. The PDP project number is used as a proxy for the *Infill Community Plan required in Article 400 of the SmartCode.* Future applications for community infill plans will be named as follows SCI-XX-XXXXX.

KEY POINTS
- A transect map for this property has not previously been adopted by the City of Lawrence.
- Request to zone for use of the SmartCode requires the submission and approval of an infill community plan also known as Article 4 applications.
- The preliminary development plan process is being utilized for efficiency and tracking of this initial infill community plan. The Planning Commission is not being asked to approve a preliminary development plan or any type of site plan with this application.
- Requirements for an infill community plan are set out in Section 21-400 of the SmartCode.
- The City Commission must approve an Infill Community Plan.
- Minimum neighborhood engagement is required when preparing an Infill Community Plan.

FACTORS TO CONSIDER
- Conformance with the SmartCode
  - Section 21-400 Infill Community Plan
  - Section 21-600 Transect Zones Details, Tables 1-15

PLANS AND STUDIES REQUIRED
- *Transect Map* – Required per Section 21-100.4.7
- *Traffic Study* – Required per Section 21-100.3.10
- *Downstream Sanitary Sewer Analysis* – not required for rezoning
- *Drainage Study* – Not required for rezoning
- *Retail Market Study* – Not applicable to request per 21-100.3.9.
  - Property is currently part of the retail inventory. Total retail area will be reduced by this project per the proposed plan.

ASSOCIATED CASES
- Z-18-00536; CS to T5 SmartCode, Item 13A – See staff report
- MS-18-00535; one lot preliminary plat, Item 13B –See staff report

OTHER ACTION REQUIRED
- City Commission approval of related rezoning and publication of ordinance.
- Submittal and approval of Article 5 building scale plan.
- Submittal and approval of public improvement plans.
- Application and release of building permits prior to development.
- Recording the minor subdivision with the Douglas County Register of Deeds Office.

ATTACHMENTS
1. Proposed Community Infill Plan/ Regulating Plan
2. Proposed Development Plan/ Civil Drawings
3. Traffic Impact Study
4. Drainage Study
5. Request for Warrants (deviations from requirements)
6. Building Elevations

PUBLIC COMMENT
- None received prior to publication

GENERAL INFORMATION	
Current Zoning and Land Use:	CS (Commercial Strip) District and RM32 (Multi-Dwelling

	Residential) District. Existing commercial, self-supporting wireless communication facility (tower) and vacant land.
Surrounding Zoning and Land Use:	
To the north, east. and west:	CS (Commercial Strip) District; existing commercial uses.
To the southeast:	OS (Open Space) District. Existing Naismith Valley Park.
To the south and southwest:	RM32 (Multi-Dwelling Residential) District. Existing multi-dwelling residential
Note: See Z-18-00536 regarding detailed summary of existing and proposed land uses.	

PROJECT SUMMARY (Applicant's Summary)
The proposed project is a single 3-story building, approximately 140,250 square feet. Included in this total area is approximately 8,811 square feet of commercial tenant space. This commercial tenant space faces north, parallel to W. 23rd Street, and may be a single or multiple tenants. This project is being developed under the Smartcode, Transect Zone T-5.

General Site Orientation & Design:
The building is placed to the north, with a patio terrace that is an amenity to the commercial tenant spaces. The building is U-shaped, with the courtyard opening to the south. This courtyard will have an outdoor pool, and paved patio areas that include outdoor leisure furnishings, fire pit, and outdoor cooking features. An existing cross-access agreement with Natural Grocers maintains the eastern 23rd Street curb cut, and this cross-access drive supports retail and visitor parking for our project. Resident parking is primarily located at the south end of the property, with an access *off* 24th Street. A "Bike Oasis" feature is provided at the southeast corner of the property. This civic amenity is adjacent to an existing bike/walk trail. The resident parking area is fenced, with a secured access device.

Building Design:
The building is three-stories tall. The facades are composed of two types of masonry: brick and limestone. Accent wall materials include cement hardboard siding and trim, stucco, and metal panels. The facade at the commercial tenant area is delineated with a bold "eyebrow" canopy that cantilevers approximately 8 feet in depth, and provides an anchor for the tenant signage. This canopy will be finished in a pre-finished aluminum/resin core composite panel.

Resident Design:
Residents will have access to interior clubroom and fitness areas. A swimming pool and outdoor cooking areas are provided in an exterior, private courtyard.

The project as proposed is a single lot with multiple phases.. If approved, the preliminary development plan will be used as the baseline of development moving forward.

Table 1 Site Summary

Summary listed in square feet unless noted.	**Existing**	**Percent**	**Proposed**	**Percent**
Land Area:	4.44 Acres		4.44 Acres	
Total Footprint of Buildings:	.71 Acres (31,103.10)	15.99%	1.15 Acres (49,305)	25.90%
Total Impervious Area:	2.21 Acres	49.67%	3.10 Acres	70%

	(96,433.60)		(135,036.00)	
Total Pervious Area:	2.24 Acres (97,722.37)	50.33%	1.34 Acres (58,370.40)	30%

Table 2: Development Summary

	Required	Proposed
Building Height	Minimum 2 story Maximum 5 story	3 stories
Minimum Density[2]	24 dwelling units per acre minimum per T-5 (Urban Core District)	117 units (26.3 dwelling units per acre)
Other Uses	30% of 4.439 Acres 1.332 acres	Commercial Space 26,136 square feet total with surface parking 8,682 square feet enclosed retail space
		Civic Space (Bike Oasis) 1,306 square feet Civic Space (Terrace areas) 10,830 square feet
		Other – Industrial (Wireless Communication Facility) 5,762 square feet
Total Other Uses		23% The applicant is requesting a warrant with this application to allow less than the minimum allotment. See attached report for discussion of warrants.

PROCESS

- Infill project shall include an Article 4 application. Applications for the SmartCode have not been developed. The preliminary development plan application was submitted by proxy at the direction of staff to facilitate the project.
- Transect Map for review by the CRC (Consolidated Review Committee) and approval by the City Commission
- Concurrent zoning application per Section 20-1303 of the Land Development Code.

Key features of the SmartCode include a "Traditional Neighborhood Development that is compact, pedestrian orientated and mixed-use;" and where, "ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive". Additionally, "civic and commercial activity should be embedded in mixed-use developments, not isolated in remove single-use complexes." (21-100.2.2).

The SmartCode allows a developer to initiate, prepare, and submit for approval an infill community plan per section 21-400.1.4. This process requires public notice and neighborhood

[2] Density is defined in Article 7 as the number of units within a standard measure of land area.

meetings as part of the plan preparation. The applicant completed the necessary neighborhood meetings on October 3 and October 24, 2018.

STAFF ANALYSIS

This project has been submitted as an Infill Community Plan – T5 (Urban Center Zone). This zone consists of high density, mixed-use building types, but not the highest density, which is reserved for the Downtown District. Mixed-use buildings accommodate office, retail, and rowhouses. This zoned is characterized with variable setbacks and landscaping. Streets typically define medium-sized blocks. Other transects are defined in Table 1, Section 21-600.1, of the SmartCode.

This project includes a single transect zone (T-5) as shown on sheet AS.2. A small civic space is located in the southeast corner of the site noted as the Bike Oasis. This space provides a connection between the proposed development and the public realm as a type of trailhead to Naismith Park.

Preliminary Development Plan Review

The proposed infill community plan has been evaluated based in part upon findings of fact and conclusions per Section 20-1304(d) (9) of the Land Development Code as a proxy for a similar review criterion.

1) *The Preliminary Development Plan's consistency with the Comprehensive Plan of the City.*

As discussed in the body of the related rezoning request *Horizon 2020* supports concepts of infill/ redevelopment, mixed use, nodal development, and pedestrian scale. This application is intended to comply with these basic polices.

The proposed project introduces residential uses to the W. 23rd Street corridor where it is traditionally been relegated to a second tier use behind existing commercial development.

Staff finds that the proposed project is consistent with the following *Horizon 2020* policies.

> "Development proposals shall be reviewed for compatibility with existing land uses. The review should include use, building type, density, and intensity of use, architectural style, scale, access and its relationship to the neighborhood, and the amount and treatment of screening and open space." (Policy 1.1, page 5-23)
>
> "Medium- and higher-density developments should be arranged in small clusters as transitions from more intensive land uses, or located at the intersection of major street/roads." (Policy 1.3, page 5-23)
>
> "Ensure that medium-and higher-density development occurs in areas which can be adequate and efficiently served by infrastructure" (Policy 1.5), page 5.24)
>
> "Encourage pedestrian use and neighborhood interaction through inclusion of pedestrian easements and sidewalks in subdivision design." (Policy 2.2 (a), page 5.25)
>
> "Encourage the provision of usable open space on site by clustering buildings to minimize the creation of narrow, marginal-use areas in front of and between buildings (Policy 2.4 (a), page 5-25

Many of the policies regarding medium- and higher-density residential development speak to the importance of transitional methods when located near both more intense and less intense land uses, and ensuring compatibility with the surrounding area. The proposed infill redevelopment project is located within an established commercial corridor. Commercial space is proposed at the ground floor level and oriented to W. 23rd Street.

Residential development is located along W. 24th Street. Commercial uses are located along W. 23rd Street. The proposed development maintains a commercial orientation to W. 23rd Street.

Chapter 15, Place Making specifically addresses development when using the SmartCode. The following polices are applicable to this request:

Policy 1.2: Establish Community Types and Development Standards for each type

b. Direct higher intensity Community Types to areas with existing infrastructure.

Policy 1.3: Establish mixed-use zoning categories as the building blocks for Community Types

a. Establish mixed-use zoning categories based on the rural-urban transect to provide the elements for Community Types (T1:Natural, T2:Rural, T3:Sub-Urban, T4: General Urban, T5 Urban Center, T5.5 Special Urban Center)

Staff Finding – In staff's opinion, the proposed development complies with the land use goals and policies for medium- and higher-density residential development and chapter 15of the comprehensive plan.

2) Preliminary Development Plan's consistency with the Planned Development Standards of Section 20-701 including the statement of purpose.

Staff Note: the following review criteria are specific to Planned Developments. The SmartCode is intended to function as an independent zoning district, not as an overlay.

a) Ensure development that is consistent with the comprehensive plan.

As discussed previously, staff finds that the development is consistent with the comprehensive plan.

b) Ensure that development can be conveniently, efficiently, and economically served by existing and planned utilities and services.

Existing water, sanitary sewer, and stormwater infrastructure with appropriate improvements, subject to approval of public improvement plans, can conveniently serve the subject property.

As an infill community plan (SmartCode) project, a higher level of multi-modal integration is expected and required. The project's ability to meet or exceed non-motorized and transit access is critical to the success of the project and to the conformance of the project with specific design criteria. Refer to the multi-modal/transit discussion of this project. The condition to provide an additional pedestrian connection from the neighborhood to the commercial area and from the

development to the transit stop will ensure adequate, efficient and convenient access to services in the area.

c) Allow design flexibility, which results in greater public benefits than could be achieved using conventional zoning district regulations.
This review criterion does not apply to this project. The SmartCode includes proscriptive design requirements set out in Section 21-600. Deviations from these requirements are proposed as warrants discussed separately in this staff report.

d) Preserve environmental and historic resources.
There are no historic resources located on or within proximity to this property. Such resources are considered to be "Buildings of Value". The regulatory floodplain is located to the southeast but does not encroach on this property.

e) Promote attractive and functional residential, nonresidential, and mixed-use developments that are compatible with the character of the surrounding area.
The proposed development represents reinvestment within the existing commercial corridor as a mixed use development.

Staff Finding – The proposed infill community plan is consistent with the conformance with the comprehensive plan. The SmartCode accommodates design flexibility that is sensitive to the context of the existing development pattern.

3) The nature and extent of the common open space in the Planned Development.
The SmartCode does not prescribe a specific amount of open space required per dwelling unit or per project. A conventional planned development requires 20% of the lot area to be open space with a percentage of the space being accessible for "active recreation". The T-5 (Urban Center Zone) requires the inclusion of mixed uses, other than residential. Section 21-400.5.1 specifies the requirements for Civic Functions.

21-400.5.1
a. Places for public use shall be required for each community and designated on the infill plans Civic Spaces (CS) and Civic Building (CB).
b. Civic Spaces shall be public sites permanently dedicated to open space.
c. Civic Buildings shall be public sites dedicated for buildings operated by governmental or non-for-profit organizations dedicated to culture, education, government, transit, and municipal parking, or for uses approved by the City Commission.

This project includes only one lot. Civic buildings are not a proposed use or function. Civic spaces are proposed as a Bike Oasis in the southeast corner of the site and a terrace and green space located along W. 23rd Street. The nearest civic building, Schwegler Elementary School, is located to the northwest, within a quarter mile of the project. This would be located within what is referred to in the SmartCode as part of the standard pedestrian shed.

The site includes 1.34 acres of open space within the development. A portion of this area is interior to the development and provides active recreation within the secured portion of the property. The Bike Oasis area along W. 24th Street and Naismith Drive. A terrace/green space area is located along W. 23rd Street. Both areas provide civic access to the public, connectivity to

the multi-use trail, and access to the public park property to the southeast. The total open space represents 30% of the site.

Staff Finding – This design standard exceeds what would be required of a conventionally zoned mixed-use development with a planned development overlay and is consistent with the expectation of the SmartCode

4) The reliability of the proposals for maintenance and conservation of the common open space.

Land uses with the proposed development, including civic spaces are managed as part of the Infill Community Plan, and will be additionally reviewed as part of an Article 5 application (preliminary and final site plan) subject to administrative review. The Article 5 applications will have the full force and standing as a site plan in the Land Development Code obligating the applicant to comply with the approved project.

Staff Finding – The property owner, per the approved plan, will maintain all improvements within the boundary of the project. Civic spaces shown on the infill community plan are private but must maintain a public accessibility aspect.

5) The adequacy or inadequacy of the amount and function of the common open space [Civic Space per SmartCode] in terms of the densities and dwelling types proposed in the plan.

Staff has revised this criterion with respect to the provision of adequate civic space (open space) within the development. The Bike Oasis space is relatively small. The space is designed to accommodate trailhead access to the public park to the south and the multi-use path along the west side of Naismith Drive. The terrace area and green space along W. 23rd Street provides an area that interfaces between the public sidewalk/street network and the private property. The terrace area parallels the shopfront space of the building with a green space along the backside of the public sidewalk. Both spaces along W. 23rd Street appear to be suitably large to accommodate pedestrian activity.

The project includes additional open space as an interior courtyard for the residents. This space is private and an amenity for the residential development. It is not intended for or designed to accommodate public access. The private courtyard area provides approximately 397 square feet per dwelling unit, excluding public civic spaces.

Staff Finding – The project does not require open space specific to residential uses within the development. Open space is provided for residents and publically accessible civic use areas as required in the SmartCode.

6) Whether the Preliminary Development Plan makes adequate provisions for public services, provides adequate control over vehicular traffic, and furthers the amenities of light and air, recreation and visual enjoyment.

In addition to conventional municipal services, the SmartCode places heavy emphasis on pedestrian facilities. The property is located within a developed commercial corridor with conventional development patterns. The property is currently provided with municipal services in terms of water, sanitary sewer, and storm sewer services.

The project includes the closure of the western driveway to W. 23rd Street. The eastern driveway provides three quarters access to W. 23rd Street, restricting only the left-turn out movement. This driveway configuration is identical to the driveway for Natural Grocer to the east. City staff reviewed the applicant's traffic study and noted significant concerns about the proposed design. The proposed change is expected to generate more traffic to the site. The proximity of the drive to the intersection is likely to result in the interference of the intersection operation by a vehicles queue for left turns. Staff is continuing to evaluate this driveway and may recommend that the driveway be designed as a right-in, right-out only driveway with the submission of an Article 5a and 5b application (site plan equivalent). Approval of this plan does not convey approval of the final driveway design.

The project shares cross access with the adjacent property to the east via private drives. A new driveway from W. 24th Street will provide access to a secured parking lot area.

Provisions for Fire/Medical access and solid waste access have been demonstrated as part of the infill community plan.

Pedestrian connections are critical design considerations for this project. Public sidewalks are a minimum design requirement. The sidewalk width varies depending on the street type and function. Conventionally, sidewalks along arterial streets are required to be constructed a minimum of 6 feet wide, a multi-modal recreation paths require a minimum of 10 feet. The SmartCode requires a 6-foot wide sidewalk for a street type ST-60-34. This is a local street type with 60 feet of right-of-way and 34 feet of pavement. This typology would be applicable to any local street. The city standard is to provide only 5-foot wide sidewalks for these types of street facilities.

Street	Street Assembly Type (SmartCode)	Design Characterizes		
		ROW	Sidewalk	Street
W. 23rd Street Existing Principal Arterial Street	AV-90-56	90 feet Existing 100 feet	10 feet	Four lanes parking on both sides.
W. 24th Street Existing Principal Collector Street	CS-60-34	60 feet Existing 60 feet	13 feet Existing partial 5-feet	Two lanes with parking on both sides

The proposed infill community plan shows 5' sidewalks along W. 24th Street and 6' sidewalks along W. 23rd Street, consistent with current city street standards. Additionally, the plan shows on-street parking as required by the SmartCode. The actual development of the site would not include this design feature. The street design is shown for context and how the development could comply with the street typology. The development of the site with conventional street design/profiles is a deviation that reflects the prevailing characteristic of the adjacent public streets. It is unreasonable to assume or require this development to include changes to only a very small segment of the public street network.

Reconstructing any public street to a SmartCode compliant street typology requires action by the City Commission to approve a plan for implementation of the specific street type. This single redevelopment project is insufficiently large enough to reconsider the peripheral street network at this time. Staff is disregarding the street right-of-way, travel lanes, and on-street parking in this

context. However, the public frontage areas are expected to comply with applicable SmartCode design standards for sidewalks, land use, green space, and landscaping design standards.

The project is located along a designated multi-use path and has a proposed connection to a public park. The multi-use path provides a key non-motorized mode of transportation to the development. The plan, as proposed does not include connectivity from W. 24th Street to the commercial area or connectivity between the development and the transit stop. The image below shows a connection that would provide improved pedestrian connection between the development, the multi-use path, transit stop, and the community.

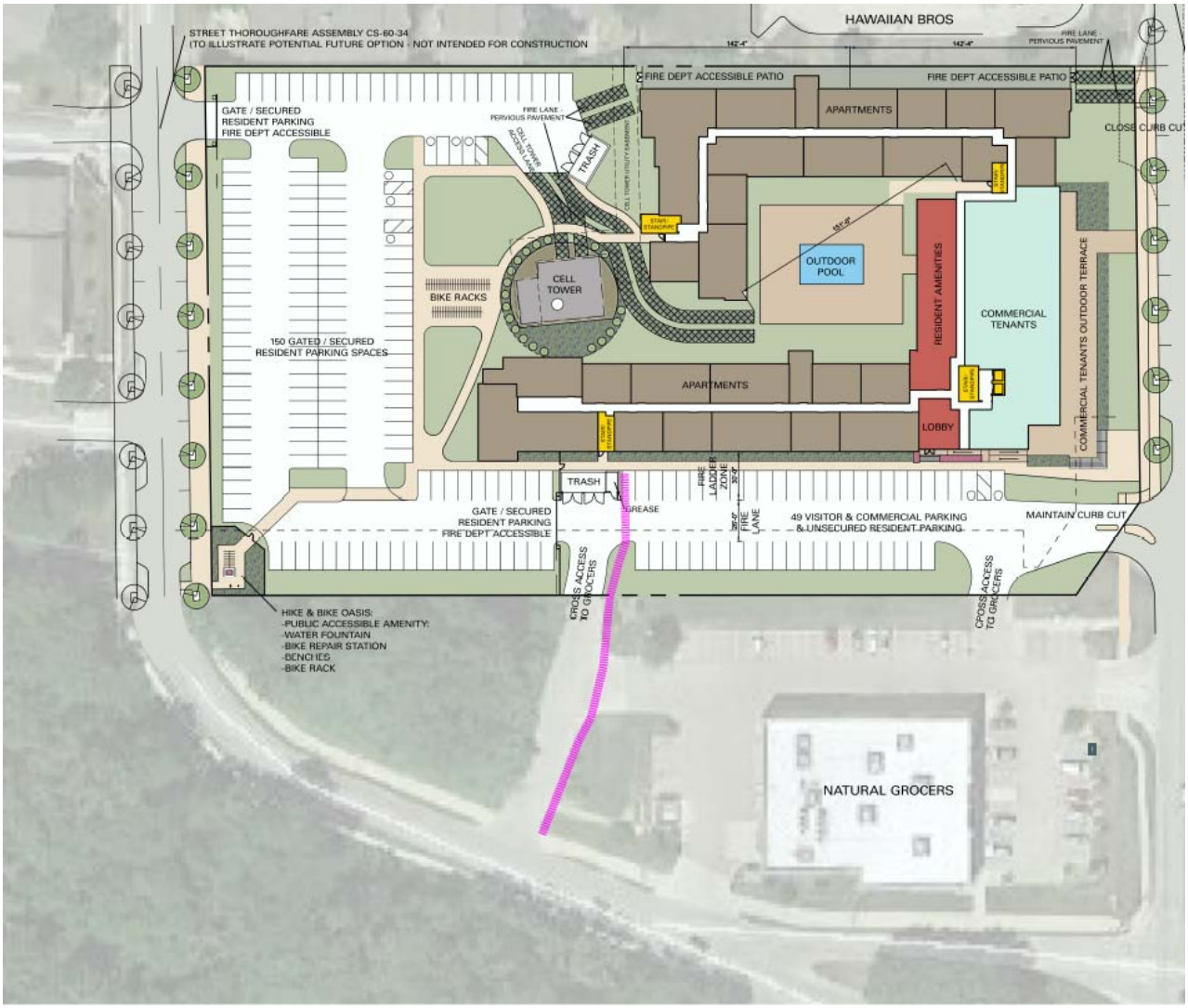


Figure 1: Recommended pedestrian connection

The connection is recommended along the north side of the drive to provide the most direct pedestrian connection. This shared driveway is located within public right-of-way. It is an existing drive that will be maintained and serves the existing development.

Staff Finding – Infrastructure and system capacity are conceptually available to the development area. Certain public improvements are required for the project including public sidewalk design and pedestrian connections to the northbound Naismith Drive transit stop.

7) Whether the plan will measurably and adversely impact development or conservation of the neighborhood area by:

a) doubling or more the traffic generated by the neighborhood;

b) proposing housing types, building heights or building massings that are incompatible with the established neighborhood pattern; or

c) increasing the residential density 34% or more above the density of adjacent residential properties.

These criteria are specific to a planned development. An infill community plan shall be based on conserving, completing, or creating transect based urban structure. This project includes only one lot but is designed to incorporate existing development to the east. The plan demonstrates connectivity to, and enhancement of, transportation modes (bike, pedestrian, and transit).

Staff Finding – The proposed development is unique in its location and the use of the SmartCode for implementation of a mixed-use development.

8) Whether potential adverse impacts have been mitigated to the maximum practical extent.

This project is unique in the community and unique in the application of the SmartCode to accommodate a mixed-use development. The infill community plan is intended to be considered conceptually with the additional application to specific details of the development as a lot specific and/or building specific development application per Article 5a and 5b SmartCode Submissions.

A key issue, yet to be resolved, is driveway access to W. 23rd Street as either a three-quarter access or a restricted right-in, right-out only driveway. Appropriate functioning of W. 23rd Street as a principal arterial street must be maintained.

Staff Finding – This review generally assumes the approval of the infill community plan by the City Commission and the corresponding approval of the SmartCode rezoning. Denial of either request will result in delay of the project.

9) The sufficiency of the terms and conditions proposed to protect the interest of the public and the residents of the Planned Unit Development in the case of a plan that proposes development over a period of years.

This project is not a phased development. There are no recommended conditions necessary to ensure compliance over time.

Staff Finding – This review criterion is not applicable to this application.

Staff Review and Conclusion

The preliminary development plan findings of fact have been adapted and modified to assess basic elements of the proposed Infill Community Plan. The SmartCode does not specify any specific findings of fact or review criteria as a framework for evaluation.

The attached review provides an additional evaluation of the proposed Infill Community Plan for consideration by the Planning Commission as an advisory board in this review process.

PLANNING COMMISSION REPORT
Regular Agenda -Public Hearing Item

PC Staff Report
1/25/2019

ITEM NO. 13 SMARTCODE COMMUNITY INFILL PLAN REDEVELOPMENT PROJECRT 1401 W. 23RD STREET (SLD)

ITEM NO. 13A COMMUNITY INFILL PLAN; SMARTCODE (SLD)

Consider a request to establish a community infill plan associated with a SmartCode application at 1401 W. 23rd St & 1300 W. 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

WARRANTS AND VARIANCES

The Smart Code allows two types of deviations from the requirements and standards. ***Warrants*** are minor, technical deviations that would permit a practice that is not consistent with a specific provision of the SmartCode, but is justified by its purpose (SmartCode, Section 21-100.2). ***Variances*** are any deviation that does not meet the definition of a warrant and shall be granted in accordance with the Board of Zoning Appeals (Land Development Code, Section 20-1309).

Certain items are not permitted to be consider for a warrant or variance and include the following:

1. Allocation ratio of each Transect Zone (Table 14A) – Not applicable to this project.
2. Maximum dimensions of traffic lanes (Table 3) – Not applicable to this project.
3. Required provision for rear alleys and rear lanes – Not proposed for this project.
4. Minimum Base Residential Density (Table 14B) – Project exceeds minimum required residential density.
5. Permission to build Outbuildings.[1] – Not applicable to this project
6. Parking Requirements (Table 12) – Project exceeds the minimum required off-street parking for the proposed uses.

ATTACHMENT

1. Request and justification for warrants
2. Proposed Infill Community Plan

PROCESS

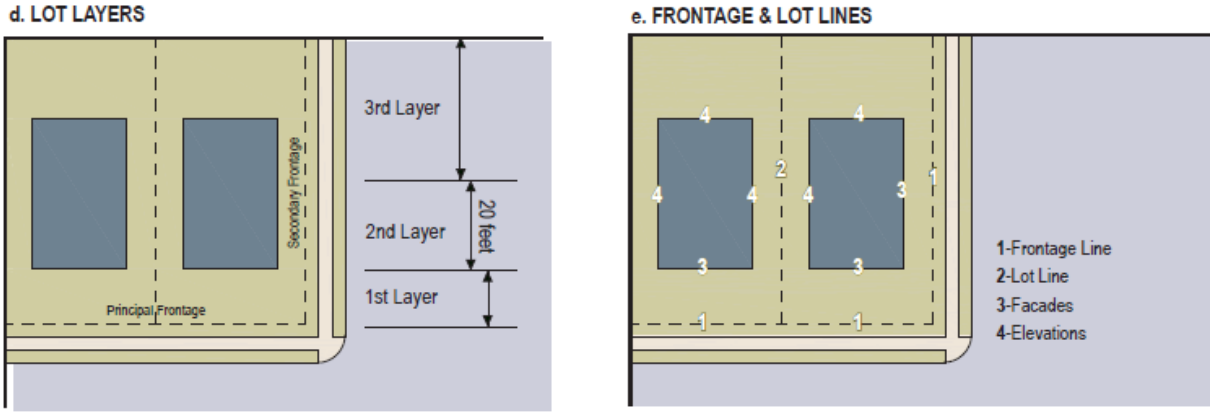
Assuming the developer has successfully petitioned for rezoning to the SmartCode and an approved infill or greenfield community plan has been approved, the developer may seek application for a lot-scale projects, submit Article 5a (Section21-500.1.5.a) and Article 5b (Section 21-500.1.5.b) applications to the Consolidated Review Committee (CRC). The CRC is an administrative review body. Whether a deviation requires a warrant or variance shall be determined by the CRC pursuant to guidelines developed by the CRC. At this time, formal guidelines have not be defined or published for evaluating a deviation. This project includes an aspect of setting precedence because it is the first project submitted since the adoption of the SmartCode.

This application includes four warrant requests. The proposed warrants are included in the Planning Commission documentation for reference. The Planning Commission is not required to act on warrants and only the Board of Zoning Appeals is permitted to approve a variance. The following discussion provides context.

[1] This requirement pertains the use of outbuildings as accessory dwelling units and is not applicable to this project

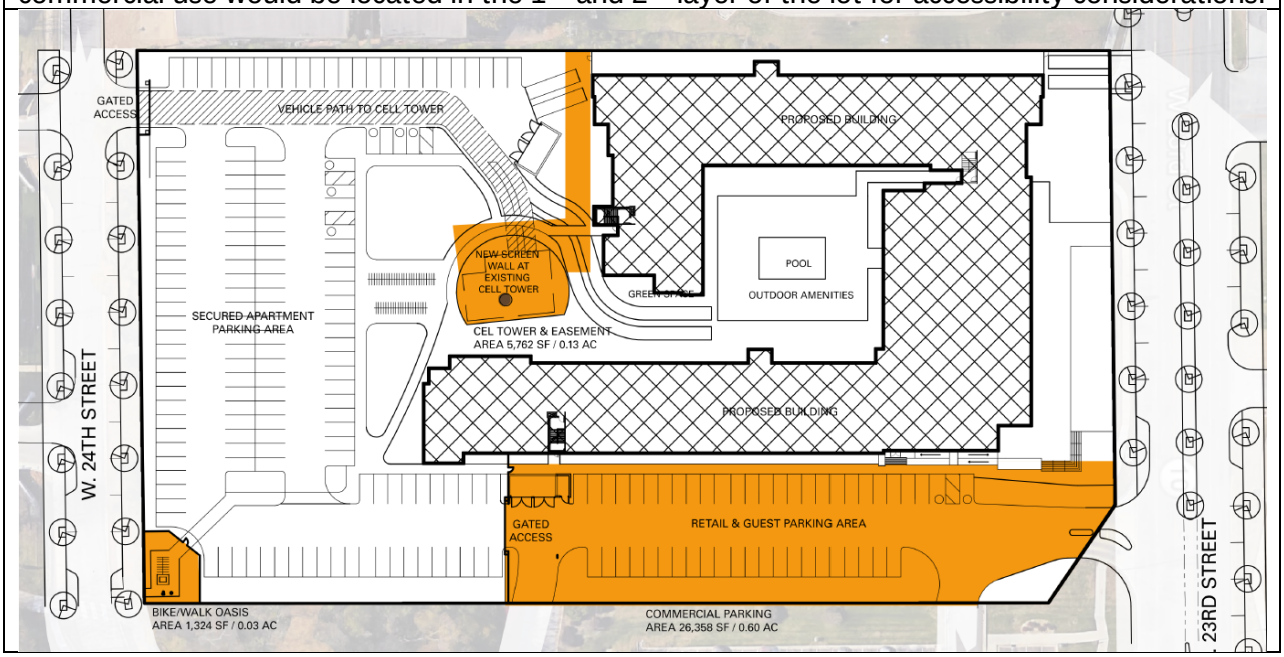
Deviation 1:

All Parking shall be located in the Third Lot Layer (21-500.5.4 (f))



General parking standards are set out in Section 21-500.5.4. The SmartCode defines how lots shall be used, and in what portions of the lot certain uses can be located. This project includes off-street parking located along the east side of the building near W. 23rd Street. This parking accommodates commercial uses that front W. 23rd Street.

The site is not designed with a rear alley or on-street parking. The nearest parking for the commercial use would be located in the 1st and 2nd layer of the lot for accessibility considerations.

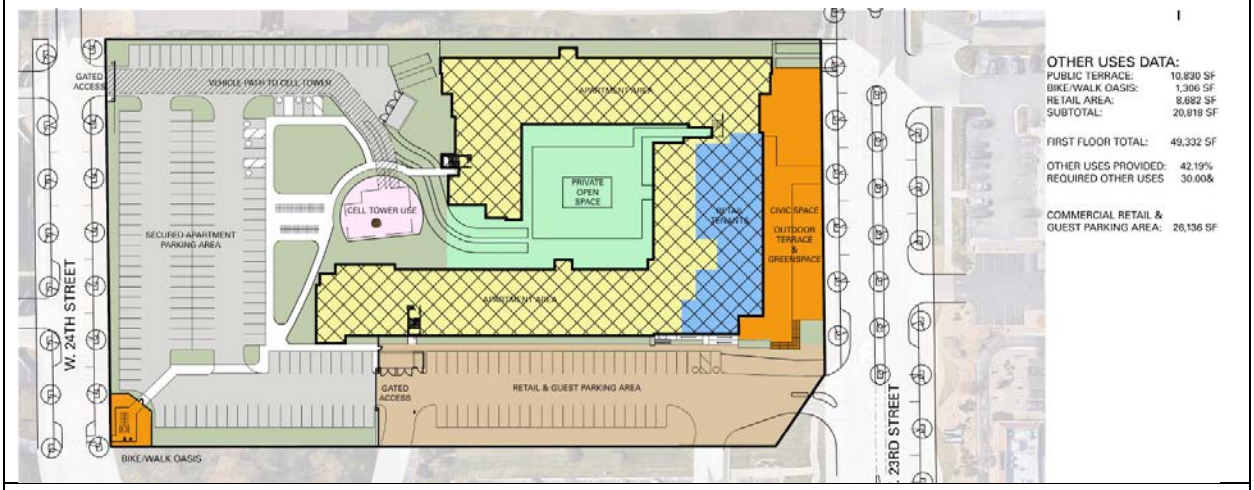


Deviation 2:

Minimum Base Density: 30% "other" functions (Table 14, Summary B, Minimum Base Density)

The proposed plan deviates from meeting the required "other" functions within the project. The applicant measured the use of "other" functions based on the total area of the first floor (49,332 square feet).

The SmartCode does not define how this criterion shall be evaluated. The unit of measure influences the outcome of the mix of uses. Density is defined based on land area. The purpose of the SmartCode is to implement mixed-use developments. Staff reviewed the requirement for "other" functions based on the lot area (4.4390 acres), not the footprint of the first floor of the building.



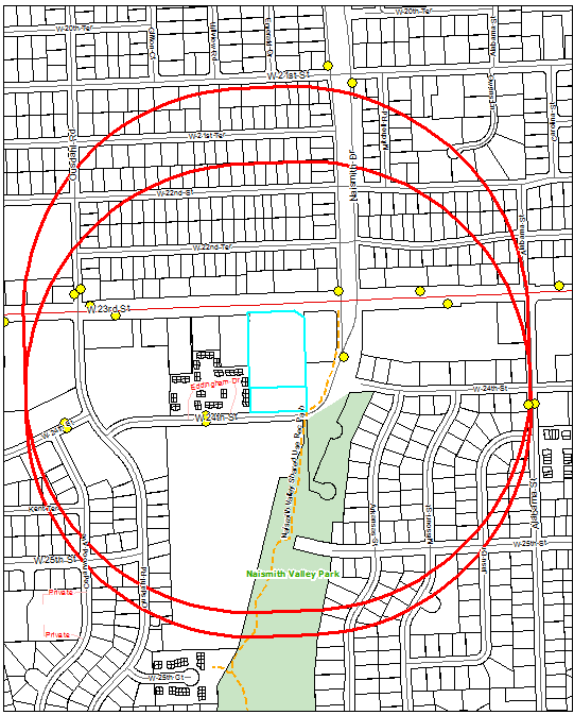
Staff finds that the total land area attributed to "other" functions is only 23%. A larger project encompassing multiple lots would be better able to meet the mix requirement than a single lot.

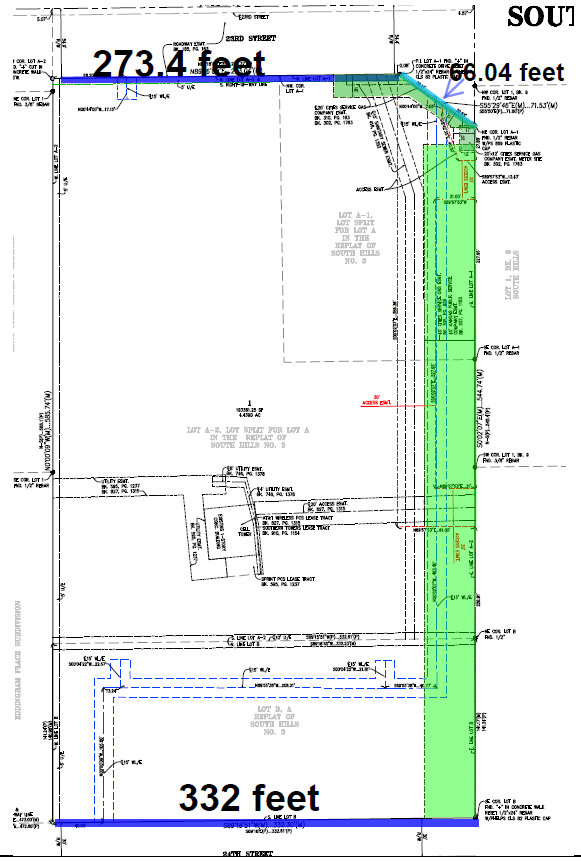
"Other Functions"	Square feet	Acres	Percent
Commercial Space	**26,136.0**	**0.60**	14%
Retail	8,682.0	0.20	4%
Parking	17,454.0	0.40	9%
Civic	**12,136.0**	**0.28**	6%
Bike	1,306.0	0.03	1%
Terrace	10,830.0	0.25	6%
Cell Tower	**5,762.0**	**0.13**	3%
Total	44,034.0	1.01	23%
Total Site Area	93,361.3	4.439	

Deviation 3:
Maximum Lot Width, 150 feet (Table 14, Summary F, Lot Occupation)

Conventional development may include larger buildings and “big box retail” structures that are not conducive to pedestrian-scale walkable neighborhoods. The lot size and configuration is discussed in the body of the minor subdivision staff report. Development is based on pedestrian sheds that are typically one-quarter mile in length with a high degree of amenities that support pedestrian, scale and use, including lot and block sizes. For this reason, lot and block sizes are prescribed in the SmartCode.

This project includes only one lot within a developed urban block bounded by W. 23rd Street on the north, Naismith Drive on the east, W. 24th Street on the south and Ousdahl Road on the west. Within the subdivision context, lots would range from 25 feet wide as a minimum dimension to 150 feet wide as a maximum dimension. This



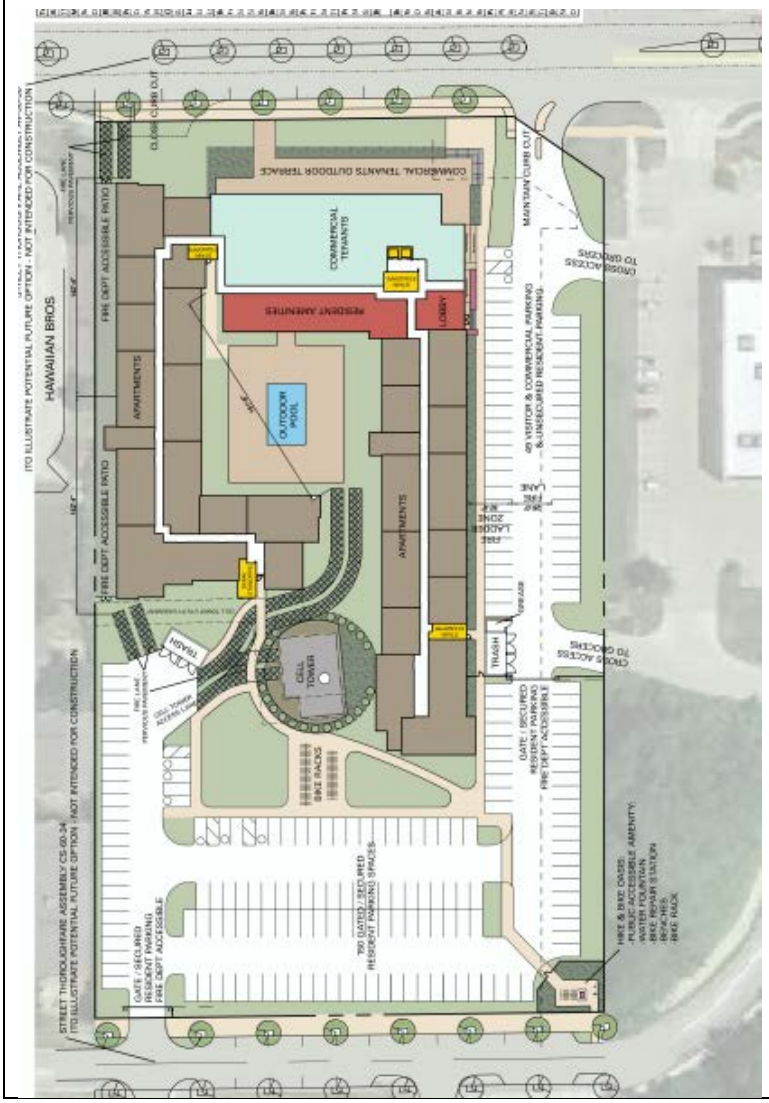


The above graphics shown the location of within the context of the block, and the details of the lot, including the exclusive 40 foot gas line easement located along the easten property line.

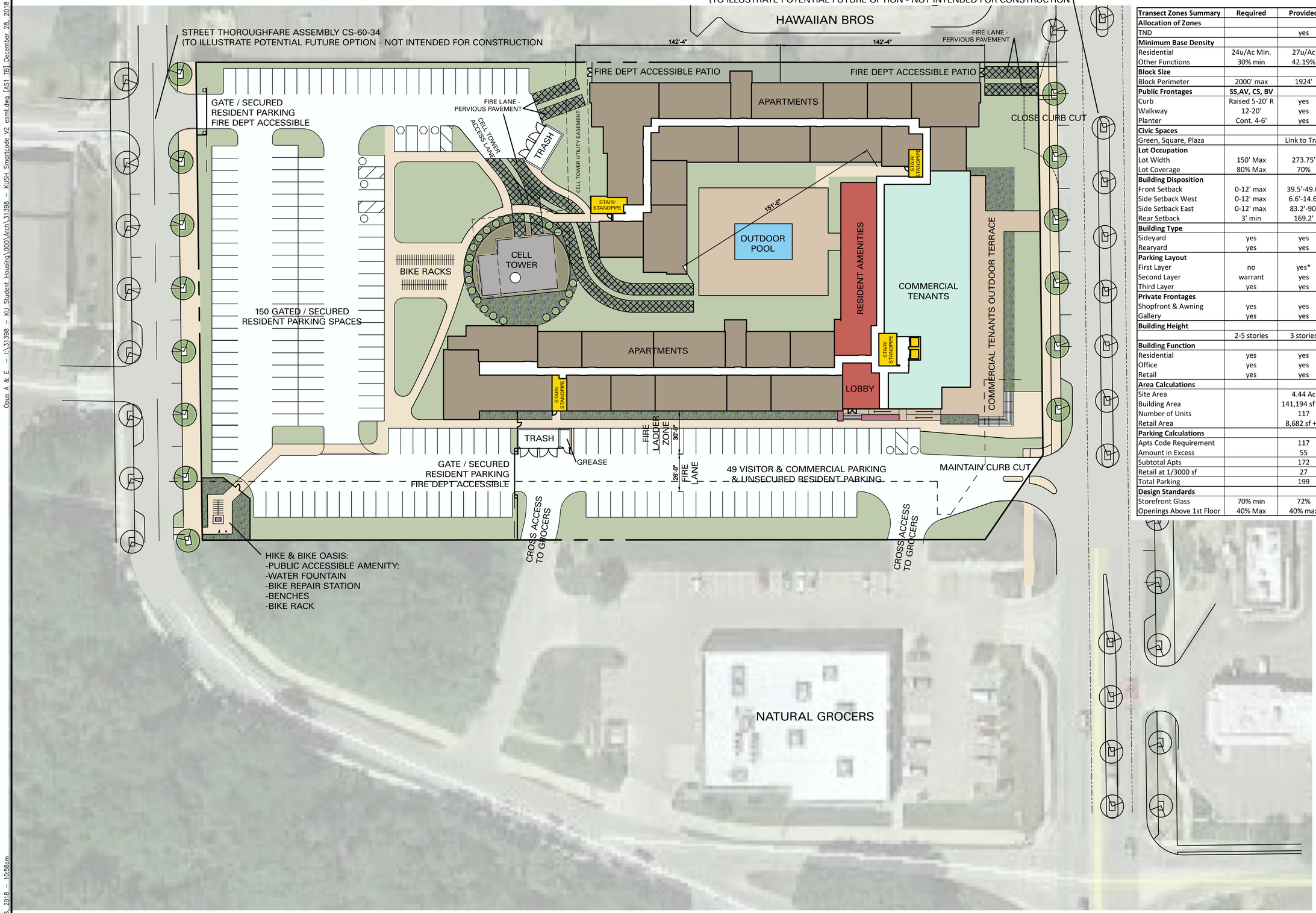
Deviation 4:

Building Setback (Table 14, Summary G, Building Disposition)

The building exceeds of the maximum 12-foot building setback permitted in the SmartCode for W. 23rd Street and from the east property line. The location of the gas line easement forces the building to the west. The applicant sites grade changes in addition to the easement encumbrances that have resulted in the proposed building placement. The setback of the building, as proposed, creates a new terrace area along W. 23rd Street that provides civic space not found along the corridor or along the block face.



T-5 (Urban Center) Zone	Minimum	Maximum
Front Setback	0 feet	12 feet
Side Setback - total	0 feet	12 feet
Proposed		
Front Setback		46 feet
East Side Setback		90 feet east side
West side Setback		14 feet west side
Rear Setback		197 feet



Transect Zones Summary	Required	Provided
Allocation of Zones		
TND		yes
Minimum Base Density		
Residential	24u/Ac Min.	27u/Ac
Other Functions	30% min	42.19%
Block Size		
Block Perimeter	2000' max	1924'
Public Frontages	**SS,AV, CS, BV**	
Curb	Raised 5-20' R	yes
Walkway	12-20'	yes
Planter	Cont. 4-6'	yes
Civic Spaces		
Green, Square, Plaza		Link to Trail
Lot Occupation		
Lot Width	150' Max	273.75'
Lot Coverage	80% Max	70%
Building Disposition		
Front Setback	0-12' max	39.5'-49.6'
Side Setback West	0-12' max	6.6'-14.6'
Side Setback East	0-12' max	83.2'-90'
Rear Setback	3' min	169.2'
Building Type		
Sideyard	yes	yes
Rearyard	yes	yes
Parking Layout		
First Layer	no	yes*
Second Layer	warrant	yes
Third Layer	yes	yes
Private Frontages		
Shopfront & Awning	yes	yes
Gallery	yes	yes
Building Height		
	2-5 stories	3 stories
Building Function		
Residential	yes	yes
Office	yes	yes
Retail	yes	yes
Area Calculations		
Site Area		4.44 Ac
Building Area		141,194 sf +/-
Number of Units		117
Retail Area		8,682 sf +/-
Parking Calculations		
Apts Code Requirement		117
Amount in Excess		55
Subtotal Apts		172
Retail at 1/3000 sf		27
Total Parking		199
Design Standards		
Storefront Glass	70% min	72%
Openings Above 1st Floor	40% Max	40% max

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TANT

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T NUMBER
8000

ISSUE RECORD
PLANNING 01.02.2019
PLANNING 01.16.2019

DATE

PROJECT MANAGER
Mark Winschel
DRAWN BY

CHECKED BY

REGISTRATION

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SEE CIVIL DRAWINGS FOR COMPLETE DIMENSIONING, EASEMENTS, & DETAILS

SHEET TITLE
SITE LAYOUT

0 15 30 60

SHEET NUMBER
AS.1

PLAN NORTH

Opus A & E — I:\31398 — KU Student Housing\000\Arch\31398 — KUSH Smartcode v2 esmt.dwg [AS1 TB] December 28, 2018 — 10:58am gsc

LOT DATE: December 28, 2018 — 10:58am

LAN

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November 19, 2018

Sent Via Email: sday@lawrenceks.org
Sandra Day, Planner II
Planning and Development Services
City of Lawrence
First Floor, 6 E. Street
Lawrence, Kansas 66044

Re: Proposed Project – W. 23rd Street
Smart Code Submission – Preliminary Plat & Other documents

Dear Sandy,

As discussed, please find attached the following documents, as applicable, to be included with the already-submitted applications: Preliminary Development Plan, Rezoning (Map Amendment) and Minor Subdivisions applications ("Applications").

1. C1 - Site Plan
2. C2 - Grading Plan
3. C3 - Utility Plan
4. L1 - Master Street Tree Plan
5. L2 - Landscape Plan
6. Drainage Study
7. Downstream Sewer Analysis
8. Minor Plat
9. Certificate of Mailing – adjacent property owners and neighborhood associations

In addition, we have identified the following areas of the Smartcode that we would like to have approved by warrant:

Deviation 1:
21-500.5.4: Parking Standards item (f) All parking shall be located in the Third Lot Layer;
Our plan deviates by placing parking areas within the First and Second Layers.
The basis for supporting our warrant request is as follows:

1) Due to existing site access easements with the adjoining, eastern property owner (Natural Grocers), we must provide access at the eastern side of our property from 23rd Street and to the Natural Grocers' parking lot at two drive access points. These cross access drive lanes now exist.
2) Retail Lease Space at 23rd Street Frontage: To provide reasonable and convenient parking for these retail tenants, parking is provided in Layer One at the cross-access drive lanes noted above. Apartment Leasing Visitor Parking is provided at these cross-access drive lanes at Layer Two.
3) Streetscreens coordinated with Landscaping Elements shall be provided at Layer One

Deviation 2:
Table 14 Summary "B" Minimum Base Density: 30% Minimum "Other" Functions;
Our plan deviates by having an amount of "other" functions that are 19.3% of the first floor, this is less than the required 30%.
The basis for supporting our warrant request is as follows:

1) The practical depth for retail at this location is between 50 and 70 feet. Our plan reflects 55' to suit the smaller tenants we expect for this location.
2) To increase this retail space to 30% of the first floor plate, this space would have to be at a depth of around 100' and would also have to wrap down the east side of the building.
3) Retail space of this depth would prohibit smaller tenants as this increased depth would result in a space too narrow.
4) Retail space facing the eastern property would not provide the "frontage" necessary to attract customers.

Deviation 3:
Table 14 Summary "F" Lot Occupation: 150' Maximum Lot Width.
Our plan deviates by having a lot width in excess of 150'. Our lot width is 273.37'.
The basis for supporting our warrant request is as follows:

Our project type has a configuration based on residential on the upper floors and retail and amenity spaces on the first floor. This building type and stacked, horizontal layering of functions does not have a means of subdividing into two narrower lots to meet the 150' criteria.

Deviation 4:
Table 14 Summary "G" Building Disposition: Front Setback 12' maximum; West Side Setback 12'; East Side Setback 12' maximum:

Front Setback: Our plan deviates by providing a 46' front setback.
The basis for supporting our warrant request is as follows:
An existing Gas Easement pushes our building back beyond the maximum criteria; however, this deeper setback allows the addition of an outdoor terrace for the retail tenants' customers for casual seating or dining.

West Side Setback: Our plan deviates by providing a 20' setback.
The basis for supporting our warrant request is as follows:
In order to provide an accessible entrance for the retail and leasing customers on the east side of the building, a steep topography change is required at the west side. This distance of 20' is required to accommodate both the required slope and for the inlet elevations needed for stormwater drainage. Buried telephone and power easements at this side also provide complications in achieving the 12' setback.

East Side Setback: Our plan deviates by providing a 92' setback.
The basis for supporting our warrant request is as follows:
The 12' maximum at this side cannot be achieved due to the existing:
a) cross-access agreement and associated drive lanes, and
b) existing gas line easement.

Please feel free to contact me if you have any questions or if you require additional information for the submission of the Applications. As indicated, we are very excited about this project and anxious to move through the process as quickly as possible.

Sincerely,

Rita D'Agostino
Director, Real Estate Development

cc: Pat Watkins, Esq.
Gary Schuberth



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816-480-4400

CONSULTANT

PROJECT

Mixed-Use Development

LOCATION
Lawrence, KS

PROJECT NUMBER
31398000

ISSUE RECORD
PLANNING 11.01.2018
PLANNING 01.02.2019

DATE
11.01.2018
PROJECT MANAGER
Mark Winschel
DRAWN BY
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GS

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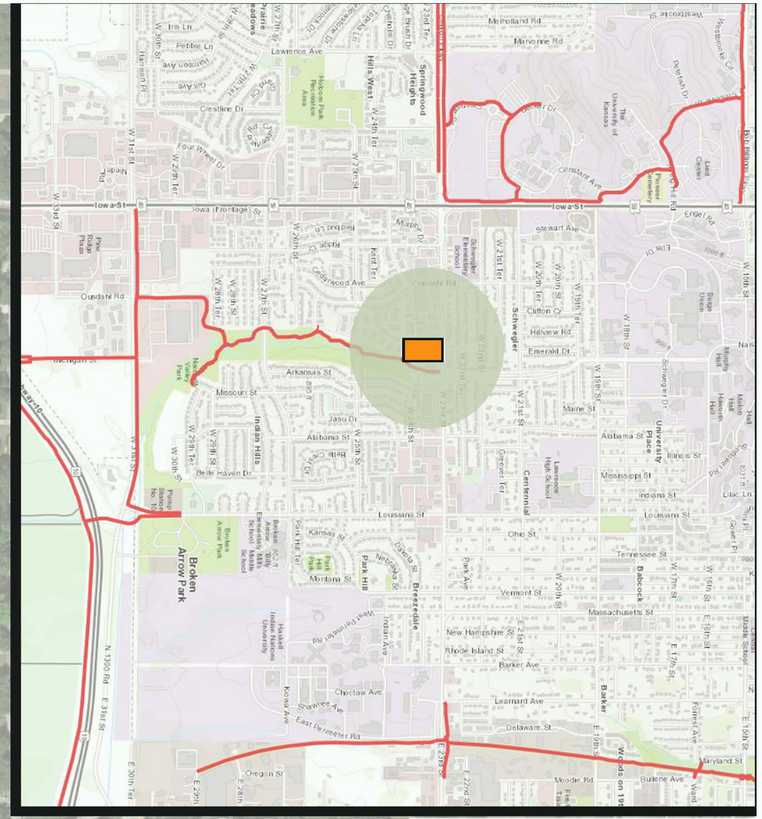
SHEET TITLE
AERIAL
VICINITY VIEW

SHEET NUMBER
A0

Opus A & E - I:\31398 - KU Student Housing\000\Arch\31398 - KUSH Smartcode V1.dwg [aCOVER TB] November 01, 2018 - 8:44am gschubert
LAN
PLOT DATE: November 01, 2018 - 8:44am

Opus A & E – I:\31398 – KU Student Housing\000\Arch\31398 – KUSH Smartcode V2 esmt.dwg [AS2 TB] December 27, 2018 – 3:54pm gsch





THE T-ZONES ARE ALLOCATED IN RESPONSE TO EXISTING CONDITIONS AND ARE STRUCTURED AROUND PEDESTRIAN SHEDS

T5 URBAN CENTER

HIGHER INTENSTIY W/ MIXED USE AND SIGNIFICANT RETAIL. THISZONE IS WHAT WE THINK OF AS MAIN STREET.

CIVIC SPACE

WATER FEATURE

NEIGHBORHOOD PEDESTRIAN SHED: 5 MINUTE WALK

WALK/BIKE TRAIL

WALK/BIKE "OASIS STATION

THIS STATION IS PROVIDED AS PART OF THE T5 DEVELOPMENT AS A CIVIC AMENITY

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CONSULTANT

PROJECT

Mixed-Use Development

LOCATION
Lawrence, KS

PROJECT NUMBER
31398000

ISSUE RECORD

PLANNING 01.02.2019

DATE

PROJECT MANAGER
Mark Winschel

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SHEET TITLE
INFILL COMMUNITY PLAN

SHEET NUMBER

PLAN NORTH

AS.2

LAST PLOT DATE: December 27, 2018 – 3:54pm

Opus A. & E. – I:\31398 – KU Student Housing\000\Arch\31398 – KUSH Smartcode V1.dwg [a3.0 TB (3)] November 01, 2018 – 8:46am gschuber



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816-480-4303

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CONSULTANT

PROJECT

Mixed-Use Development

LOCATION
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PROJECT NUMBER
31398000

ISSUE RECORD
PLANNING 11.01.2018

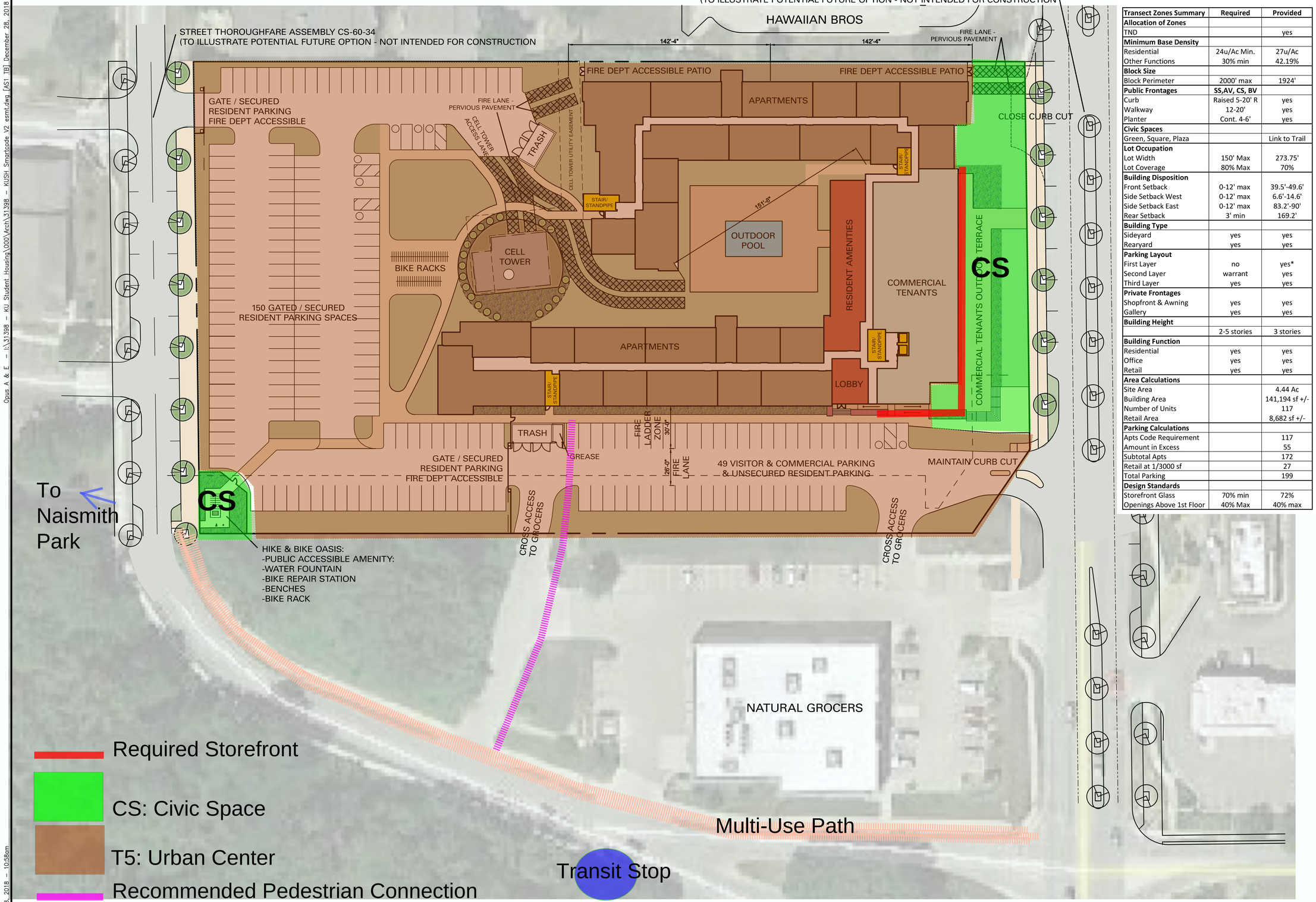
DATE
11.01.2018
PROJECT MANAGER
Mark Winschel
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REGISTRATION

SHEET TITLE
EXTERIOR OVERVIEW

SHEET NUMBER
A3.0

LAYOUT DATE: November 01, 2018 – 8:46am



Regulating Plan

Transect Zones Summary	Required	Provided
Allocation of Zones		
TND		yes
Minimum Base Density		
Residential	24u/Ac Min.	27u/Ac
Other Functions	30% min	42.19%
Block Size		
Block Perimeter	2000' max	1924'
Public Frontages	**SS,AV, CS, BV**	
Curb	Raised 5-20' R	yes
Walkway	12-20'	yes
Planter	Cont. 4-6'	yes
Civic Spaces		
Green, Square, Plaza		Link to Trail
Lot Occupation		
Lot Width	150' Max	273.75'
Lot Coverage	80% Max	70%
Building Disposition		
Front Setback	0-12' max	39.5'-49.6'
Side Setback West	0-12' max	6.6'-14.6'
Side Setback East	0-12' max	83.2'-90'
Rear Setback	3' min	169.2'
Building Type		
Sideyard	yes	yes
Rearyard	yes	yes
Parking Layout		
First Layer	no	yes*
Second Layer	warrant	yes
Third Layer	yes	yes
Private Frontages		
Shopfront & Awning	yes	yes
Gallery	yes	yes
Building Height		
	2-5 stories	3 stories
Building Function		
Residential	yes	yes
Office	yes	yes
Retail	yes	yes
Area Calculations		
Site Area		4.44 Ac
Building Area		141,194 sf +/-
Number of Units		117
Retail Area		8,682 sf +/-
Parking Calculations		
Apts Code Requirement		117
Amount in Excess		55
Subtotal Apts		172
Retail at 1/3000 sf		27
Total Parking		199
Design Standards		
Storefront Glass	70% min	72%
Openings Above 1st Floor	40% Max	40% max

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T NUMBER
8000

ISSUE RECORD
PLANNING 01.02.2019
PLANNING 01.16.2019

DATE

PROJECT MANAGER
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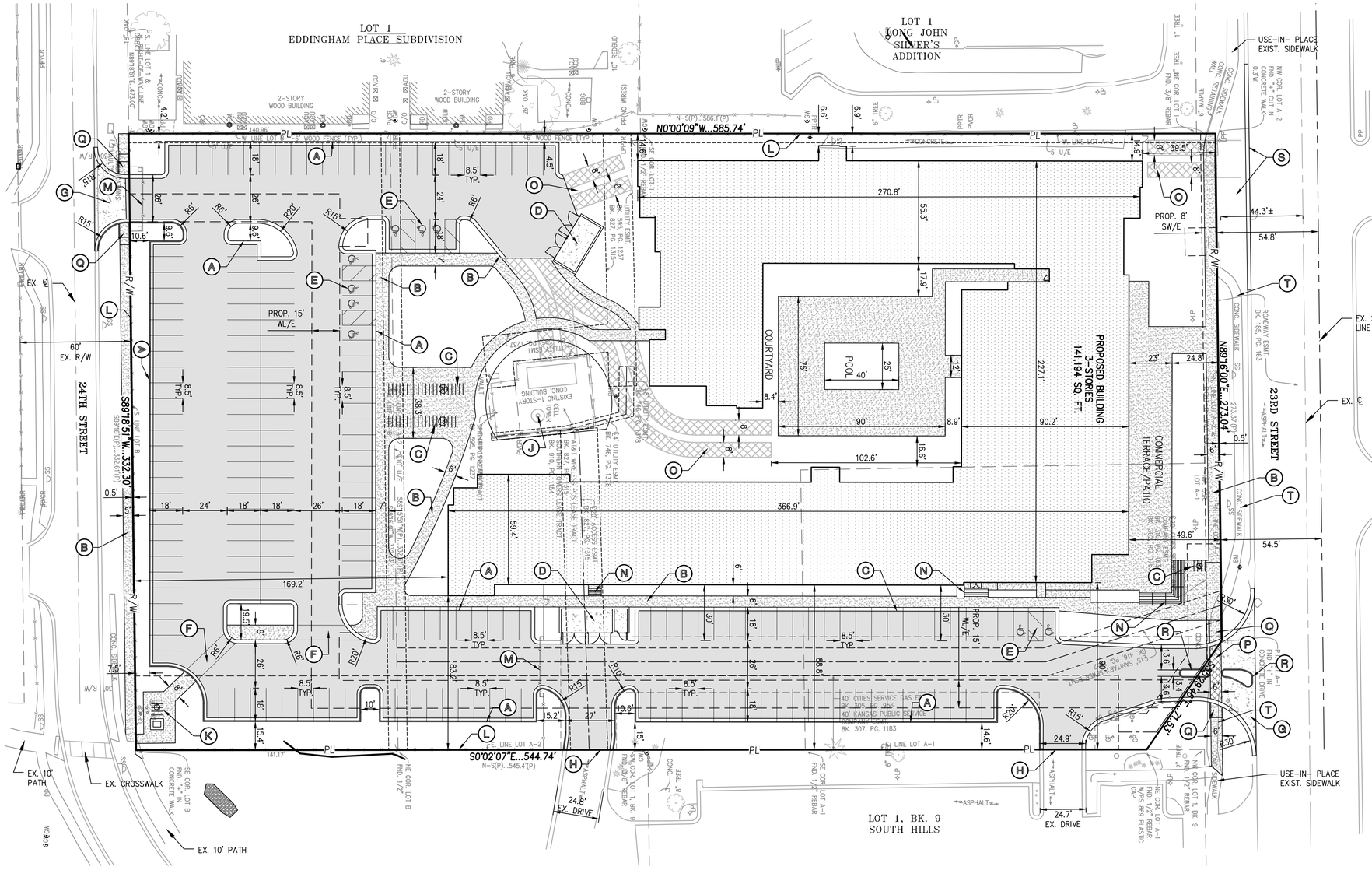
SEE CIVIL DRAWINGS FOR COMPLETE DIMENSIONING, EASEMENTS, & DETAILS

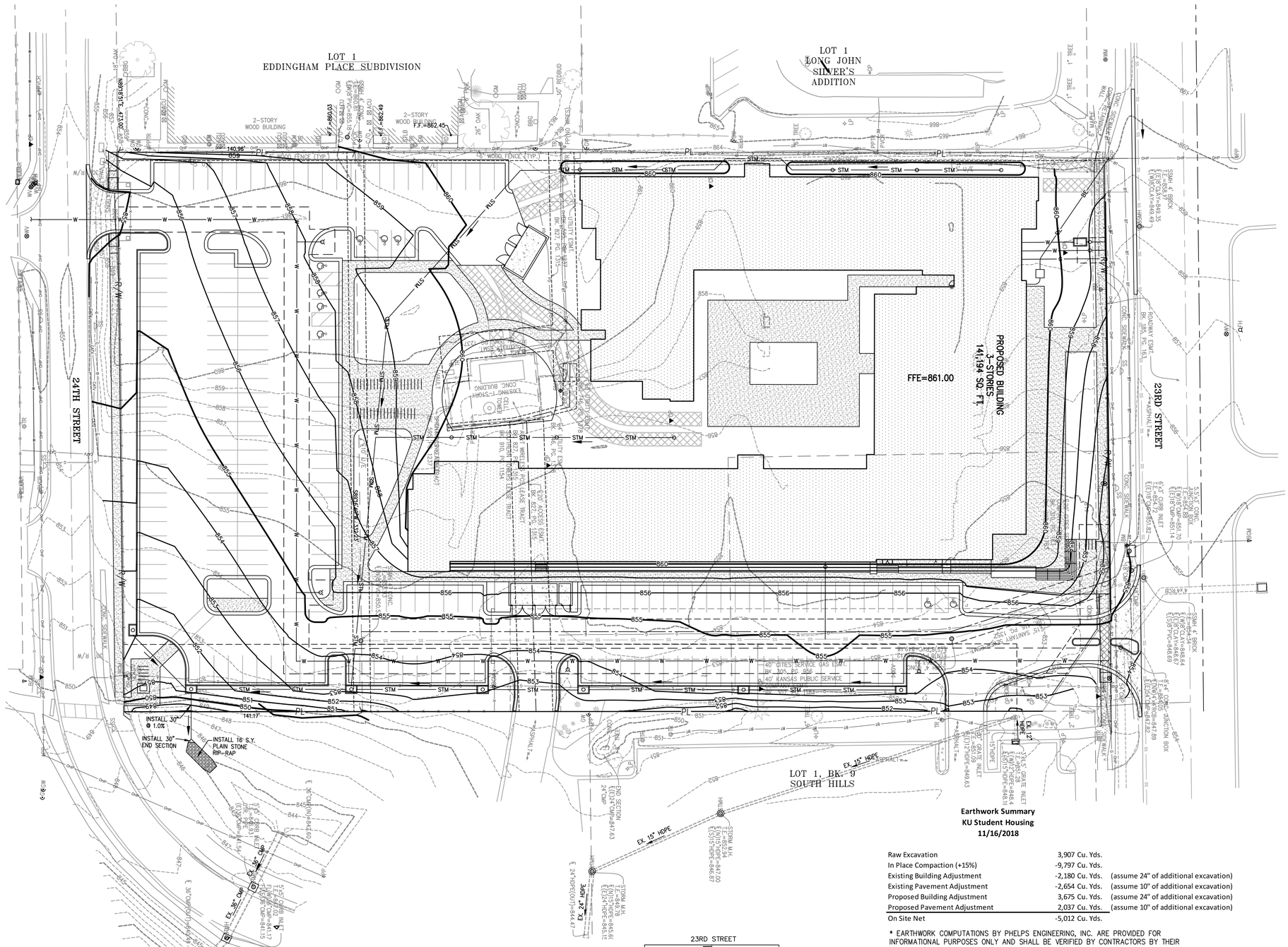
SHEET TITLE
SITE LAYOUT

0 15 30 60
SHEET NUMBER
PLAN NORTH

AS.1

Opus A & E — I:\31398 — KU Student Housing\000\Arch\31398 — KUSH Smartcode V2 esmt.dwg [AS1 TB] December 28, 2018 — 10:58am gsc
LAY DATE: December 28, 2018 — 10:58am

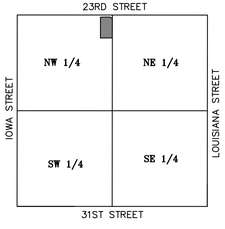

LOT 1
EDDINGHAM PLACE SUBDIVISION
LOT 1
LONG JOHN SILVER'S ADDITION
2-STORY WOOD BUILDING
2-STORY WOOD BUILDING
N0°00'09"W...585.74'
PROPOSED BUILDING
3-STORIES
141,194 SQ. FT.
COURTYARD
POOL
40'
25'
75'
90'
102.6'
270.8'
55.3'
17.9'
227.1'
90.2'
366.9'
59.4'
169.2'
38.5'
PROP. 15' WL/E
PROP. 8' SW/E
EX. 60' R/W
24TH STREET
23RD STREET
COMMERCIAL TERRACE/PATIO
EX. SECTION LINE
EX. ℄
N89°56'00"E...273.04'
S89°18'51"W...332.30'
S0°02'07"E...544.74'
N-S(P)...545.4'(P)
USE-IN-PLACE EXIST. SIDEWALK
USE-IN-PLACE EXIST. SIDEWALK
EX. 10' PATH
EX. CROSSWALK
EX. 10' PATH
24.8' EX. DRIVE
24.7' EX. DRIVE
LOT 1, BK. 9
SOUTH HILLS
40' CITIES SERVICE GAS CO. EASEMENT BK. 305, PG. 256
40' KANSAS PUBLIC SERVICE COMPANY EASEMENT BK. 307, PG. 1183
6' UTILITY EASEMENT BK. 595, PG. 1227
BK. 827, PG. 1370
6' UTILITY EASEMENT BK. 827, PG. 1370
6' UTILITY EASEMENT BK. 746, PG. 1378
6' UTILITY EASEMENT BK. 827, PG. 1370
6' UTILITY EASEMENT BK. 827, PG. 1370
7.6' WIDE ELECTRIC LINE EASEMENT BK. 827, PG. 1370
7.6' WIDE ELECTRIC LINE EASEMENT BK. 910, PG. 1154
CABLE TELEVISION EASEMENT BK. 827, PG. 1370
CABLE TELEVISION EASEMENT BK. 827, PG. 1370
EXISTING 1-STORY CONC. BUILDING
SHOPPING CENTER SIGN
ROADWAY EASEMENT BK. 185, PG. 183
ROADWAY EASEMENT BK. 185, PG. 183
NW COR. LOT A-2 FND. "+" OUT IN CONCRETE WALK
NE COR. LOT A-2 FND. 3/8" REBAR
NE COR. LOT A-1 FND. 1/2" REBAR W/PS 869 PLASTIC CAP
NW COR. LOT 1 BK. 9 FND. 1/2" REBAR
NE COR. LOT B FND. 1/2"
SE COR. LOT B FND. "+" IN CONCRETE WALK
SE COR. LOT A-1 FND. 1/2" REBAR
SW COR. LOT 1, BK. 9 FND. 1/2" REBAR
P.O.B.
P.O.C.
R6'
R15'
R20'
R10'
8.5' TYP.
7.5'
10'
15.2'
27'
15.4'
141.17'
14.6'
24'
18'
26'
19.5'
8'
9.6'
10.6'
7'
6'
30'
83.2'
88.6'
24.9'
23'
24.8'
39.5'
54.8'
44.3'±
54.5'
49.6'
0.5'
13.6'
6.4'
7.6'
8.4'
8.9'
16.6'
12'
14.8'
14.6'
6.6'
6.3'
4.5'
4.2'
1.6'
1.9'
1.4'
1.5'
1.2'
1.3'
1.7'
1.8'
1.0'
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4.7'
4.8'
4.9'
5.0'
5.1'



LEGEND

- XXX EXISTING CONTOURS
- XXX PROPOSED CONTOURS
- 1088.00 SW PROPOSED SPOT ELEVATION

LG	LIP OF GUTTER
TC	TOP OF CURB
SW	SIDEWALK
ME	MATCH EXISTING
HP	HIGH POINT
LP	LOW POINT
P	TOP OF PAVEMENT
TE	TOP OF STRUCTURE
GR	GROUND ELEVATION



LOCATION MAP
SECTION 12-13-19

N
0' 1000' 2000'
SCALE : 1 " = 2000'

Earthwork Summary
KU Student Housing
11/16/2018

Raw Excavation	3,907 Cu. Yds.	
In Place Compaction (+15%)	-9,797 Cu. Yds.	
Existing Building Adjustment	-2,180 Cu. Yds.	(assume 24" of additional excavation)
Existing Pavement Adjustment	-2,654 Cu. Yds.	(assume 10" of additional excavation)
Proposed Building Adjustment	3,675 Cu. Yds.	(assume 24" of additional excavation)
Proposed Pavement Adjustment	2,037 Cu. Yds.	(assume 10" of additional excavation)
On Site Net	-5,012 Cu. Yds.	

* EARTHWORK COMPUTATIONS BY PHELPS ENGINEERING, INC. ARE PROVIDED FOR INFORMATIONAL PURPOSES ONLY AND SHALL BE VERIFIED BY CONTRACTORS BY THEIR CHOSEN METHOD PRIOR TO PLACING BID. ALL EARTHWORK SHALL BE CONSIDERED UNCLASSIFIED. 15% WAS ADDED INTO RAW FILL QUANTITY TO ACCOUNT FOR SHRINKAGE.

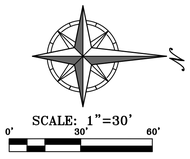
BENCHMARKS:

Benchmark Datum: NAVD 88 based on NGS Benchmarks
NGS PID JE1593 – Stainless steel road 191 feet North of centerline of 13th Street, 37 feet West of Burroughs Creek Trail and 23 feet East of centerline of Oregon Street
Elevation = 827.39

NGS PID JE1594 – Stainless steel road 29 feet North of 19th Street, 103 feet West of Burroughs Creek Trail and 23 feet Southwest of Northwest corner of curb inlet.
Elevation = 851.14

Project Benchmarks
BM No. 1 – Square cut on Southwest corner of curb inlet on South side of 23rd Street at East entrance at the Northeast corner of Lot.
Elevation = 854.78

BM No. 2 – Square cut on top of retaining wall for trash bin at the Northeast corner of trash bin by cell tower
Elevation = 860.14



811 Know what's below. Call before you dig.

UTILITY NOTES:
VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN. UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY THEIR LESSORS, ARE APPROXIMATE AND SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION. FOR ACTUAL FIELD LOCATIONS OF UNDERGROUND UTILITIES CALL 811.

PHELPS ENGINEERING, INC
1270 N. Winchester
Olathe, Kansas 66061
(913) 393-1155
Fax (913) 393-1166
www.phelpsengineering.com
PLANNING
ENGINEERING
IMPLEMENTATION

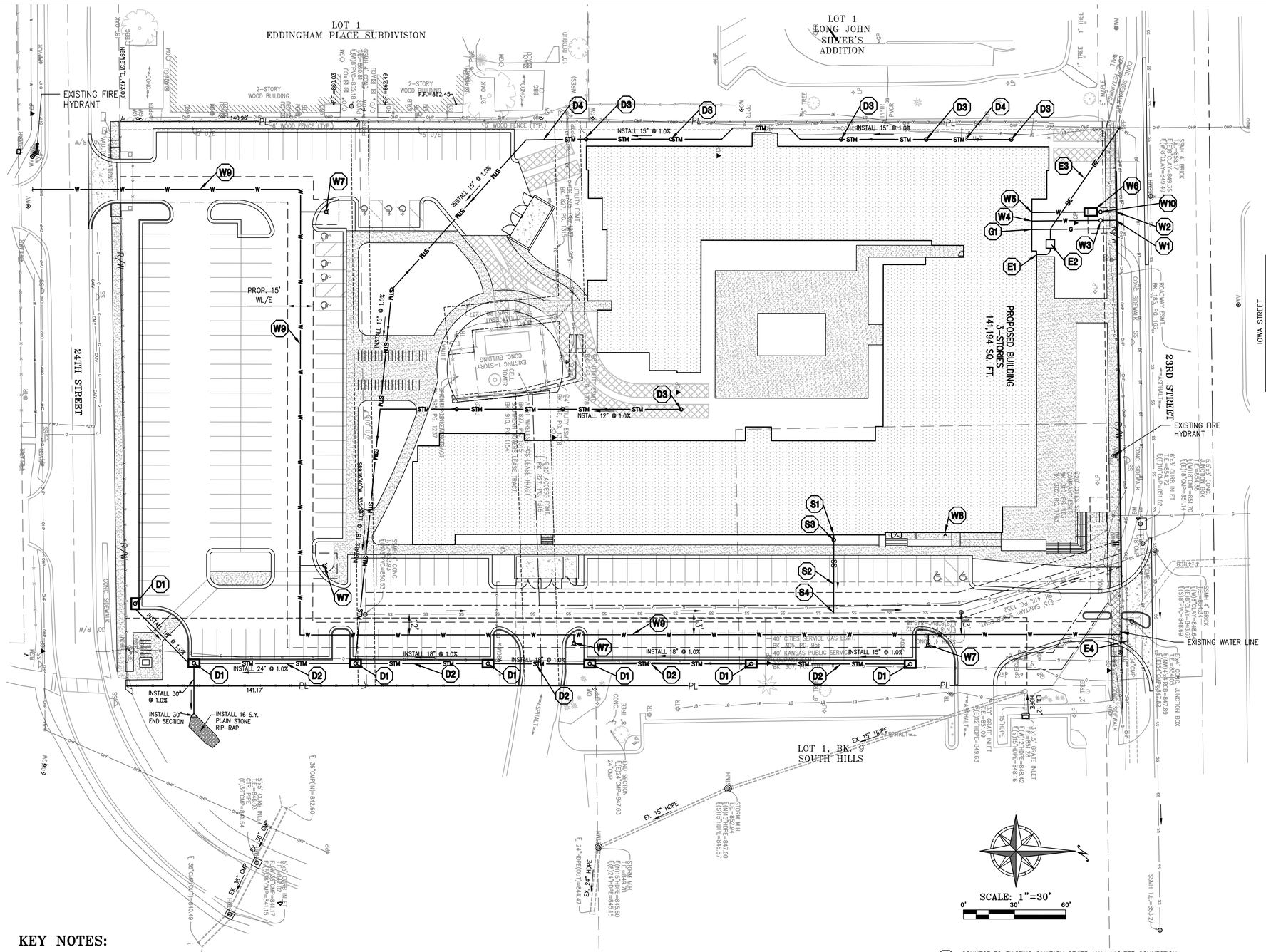
GRADING PLAN–PRELIMINARY

MIXED USE DEVELOPMENT
SOUTH HILLS NO. 3, SECOND RE-PLAT
LAWRENCE, DOUGLAS COUNTY, KANSAS

No.	Date	Revisions:	By	App.
1.	1/2/19	REVISED PER STAFF COMMENTS	HCL	DAF

PROJECT NO. 180905
DATE: 11-19-18 | DRAWN: CHL
CHECKED: DAF | APPROVED: JDC
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - LS-82 ENGINEERING - E-391
CERTIFICATE OF AUTHORIZATION LAND SURVEYING-2007000128 ENGINEERING-2007000268

SHEET
C2

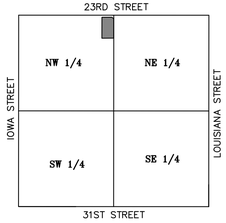


KEY NOTES:

- **W1** CONTRACTOR TO PERFORM AND COORDINATE 8" X 3" TAP FOR PROPOSED BUILDING DOMESTIC SERVICE. CONTACT CITY FOR TAPPING REQUIREMENTS. CONTRACTOR TO PAY ALL FEES FOR WATER MAIN TAP.
- **W2** CONTRACTOR TO PERFORM AND COORDINATE 8" X 6" TAP FOR PROPOSED BUILDING FIRE SERVICE. CONTACT CITY FOR TAPPING REQUIREMENTS. CONTRACTOR TO PAY ALL FEES FOR WATER MAIN TAP.
- **W3** PROVIDE AND INSTALL 3" SR WATER METER PIT PER CITY REQUIREMENTS. COORDINATE WITH WATERONE FOR MAIN TAP. CONTRACTOR TO COORDINATE AND PAY ALL FEES. ALL LABOR AND MATERIALS SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR'S PLUMBER IN ACCORDANCE WITH CITY'S STANDARDS.
- **W4** 4" DOMESTIC WATERLINE ENTRY TO BUILDING (IN SAME TRENCH AS FIRE LINE WHERE APPLICABLE). CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING ANY APPURTENANCES ON THE DOMESTIC LINE SUCH AS BACKFLOW PREVENTION DEVICES (RE: BUILDING PLANS), GATE VALVES, REDUCERS, BENDS, TEES, ETC., WHICH MAY BE REQUIRED. CONTRACTOR TO COORDINATE WITH CITY.
- **W5** 6" SPRINKLER ENTRY TO BUILDING. CONTRACTOR SHALL BE REQUIRED TO INSTALL ANY APPURTENANCES ON THE SPRINKLER LINE SUCH AS, BUT NOT LIMITED TO, GATE VALVES, REDUCERS, BENDS, TEES, ETC., WHICH MAY BE REQUIRED. CONTRACTOR TO COORDINATE WITH CITY.
- **W6** PROVIDE AND INSTALL FIRE PROTECTION BACKFLOW PIT W/A DOUBLE DETECTOR CHECK VALVE BACKFLOW PREVENTION ASSEMBLY. FOLLOW CITY REQUIREMENTS FOR PIT CONSTRUCTION AND TAP REQUIREMENTS TO EXISTING MAIN.
- **W7** PUBLIC FIRE HYDRANT ASSEMBLY, (PAINT HYDRANTS PER CITY REQUIREMENTS).
- **W8** FIRE DEPT. CONNECTION (FDC) ON BUILDING. CONTRACTOR RESPONSIBLE FOR COORDINATION WITH ARCH. & MECH. PLANS.
- **W9** INSTALL 8" PUBLIC WATER LINE PER CITY REQUIREMENTS.
- **W10** INSTALL 6" PUBLIC WATER LINE SHUT OFF VALVE PER CITY REQUIREMENTS.
- **D1** INSTALL PRIVATE STORM SEWER STRUCTURE. SEE STORM SEWER PLAN & PROFILES (TYP.)
- **D2** INSTALL PRIVATE STORM SEWER. SEE STORM SEWER PLAN & PROFILES (TYP.)
- **D3** INSTALL NYLOPLAST DRAIN (TYP.)
- **D4** TYPICAL STORM WATER DRAIN LINE FROM ROOF FOUNDATION DRAIN OR YARD DRAIN. SEE ARCH. PLANS FOR BUILDING CONNECTION LOCATIONS. ROOF DRAIN LINES SHALL BE PVC SDR 35 OR HDPE (ST). MINIMUM SLOPE SHALL BE 1.0%.
- **E1** ELECTRIC ENTRY INTO BUILDING. FOLLOW ELECTRIC COMPANY REQUIREMENTS (RE: BUILDING ELECTRIC PLAN.)
- **E2** PROPOSED LOCATION OF CONCRETE TRANSFORMER PAD. CONTRACTOR TO VERIFY EXACT LOCATION AND SIZE WITH ELECTRIC COMPANY PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLATION OF CONCRETE PAD AND CONDUIT AS REQUIRED BY THE ELECTRIC COMPANY. CONTRACTOR SHALL COORDINATE SAID WORK WITH THE ELECTRIC COMPANY.
- **E3** FOLLOW ELECTRICAL COMPANY WORKORDER AND SPECIFICATIONS FOR PRIMARY ELECTRICAL SERVICE.
- **E4** CONTRACTOR TO COORDINATE THE RELOCATION OF THE EXISTING POWER POLE WITH ELECTRICAL COMPANY.
- **S1** CONNECT TO BLDG. INTERIOR PLUMBING FL=XXX.XX
- **S2** INSTALL 45 L.F. 8" PVC (SDR-26) AT X.X%.
- **S3** INSTALL 8" SANITARY SEWER CLEANOUT. SEE DETAIL, THIS SHEET.
- **S4** CONNECT TO EXISTING SANITARY SEWER MAIN W/ TEE CONNECTION EX. 8" FL=849.12 PROP 8" FL=849.42
- **S5** ADJUST SANITARY SEWER MANHOLE TO GRADE IN ACCORDANCE WITH MSO SPECIFICATIONS & DETAILS.
- **G1** GAS ENTRY WITH GAS METER. CONTRACTOR SHALL COORDINATE WITH GAS COMPANY FOR TYING OF INDIVIDUAL METER. SIZE OF GAS MAIN SHALL BE AS DETERMINED BY UTILITY OR AS SHOWN ON BUILDING PLANS. CONTRACTOR IS RESPONSIBLE FOR COORDINATION WITH GAS COMPANY REGARDING THE SIZE AND INSTALLATION OF GAS SERVICE LINE.

LEGEND

- PROPERTY LINE
- LOT LINE
- R/W — RIGHT-OF-WAY
- G — EXISTING GAS LINE
- UE — EXISTING BURIED ELECTRIC LINE
- T — EXISTING TELEPHONE LINE
- EXISTING SANITARY SEWER LINE
- OHP — EXISTING OVERHEAD POWER LINE
- W — EXISTING WATER LINE
- EXISTING STORM SEWER
- PROPOSED STORM SEWER
- PROPOSED ROOF DRAIN / UNDERDRAIN
- PROPOSED SANITARY SEWER LINE
- PROPOSED WATER LINE
- PROPOSED GAS LINE
- PROPOSED BURIED ELECTRICAL LINE
- PROPOSED BURIED TELEPHONE LINE



LOCATION MAP
SECTION 12-13-19

UTILITY COMPANIES:

BLACK HILLS ENERGY (GAS) 601 N IOWA ST. LAWRENCE, KS 66044	(888) 890-5554
BLACK HILLS ENERGY/KANSAS GAS UTILITY 110 E 9TH ST. LAWRENCE, KS 66044	(402) 221-2051
WESTAR ENERGY CORP. 818 S. KANSAS AVE. TOPEKA, KS 66612	(800) 383-1183
BOWERSOCK MILLS & POWER CO 500 SOUTH POWERHOUSE RD. LAWRENCE, KS 66044	(785) 843-1385
LAWRENCE ENERGY CENTER 1250 N. 1800 RD. LAWRENCE, KS 66049	(800) 383-1183
CITY OF LAWRENCE WATER 6 E 6TH ST. LAWRENCE, KS 66044	(785) 832-3000
LAWRENCE UTILITIES DEPT. (SEWER, WATER) 1400 E. 8TH ST. LAWRENCE, KS 66044	(785) 832-7800
AT&T U-VERSE (CABLE, INTERNET) P.O. BOX 536216 ATLANTA, GA 30353	(866) 861-6075
AT&T (TELEPHONE) P.O. BOX 8212 AURORA, IL 60572-8212	(800) 288-2020
MIDCO (CABLE, INTERNET) 2000 W. 31ST ST., SUITE C LAWRENCE, KS 66046	(800) 888-1300
WICKED BROADBAND (INTERNET) 925 IOWA ST, SUITR R LAWRENCE, KS 66044	(785) 371-4214

GENERAL NOTES:

1. EXISTING SANITARY SEWER SERVICE STUBS SHALL BE REMOVED AND CAPPED AT MAIN.
2. ALL SIDEWALKS ADJACENT TO CURB INLETS SHALL FOLLOW CITY STANDARDS FOR INSTALLATION. (SIDEWALKS SHALL BE TIED TO CURB INLETS).
3. ALL STORM SEWER SHALL BE CONSTRUCTED PER CITY STANDARD DETAILS.

BENCHMARKS:

Benchmark Datum: NAVD 88 based on NGS Benchmarks
NGS PID JE1593 – Stainless steel road 191 feet North of centerline of 13th Street, 37 feet West of Burroughs Creek Trail and 23 feet East of centerline of Oregon Street
Elevation = 827.39

NGS PID JE1594 – Stainless steel road 29 feet North of 19th Street, 103 feet West of Burroughs Creek Trail and 23 feet Southwest of Northwest corner of curb inlet.
Elevation = 851.14

Project Benchmarks
BM No. 1 – Square cut on Southwest corner of curb inlet on South side of 23rd Street at East entrance at the Northeast corner of Lot.
Elevation = 854.78

BM No. 2 – Square cut on top of retaining wall for trash bin at the Northeast corner of trash bin by cell tower
Elevation = 860.14

811 Know what's **below.** **Call** before you dig.

UTILITY NOTES:
VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN. UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY THEIR LESSORS, ARE APPROXIMATE AND SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION. FOR ACTUAL FIELD LOCATIONS OF UNDERGROUND UTILITIES CALL 811.

PHELPS ENGINEERING, INC
1270 N. Winchester
Olathe, Kansas 66061
(913) 393-1155
Fax (913) 393-1166
www.phelpsengineering.com
PLANNING ENGINEERING IMPLEMENTATION

UTILITY PLAN–PRELIMINARY

MIXED USE DEVELOPMENT
SOUTH HILLS NO. 3, SECOND RE-PLAT
LAWRENCE, DOUGLAS COUNTY, KANSAS

No.	Date	Revisions:	By	App.
1.	1/2/19	REVISED PER STAFF COMMENTS	HCL	DAF

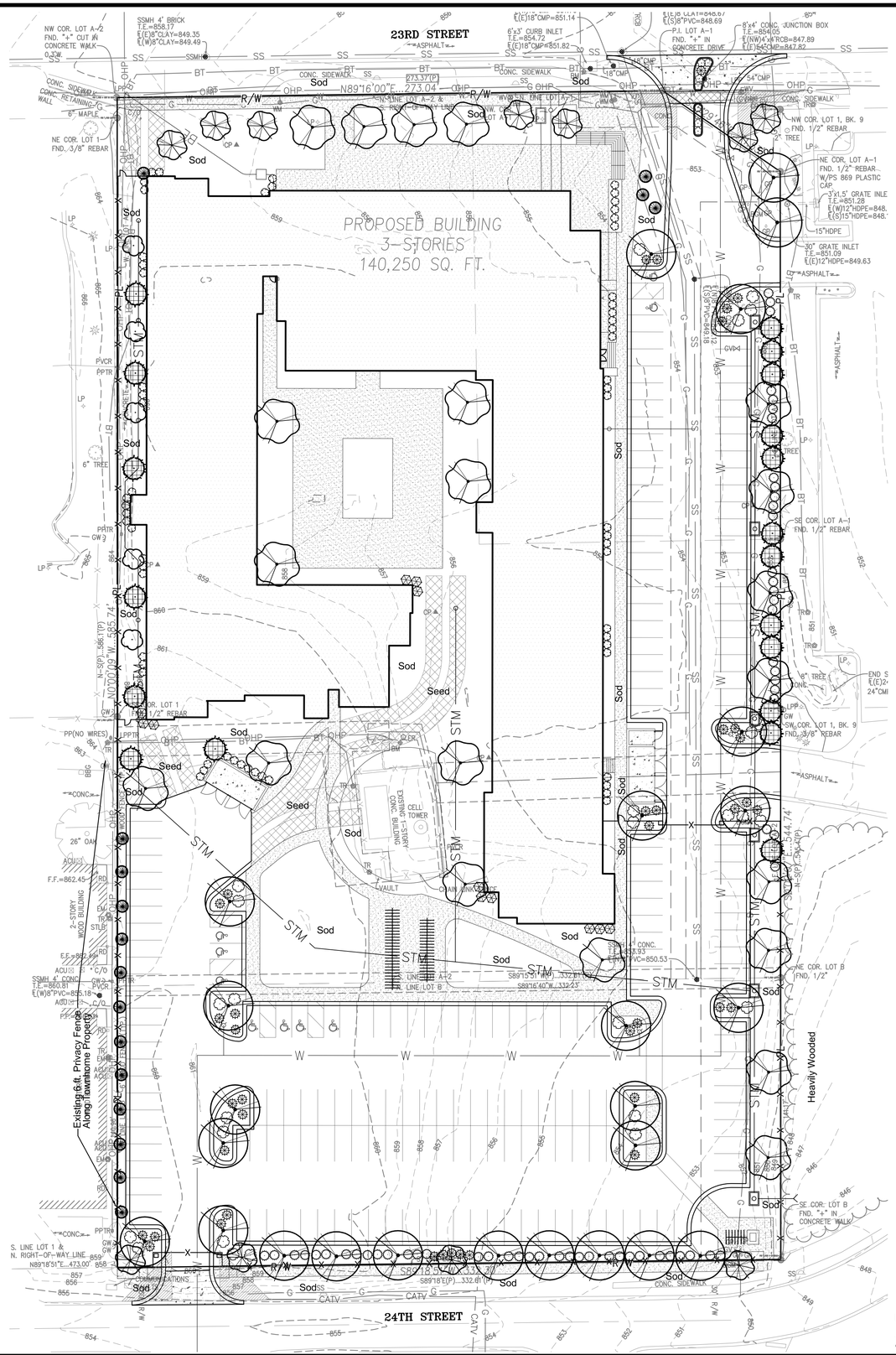
PROJECT NO. 180905
DATE: 11-19-18 | DRAWN: CHL
CHECKED: DAF | APPROVED: JDC

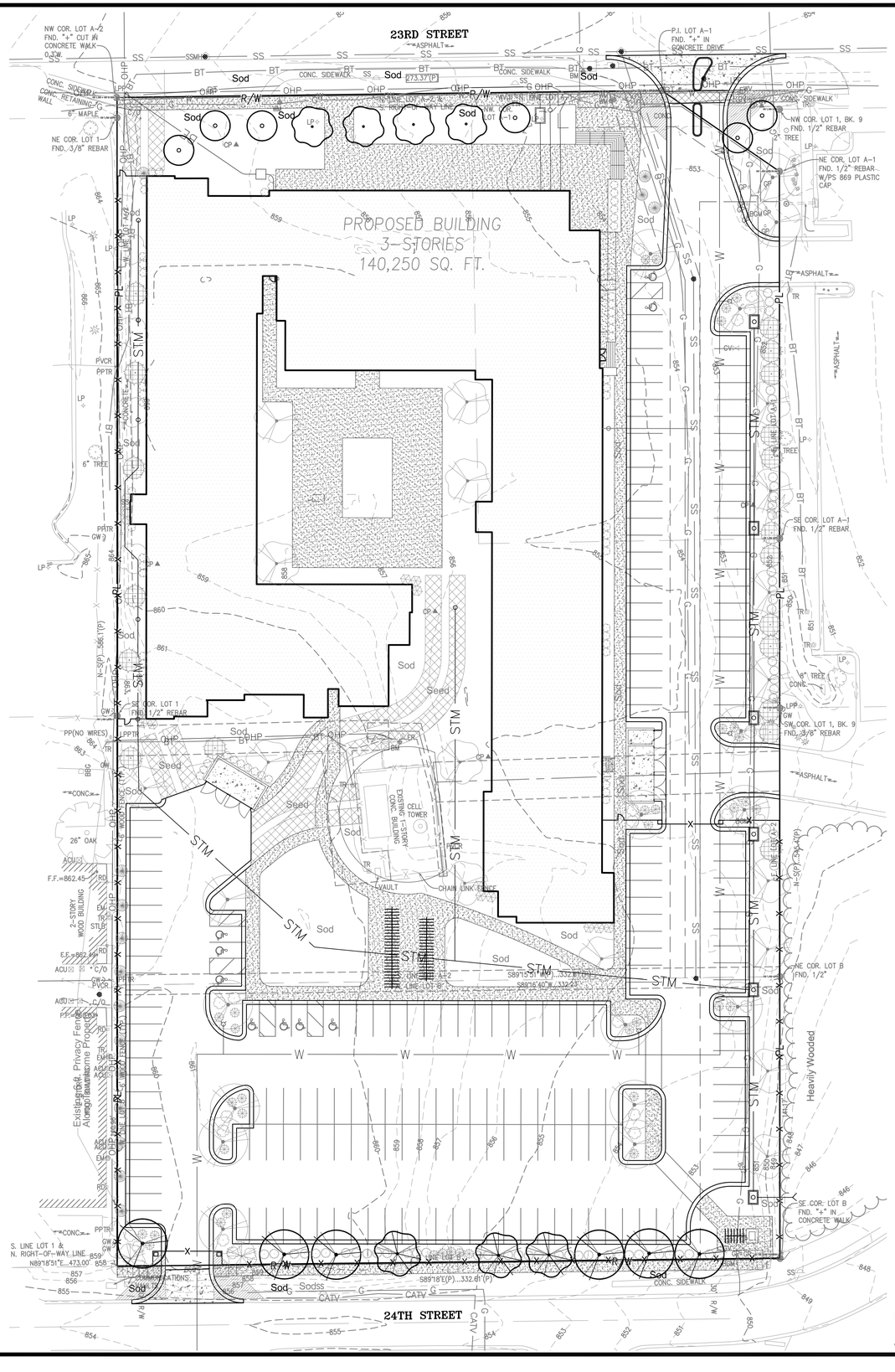
CERTIFICATE OF AUTHORIZATION
LAND SURVEYING – LS-82
ENGINEERING – E-391

CERTIFICATE OF AUTHORIZATION
LAND SURVEYING-2007001128
ENGINEERING-2007000368

SHEET
C3

\\PEI-SERVER\Projects\P\180905\dwg\Preliminary Dev Plan - PDP\UTILITY.dwg Layout:1 Jan 02, 2019 - 12:31pm HANK LOVER


23RD STREET
24TH STREET
PROPOSED BUILDING
3-STORIES
140,250 SQ. FT.
N89°16'00"E 273.04'
Sod
Seed
STM
W
G
SS
BT
OHP
CONC. SIDEWALK
ASPHALT
Heavily Wooded
Existing 6 ft. Privacy Fence
Along Townhome Property
NW COR. LOT A-2
FND. "+" CUT IN
CONCRETE WALK
0.3'W.
NE COR. LOT 1
FND. 3/8" REBAR
NW COR. LOT 1, BK. 9
FND. 1/2" REBAR
W/PS 869 PLASTIC
CAP
NE COR. LOT A-1
FND. 1/2" REBAR
W/PS 869 PLASTIC
CAP
SE COR. LOT A-1
FND. 1/2" REBAR
SE COR. LOT B
FND. "+" IN
CONCRETE WALK
NE COR. LOT B
FND. 1/2"
SW COR. LOT 1, BK. 9
FND. 3/8" REBAR
SW COR. LOT 1
FND. 1/2" REBAR
S. LINE LOT 1 &
N. RIGHT-OF-WAY LINE
N89°18'51"E...473.00'
S89°18'E(P)...332.61'(M)
S89°16'40"W...332.23'
SSMH 4' BRICK
T.E.=858.17
I.E.(E)8"CLAY=849.35
I.E.(W)8"CLAY=849.49
SSMH 4' CONC.
T.E.=860.81
I.E.(W)8"PVC=855.18
6'x3' CURB INLET
T.E.=854.72
I.E.(E)18"CMP=851.82
I.E.(E)18"CMP=851.14
8'x4' CONC. JUNCTION BOX
T.E.=854.05
I.E.(NW)4"x18"RCB=847.89
I.E.(E)42"CMP=847.82
P.I. LOT A-1
FND. "+" IN
CONCRETE DRIVE
I.E.(S)8"PVC=848.69
30" GRATE INLET
T.E.=851.09
I.E.(E)12"HDPE=849.63
3'x1.5' GRATE INLE
T.E.=851.28
I.E.(W)12"HDPE=848.
I.E.(S)15"HDPE=848.
15"HDPE
24"CMP
18"CMP
END S
I.E.(E)2
24"CMI
6" MAPLE
26" OAK
6" TREE
CONC. RETAINING WALL
2-STORY WOOD BUILDING
F.F.=862.45
F.F.=862.45
1-STORY CONC. BUILDING
EXISTING CELL TOWER
VAULT
CHAIN LINK FENCE
PP(NO WIRES)
PPTR
PVCR
GW
CATV
SAN
SAN(P)
SAN(P)...586.1'(P)
N00°00'W...565.74'
Sod
Seed
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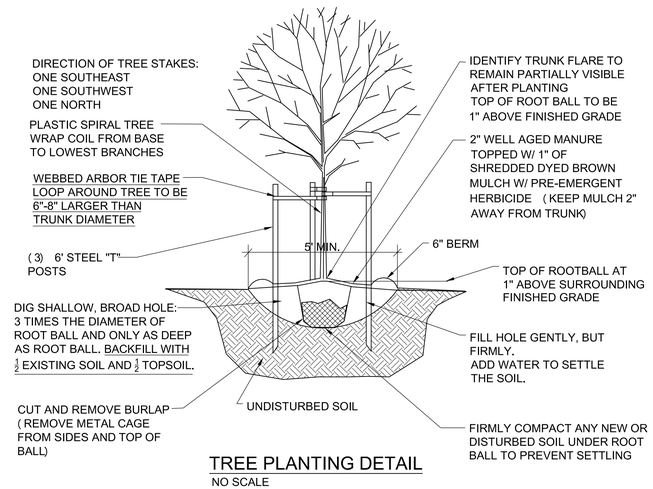


PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME / COMMON NAME	CONT	CAL
	4	Acer truncatum `Warren Red` / Pacific Sunset Maple	B & B	1.5"Cal
	6	Cercis canadensis / Oklahoma Redbud	B & B	1.5"Cal
	6	Quercus bicolor / Swamp White Oak	B & B	2"Cal
	3	Syringa reticulata `Ivory Silk` / Ivory Silk Japanese Tree Lilac	B & B	2" cal.

General Landscape Notes:

1. Contractor shall verify the existence and location of all utilities before starting any work.
2. Contractor shall verify all landscape material quantities and shall report any discrepancies to the Landscape Architect prior to installation.
3. Contractor shall make no substitutions without the approval of the Landscape Architect.
4. Contractor shall stake layout plan in the field and shall have the layout approved by the Landscape Architect before proceeding with the installation.
5. All tree dishes shall be treated with the pre-emergent herbicide Pre M 60 DG (granular) or an approved equal in accordance with the manufacturer's instructions.
6. All lawn areas as noted shall be fertilized, sodded with a Turf-Type Tall Fescue grass seed blend including public ROW. See plan labels.
7. Fertilizer for trees shall be a balanced fertilizer applied at rates per manufacturers recommendations and soil test results.
8. Contractor shall warranty all landscape work and plant material for a period of one year from date of acceptance of the work by the Owner.
9. Any plant material which dies during the one year warranty period shall be replaced by the Contractor during normal planting seasons.
10. Contractor shall be responsible for maintenance of the plants until completion of the job and acceptance by the Owner. After initial acceptance, maintenance shall be by the owner.
11. All plant names on the plant list conform to the Standardized Plant Names prepared by the American Joint Committee on Horticultural Nomenclature or to names generally accepted in the nursery trade.
12. All plant material shall be specimen quality stock as determined in the "American Standards For Nursery Stock" published by The American Association of Nurseryman, free of plant diseases and pest, of typical growth of the species and having a healthy, normal root system.
13. Sizes indicated on the plant list are the minimum, acceptable size. In no case will sizes less than the specified sizes be accepted.
14. Plants shall not be pruned prior to delivery to the site or after installation except for those branches that have been damaged in some way.
15. Plants shall not have name tags removed prior to final inspection.
16. Contractor shall be responsible for weed control on the project during and after construction until the project is turned over to the owner.
17. All plantings shall receive a commercial transplant additive per manufacturers recommended rates and instructions for application.

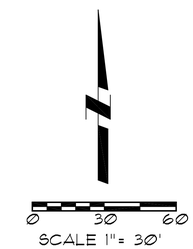


TREE PLANTING DETAIL
NO SCALE

25' Sight Triangle 25'

Transplant Additives:

1. Apply a commercial transplant additive (approved by the Landscape Architect) to all trees, shrubs and groundcover at rates recommended by the manufacturer during the planting. This item shall be subsidiary to other planting items.
2. Transplant additive shall be Plant Health Care Inc., "Mycor Tree Saver" mycorrizal fungal transplant innoculant or equivilent equal containing the appropriate species of mycorrhizal fungi and bacteria, fungi stimulant, water retaining agents, mineral & organic nutrients and inert ingredients.
3. Demonstrate installation of all transplant additives for this project to the Landscape Architect. Provide actual additive product as evidence of sufficient quantity of product. (Empty product bags to be stockpiled for inspection by the Landscape Architect prior to disposal).
4. Number of transplant additive packets per tree, shrub or grouncover shall be applied according to the manufacturer's recommended rates and instructions. For all plants the packet mix shall be evenly distributed into the upper approximately 8" of backfill soil next to the rootball. Do not place mix in the bottom of the planting pit.
5. Furnishing and application of transplant additive shall be subsidiary to the planting operations.



Utility Note:

Utilities shown on plan are diagramatic and some may be missing. Before starting any construction call appropriate locating service. In Kansas call 1-800-DIG-SAFE (344-7233) to have utilities located.

PETER A. OPPERMANN LICENSED LANDSCAPE ARCHITECT

Master Street Tree Plan
South Hills No.3, Second Replat

Lawrence, Kansas

LS-1

LS-2

12/31/2018

Oppermann LandDesign, LLC
Land Planning & Landscape Architecture
18990 West 117th Street
Olathe, Kansas 66061
oppermannlanddesign.com
pete@opperland.com
913.894.9407

Opus A & E – I:\31398 – KU Student Housing\000\Arch\31398 – KUSH Smartcode V1.dwg [a3.1 TB] October 31, 2018 – 5:49pm gschuberth

EXISTING CELL TOWER

BRICK

CEMENT BOARD SIDING & TRIM

LIMESTONE VENEER



A3.1.1 WEST ELEVATION

GALVALUME METAL SIDING

STUCCO ACCENT



A3.1.2 SOUTH ELEVATION

STUCCO ACCENT AT BUILDING "BLADE" SIGNAGE / I.D.

WHITE METAL COMPOSITE PANEL RETAIL SIGNBAND CANOPY

COMMERCIAL TENANT TERRACE



A3.1.3 NORTH ELEVATION

APARTMENT LEASING OFFICE ENTRANCE

STUCCO ACCENT



A3.1.4 EAST ELEVATION

OPUS
THE OPUS GROUP

Opus AE Group, L.L.C.
2020 Baltimore Avenue, Suite 120
Kansas City, MO 64108
816-480-4303

Opus Design Build, L.L.C.
2020 Baltimore Avenue, Suite 120
Kansas City, MO 64108
816-480-4400

CONSULTANT

PROJECT

Mixed-Use Development

LOCATION
Lawrence, KS

PROJECT NUMBER
31398000

ISSUE RECORD
PLANNING 11.01.2018
PLANNING 01.02.2019

DATE
11.01.2018
PROJECT MANAGER
Mark Winschel
DRAWN BY
GS
CHECKED BY
GS

REGISTRATION

FOR PLANNING APPROVAL ONLY NOT FOR CONSTRUCTION

SHEET TITLE
EXTERIOR ELEVATIONS

SHEET NUMBER

A3.1

LAN
PLOT DATE: October 31, 2018 – 5:49pm



Traffic Impact Study
for
KUSH Development

1401 W. 23rd Street
Lawrence, Kansas

Prepared
for
Opus Development Company, LLC

Prepared
By

MGS
MGineering Solutions

Serving Communities Through Excellence
Missouri | Kansas | Michigan | California

MEHRDAD GIVECHI
LICENSED
10/30/18
14522
KANSAS
PROFESSIONAL ENGINEER

Mehrdad Givechi, P.E., PTOE

October 2018

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Introduction

Proposed Redevelopment

The proposed *"KUSH" re*development is a mixed-use project located at 1401 W. 23rd Street in Lawrence, Kansas. The site is bounded by W. 23rd Street on the north; a small supermarket (*Natural Grocers*) on the east; Naismith Drive on the southeast; W. 24th Street on the south; a multi-family residential complex on the southwest; and a couple of restaurants on the northwest. The surrounding land uses consist of commercial developments along W. 23rd Street and a number of multi-family residential developments along W. 24th Street between Naismith Drive and Ousdahl Road (See the Location Map, Figure 1 of Appendix I).

The site is currently occupied by two buildings with several individual retail businesses, with a few vacant spaces. Under the proposed redevelopment plan, the existing buildings will be razed and replaced with a 3-story building – as shown in Figure 2 of Appendix I - consisting of:

- 119 dwelling units of student housing with 311 bedrooms (*ITE Land Use Code 225, Off-Campus Student Apartment, over ½ Mile from Campus*); and
- An 8,811 sq. ft. of retail space on the first floor facing W. 23rd Street. At the time of this study, specific use for this space was unknown. However, based on the information provided by the development team, the anticipated use for the space will likely be a high-turnover (sit-down) restaurant (*ITE Land Use Code 932*).

Parking for the site will be provided on the east and south sides of the site with 203 stalls.

Zoning – The project site is currently zoned *CS (Commercial Strip)*, except for a sliver on the south side that is zoned *RM32 (Multifamily residential)* - consistent with land use designations on Map 3-2 of the Horizon 2020. The proposed zoning for the site is *Smartcode Transect Zone T-5*.

Access – The site is currently served by four access drives as shown in Figure 1 of Appendix I and described below:

- Two on W. 23rd Street with centerline spacing of approximately 245 ft. The west driveway is a full-access point located near the west property line, and the east driveway is a restricted right-in/right-out/left-in access point located near the east property line.
- A cross access on Naismith Drive with its centerline approximately 450 ft. south of the W. 23rd Street centerline (clear distance of approximately 400 ft.)
- A cross access to the adjoining property to the east (*Natural Grocers* parking lot) with its centerline approximately 130 ft. south of the W. 23rd Street centerline (clear distance of approximately 90 ft.)

Under the proposed redevelopment plan:

- The west driveway on W. 23rd Street will be eliminated;
- A new full-access driveway will be constructed on W. 24th Street directly across from the middle entrance to *The Rockland* apartment complex as illustrated on the Site Plan, Figure 2 of Appendix I;
- The east driveway on W. 23rd Street and the two cross access drives to the east will remain at their current locations to serve the site.

Study Area

Per request by the City staff at the *Municipal Services and Operation Department*, the following intersections are identified in the study area for this project

- W. 23rd Street and Naismith Drive (signalized, coordinated);
- W. 23rd Street and Ousdahl Road (signalized, coordinated);
- W. 23rd Street and the existing two driveways to the site;
- Naismith Drive and the existing cross access drive to the site;
- W. 24th Street and the newly proposed access drive to the site; and
- W. 24th Street and Ousdahl Road

Purpose

The purpose of this study is to:

1. Evaluate the existing operating conditions of traffic at the subject intersections, and recommend mitigation measures as needed *("Existing" Case Scenario)*;
2. Assess impact of the trips generated by the proposed redevelopment project on the subject intersections, and recommend off-site improvements as needed *("Existing + Project" Case Scenario)*;
3. Assess cumulative impact of the proposed redevelopment project and other approved developments in the proximity of this site (as identified by the City staff), and recommend off-site improvements as needed *("Existing + Project + Approved Projects" Case Scenario)*; and
4. Evaluate the operating conditions of traffic in the study area for target year 2040 *("Future" Case Scenario)*.

Data Collection and Summary

Roadway Network Characteristics

In the vicinity of the redevelopment site:

- W. 23rd Street is a 4-lane divided roadway with a two-way center left-turn lane and pavement width of 55 ft. It is designated as a *"Principal Arterial"* on the *City's T2040 Thoroughfare Map* and has posted speed limit of 35 mph. On street parking is prohibited on both sides of the street.
- Naismith Drive is designated as a *"Collector"* on the *City's T2040 Thoroughfare Map*. North of W. 23rd Street, it is a 4-lane divided roadway with a 70 ft. wide raised median with a large drainage channel in the middle, and posted speed limit of 30 mph. On-street parking is prohibited on both sides of the street north of W. 23rd Street.

  South of W. 23rd Street, Naismith Drive transitions from a 4-lane divided roadway at its intersection with W. 23rd Street to a 24 ft. wide street (one lane in each direction) at approximately 320 ft. south of W. 23rd Street and continues south for

another 300 ft. before its horizontal alignment take a sharp turn onto W. 24th Street. The curve is delineated with several chevron signs *(W1-8)* and has advance horizontal alignment warning sign *"TURN (W1-1)"* with advisory speed plaque *(W13-1P)* of 20 mph in each direction. On-street parking is not prohibited on either side of street.

- W. 24th Street is a two-way, 24 ft. wide roadway designated as a *"Collector"* on the *City's T2040 Thoroughfare Map*. Speed limit is not posted, hence the statutory speed limit of 30 mph is assumed. On-street parking is not prohibited on either side of the street.
- Ousdahl Road is a two-way, 24 ft. wide roadway designated as a *"Collector"* on the *City's T2040 Thoroughfare Map*. Speed limit is not posted, hence the statutory speed limit of 30 mph is assumed. On-street parking is prohibited on the west side of the street.
- The intersection of W. 23rd and Naismith Drive is controlled by a coordinated-actuated traffic signal along W. 23rd Street with camera detection on all approaches. The signal operates under *"protected only"* left-turn phasing scheme in all directions. The lane configurations at this intersection are as follows:
    - Eastbound and westbound approach each has a dedicated left-turn lane (part of the center left-turn lane) and two through lanes with the outside lane shared by right-turn movement;
    - Northbound approach has a dedicated left-turn lane with storage length of approximately 80 ft., a through lane, and a dedicated right-turn lane with storage length of approximately 80 ft.; and
    - Southbound approach has a defacto left-turn lane, and a shared through/right-turn lane.
- The intersection of W. 23rd and Ousdahl Road is also controlled by a coordinated-actuated traffic signal along W. 23rd Street with camera detection on all approaches. The signal operates under *"protected/permissive"* left-turn phasing scheme in all directions. The lane configurations at this intersection are as follows:

  - Eastbound and westbound approach each has a dedicated left-turn lane (part of the center left-turn lane) and two through lanes with the outside lane shared by right-turn movement;
  - Northbound approach has a dedicated left-turn lane with storage length of approximately 90 ft., and a shared through/right-turn lane; and
  - Southbound approach has a dedicated left-turn lane with storage length of approximately 75 ft., and a shared through/right-turn lane.
- The intersection of W. 24th Street and Ousdahl Road is an offset "T" intersection with offset distance of approximately 165 ft.; controlled by stop sign on W. 24th Street.
- The existing cross access driveway connecting the site's parking lot to Naismith Drive is a "T" intersection controlled by a substandard stop sign.

Traffic Counts

At the time of this study, a mill and overlay project was underway along W. 23rd Street east of Ousdahl Road with the outside lanes closed to traffic resulting in skewed traffic patterns along the corridor. Therefore, most recent turning movement counts – obtained from the City's 3-year traffic count program at signalized intersections - were used for analysis of the intersections of W. 23rd Street with Naismith Drive and Ousdahl Road. Records show that the latest counts were conducted on 4/28/2016 and 4/14/2015 at Naismith Drive and Ousdahl Road, respectively.

The remaining intersections under study were counted during both morning and afternoon peak-hours of typical weekdays from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. when KU classes were in session. Results, as illustrated in Figures 3 and 4 of Appendix I and summarized in Appendix V, indicate that in the study area:

- On a typical weekday, morning peak occurs sometime between 7:30 and 9:00.
  - W. 23rd Street carries approximately 1,950 vph with directional distribution of approximately 55% - 45% (eastbound – westbound).
  - Naismith Drive carries approximately 450 vph north of W. 23rd Street with directional distribution of approximately 65% - 35% (northbound –

southbound). South of W. 23rd Street, traffic volumes drop from approximately 215 vph (at the signal) to approximately 160 vph (at W. 24th Street) with directional distribution of approximately 83% - 17%, (northbound – southbound) and 70% - 30%, (northbound – southbound), respectively.

- Traffic volumes on W. 24th Street vary from approximately 160 vph on the east end (at Naismith Drive) to approximately 90 vph on the west end (at Ousdahl Road). Directional distribution of traffic reverses from approximately 60% - 40% (eastbound – westbound) on the eastern half of the street to 40% - 60% (eastbound – westbound) on the western half.
- Ousdahl Road carries approximately 445 vph north of W. 23rd Street with directional distribution of 55% - 45% (northbound – southbound). South of W. 23rd Street, traffic volumes drop from approximately 235 vph (at the signal) to approximately 95 vph (south of W. 24th Street) with directional distribution of approximately 50% - 50% (northbound – southbound) and 65% - 35% (northbound – southbound), respectively.
- Total entering traffic volumes at the intersections under study are approximately:
  - 2,235 vph at W. 23rd Street and Naismith Drive;
  - 150 vph at Naismith Drive and cross access to the site;
  - 180 vph at W. 24th Street and middle access driveway to *The Rockland* apartments;
  - 130 vph at W. 24th Street and Ousdahl Road; and
  - 2,370 vph at W. 23rd Street and Ousdahl Road.

- On a typical weekday, afternoon peak occurs sometime between 4:45 and 6:00 p.m.
  - W. 23rd Street carries approximately 2,650 vph with directional distribution of approximately 45% - 55% (eastbound – westbound) west of Naismith Drive, and 50% – 50% east of Naismith Drive.
  - Naismith Drive carries approximately 710 vph north of W. 23rd Street with directional distribution of approximately 30% - 70% (northbound –

southbound). South of W. 23rd Street, traffic volumes drop from approximately 375 vph (at the signal) to approximately 310 vph (at W. 24th Street) with directional distribution of approximately 55% - 45%, (northbound – southbound) and 35% - 65%, (northbound – southbound), respectively.

- Traffic volumes on W. 24th Street vary from approximately 310 vph on the east end (at Naismith Drive) to approximately 210 vph on the west end (at Ousdahl Road). Directional distribution of traffic changes from approximately 70% - 30% (eastbound – westbound) on the eastern half of the street to 40% - 60% (eastbound – westbound) on the western half.
- Ousdahl Road carries approximately 415 vph north of W. 23rd Street with directional distribution of 50% - 50% (northbound – southbound). South of W. 23rd Street, traffic volumes drop from approximately 355 vph (at the signal) to approximately 250 vph (south of W. 24th Street) with directional distribution of approximately 45% - 55% (northbound – southbound).
- Total entering traffic volumes at the intersections under study are approximately:
  - 3,155 vph at W. 23rd Street and Naismith Drive;
  - 365 vph at Naismith Drive and cross access to the site;
  - 350 vph at W. 24th Street and middle access driveway to *The Rockland* apartments;
  - 315 vph at W. 24th Street and Ousdahl Road; and
  - 3,015 vph at W. 23rd Street and Ousdahl Road.

Traffic Signal Data

Based on the information obtained from the City, traffic signals along W. 23rd Street are coordinated and have 120 and 150 seconds cycle lengths during morning and afternoon peak-hours of typical weekdays, respectively. For the purpose of this analysis, all parameters of the current signal timing plan and phasing schemes are utilized in order to maintain the existing coordination between the signals along the corridor (See timing details in Appendix VI).

Transit Services

The study area is currently served by a coordinated transit service between *Lawrence Transit System* and *KU on Wheels* via:

- *Route #11* running every ½ hour in the north/south direction, connecting the study area to KU campus and downtown to the north; and 33rd and Iowa Street to the south with the nearest stops
    - On W. 24th Street approximately 270 ft. (walking distance) west of the project site - *Stops #39 (northbound)* and *#40 (southbound).*
    - On Naismith Drive south of W. 23rd Street approximately 330 ft. (walking distance) from the project site - *Stop #41 (northbound).*
    - On Naismith Drive north of W. 23rd Street approximately 330 ft. (walking distance) from the project site – *Stop #110 (southbound).*
- *Route #5* running every ½ hour in the east/west direction, connecting the study area to 33rd & Iowa Street to the south; and East Hill Business Park to the east with the nearest stops
    - On W. 23rd Street west of Naismith Drive approximately 720 ft. (walking distance) from the project site – *Stop #42 (eastbound).*
    - On W. 23rd Street east of Naismith Drive approximately 800 ft. (walking distance) from the project site – *Stop #43 (westbound).*

Maps of the routes and their schedules are included in Appendix VII.

Existing and Planned Bikeways

According to the *City's T2040 Bicycle System Map* (See Appendix VII for details):

- Naismith Drive north of W. 23rd Street is designated as a *bike route (existing)*.
- Naismith Drive between W. 23rd Street and W. 24th Street is designated as a *shared use path (existing);* continuing south as an off-road path connecting W. 24th Street to W. 29th Terrace.
- W. 24th Street between Naismith Drive and Ridge Court is designated as *planned (future) bike route*.
- Ousdahl Road between W. 19th Street and W. 27th Street is also designated as *planned (future) bike route*.

Evaluation of the Existing Operating Conditions

Volume/Capacity Analysis

A volume/capacity analysis (using *Synchro 10 Software* and methodologies outlined in the *6th Edition of the Highway Capacity Manual (HCM) published by the Transportation Research Board*) was conducted to determine level-of-service (LOS) for all movements at the subject intersections during both morning and afternoon peak-hours of a typical weekday.

Level-of-service, as defined in the HCM, describes the quality of traffic operating conditions and ranges from "A" to "F", with LOS "A" representing the best (most desirable with minimum delay) conditions and LOS "F" the worst (severely congested with excessive delays). The following chart outlines the level-of-service criteria for un-signalized and signalized intersections.

Level-Of-Service	Control Delay for Unsignalized Intersections (seconds/vehicle)	Control Delay for Signalized Intersections (seconds/vehicle)
A	0 – 10	0 - 10
B	> 10 – 15	> 10 - 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Results of the analysis for the *existing traffic volumes and operating conditions (e.g. signal timing and phasing)* are shown in Appendix II and summarized in Table 1 below.

Table 1

Summary of V/C[1] Analysis for *"Existing"* Case Scenario
(Existing "Traffic Volumes and Signal Timing/Phasing")

Intersection	Movement	(Typical Weekday)					
		Morning Peak-Hour			Afternoon Peak-Hour		
		LOS[2]	V/C[1]	95% Queue (veh)	LOS[2]	V/C[1]	95% Queue (veh)
W. 23rd Street and Site Access	EB (TR)	A	Free Flow	0	A	Free Flow	0
	WB (L)	B	0.01	1	B	0.03	1
	WB (T)	A	Free Flow	0	A	Free Flow	0
	NB (R)	B	< 0.01	1	B	0.04	1
W. 23rd Street and Naismith Drive **(Using Existing Signal Timing Plan and Phasing Scheme)[3]**	EB (L)	D	0.37	5	F	0.67	6
	EB (TR)	B	0.45	20	B	0.57	7
	WB (L)	D	0.07	1	F	0.49	4
	WB (TR)	C	0.56	15	C	0.74	30
	NB (L)	D	0.10	2	F	0.57	5
	NB (T)	E	0.49	6	E	0.43	6
	NB (R)	A	0.27	1	A	0.22	1
	SB (L)	E	0.43	4	F	0.91	15
	SB (TR)	B	0.25	3	E	0.91	14
	Intersection	C	Delay:	24.9 (sec/veh)	D	Delay:	37.9 (sec/veh)
Naismith Drive and Site Access	EB (LR)	A	0.01	1	B	0.06	1
	NB (LT)	A	< 0.01	1	A	< 0.01	1
	SB (TR)	A	Free Flow	0	A	Free Flow	0
W. 24th Street and Site Access	EB (TR)	A	Free Flow	0	A	Free Flow	0
	WB (LT)	A	0.01	1	A	0.03	1
	NB (LR)	A	0.06	1	B	0.08	1
	SB (LTR)	N/A	N/A	N/A	N/A	N/A	N/A
W. 24th Street and Ousdahl Road	WB (LR)	A	0.06	1	B	0.16	1
	NB (TR)	A	Free Flow	0	A	Free Flow	0
	SB (LT)	A	0.01	1	A	0.02	1

1. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service 3. Source: City MSO Department

Table 1 (Cont'd)

Summary of V/C[1] Analysis for *"Existing"* Case Scenario (Existing "Traffic Volumes and Signal Timing/Phasing")

Intersection	Movement	(Typical Weekday)					
		Morning Peak-Hour			Afternoon Peak-Hour		
		LOS[2]	V/C[1]	95% Queue (veh)	LOS[2]	V/C[1]	95% Queue (veh)
W. 23rd Street and Ousdahl Road **(Using Existing Signal Timing Plan and Phasing Scheme)[3]**	EB (L)	A	0.40	3	B	0.32	2
	EB (TR)	B	0.46	14	B	0.54	20
	WB (L)	A	0.07	1	B	0.28	2
	WB (TR)	A	0.45	17	B	0.64	22
	NB (L)	D	0.11	2	D	0.38	4
	NB (TR)	D	0.49	5	D	0.44	6
	SB (L)	D	0.17	2	D	0.21	3
	SB (TR)	D	0.65	7	E	0.76	9
	Intersection	B	Delay:	14.5 (sec/veh)	C	Delay:	23.4 (sec/veh)

1. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service 3. Source: City MSO Department

- Intersection of W. 23rd Street and Naismith Drive operates at LOS "C" and "D" during morning and afternoon peak-hours, respectively.
  - Eastbound/westbound approaches operate at LOS "C" and higher during both peak-hours;
  - Northbound approach operates at LOS "D" during both peak-hours with v/c ≤ 0.57; and
  - Southbound approach operates at LOS "D" during morning peak-hour with v/c ≤ 0.43, and LOS "F" during afternoon peak-hour with v/c ratio approaching 1.0.
- Intersection of W. 23rd Street and Ousdahl Road operates at LOS "B" and "C" during morning and afternoon peak-hours, respectively.
  - Eastbound/westbound approaches operate at LOS "B" and higher during both peak-hours;
  - Northbound approach operates at LOS "D" during both peak-hours with v/c ≤ 0.49; and

- Southbound approach operates at LOS "D" during morning peak-hour with v/c ≤ 0.65, and LOS "E" during afternoon peak-hour with v/c ≤ 0.76.

- Individual movements at all other intersections in the study area operate at LOS "B" and higher during both peak-hours.

Sight Distance Analysis

The existing cross access on Naismith Drive and the proposed access drive on W. 24th Street are both located near a horizontal curve (turn) that connects Naismith Drive to W. 24th Street. A sight distance analysis, using the guidelines suggested in the *"Green Book" published by the American Association of State Highway and Transportation Officials (AASHTO), 6th Edition*, was conducted to evaluate adequacy of intersection sight distance (ISD) and stopping sight distance (SSD) at these driveway locations. Results, as described below, indicate that line of sight for certain movements is obstructed by some overgrown vegetation and tree branches.

Cross Access Driveway on Naismith Drive

Operating speed on Naismith Drive = 25 mph (assume 5 mph over the advisory speed plaque)
Approach grades on Naismith Drive and cross access driveway = +/- 3%
Req. ISD for outbound left-turn movement = 280 ft. vs. 255 ft. (measured) RESTRICTED
Req. ISD for outbound right-turn movement = 240 ft. vs. 245 ft. (measured) MARGINAL
Req. SSD for northbound left-turn from Naismith Drive = 155 ft. vs. 245 ft. (measured) OK
Req. SSD for southbound right-turn from Naismith Drive= 155 ft. vs. 405 ft. (measured) OK

Proposed Access Drive on W. 24th Street

Operating speed on W. 24th Street = 25 mph (assumed 5 mph over the advisory speed plaque)
Approach grade on W. 24th Street and proposed access driveway = +/- 3%
Req. ISD for outbound left-turn movement = 280 ft. vs. 620 ft. (measured) OK
Req. ISD for outbound right-turn movement = 240 ft. vs. 280 ft. (measured) OK
Req. SSD for eastbound left-turn from W. 24th Street = 155 ft. vs. 775 ft. OK
Req. SSD for westbound right-turn from W. 24th Street = 155 ft. vs. 265 ft. OK

Trip Generation Analysis

Trip generation of a proposed land development project is typically estimated using trip generation rates suggested by the *Institute of Transportation Engineers (ITE), Trip Generation Manual (currently the 10th Edition)*. For this analysis, *ITE land use codes 225 (Off-Campus Student Apartments) and 932 (High-Turnover, Sit-Down Restaurant)* with "number of bedrooms" and "gross floor area" as their respective independent variables were selected. *Weighted Average Rate Method* and *Regression Equation Method* were both evaluated and the method following the criteria suggested in the *ITE Trip Generation Handbook, 3rd Edition* with statistical significance is selected for each land use (See first page of Appendix III for the guidelines). Results, as summarized in Table 2 and shown in Appendix III, are described in the following paragraphs.

Total Unadjusted Trips (Unadjusted External + Internal Capture)

- On average, 145 trip-ends (64 inbound, 81 outbound) during morning peak-hour of a typical weekday;
- On average, 181 trip-ends (102 inbound, 71 outbound) during afternoon peak-hour of a typical weekday; and
- On average, 2,223 (+/-) trip-ends (two-way volumes) during 24-hour period of a typical weekday.

Internal Capture Trips

The above-mentioned unadjusted trip numbers represent sum of the trips for single-use, free-standing sites for each proposed land use in a suburb setting. However, at mixed-use development sites with two or more complementary land uses, there is potential for interaction among the uses that are referred to as *"internal capture trips"*. As a result, the total external trip numbers may be less than the simple sum of the trips generated by each use separately.

The proposed redevelopment under study is a mixed-use project consisting of "residential" and "retail" components with potential for internal capture trips. Using the guidelines suggested in the *ITE Trip Generation Handbook, 3rd Edition* in conjunction

with the *NCHRP Report 684 "Internal Capture Trip Estimation Tool"*, the internal capture rate for this project is estimated at 12% and 14% during morning and afternoon peak-hours, respectively. Results, as summarized in Table 2 and shown in Appendix IV, indicate that the internal capture trips are:

- On average, 18 trip-ends (9 inbound, 9 outbound) during morning peak-hour of a typical weekday; and
- On average, 25 trip-ends (13 inbound, 12 outbound) during afternoon peak-hour of a typical weekday.

Unadjusted External Trips

The *unadjusted external trips* are calculated as follows:

- On average, 127 trip-ends (55 inbound, 72 outbound) during morning peak-hour of a typical weekday;
- On average, 156 trip-ends (89 inbound, 67 outbound) during afternoon peak-hour of a typical weekday; and

Adjustment for Pass-By Trips

The resulting number of trips after adjustment for *"internal capture trips"* represents total vehicles entering and exiting the site at its proposed driveway(s). Because one of the components of the proposed uses for this site is retail-oriented, it attracts a portion of its trips from traffic passing the site on the way from origin to an ultimate destination. These retail trips are called *"pass-by"* trips and do not add new traffic to the adjacent street network. These trips are typically estimated using values suggested by the *ITE Trip Generation Handbook, 3rd Edition*. However, a *zero* value is assumed for this analysis.

Adjustment for Multimodal Use

The proposed redevelopment site is located in a fully-developed area with frequent transit services to/from KU campus, downtown Lawrence, and W. 3st Street and Iowa Street. Trip generation numbers presented in the previous paragraphs do not reflect those for urban infill sites such as this site. These types of redevelopment sites often result in fewer vehicle trips due to modal shifts:

- More walking because of close proximity of complementary uses;
- More transit ridership because of convenient, frequent transit services; and
- More bicycling because of bicycle facilities and amenities available in and adjacent to the site.

Therefore, it is reasonable to assume that the external trips for this project are subject to a 5% discount due to transit and bicycle use (See Table 2 for details).

Adjustment for Current Use

Field observations were conducted during both peak-hours of a typical day to count traffic in and out of the existing retail center at the project site. Results, as shown at the end of Appendix V, indicate that the project site currently generates:

- On average, 17 trip-ends (9 inbound and 8 outbound) during morning peak-hour of adjacent street; and
- On average, 59 trip-ends (29 inbound and 30 outbound) during afternoon peak-hour of adjacent street.

Therefore, the site-generated external trips are further adjusted to estimate the *net added new trips* generated by the proposed redevelopment (See Table 2 for details).

Adjusted External Trips (Net Added New Trips)

The proposed redevelopment project is anticipated to add new trips to the street network of the following magnitudes (See Table 2 for details):

- On average, 103 trip-ends (43 inbound, 60 outbound) during morning peak-hour of a typical weekday;
- On average, 89 trip-ends (56 inbound, 33 outbound) during afternoon peak-hour of a typical weekday; and
- On average, 1,580 (+/-) trip-ends (two-way volumes) during 24-hour period of a typical weekday.

Analysis Time Period

An overview of the existing traffic volumes in the study area and their peak characteristics, in conjunction with estimated trips generated by the proposed redevelopment project, indicate that the most critical peak period will likely occur during the afternoon peak-hour of a typical weekday. However, for the purpose of this study, both morning and afternoon peak-hour periods are analyzed.

Trip Distribution and Assignment Analysis

Distribution of trips generated by the proposed redevelopment project is assumed to be somewhat similar to the *overall* existing traffic patterns in the study area with consideration given to the layout of the parking lot and location of the access drives as described below:

- 80% to/from north and east
  - 32% using the proposed access on W. 24th Street.
  - 32% using the existing cross access on Naismith Drive.
  - 16% using the existing ¾ access on W. 23rd Street.
- 20% to/from west and south
  - 8% using the existing cross access on Naismith Drive.
  - 12% using the proposed access on W. 24th Street.

Figure 5 of Appendix I illustrates these patterns in detail. Using these distribution patterns, site-generated traffic is assigned to the street network as illustrated in Figure 6 of Appendix I.

Table 2

Summary of Trip Generation Calculations[1, 2] for the Proposed "*KUSH*" Redevelopment (Peak-Hours of Adjacent Street Network)

Land Use (ITE CODE)	Setting/ Location	Size	Typical Weekday						
			24-hr, 2-Way	AM Peak-Hour[3] (vph)			PM Peak-Hour[3] (vph)		
			Volume (vpd)	Enter	Exit	Total	Enter	Exit	Total
Off-Campus Student Apartments (225)*	Gen. Urban/Suburban	311 bedrooms	1,235	16	41	57	49	46	95
High-Turnover Restaurant (932)	Gen. Urban/Suburban	8,811 GFA	988	48	40	88	53	33	86
Total Unadjusted Trips (Build-Out)			**2,223**	**64**	**81**	**145**	**102**	**79**	**181**
Adjustment for Internal Capture Trips (AM Peak = 12%; PM Peak = 14%)[5]				-9	-9	-18	-13	-12	-25
Unadjusted External Trips (Build-Out)				**55**	**72**	**127**	**89**	**67**	**156**
Adjustment for Multi-Modal Use (assume 5% for combined transit & bicycle)				-3	-4	-7	-4	-3	-7
Adjusted External Trips (Build-Out)				**52**	**68**	**120**	**84**	**63**	**148**
Adjustment for Existing Retail Center (Based on Field Data Collection)				**-9**	**-8**	**-17**	**-29**	**-30**	**-59**
External Trips added to the Street Network			**1580**[6]	**43**	**60**	**103**	**55**	**33**	**89**

NOTES:

1) Trip generation numbers in this table are calculated using the rates suggested in the *ITE Trip Generation Manual, 10th Edition.*

2) Number of trips are determined by both Weighted Average Rate Method and the Regression Equation Method and the method that meets the criteria suggested in the *ITE Trip Generation Handbook, 3rd Edition* with statistical significance is selected for analysis (* denotes use of Reg. Eq.)

3) Peak-hour of adjacent street network.

4) GFA = Gross Floor Area

5) Calculated using the *NCHRP 684, Internal Trip Capture Estimation Tool.* However, for this study, a 20% rate is assumed for both AM and PM peak hours.

6) Using K-Factor of 15.3% (24-hr volumes/AM peak-hour: 2,223/145)

Impact Analysis for "Existing + KUSH" Case Scenario

Volume/Capacity Analysis

Following the same procedure mentioned earlier, a volume/capacity analysis was conducted to determine level-of-service during both morning and afternoon peak-hours of a typical weekday for *"Existing + Proposed Redevelopment" case scenario* (See Figures 7 and 8 of Appendix I for projected peak-hour traffic volumes). Results, as shown in Appendix II and summarized in Table 3 indicate that level-of-service for individual movements in the study area, *generally*, remain unchanged with slightly higher delay values and v/c ratios.

Impact Analysis for "Existing + KUSH + Approved Projects" Scenario

Based on the information provided by the City staff, currently, there are no other approved development projects near the study area.

Impact Analysis for Target Year 2040 (Future Case Scenario)

Volume/Capacity Analysis

Because the site is located in a mostly developed dense-urban area, an annual growth rate of 1.0% may be assumed to estimate the background traffic volumes for target year 2040. Conversely, it is anticipated that completion of the South Lawrence Trafficway (SLT) in 2016 will potentially reduce traffic volumes along the W. 23rd Street; yet to be evaluated. Therefore, analysis for target year 2040 is omitted from this study until such time that current counts can be obtained upon completion of the mill and overlay project along W. 23rd Street.

Table 3

Summary of V/C[1] Analysis for *"Existing + KUSH"* Case Scenario"
(Existing Signal Timing/Phasing)

Intersection	Movement	(Typical Weekday)					
		Morning Peak-Hour			Afternoon Peak-Hour		
		LOS[2]	V/C[1]	95% Queue (veh)	LOS[2]	V/C[1]	95% Queue (veh)
W. 23rd Street and Site Access	EB (TR)	A	Free Flow	0	A	Free Flow	0
	WB (L)	B	0.02	1	B	0.04	1
	WB (T)	A	Free Flow	0	A	Free Flow	0
	NB (R)	B	0.03	1	B	0.05	1
W. 23rd Street and Naismith Drive **(Using Existing Signal Timing Plan and Phasing Scheme)[3]**	EB (L)	D	0.41	5	F	0.69	6
	EB (TR)	C	0.47	20	B	0.60	7
	WB (L)	E	0.15	2	F	0.58	4
	WB (TR)	C	0.56	15	C	0.77	30
	NB (L)	D	0.10	2	F	0.57	5
	NB (T)	E	0.59	6	E	0.42	6
	NB (R)	A	0.31	1	A	0.23	1
	SB (L)	E	0.43	4	F	0.91	15
	SB (TR)	C	0.32	4	F	0.93	18
	Intersection	C	Delay:	27.8 (sec/veh)	D	Delay:	40.6 (sec/veh)
Naismith Drive and Site Access	EB (LR)	A	0.04	1	B	0.09	1
	NB (LT)	A	< 0.01	1	A	< 0.01	1
	SB (TR)	A	Free Flow	0	A	Free Flow	0
W. 24th Street and Site Access	EB (LTR)	A	< 0.01	1	A	< 0.01	1
	WB (LTR)	A	0.01	1	A	0.03	1
	NB (LTR)	A	0.06	1	B	0.09	1
	SB (LTR)	A	0.04	1	B	0.03	1
W. 24th Street and Ousdahl Road	WB (LR)	A	0.07	1	B	0.17	1
	NB (TR)	A	Free Flow	0	A	Free Flow	0
	SB (LT)	A	0.01	1	A	0.03	1

2. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service 3. Source: City MSO Department

Table 3 (Cont'd)

Summary of V/C[1] Analysis for *"Existing + KUSH"* Case Scenario"
(Existing Signal Timing/Phasing)

Intersection	Movement	(Typical Weekday)					
		Morning Peak-Hour			Afternoon Peak-Hour		
		LOS[2]	V/C[1]	95% Queue (veh)	LOS[2]	V/C[1]	95% Queue (veh)
W. 23rd Street and Ousdahl Road **(Using Existing Signal Timing Plan and Phasing Scheme)[3]**	EB (L)	B	0.41	3	B	0.33	2
	EB (TR)	B	0.47	14	B	0.56	20
	WB (L)	A	0.07	1	B	0.29	2
	WB (TR)	A	0.47	17	B	0.66	22
	NB (L)	D	0.12	2	D	0.38	4
	NB (TR)	D	0.51	5	D	0.40	6
	SB (L)	D	0.17	2	D	0.20	3
	SB (TR)	D	0.65	7	E	0.76	9
	Intersection	B	Delay:	15.2 (sec/veh)	C	Delay:	24.6 (sec/veh)

2. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service 3. Source: City MSO Department

Summary & Recommendations

This study evaluates the existing operating conditions of traffic at the key intersections in the study area as identified by the City staff. Results of the operational analysis for the existing conditions are summarized in Table 1 with additional details in Figures 3 and 4 of Appendix I, and Appendix II. The study also assesses impact of traffic generated by the proposed *"KUSH"* redevelopment (at build-out) on the street network. Results of the site-generation and operational analyses for the post-development conditions are summarized in Tables 2 and 3 with additional details in Figures 5 thru 8 of Appendix I, and Appendices II and III.

Existing Conditions

- Results of a volume/capacity analysis indicate that, under the existing traffic and operating conditions, a number of the individual movements at the signalized

intersections in the study area operate at capacity.

- The intersection of W. 23rd Street and Naismith Drive operates at LOS "C" and "D" during morning and afternoon peak-hours of a typical weekday with a number of the individual movements operating at LOS "E" and "F" with v/c ratio of 0.91 for southbound approach.
- The intersection of W. 23rd Street and Ousdahl Road operates at LOS "B" and "C" during morning and afternoon peak-hours of a typical weekday with southbound approach operating at LOS "E" with v/c ratio of 0.76.

As stated earlier, at the time of this study, a mill and overlay project was in progress on W. 23rd Street in the study area resulting in skewed traffic patterns on W. 23rd Street; hence most recent traffic volumes obtained from the city records were used for analysis. These counts were taken in 2015 and 2016 when the South Lawrence Trafficway (SLT) was still under construction.

Recommended Mitigation Measure – Monitor traffic volumes at both signalized intersections in the study area to evaluate impact of the SLT project on reduction of traffic volumes along the W. 23rd Street corridor with potential operational improvements including modification of signal timing plan and phasing scheme while maintaining coordination with other signals in the network.

- Results of a sight distance analysis indicate that existing overgrown vegetation and tree branches along west side of Naismith Drive restrict sight distance for traffic exiting the site at the cross access on Naismith Drive.

  Recommended Mitigation Measure – Remove/trim vegetation/tree branches along west side of Naismith Drive on both sides of the driveway to provide for clear departure sight triangles in each direction.

Existing + Proposed "KUSH" Redevelopment

- Results of a trip generation analysis indicate that the *net added external trips* generated by the *"KUSH"* redevelopment are 103 and 89 trip-ends during morning and afternoon peak-hours of a typical weekday. Results of a volume/capacity analysis indicate that with this added traffic, LOS at the signalized intersections in the study area remains unchanged with slight increase in the delay values for some of the individual movements.

  Recommended Mitigation Measure – Continue monitoring traffic volumes and signal operation at both signalized intersections in the study area for potential operational improvements including modification of signal timing plan and phasing scheme while maintaining coordination with other signals in the network.

- Results of the volume/capacity analysis also indicate that individual movements at all other intersections in the study area operate at LOS "B" and higher with no evidence of any operational deficiency.

- The existing stop sign at the cross access on Naismith Drive is sub-standard.

- **Recommended Mitigation Measure –** Replace the existing sign with a new STOP (R1-1) sign.

APPENDIX I

Figures



Figure 1- Location Map and Proposed Study Area

X Site Access Points **S** Existing Traffic Signal ○ Proposed Study Intersections



PROJECT INFORMATION T5

Site Area	4.445 Acres
Units Provided	119
Bedrooms Provided	311
Floor Plate Size	
Floor 1	49,330 gsf
Floors 2-3	45,439 gsf
Total	140,208 gsf
Retail	8,811sf
Parking Provided	203 spaces
T5 Parking Analysis	
Apartments at 1.0/unit	119 spaces
Retail at 3/1000	26 spaces
Parking Subtotal	145 spaces
Shared Parking Req't	121 spaces
Amenity/Lobby Area	6,744 sf

Unit Mix

Type	# of	Beds	
4BR	47	188	60%
3BR	5	15	5%
2BR	42	82	27%
1BR	14	14	4%
St/Mc	11	11	4%
Total	119	311	

N

0' 30' 60' 120'

OPUS THE OPUS GROUP

KU Student Housing

Lawrence, KS

Concept Site Plan

07/23/2018

Figure 3 - Existing Traffic Volumes (Morning Peak-Hour of a Typical Weekday, 2015 - 2018)

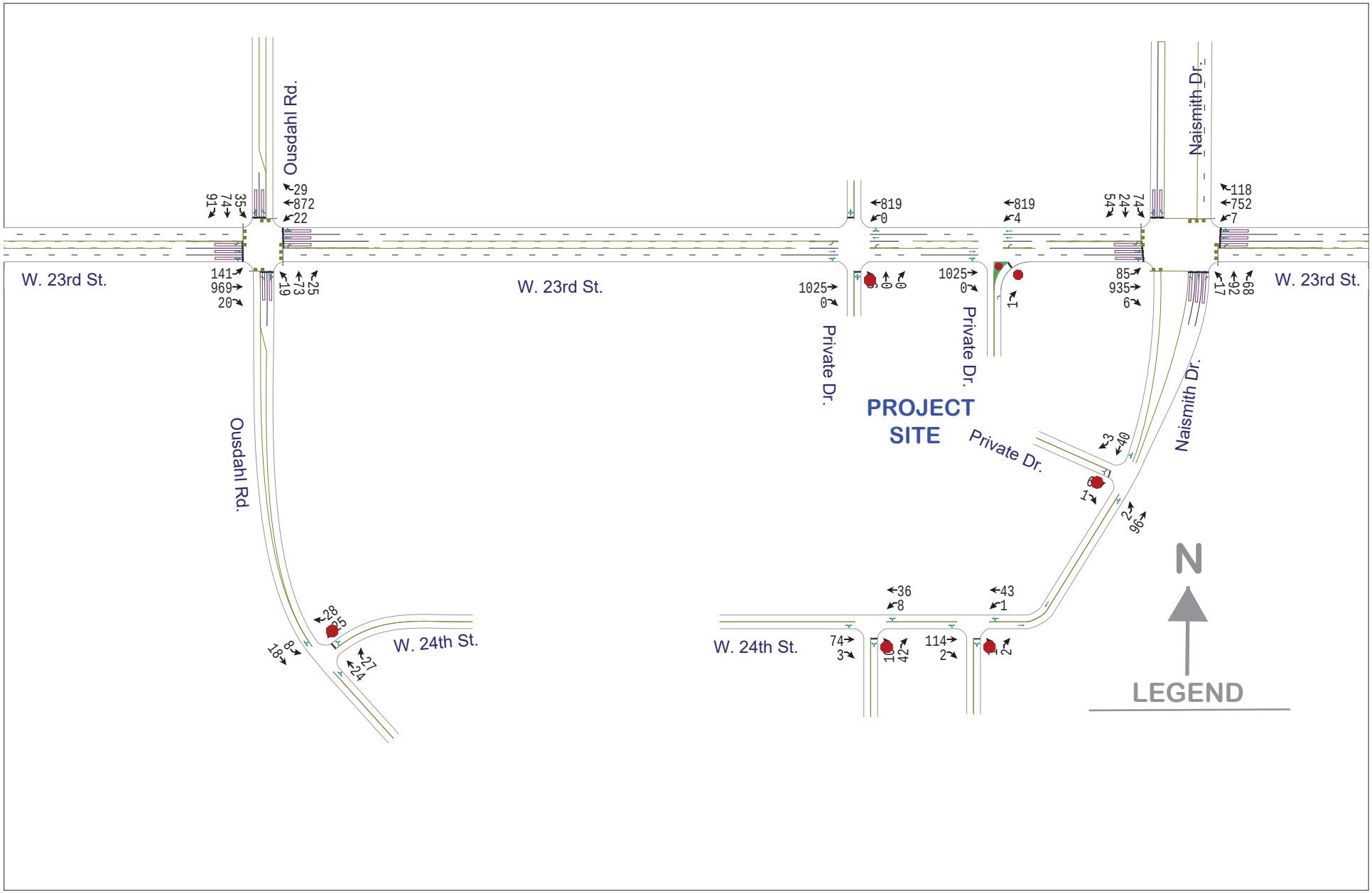


Figure 4 - Existing Traffic Volumes (Afternoon Peak-Hour of a Typical Weekday, 2015 - 2018)

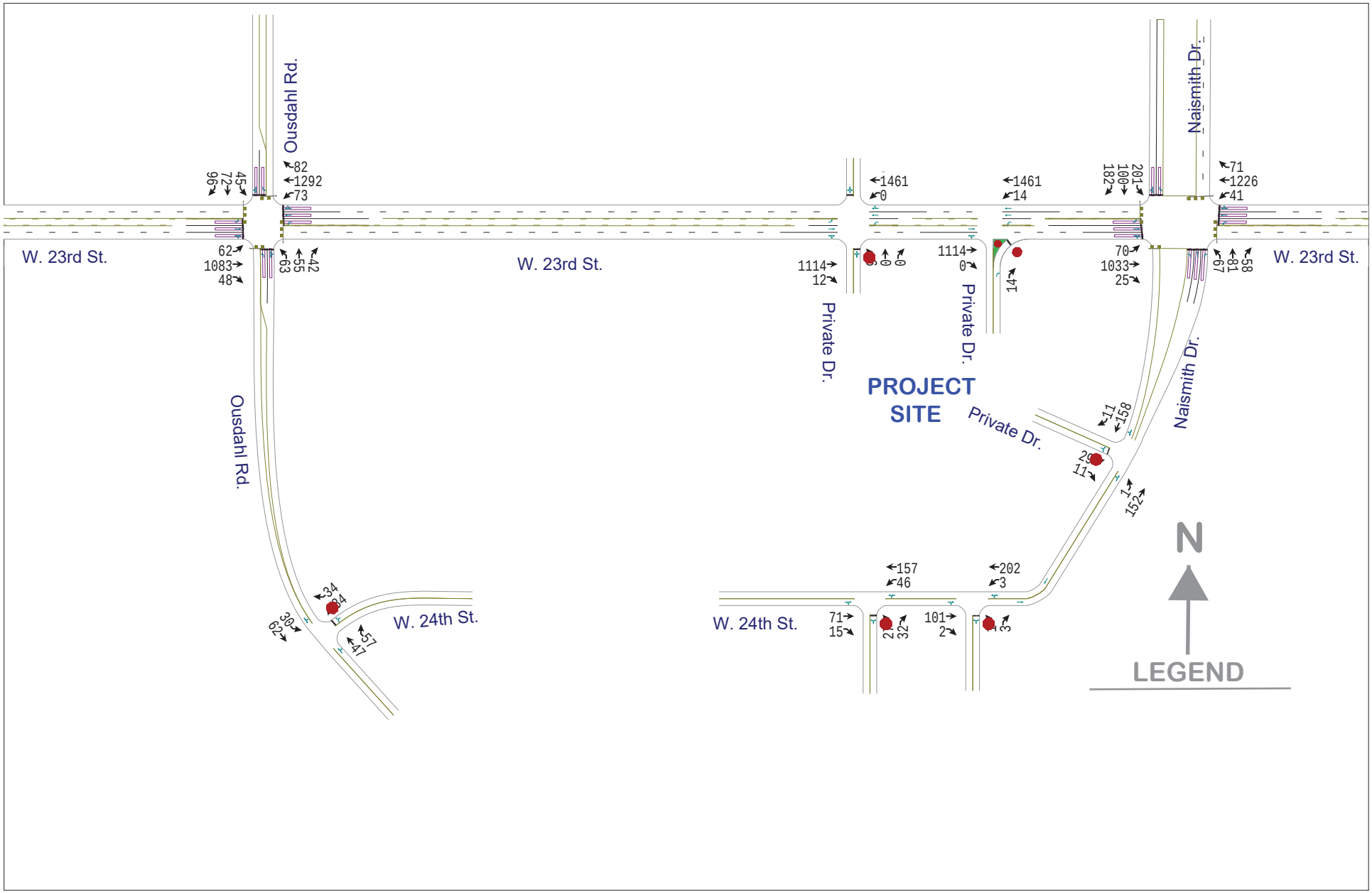


Figure 5 - Trip Distribution Patterns for the Proposed Redevelopment (Peak-Hours of a Typical Weekday)

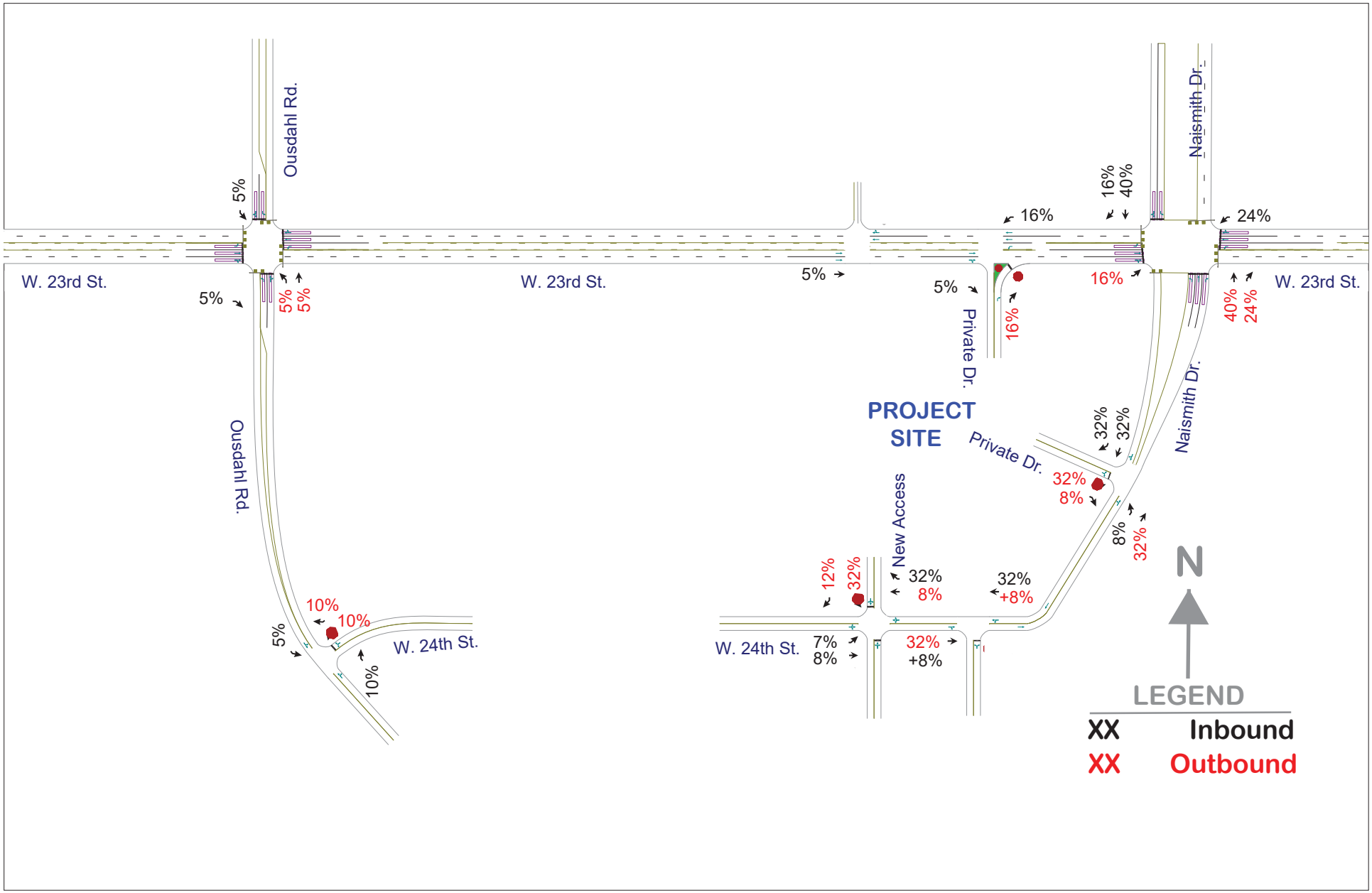


Figure 6 - Site-Generated Adjusted External Trips for the Proposed Redevelopment (Peak-Hours of a Typical Weekday)

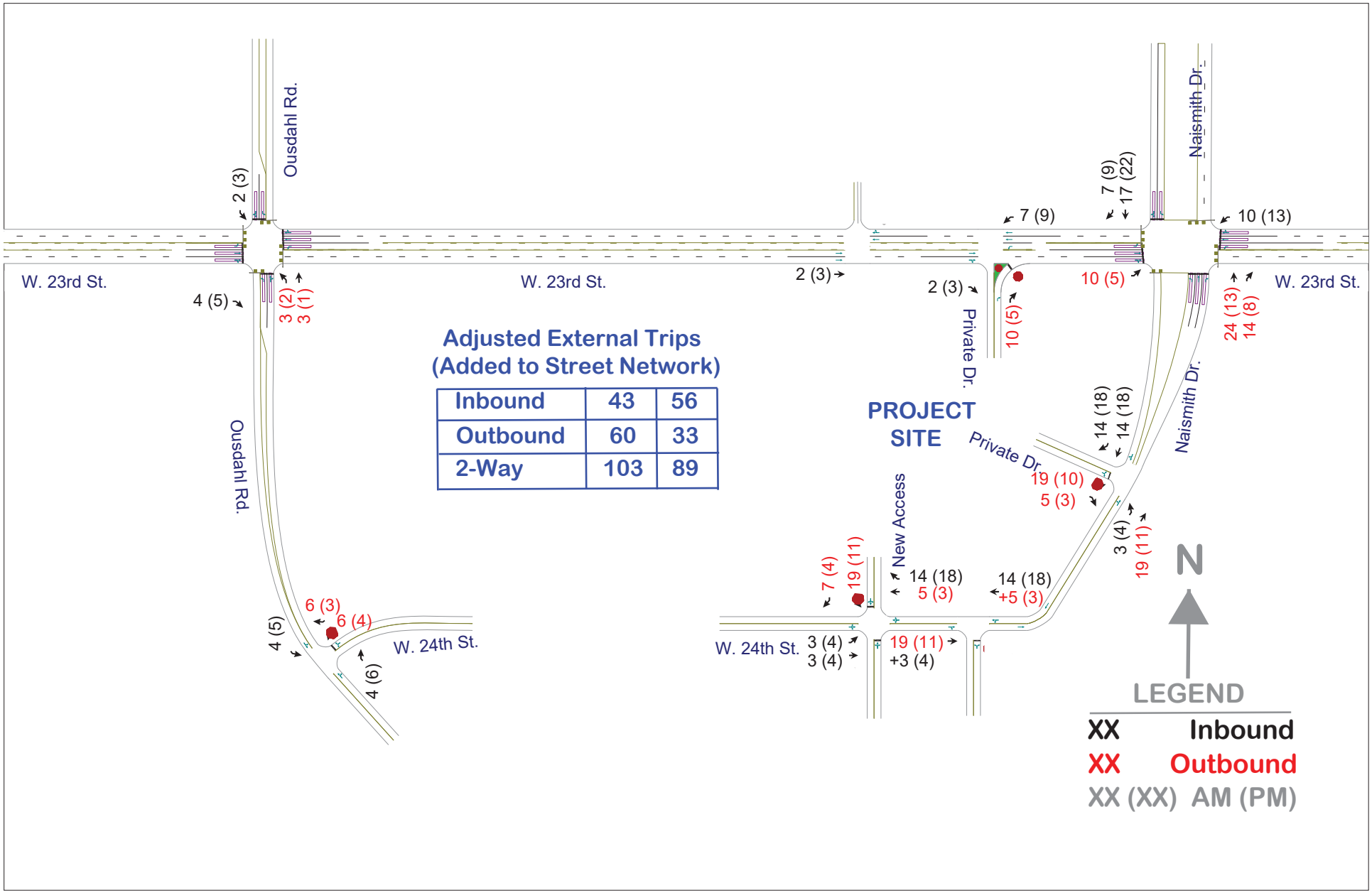


Figure 7 - "Existing + Proposed Redevelopment" Traffic Volumes (Morning Peak-Hour of a Typical Weekday)

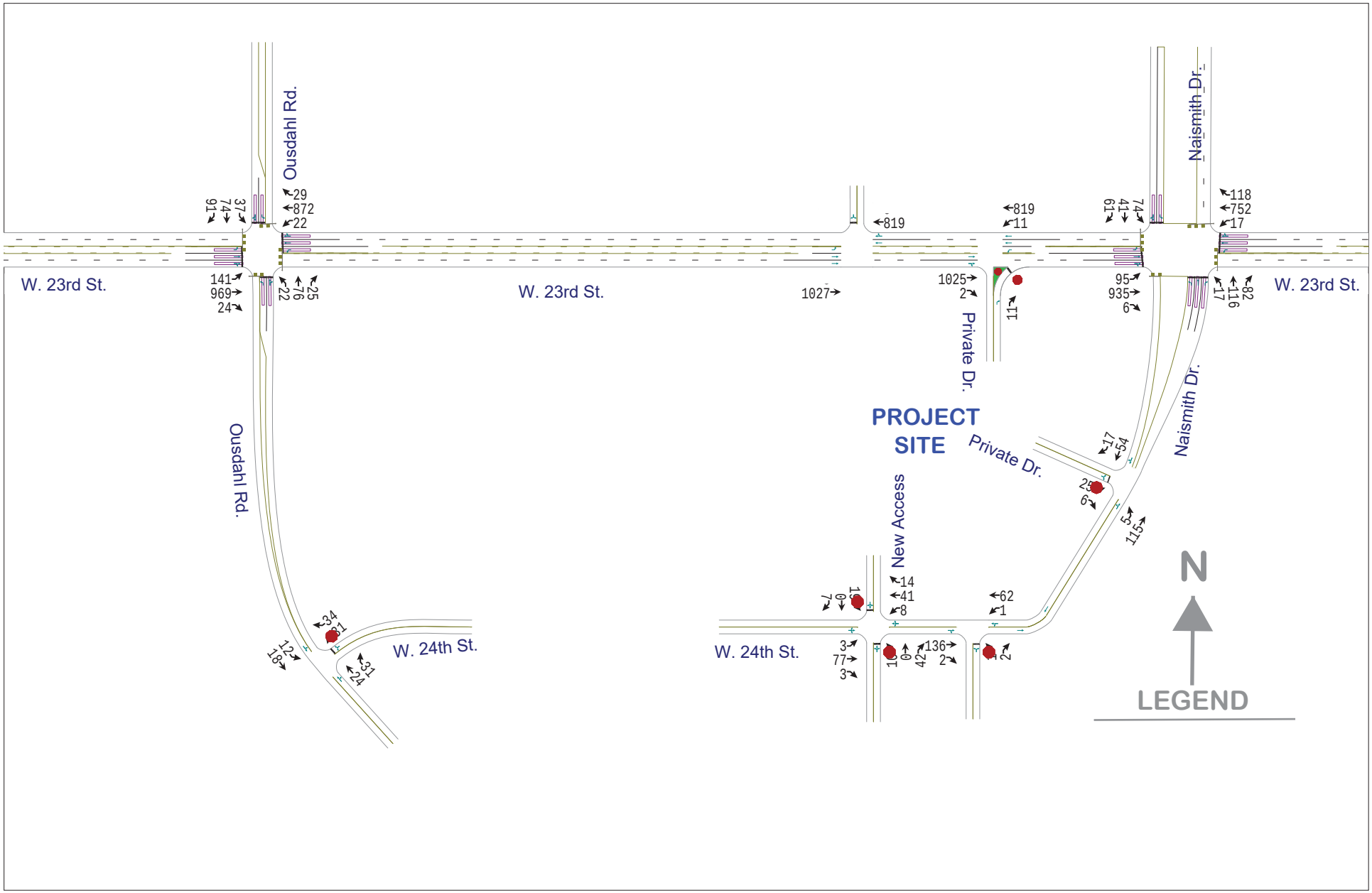
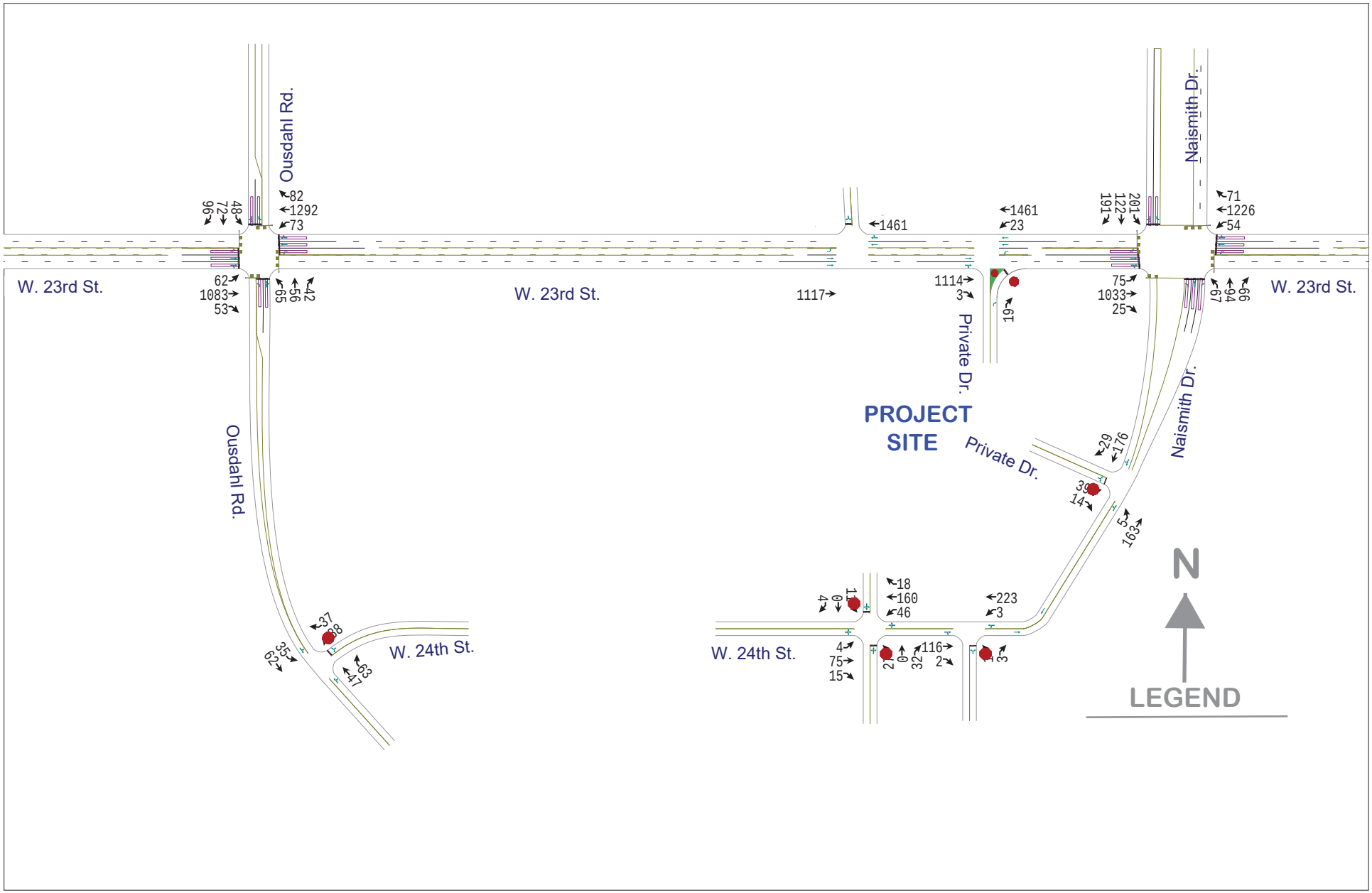


Figure 8 - "Existing + Proposed Redevelopment" Traffic Volumes (Afternoon Peak-Hour of a Typical Weekday)



APPENDIX II

Results of Volume/Capacity Analysis
Using
Synchro 10 Software
(HCM 6th Edition Methodology)

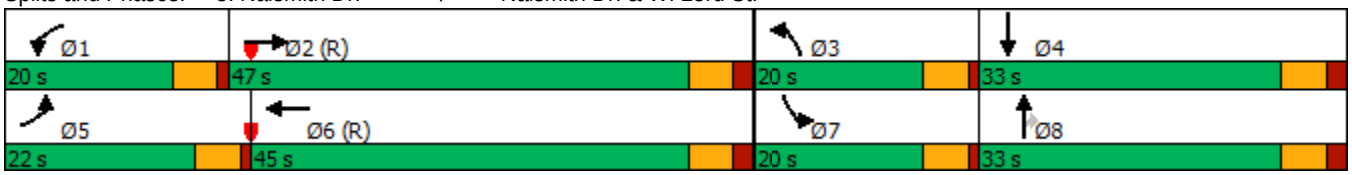
“Existing” Traffic Volumes
Existing Operating Conditions (e.g. Signal Timing & Phasing)

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	935	6	7	752	118	17	92	68	74	24	54
Future Volume (vph)	85	935	6	7	752	118	17	92	68	74	24	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	90		90	350		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			245			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.980				0.850		0.896	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3536	0	1770	3468	0	1770	1863	1583	1770	1669	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3536	0	1770	3468	0	1770	1863	1583	1770	1669	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			15				118		59	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		320			418			427			355	
Travel Time (s)		6.2			8.1			9.7			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	92	1016	7	8	817	128	18	100	74	80	26	59
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	1023	0	8	945	0	18	100	74	80	85	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	17.0	13.0		8.0	13.0		12.0	13.0	13.0	12.0	13.0	
Minimum Split (s)	22.0	47.0		20.0	45.0		20.0	33.0	33.0	20.0	33.0	
Total Split (s)	22.0	47.0		20.0	45.0		20.0	33.0	33.0	20.0	33.0	
Total Split (%)	18.3%	39.2%		16.7%	37.5%		16.7%	27.5%	27.5%	16.7%	27.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	17.0	77.8		8.0	58.4		12.0	13.3	13.3	12.7	20.8	
Actuated g/C Ratio	0.14	0.65		0.07	0.49		0.10	0.11	0.11	0.11	0.17	
v/c Ratio	0.37	0.45		0.07	0.56		0.10	0.49	0.27	0.43	0.25	
Control Delay	38.6	19.9		54.0	24.0		50.7	58.7	4.3	57.5	19.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	38.6	19.9		54.0	24.0		50.7	58.7	4.3	57.5	19.9	
LOS	D	B		D	C		D	E	A	E	B	
Approach Delay		21.5			24.3			37.0			38.2	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	66	356		6	270		13	74	0	59	15	
Queue Length 95th (ft)	115	500		22	361		36	130	13	109	65	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		240			338			347			275	
Turn Bay Length (ft)	160			180			90		90	350		
Base Capacity (vph)	250	2294		221	1696		221	419	447	221	437	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.37	0.45		0.04	0.56		0.08	0.24	0.17	0.36	0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 24.9		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Naismith Dr. / Naismith Dr. & W. 23rd St.

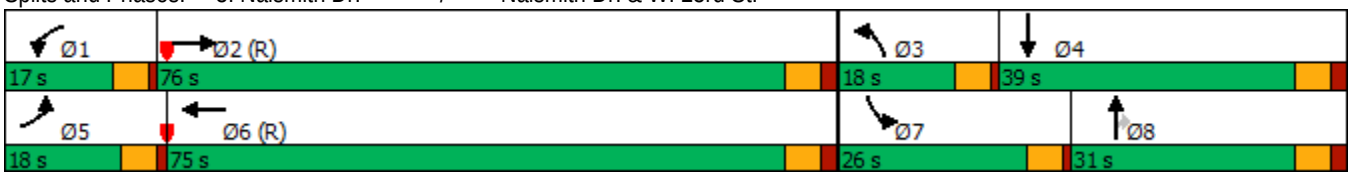


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	1033	25	41	1226	71	67	81	58	201	100	182
Future Volume (vph)	70	1033	25	41	1226	71	67	81	58	201	100	182
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	90		90	350		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			245			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.992				0.850		0.903	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3511	0	1770	1863	1583	1770	1682	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3525	0	1770	3511	0	1770	1863	1583	1770	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5				131		56	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		320			418			427			355	
Travel Time (s)		6.2			8.1			9.7			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	1123	27	45	1333	77	73	88	63	218	109	198
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1150	0	45	1410	0	73	88	63	218	307	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	18.0	76.0		17.0	75.0		18.0	31.0	31.0	26.0	39.0	
Total Split (s)	18.0	76.0		17.0	75.0		18.0	31.0	31.0	26.0	39.0	
Total Split (%)	12.0%	50.7%		11.3%	50.0%		12.0%	20.7%	20.7%	17.3%	26.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	9.7	85.6		7.7	81.4		10.8	16.5	16.5	20.4	26.0	
Actuated g/C Ratio	0.06	0.57		0.05	0.54		0.07	0.11	0.11	0.14	0.17	
v/c Ratio	0.67	0.57		0.49	0.74		0.57	0.43	0.22	0.91	0.91	
Control Delay	107.9	13.3		87.0	31.1		84.4	66.6	1.7	101.9	79.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	107.9	13.3		87.0	31.1		84.4	66.6	1.7	101.9	79.6	
LOS	F	B		F	C		F	E	A	F	E	
Approach Delay		19.1			32.8			54.1			88.9	
Approach LOS		B			C			D			F	
Queue Length 50th (ft)	79	156		44	551		70	81	0	212	247	
Queue Length 95th (ft)	138	176		87	751		126	133	0	#363	349	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		240			338			347			275	
Turn Bay Length (ft)	160			180			90		90	350		
Base Capacity (vph)	153	2012		141	1907		153	310	373	247	413	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.50	0.57		0.32	0.74		0.48	0.28	0.17	0.88	0.74	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 78 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 37.9		Intersection LOS: D	
Intersection Capacity Utilization 80.9%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Naismith Dr. / Naismith Dr. & W. 23rd St.



Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1	2	96	40	3
Future Vol, veh/h	6	1	2	96	40	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1	2	104	43	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	153	45	46	0	-	0
Stage 1	45	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	839	1025	1562	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	916	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	838	1025	1562	-	-	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	916	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	0.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1562	-	860	-	-
HCM Lane V/C Ratio	0.001	-	0.009	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	11	1	152	158	11
Future Vol, veh/h	29	11	1	152	158	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	12	1	165	172	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	345	178	184	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	652	865	1391	-	-	-
Stage 1	853	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	651	865	1391	-	-	-
Mov Cap-2 Maneuver	651	-	-	-	-	-
Stage 1	852	-	-	-	-	-
Stage 2	863	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1391	-	699	-	-
HCM Lane V/C Ratio	0.001	-	0.062	-	-
HCM Control Delay (s)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	2	1	43	1	2
Future Vol, veh/h	114	2	1	43	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	124	2	1	47	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	126	0	174	125
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	49	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1460	-	816	926
Stage 1	-	-	-	-	901	-
Stage 2	-	-	-	-	973	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	815	926
Mov Cap-2 Maneuver	-	-	-	-	815	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	973	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.1
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1460	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	9.1	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	2	3	202	1	3
Future Vol, veh/h	101	2	3	202	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	110	2	3	220	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	112	0	337	111
Stage 1	-	-	-	-	111	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1478	-	658	942
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1478	-	657	942
Mov Cap-2 Maneuver	-	-	-	-	657	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	812	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1478	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	3	8	36	10	42
Future Vol, veh/h	74	3	8	36	10	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	3	9	39	11	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	83	0	139	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1514	-	854	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1514	-	849	978
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	950	-	-	1514	-
HCM Lane V/C Ratio	0.059	-	-	0.006	-
HCM Control Delay (s)	9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	15	46	157	27	32
Future Vol, veh/h	71	15	46	157	27	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	16	50	171	29	35

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	93	0	356	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	271	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1501	-	642	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	775	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1501	-	618	974
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	903	-
Stage 2	-	-	-	-	775	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	771	-	-	1501	-
HCM Lane V/C Ratio	0.083	-	-	0.033	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.1

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	8	18	24	27	25	28
Future Vol, veh/h	8	18	24	27	25	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	20	26	29	27	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	55	0	-	0	79	41
Stage 1	-	-	-	-	41	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1550	-	-	-	924	1030
Stage 1	-	-	-	-	981	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1550	-	-	-	918	1030
Mov Cap-2 Maneuver	-	-	-	-	918	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	984	-

Approach	SE	NW	SW
HCM Control Delay, s	2.3	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1550	-	974
HCM Lane V/C Ratio	-	-	0.006	-	0.059
HCM Control Delay (s)	-	-	7.3	0	8.9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

Intersection	
Int Delay, s/veh	4.6

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	30	62	47	57	84	34
Future Vol, veh/h	30	62	47	57	84	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	67	51	62	91	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	113	0	-	0	215	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1476	-	-	-	773	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1476	-	-	-	755	978
Mov Cap-2 Maneuver	-	-	-	-	755	-
Stage 1	-	-	-	-	919	-
Stage 2	-	-	-	-	893	-

Approach	SE	NW	SW
HCM Control Delay, s	2.4	0	10.3
HCM LOS			B

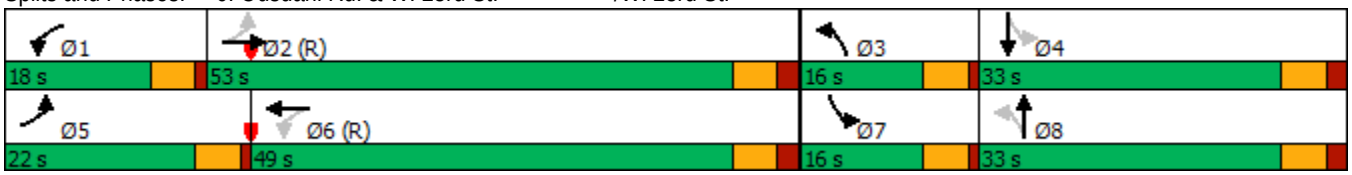
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1476	-	808
HCM Lane V/C Ratio	-	-	0.022	-	0.159
HCM Control Delay (s)	-	-	7.5	0	10.3
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	969	20	22	872	29	19	73	25	35	74	91
Future Volume (vph)	141	969	20	22	872	29	19	73	25	35	74	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			45			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.995			0.962			0.917	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3529	0	1770	3522	0	1770	1792	0	1770	1708	0
Flt Permitted	0.223			0.227			0.485			0.589		
Satd. Flow (perm)	415	3529	0	423	3522	0	903	1792	0	1097	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			13			48	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		500			1035			738			363	
Travel Time (s)		9.7			20.2			16.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	1053	22	24	948	32	21	79	27	38	80	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1075	0	24	980	0	21	106	0	38	179	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	53.0		18.0	49.0		16.0	33.0		16.0	33.0	
Total Split (s)	22.0	53.0		18.0	49.0		16.0	33.0		16.0	33.0	
Total Split (%)	18.3%	44.2%		15.0%	40.8%		13.3%	27.5%		13.3%	27.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	86.4	80.2		81.1	74.1		18.5	13.6		20.7	16.5	
Actuated g/C Ratio	0.72	0.67		0.68	0.62		0.15	0.11		0.17	0.14	
v/c Ratio	0.40	0.46		0.07	0.45		0.11	0.49		0.17	0.65	
Control Delay	9.5	12.9		3.0	6.3		36.2	50.5		37.4	45.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.5	12.9		3.0	6.3		36.2	50.5		37.4	45.9	
LOS	A	B		A	A		D	D		D	D	
Approach Delay		12.5			6.2			48.1			44.4	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	33	227		1	26		13	70		24	90	
Queue Length 95th (ft)	74	350		m4	418		32	120		49	167	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			955			658			283	
Turn Bay Length (ft)	100			150			95			80		
Base Capacity (vph)	495	2359		452	2175		242	413		265	421	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.46		0.05	0.45		0.09	0.26		0.14	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 42 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 14.5		Intersection LOS: B	
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Ousdahl Rd. & W. 23rd St. /W. 23rd St.

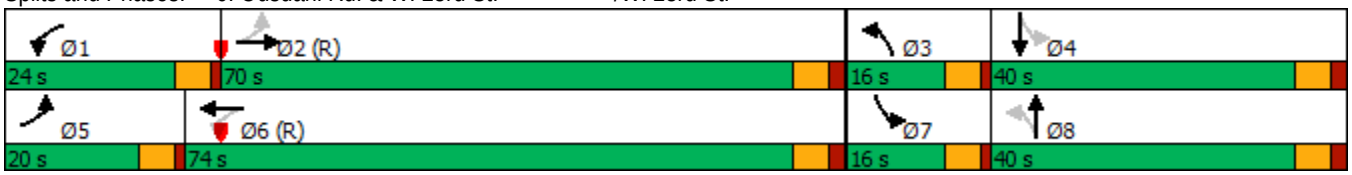


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1083	48	73	1292	82	63	55	42	45	72	96
Future Volume (vph)	62	1083	48	73	1292	82	63	55	42	45	72	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			45			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.991			0.935			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3518	0	1770	3507	0	1770	1742	0	1770	1703	0
Flt Permitted	0.113			0.166			0.312			0.643		
Satd. Flow (perm)	210	3518	0	309	3507	0	581	1742	0	1198	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			6			24			41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		500			1035			738			363	
Travel Time (s)		9.7			20.2			16.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	1177	52	79	1404	89	68	60	46	49	78	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	1229	0	79	1493	0	68	106	0	49	182	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	70.0		24.0	74.0		16.0	40.0		16.0	40.0	
Total Split (s)	20.0	70.0		24.0	74.0		16.0	40.0		16.0	40.0	
Total Split (%)	13.3%	46.7%		16.0%	49.3%		10.7%	26.7%		10.7%	26.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	103.8	96.4		105.7	99.0		27.7	19.0		25.8	18.1	
Actuated g/C Ratio	0.69	0.64		0.70	0.66		0.18	0.13		0.17	0.12	
v/c Ratio	0.32	0.54		0.28	0.64		0.38	0.44		0.21	0.76	
Control Delay	11.8	17.6		13.0	19.8		51.8	50.7		46.4	68.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	11.8	17.6		13.0	19.8		51.8	50.7		46.4	68.0	
LOS	B	B		B	B		D	D		D	E	
Approach Delay		17.3			19.5			51.1			63.4	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)	18	338		20	297		54	74		39	136	
Queue Length 95th (ft)	42	504		m55	554		91	131		71	213	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			955			658			283	
Turn Bay Length (ft)	100			150			95			80		
Base Capacity (vph)	309	2261		409	2317		198	413		264	417	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.54		0.19	0.64		0.34	0.26		0.19	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 23.4		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Ousdahl Rd. & W. 23rd St. /W. 23rd St.



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1025	0	4	819	0	1
Future Vol, veh/h	1025	0	4	819	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	50	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1114	0	4	890	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1114	0	-	557
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	623	-	0	474
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	623	-	-	474
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	623	-
HCM Lane V/C Ratio	0.002	-	-	0.007	-
HCM Control Delay (s)	12.6	-	-	10.8	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

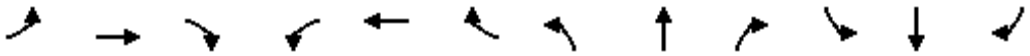
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1114	0	14	1461	0	14
Future Vol, veh/h	1114	0	14	1461	0	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	50	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1211	0	15	1588	0	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1211	0	-	606
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	572	-	0	440
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	572	-	-	440
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	572	-
HCM Lane V/C Ratio	0.035	-	-	0.027	-
HCM Control Delay (s)	13.5	-	-	11.5	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

“Existing + Proposed Redevelopment” Traffic Volumes
Existing Operating Conditions (e.g. Signal Timing & Phasing)

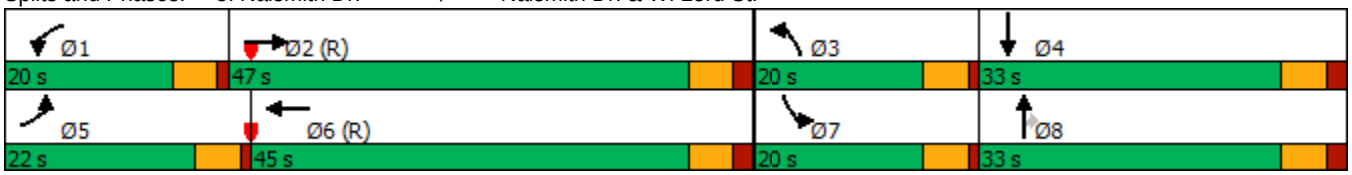


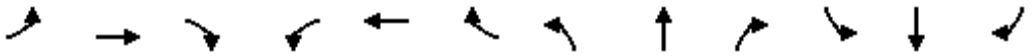
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	935	6	17	752	118	17	116	82	74	41	61
Future Volume (vph)	95	935	6	17	752	118	17	116	82	74	41	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	90		90	350		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			245			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.980				0.850		0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3536	0	1770	3468	0	1770	1863	1583	1770	1697	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3536	0	1770	3468	0	1770	1863	1583	1770	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			15				118		57	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		320			418			427			355	
Travel Time (s)		6.2			8.1			9.7			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	1016	7	18	817	128	18	126	89	80	45	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	1023	0	18	945	0	18	126	89	80	111	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	17.0	13.0		8.0	13.0		12.0	13.0	13.0	12.0	13.0	
Minimum Split (s)	22.0	47.0		20.0	45.0		20.0	33.0	33.0	20.0	33.0	
Total Split (s)	22.0	47.0		20.0	45.0		20.0	33.0	33.0	20.0	33.0	
Total Split (%)	18.3%	39.2%		16.7%	37.5%		16.7%	27.5%	27.5%	16.7%	27.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	17.0	74.7		8.0	57.9		12.0	13.9	13.9	12.7	21.3	
Actuated g/C Ratio	0.14	0.62		0.07	0.48		0.10	0.12	0.12	0.11	0.18	
v/c Ratio	0.41	0.47		0.15	0.56		0.10	0.59	0.31	0.43	0.32	
Control Delay	39.2	24.4		56.1	24.7		50.7	61.8	6.6	57.5	25.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	39.2	24.4		56.1	24.7		50.7	61.8	6.6	57.5	25.2	
LOS	D	C		E	C		D	E	A	E	C	
Approach Delay		25.7			25.2			39.8			38.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	74	354		13	270		13	95	0	59	33	
Queue Length 95th (ft)	132	501		38	374		36	155	27	109	91	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		240			338			347			275	
Turn Bay Length (ft)	160			180			90		90	350		
Base Capacity (vph)	250	2200		221	1679		221	419	447	221	442	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.41	0.47		0.08	0.56		0.08	0.30	0.20	0.36	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 119 (99%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 63.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: Naismith Dr. / Naismith Dr. & W. 23rd St.



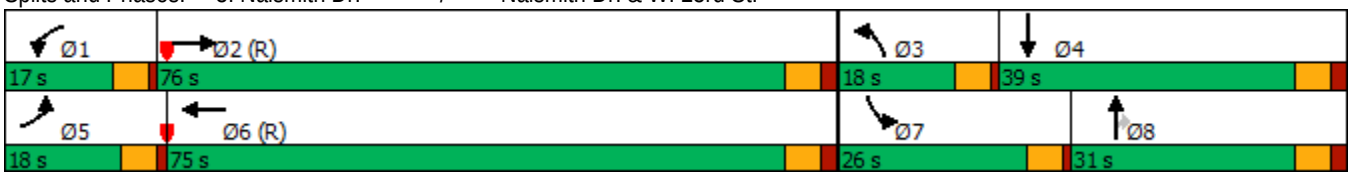


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1033	25	54	1226	71	67	94	66	201	122	191
Future Volume (vph)	75	1033	25	54	1226	71	67	94	66	201	122	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	160		0	180		0	90		90	350		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	25			25			245			0		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.992				0.850		0.909	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3511	0	1770	1863	1583	1770	1693	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3525	0	1770	3511	0	1770	1863	1583	1770	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5				131		48	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		320			418			427			355	
Travel Time (s)		6.2			8.1			9.7			8.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	1123	27	59	1333	77	73	102	72	218	133	208
Shared Lane Traffic (%)												
Lane Group Flow (vph)	82	1150	0	59	1410	0	73	102	72	218	341	0
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Detector Phase	5	2		1	6		3	8	8	7	4	
Switch Phase												
Minimum Initial (s)	6.0	6.0		6.0	6.0		6.0	6.0	6.0	6.0	6.0	
Minimum Split (s)	18.0	76.0		17.0	75.0		18.0	31.0	31.0	26.0	39.0	
Total Split (s)	18.0	76.0		17.0	75.0		18.0	31.0	31.0	26.0	39.0	
Total Split (%)	12.0%	50.7%		11.3%	50.0%		12.0%	20.7%	20.7%	17.3%	26.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0	6.0	5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Act Effct Green (s)	10.0	81.7		8.6	78.1		10.8	19.5	19.5	20.4	29.0	
Actuated g/C Ratio	0.07	0.54		0.06	0.52		0.07	0.13	0.13	0.14	0.19	
v/c Ratio	0.69	0.60		0.58	0.77		0.57	0.42	0.23	0.91	0.93	
Control Delay	111.6	14.6		90.4	34.0		84.4	63.9	1.6	101.9	83.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	111.6	14.6		90.4	34.0		84.4	63.9	1.6	101.9	83.2	
LOS	F	B		F	C		F	E	A	F	F	
Approach Delay		21.0			36.2			51.8			90.5	
Approach LOS		C			D			D			F	
Queue Length 50th (ft)	85	159		57	593		70	92	0	212	285	
Queue Length 95th (ft)	145	178		106	751		126	150	0	#363	#441	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		240			338			347			275	
Turn Bay Length (ft)	160			180			90		90	350		
Base Capacity (vph)	153	1921		141	1831		153	310	373	247	409	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.54	0.60		0.42	0.77		0.48	0.33	0.19	0.88	0.83	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 78 (52%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 40.6		Intersection LOS: D	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Naismith Dr. / Naismith Dr. & W. 23rd St.



Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	25	6	5	115	54	17
Future Vol, veh/h	25	6	5	115	54	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	7	5	125	59	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	203	68	77	0	-	0
Stage 1	68	-	-	-	-	-
Stage 2	135	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	786	995	1522	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	891	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	783	995	1522	-	-	-
Mov Cap-2 Maneuver	783	-	-	-	-	-
Stage 1	951	-	-	-	-	-
Stage 2	891	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	0.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1522	-	817	-	-
HCM Lane V/C Ratio	0.004	-	0.041	-	-
HCM Control Delay (s)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	14	5	163	176	29
Future Vol, veh/h	39	14	5	163	176	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	42	15	5	177	191	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	394	207	223	0	-	0
Stage 1	207	-	-	-	-	-
Stage 2	187	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	611	833	1346	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	845	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	609	833	1346	-	-	-
Mov Cap-2 Maneuver	609	-	-	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	656	-	-
HCM Lane V/C Ratio	0.004	-	0.088	-	-
HCM Control Delay (s)	7.7	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	136	2	1	62	1	2
Future Vol, veh/h	136	2	1	62	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	2	1	67	1	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	218	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1431	-	770	898
Stage 1	-	-	-	-	879	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1431	-	769	898
Mov Cap-2 Maneuver	-	-	-	-	769	-
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	850	-	-	1431	-
HCM Lane V/C Ratio	0.004	-	-	0.001	-
HCM Control Delay (s)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	116	2	3	223	1	3
Future Vol, veh/h	116	2	3	223	1	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	126	2	3	242	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	375	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	248	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1458	-	626	923
Stage 1	-	-	-	-	899	-
Stage 2	-	-	-	-	793	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1458	-	625	923
Mov Cap-2 Maneuver	-	-	-	-	625	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	793	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	825	-	-	1458	-
HCM Lane V/C Ratio	0.005	-	-	0.002	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	77	3	8	41	14	10	0	42	19	0	7
Future Vol, veh/h	3	77	3	8	41	14	10	0	42	19	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	84	3	9	45	15	11	0	46	21	0	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	60	0	0	87	0	0	167	170	86	186	164	53
Stage 1	-	-	-	-	-	-	92	92	-	71	71	-
Stage 2	-	-	-	-	-	-	75	78	-	115	93	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1544	-	-	1509	-	-	797	723	973	775	729	1014
Stage 1	-	-	-	-	-	-	915	819	-	939	836	-
Stage 2	-	-	-	-	-	-	934	830	-	890	818	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1544	-	-	1509	-	-	786	717	973	734	723	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	786	717	-	734	723	-
Stage 1	-	-	-	-	-	-	913	817	-	937	831	-
Stage 2	-	-	-	-	-	-	921	825	-	847	816	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.9	9.1	9.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	930	1544	-	-	1509	-	-	793
HCM Lane V/C Ratio	0.061	0.002	-	-	0.006	-	-	0.036
HCM Control Delay (s)	9.1	7.3	0	-	7.4	0	-	9.7
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	4	75	15	46	160	18	27	0	32	11	0	4
Future Vol, veh/h	4	75	15	46	160	18	27	0	32	11	0	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	82	16	50	174	20	29	0	35	12	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	194	0	0	98	0	0	384	392	90	400	390	184
Stage 1	-	-	-	-	-	-	98	98	-	284	284	-
Stage 2	-	-	-	-	-	-	286	294	-	116	106	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1379	-	-	1495	-	-	574	544	968	560	545	858
Stage 1	-	-	-	-	-	-	908	814	-	723	676	-
Stage 2	-	-	-	-	-	-	721	670	-	889	807	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1379	-	-	1495	-	-	553	522	968	523	523	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	522	-	523	523	-
Stage 1	-	-	-	-	-	-	905	812	-	721	650	-
Stage 2	-	-	-	-	-	-	690	645	-	854	805	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	1.5	10.5	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	721	1379	-	-	1495	-	-	584
HCM Lane V/C Ratio	0.089	0.003	-	-	0.033	-	-	0.028
HCM Control Delay (s)	10.5	7.6	0	-	7.5	0	-	11.3
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Intersection	
Int Delay, s/veh	4.5

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	12	18	24	31	31	34
Future Vol, veh/h	12	18	24	31	31	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	20	26	34	34	37

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	60	0	-	0	89	43
Stage 1	-	-	-	-	43	-
Stage 2	-	-	-	-	46	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1544	-	-	-	912	1027
Stage 1	-	-	-	-	979	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1544	-	-	-	904	1027
Mov Cap-2 Maneuver	-	-	-	-	904	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	976	-

Approach	SE	NW	SW
HCM Control Delay, s	2.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1544	-	964
HCM Lane V/C Ratio	-	-	0.008	-	0.073
HCM Control Delay (s)	-	-	7.4	0	9
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	-	0.2

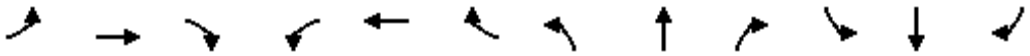
Intersection	
Int Delay, s/veh	4.7

Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	35	62	47	63	88	37
Future Vol, veh/h	35	62	47	63	88	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	67	51	68	96	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	119	0	-	0	228	85
Stage 1	-	-	-	-	85	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1469	-	-	-	760	974
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1469	-	-	-	739	974
Mov Cap-2 Maneuver	-	-	-	-	739	-
Stage 1	-	-	-	-	913	-
Stage 2	-	-	-	-	884	-

Approach	SE	NW	SW
HCM Control Delay, s	2.7	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1
Capacity (veh/h)	-	-	1469	-	796
HCM Lane V/C Ratio	-	-	0.026	-	0.171
HCM Control Delay (s)	-	-	7.5	0	10.5
HCM Lane LOS	-	-	A	A	B
HCM 95th %tile Q(veh)	-	-	0.1	-	0.6

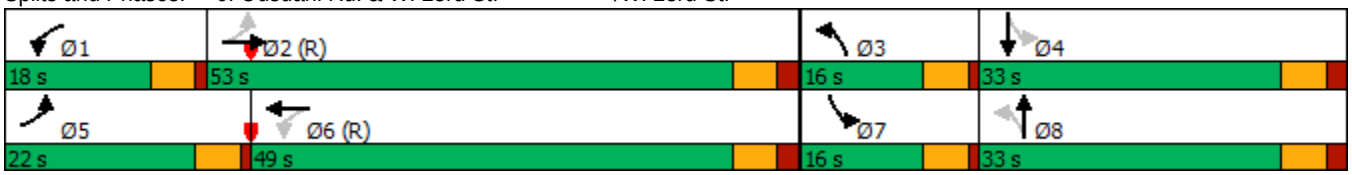


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	141	969	24	22	872	29	22	76	25	37	74	91
Future Volume (vph)	141	969	24	22	872	29	22	76	25	37	74	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			45			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.995			0.963			0.917	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3525	0	1770	3522	0	1770	1794	0	1770	1708	0
Flt Permitted	0.220			0.223			0.485			0.576		
Satd. Flow (perm)	410	3525	0	415	3522	0	903	1794	0	1073	1708	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			3			13			48	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		500			1035			738			363	
Travel Time (s)		9.7			20.2			16.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	153	1053	26	24	948	32	24	83	27	40	80	99
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	1079	0	24	980	0	24	110	0	40	179	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	22.0	53.0		18.0	49.0		16.0	33.0		16.0	33.0	
Total Split (s)	22.0	53.0		18.0	49.0		16.0	33.0		16.0	33.0	
Total Split (%)	18.3%	44.2%		15.0%	40.8%		13.3%	27.5%		13.3%	27.5%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	84.1	77.9		78.7	71.7		19.9	13.8		22.1	16.5	
Actuated g/C Ratio	0.70	0.65		0.66	0.60		0.17	0.12		0.18	0.14	
v/c Ratio	0.41	0.47		0.07	0.47		0.12	0.51		0.17	0.65	
Control Delay	10.2	13.9		3.1	6.6		35.3	50.9		36.2	46.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.2	13.9		3.1	6.6		35.3	50.9		36.2	46.2	
LOS	B	B		A	A		D	D		D	D	
Approach Delay		13.4			6.5			48.1			44.4	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)	36	242		1	28		15	71		25	99	
Queue Length 95th (ft)	74	354		m3	414		35	123		50	167	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			955			658			283	
Turn Bay Length (ft)	100			150			95			80		
Base Capacity (vph)	484	2288		439	2105		259	413		283	421	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.32	0.47		0.05	0.47		0.09	0.27		0.14	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 42 (35%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.65			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 65.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Ousdahl Rd. & W. 23rd St. /W. 23rd St.

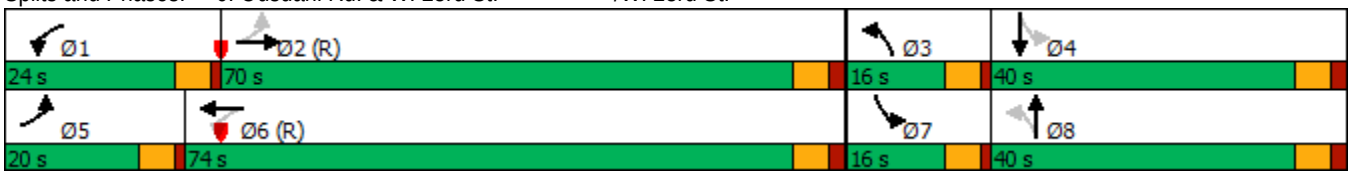


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	1083	53	73	1292	82	65	56	42	48	72	96
Future Volume (vph)	62	1083	53	73	1292	82	65	56	42	48	72	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	150		0	95		0	80		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			45			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.991			0.936			0.914	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3514	0	1770	3507	0	1770	1744	0	1770	1703	0
Flt Permitted	0.109			0.160			0.315			0.686		
Satd. Flow (perm)	203	3514	0	298	3507	0	587	1744	0	1278	1703	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			6			23			41	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		500			1035			738			363	
Travel Time (s)		9.7			20.2			16.8			8.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	67	1177	58	79	1404	89	71	61	46	52	78	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	1235	0	79	1493	0	71	107	0	52	182	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		3	8		7	4	
Switch Phase												
Minimum Initial (s)	6.0	10.0		6.0	10.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	70.0		24.0	74.0		16.0	40.0		16.0	40.0	
Total Split (s)	20.0	70.0		24.0	74.0		16.0	40.0		16.0	40.0	
Total Split (%)	13.3%	46.7%		16.0%	49.3%		10.7%	26.7%		10.7%	26.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0		5.0	6.0		5.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	101.4	94.0		103.4	96.7		30.0	21.2		27.2	18.1	
Actuated g/C Ratio	0.68	0.63		0.69	0.64		0.20	0.14		0.18	0.12	
v/c Ratio	0.33	0.56		0.29	0.66		0.38	0.40		0.20	0.76	
Control Delay	12.3	18.5		13.8	21.6		50.8	50.0		46.0	68.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.3	18.5		13.8	21.6		50.8	50.0		46.0	68.0	
LOS	B	B		B	C		D	D		D	E	
Approach Delay		18.2			21.3			50.3			63.1	
Approach LOS		B			C			D			E	
Queue Length 50th (ft)	18	343		26	366		57	76		41	136	
Queue Length 95th (ft)	42	507		m52	556		95	134		74	213	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		420			955			658			283	
Turn Bay Length (ft)	100			150			95			80		
Base Capacity (vph)	301	2203		399	2262		208	413		292	417	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.56		0.20	0.66		0.34	0.26		0.18	0.44	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 76 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 6: Ousdahl Rd. & W. 23rd St. /W. 23rd St.



Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1025	2	11	819	0	11
Future Vol, veh/h	1025	2	11	819	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	50	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1114	2	12	890	0	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1116	0	-	558
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	622	-	0	473
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	622	-	-	473
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	473	-	-	622	-
HCM Lane V/C Ratio	0.025	-	-	0.019	-
HCM Control Delay (s)	12.8	-	-	10.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1114	3	23	1461	0	19
Future Vol, veh/h	1114	3	23	1461	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	-	50	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1211	3	25	1588	0	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1214	0	-	607
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	570	-	0	439
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	570	-	-	439
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

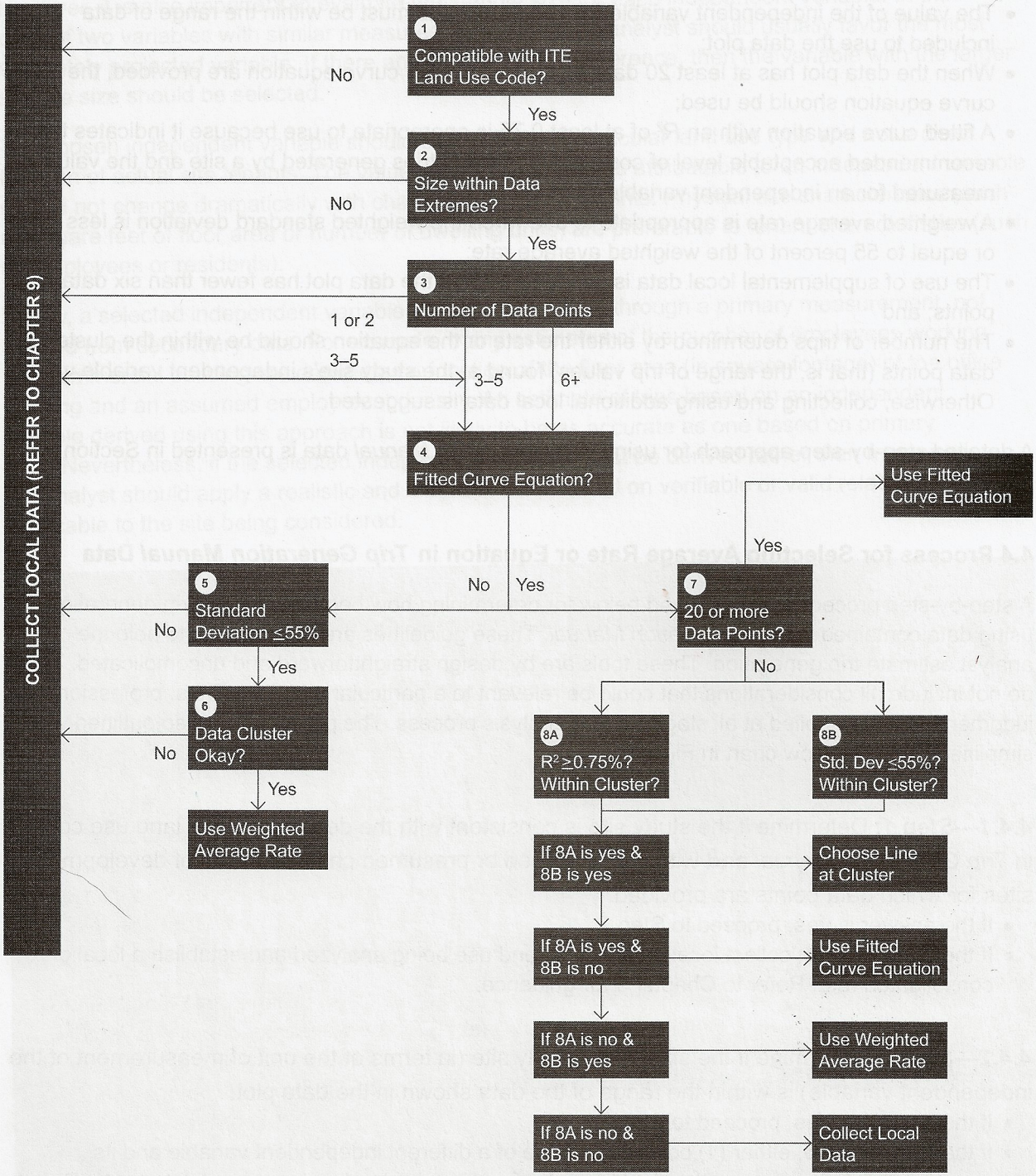
Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	439	-	-	570	-
HCM Lane V/C Ratio	0.047	-	-	0.044	-
HCM Control Delay (s)	13.6	-	-	11.6	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

APPENDIX III

Results of Trip Generation Analysis
Using
ITE Trip Generation Manual, 10th Edition

Figure 4.2 Process for Selecting Average Rate or Equation in *Trip Generation Manual* Data



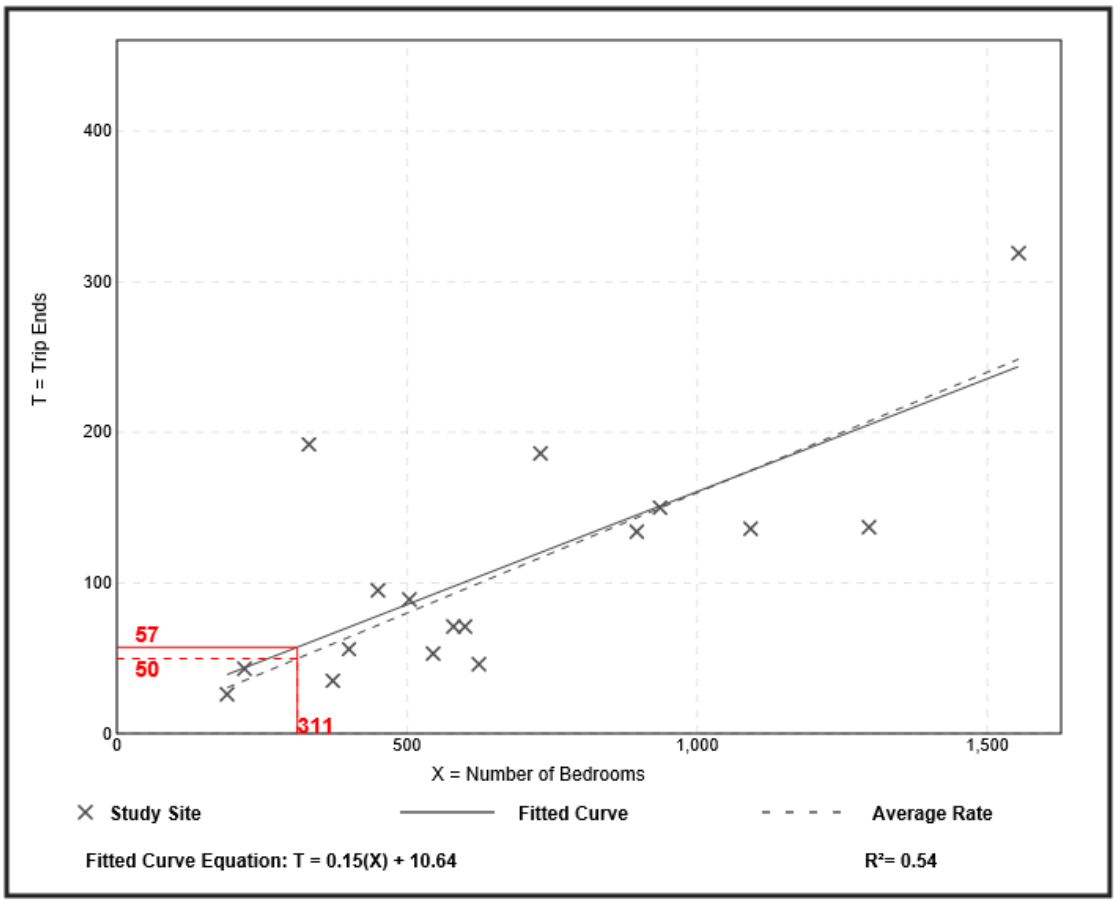
Off-Campus Student Apartment
(225)

Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **Over 1/2 Mile from Campus**
Number of Studies: 17
Avg. Num. of Bedrooms: 666
Directional Distribution: 28% entering, 72% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.16	0.07 - 0.58	0.09

Data Plot and Equation



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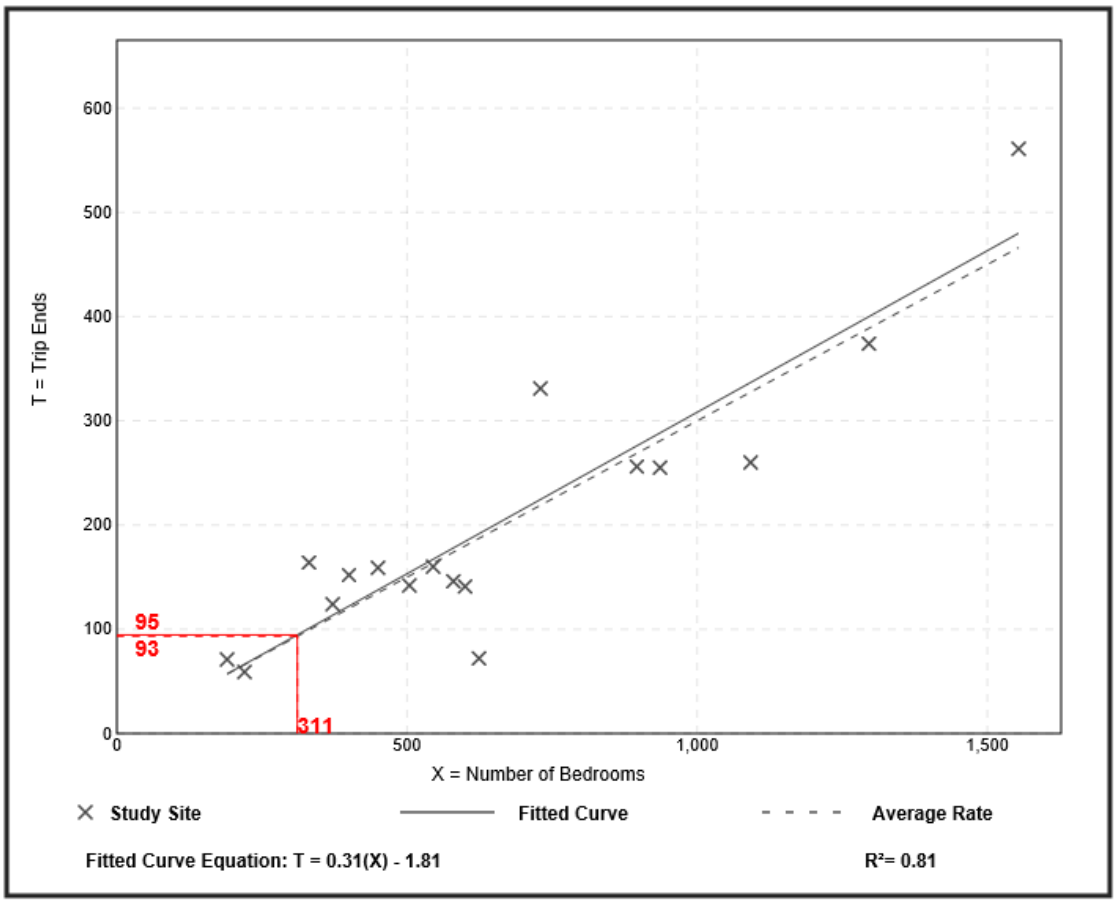
Off-Campus Student Apartment
(225)

Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **Over 1/2 Mile from Campus**
Number of Studies: 17
Avg. Num. of Bedrooms: 666
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.30	0.12 - 0.50	0.08

Data Plot and Equation



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Off-Campus Student Apartment
(225)

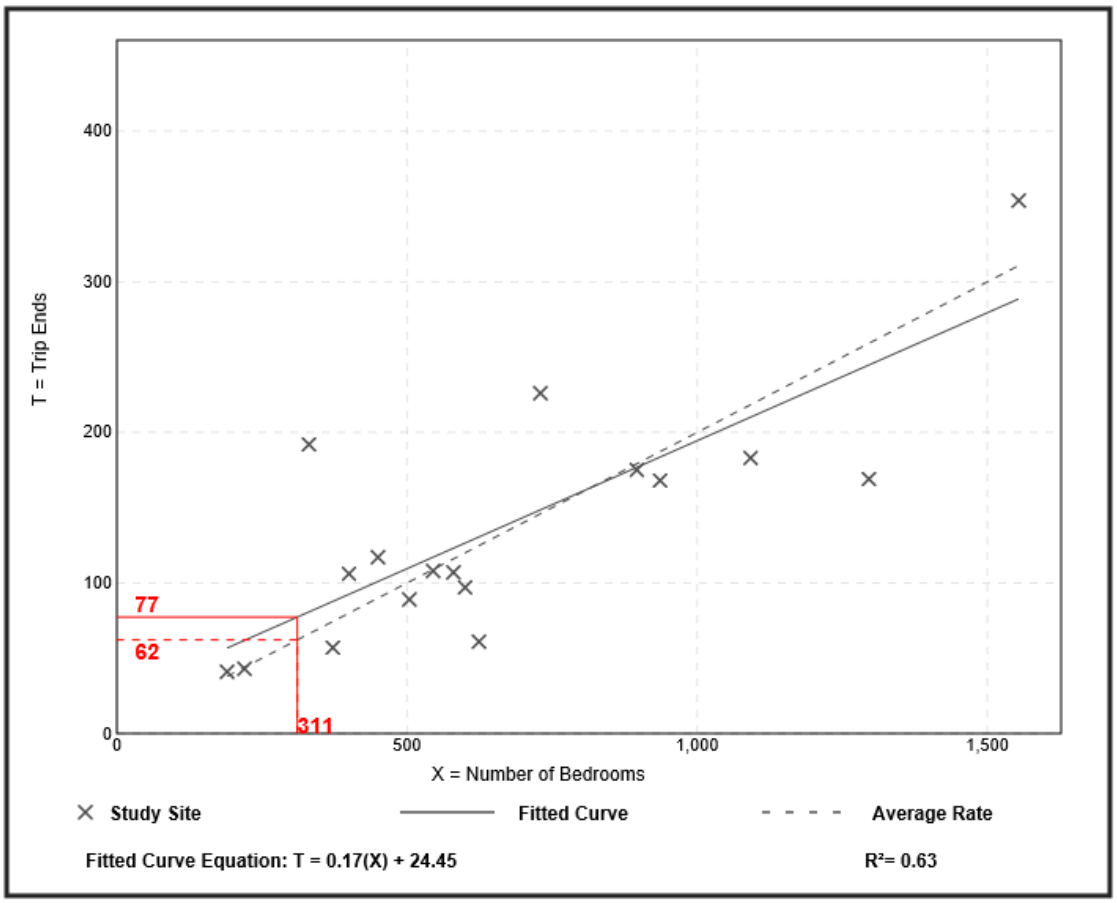
Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday,**
AM Peak Hour of Generator

Setting/Location: **Over 1/2 Mile from Campus**
Number of Studies: 17
Avg. Num. of Bedrooms: 666
Directional Distribution: 40% entering, 60% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.20	0.10 - 0.58	0.09

Data Plot and Equation



Fitted Curve Equation: T = 0.17(X) + 24.45

R^2= 0.63

Off-Campus Student Apartment
(225)

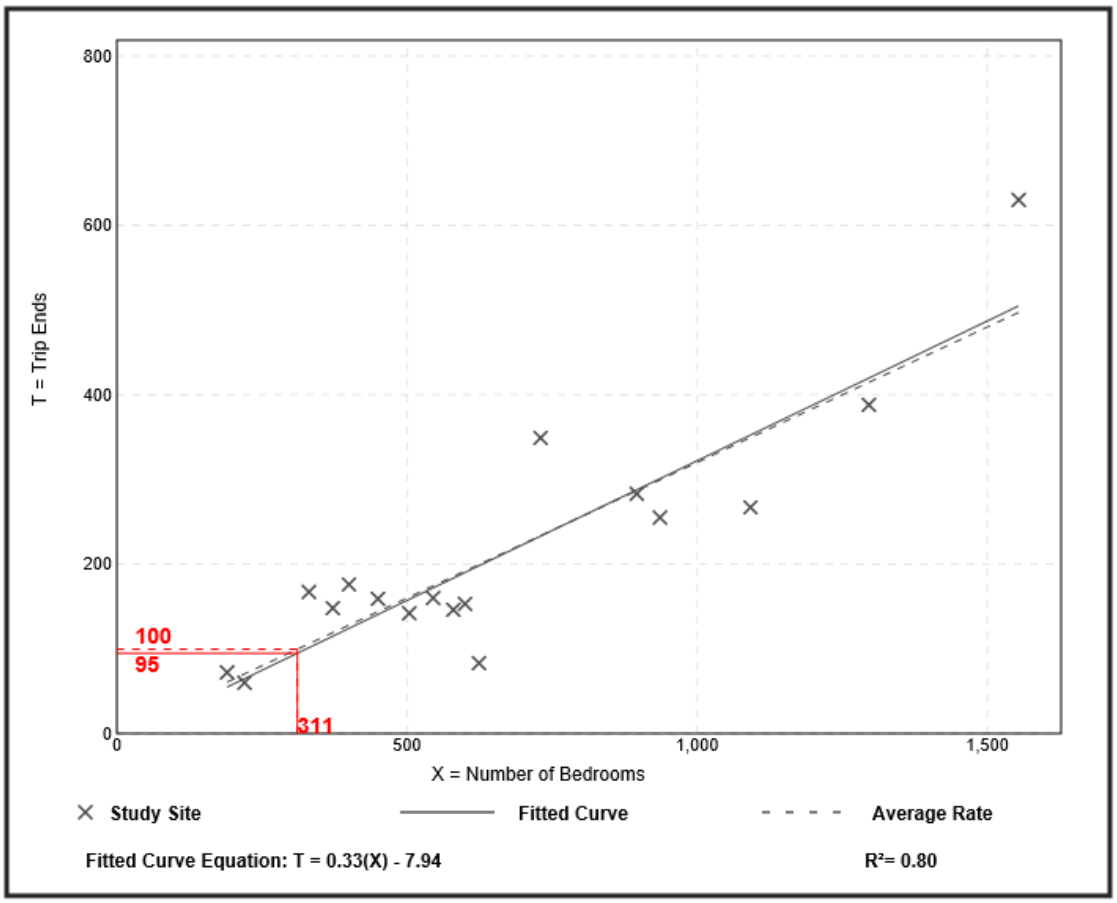
Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday,**
PM Peak Hour of Generator

Setting/Location: **Over 1/2 Mile from Campus**
Number of Studies: 17
Avg. Num. of Bedrooms: 666
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.32	0.13 - 0.50	0.09

Data Plot and Equation



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Off-Campus Student Apartment
(225)

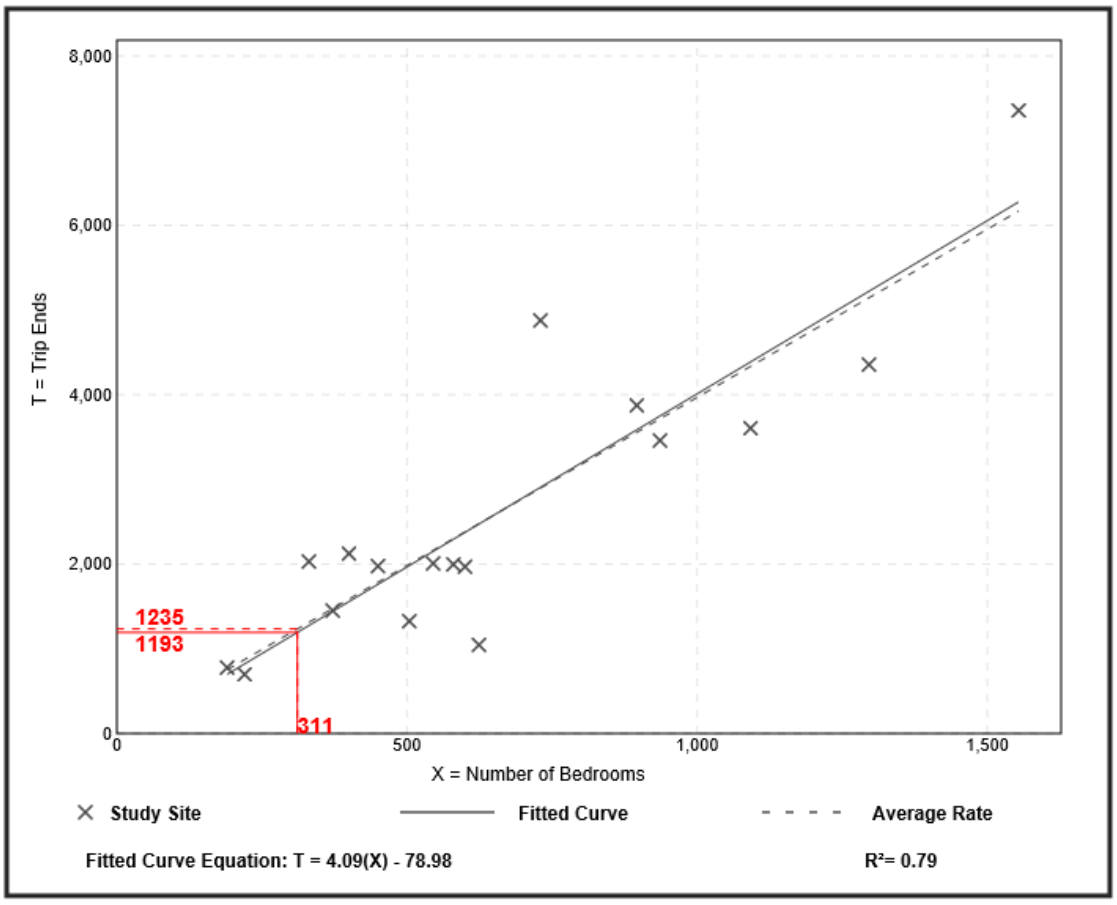
Vehicle Trip Ends vs: **Bedrooms**
On a: **Weekday**

Setting/Location: **Over 1/2 Mile from Campus**
Number of Studies: 17
Avg. Num. of Bedrooms: 666
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
3.97	1.68 - 6.68	1.17

Data Plot and Equation



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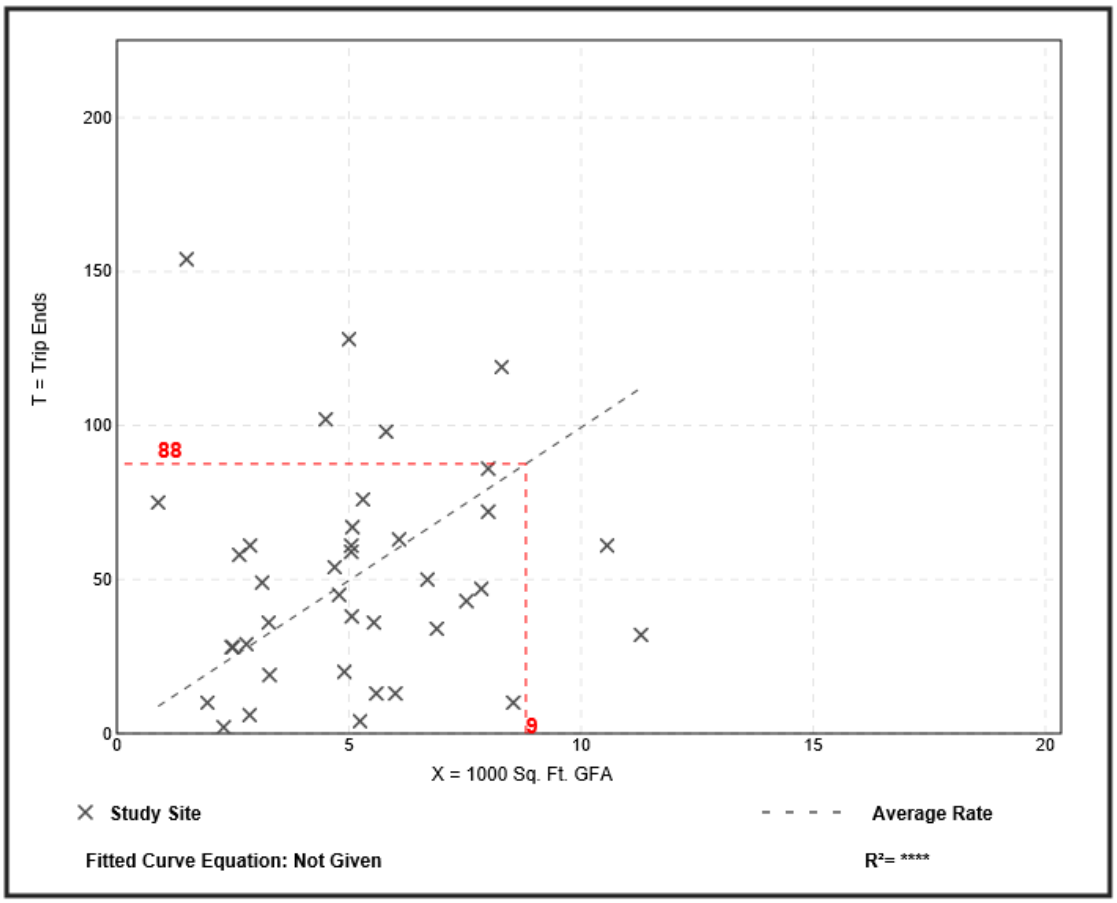
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 39
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.94	0.76 - 102.39	11.33

Data Plot and Equation



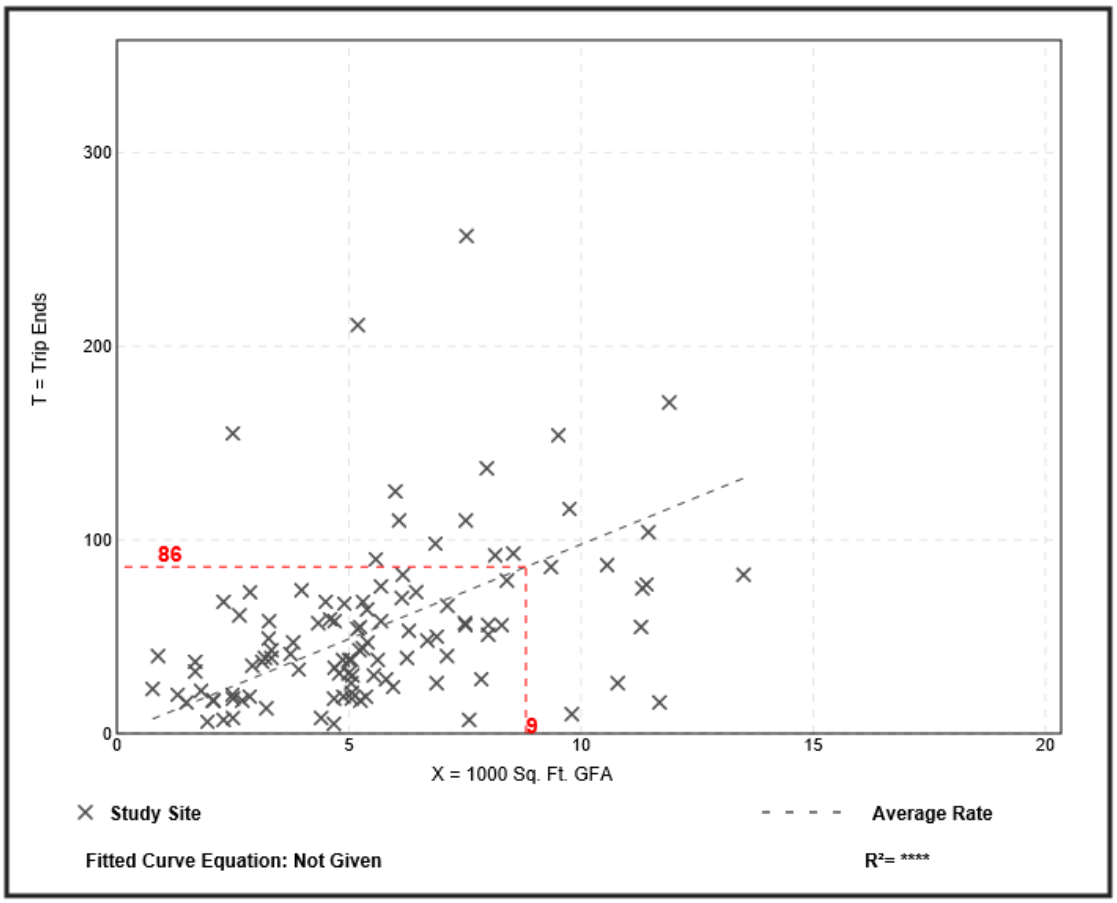
High-Turnover (Sit-Down) Restaurant
(932)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 107
Avg. 1000 Sq. Ft. GFA: 6
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.77	0.92 - 62.00	7.37

Data Plot and Equation



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High-Turnover (Sit-Down) Restaurant
(932)

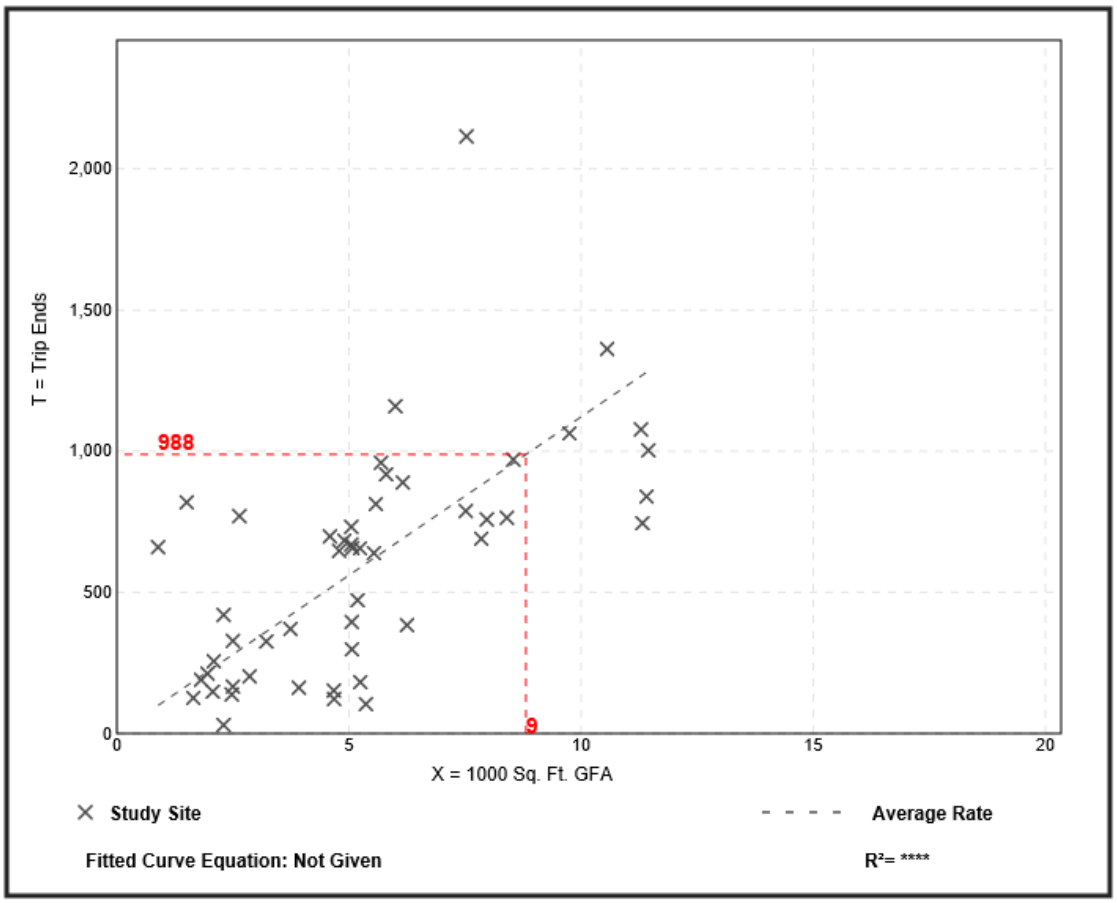
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 50
Avg. 1000 Sq. Ft. GFA: 5
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
112.18	13.04 - 742.41	72.51

Data Plot and Equation



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APPENDIX IV

Results of Internal Trip Capture Calculations
Using
NCHRP Report 684 Estimator
(ITE Trip Generation Handbook, 3rd Edition Methodology)

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Student Housing / Commercial	**Organization:**	MGS
Project Location:	1401 W. 23rd Street	**Performed By:**	MG
Scenario Description:	Build-Out	**Date:**	10/17/2018
Analysis Year:	2018	**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				0		
Restaurant	932	8,811	GFA sq. ft.	88	48	40
Cinema/Entertainment				0	0	0
Residential	225	311	bedrooms	57	16	41
Hotel				0		
All Other Land Uses[2]				0		
Total				145	64	81

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	4%	1%	1.00	4%	1%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	8	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	145	64	81
Internal Capture Percentage	12%	14%	11%
External Vehicle-Trips[3]	125	54	71
External Transit-Trips[4]	2	1	1
External Non-Motorized Trips[4]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	N/A	N/A
Restaurant	17%	3%
Cinema/Entertainment	N/A	N/A
Residential	6%	20%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Student Housing / Commercial
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	0	0	1.00	0	0
Restaurant	1.00	48	48	1.00	40	40
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	16	16	1.00	41	41
Hotel	1.00	0	0	1.00	0	0

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	12	6		0	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	8	0		0
Hotel	0	0	0	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	11	0	0	0
Retail	0		24	0	0	0
Restaurant	0	0		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	10	0		0
Hotel	0	0	3	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	8	40	48	40	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	1	15	16	14	1	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	1	39	40	39	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	33	41	32	1	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool			
Project Name:	Student Housing / Commercial	**Organization:**	MGS
Project Location:	1401 W. 23rd Street	**Performed By:**	MG
Scenario Description:	Build-Out	**Date:**	10/17/2018
Analysis Year:	2018	**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				0		
Restaurant	932	8,811	GFA sq. ft.	86	53	33
Cinema/Entertainment				0		
Residential	225	311	bedrooms	95	49	46
Hotel				0		
All Other Land Uses[2]				0		
Total				181	102	79

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office	1.00	0%	0%	1.00	0%	0%
Retail	1.00	0%	0%	1.00	0%	0%
Restaurant	1.00	0%	0%	1.00	0%	0%
Cinema/Entertainment	1.00	0%	0%	1.00	0%	0%
Residential	1.00	4%	1%	1.00	4%	1%
Hotel	1.00	0%	0%	1.00	0%	0%
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant					100	
Cinema/Entertainment						
Residential			100			
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	6	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	7	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	181	102	79
Internal Capture Percentage	14%	13%	16%
External Vehicle-Trips[3]	151	87	64
External Transit-Trips[4]	4	2	2
External Non-Motorized Trips[4]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	N/A	N/A
Restaurant	13%	18%
Cinema/Entertainment	N/A	N/A
Residential	12%	15%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

[3]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[4]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	Student Housing / Commercial
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	0	0	1.00	0	0
Restaurant	1.00	53	53	1.00	33	33
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	49	49	1.00	46	46
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	1	14		3	6	2
Cinema/Entertainment	0	0	0		0	0
Residential	2	19	10	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	1	0	2	0
Retail	0		15	0	23	0
Restaurant	0	0		0	8	0
Cinema/Entertainment	0	0	2		2	0
Residential	0	0	7	0		0
Hotel	0	0	3	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	7	46	53	46	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	6	43	49	41	2	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	6	27	33	27	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	7	39	46	37	2	0
Hotel	0	0	0	0	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Table 7.1a Adjusted Internal Trip Capture Rates for Trip Origins within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
From OFFICE	To Office	0.0%	0.0%
	To Retail	28.0%	20.0%
	To Restaurant	63.0%	4.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	1.0%	2.0%
	To Hotel	0.0%	0.0%
From RETAIL	To Office	29.0%	2.0%
	To Retail	0.0%	0.0%
	To Restaurant	13.0%	29.0%
	To Cinema/Entertainment	0.0%	4.0%
	To Residential	14.0%	26.0%
	To Hotel	0.0%	5.0%
From RESTAURANT	To Office	31.0%	3.0%
	To Retail	14.0%	41.0%
	To Restaurant	0.0%	0.0%
	To Cinema/Entertainment	0.0%	8.0%
	To Residential	4.0%	18.0%
	To Hotel	3.0%	7.0%
From CINEMA/ENTERTAINMENT	To Office	0.0%	2.0%
	To Retail	0.0%	21.0%
	To Restaurant	0.0%	31.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	8.0%
	To Hotel	0.0%	2.0%
From RESIDENTIAL	To Office	2.0%	4.0%
	To Retail	1.0%	42.0%
	To Restaurant	20.0%	21.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	0.0%
	To Hotel	0.0%	3.0%
From HOTEL	To Office	75.0%	0.0%
	To Retail	14.0%	16.0%
	To Restaurant	9.0%	68.0%
	To Cinema/Entertainment	0.0%	0.0%
	To Residential	0.0%	2.0%
	To Hotel	0.0%	0.0%

Table 7.2a Adjusted Internal Trip Capture Rates for Trip Destinations within a Multi-Use Development			
Land Use Pairs		Weekday	
		AM Peak Hour	PM Peak Hour
To OFFICE	From Office	0.0%	0.0%
	From Retail	4.0%	31.0%
	From Restaurant	14.0%	30.0%
	From Cinema/Entertainment	0.0%	6.0%
	From Residential	3.0%	57.0%
	From Hotel	3.0%	0.0%
To RETAIL	From Office	32.0%	8.0%
	From Retail	0.0%	0.0%
	From Restaurant	8.0%	50.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	17.0%	10.0%
	From Hotel	4.0%	2.0%
To RESTAURANT	From Office	23.0%	2.0%
	From Retail	50.0%	29.0%
	From Restaurant	0.0%	0.0%
	From Cinema/Entertainment	0.0%	3.0%
	From Residential	20.0%	14.0%
	From Hotel	6.0%	5.0%
To CINEMA/ENTERTAINMENT	From Office	0.0%	1.0%
	From Retail	0.0%	26.0%
	From Restaurant	0.0%	32.0%
	From Cinema/Entertainment	0.0%	0.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To RESIDENTIAL	From Office	0.0%	4.0%
	From Retail	2.0%	46.0%
	From Restaurant	5.0%	16.0%
	From Cinema/Entertainment	0.0%	4.0%
	From Residential	0.0%	0.0%
	From Hotel	0.0%	0.0%
To HOTEL	From Office	0.0%	0.0%
	From Retail	0.0%	17.0%
	From Restaurant	4.0%	71.0%
	From Cinema/Entertainment	0.0%	1.0%
	From Residential	0.0%	12.0%
	From Hotel	0.0%	0.0%

APPENDIX V

Summary of Traffic Counts

PEAK AM Count

Signal Location	Last updated 2/23/17	Count AM Date	**Begin Peak**	Peak Volume	South Bound			West Bound			North Bound			East Bound			
					Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
19 th St.	Massachusetts St.	24-Feb-15	7:15	1689	78	124	55	27	360	29	15	292	184	106	314	105	48
19 th St.	Naismith Dr.	08-Apr-15	7:45	1518	31	47	42	69	349	36	57	203	36	14	425	209	49
19 th St.	Tennessee St.	26-Feb-15	7:15	1552	252	59	193	0	434	0	24	0	10	2	578	0	50
22 nd Terr.	Kasold Dr.	30-Apr-15	7:30	1209	33	505	10	2	1	1	7	545	45	30	1	29	51
23 rd St.	Alabama St.	03-Sep-15	7:15	2289	19	29	17	16	823	31	98	80	72	41	1013	50	52
23 rd St.	Barker Ave	01-Sep-15	7:15	2465	19	2	47	57	1270	18	4	4	3	8	1013	20	53
23 rd St.	Harper St.	13-Nov-14	7:15	2730	59	27	112	79	1118	22	90	64	92	14	999	54	54
23 rd St.	Haskell Rd.	18-Feb-16	7:15	3259	56	167	231	117	884	83	131	256	281	69	903	81	55
23 rd St.	Iowa St.	27-Apr-16	8:00	3386	126	380	217	184	415	127	158	598	58	80	619	424	59
23 rd St.	Louisiana St.	29-Mar-16	7:15	2883	80	166	101	118	830	90	166	276	70	35	828	123	56
23 rd St.	Massachusetts St.	23-Feb-16	7:30	2601	101	24	147	244	889	5	1	8	22	44	897	219	57
23 rd St.	Naismith Dr.	28-Apr-16	7:30	2232	54	24	74	118	752	7	68	92	17	6	935	85	58
23 rd St.	Ousdahl Rd.	14-Apr-15	7:45	2370	91	74	35	29	872	22	25	73	19	20	969	141	79
25 th St.	Iowa St.	23-Apr-15	7:30	1525	33	525	14	18	18	14	21	804	15	12	15	36	60
27 th	K-10	24-Mar-16	7:15	1029	141	6	106	168	297	0	1	6	2	1	255	46	194
27 th St.	Iowa St.	15-Sep-16	7:30	1582	46	372	21	65	85	59	36	639	28	22	100	112	61
31 st St.	Iowa St.	16-Feb-16	7:30	1848	79	209	58	149	200	113	112	500	49	44	241	94	63
31 st St.	Nieder Road	25-Aug-15	7:30	919	3	2	8	3	294	34	16	3	55	71	419	11	123
31 st St.	Ousdahl Rd.	09-Sep-15	7:15	1029	1	2	3	12	350	62	127	8	71	20	363	10	140
31 st St.	Post Office	26-Aug-15	7:30	1007	52	1	24	44	405	6	9	3	11	4	378	70	209
33 rd St.	Iowa St.	27-Aug-15	7:15	1439	62	316	47	47	23	26	73	618	65	41	40	81	64
34 th St.	Iowa St.	26-Jan-16	7:15	1175	6	323	27	13	1	14	38	707	19	18	0	9	65
Bob Billings	Wakarusa Dr.	11-Nov-14	7:45	1788	46	237	110	100	173	55	86	286	169	173	267	86	101
Clinton Pkwy.	Crestline	10-May-16	7:30	1937	10	3	2	19	582	30	32	9	31	60	1058	101	215
Clinton Pkwy.	Crossgate Dr.	12-Oct-16	7:45	2169	61	15	65	71	560	110	423	17	42	37	701	67	188
Clinton Pkwy.	Hawthorn Dr.	27-Oct-16	7:30	2006	79	4	24	14	685	11	46	3	9	4	1028	99	191
Clinton Pkwy.	Inverness Dr.	05-Apr-16	7:30	1846	10	188	116	42	386	180	227	116	102	114	358	7	66
Clinton Pkwy.	Kasold Dr.	25-Jan-17	7:45	2458	97	236	181	151	353	58	116	239	108	97	685	137	67
Clinton Pkwy.	Lawrence Ave.	22-Mar-16	7:30	2074	35	5	41	14	518	31	140	4	81	81	1108	16	68
Clinton Pkwy.	Wakarusa Dr.	03-Mar-16	7:30	1542	23	160	300	341	131	22	53	274	33	20	148	37	69
Harvard Rd.	Iowa St.	21-Apr-16	7:30	2228	14	1046	14	17	7	31	39	947	17	32	36	28	70
Peterson	Kasold	20-Apr-16	7:15	975	32	118	169	62	174	52	50	59	17	36	189	17	5
K-10	Iowa St.	23-Sep-15	7:15	1617	0	276	0	0	0	0	0	994	0	166	0	181	71
Teepee	N 3rd St	17-Sep-15	7:15	1191	0	400	68	63	2	330	149	169	3	5	2	0	210
23rd	O'Connell	03-Nov-15	7:00	2583	29	22	0	4	982	80	171	38	77	35	1071	74	241
6th St	K-10 (East Intersection)	19-Nov-15	7:30	1363	0	0	0	583	190	0	42	0	98	0	423	27	
6th St	K-10 (West Intersection)	19-Nov-15	7:15	856	4	0	223	0	250	38	0	0	0	114	227	0	
31st St	Haskell Av	01-Mar-16	7:00	750	27	43	3	8	155	10	23	197	20	11	191	62	
George Williar	Bob Billings	21-Sep-16	7:45	848	57	21	186	117	99	12	28	53	41	13	174	47	250

PEAK PM Count

Signal Location	Last Updated 2/23/17	Count PM Date	Begin Peak	Peak Volume	South Bound			West Bound			North Bound			East Bound			
					Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	
19 th St.	Iowa St.	29-Apr-15	16:45	3525	18	1113	243	260	97	334	184	993	55	66	127	35	45
19 th St.	Kentucky St.	25-Feb-15	16:15	1564	0	0	0	191	407	11	8	35	0	21	607	284	46
19 th St.	Louisiana St.	07-Apr-15	16:45	2070	16	101	53	7	592	319	213	60	88	116	479	26	47
19 th St.	Massachusetts St.	24-Feb-15	17:00	2107	129	313	106	62	298	34	21	355	147	91	393	158	48
19 th St.	Naismith Dr.	08-Apr-15	17:00	2098	254	266	120	59	503	107	44	173	56	32	352	132	49
19 th St.	Tennessee St.	26-Feb-15	4:45	1939	425	119	217	0	406	0	19	0	4	13	736	0	50
22 nd Terr.	Kasold Dr.	30-Apr-15	17:00	1988	93	789	11	9	3	5	8	677	155	143	1	94	51
23 rd St.	Alabama St.	03-Sep-15	17:00	2825	30	54	21	33	1216	60	65	27	77	92	1124	26	52
23 rd St.	Barker Ave	01-Sep-15	16:45	2744	29	2	57	37	1299	8	14	4	19	17	1227	31	53
23 rd St.	Harper St.	13-Nov-14	16:45	3223	72	65	173	117	1287	38	55	66	51	58	1159	82	54
23 rd St.	Haskell Rd.	18-Feb-16	16:45	3697	77	328	253	129	1093	142	124	206	177	153	923	92	55
23 rd St.	Iowa St.	27-Apr-16	16:45	4438	315	811	257	223	711	281	164	572	117	120	570	297	59
23 rd St.	Louisiana St.	29-Mar-16	17:00	3781	116	333	130	43	1131	232	218	292	175	71	902	138	56
23 rd St.	Massachusetts St.	23-Feb-16	16:45	3297	171	26	238	272	1153	5	17	26	89	68	995	237	57
23 rd St.	Naismith Dr.	28-Apr-16	17:00	3155	182	100	201	71	1226	41	58	81	67	25	1033	70	58
23 rd St.	Ousdahl Rd.	14-Apr-15	17:00	3013	96	72	45	82	1292	73	42	55	63	48	1083	62	79
25 th St.	Iowa St.	23-Apr-15	16:45	2610	61	1219	33	26	31	61	30	969	44	45	39	52	60
27 th St	K-10	24-Mar-16	16:15	1378	33	98	153	155	323	54	29	50	10	30	367	76	194
27 th St.	Iowa St.	15-Sep-16	17:00	2944	155	1014	59	64	150	148	61	635	87	66	127	178	61
31 st St.	Iowa St.	16-Feb-16	16:30	3075	187	580	216	116	398	193	110	466	136	145	343	185	63
31 st St.	Nieder	15-Sep-15	16:45	2331	33	13	88	89	675	264	179	36	183	162	549	60	123
31 st St.	Ousdahl Rd.	09-Sep-15	17:00	1543	20	12	16	14	546	150	167	2	96	95	419	6	140
31 st St.	Post Office	26-Aug-15	16:15	1650	163	6	57	48	512	13	32	7	83	4	526	199	209
33 rd St.	Iowa St.	27-Aug-15	17:00	2338	155	677	264	218	65	68	81	528	57	80	61	84	64
34 th St.	Iowa St.	26-Jan-16	16:45	1627	23	736	34	86	9	102	60	459	43	48	12	15	65
Bob Billings	Wakarusa Dr.	11-Nov-14	16:45	1954	61	324	145	152	229	84	91	270	145	137	237	79	101
Clinton Pkwy.	Crestline	10-May-16	16:45	2475	137	12	16	5	1148	43	45	3	77	58	909	22	215
Clinton Pkwy.	Crossgate Dr.	12-Oct-16	17:00	2565	30	7	53	50	899	344	312	10	44	66	709	41	188
Clinton Pkwy.	Hawthorn Dr.	27-Oct-16	16:45	2641	196	6	52	89	1081	41	41	6	8	5	972	144	191
Clinton Pkwy.	Inverness Dr.	05-Apr-16	16:45	1792	17	89	75	93	539	163	105	72	61	44	519	15	66
Clinton Pkwy.	Kasold Dr.	25-Jan-17	16:45	3440	136	365	275	331	701	117	77	438	164	151	574	111	67
Clinton Pkwy.	Lawrence Ave.	20-Aug-13	17:00	2791	22	9	22	41	1248	118	77	8	133	159	920	34	68
Clinton Pkwy.	Wakarusa Dr.	03-Mar-16	16:45	1868	74	252	346	337	192	44	53	237	43	35	201	54	69
Harvard Rd.	Iowa St.	21-Apr-16	16:45	2695	15	1210	13	22	24	35	33	1268	26	21	14	14	70
Peterson	Kasold	20-Apr-16	17:00	1152	30	107	74	148	264	71	66	125	28	26	182	31	5
K-10	Iowa St.	23-Sep-15	17:00	1896	0	793	0	0	0	0	0	636	0	232	0	235	71
Teepee	N 3rd St	17-Sep-15	16:30	1297	0	195	75	71	3	222	356	354	11	10	0	0	210
23rd	O'connell	03-Nov-15	16:45	2799	61	40	2	2	1264	194	97	13	78	79	939	30	241
6th St	K-10 (East Intersection)	19-Nov-15	16:45	1651	0	0	0	270	327	0	111	0	123	0	807	13	
6th St	K-10 (West Intersection)	19-Nov-15	16:45	1416	47	0	571	0	378	72	0	0	0	119	229	0	
31st	Haskell Av	01-Mar-16	16:30	840	34	47	7	8	203	30	20	82	22	44	174	69	
George William	Bob Billings	21-Sep-16	17:00	789	53	31	111	129	143	37	16	20	12	23	146	68	250

Summary of Traffic Volume Counts

Naidmith Drive and Shared Access
Morning Peak-Hours
Sunny, Mild

File Name : Naismith & Drive-eam
Site Code : 1
Start Date : 10/18/2018
Page No : 1

Groups Printed- Unshifted

	Naismith Drive Southbound					Westbound					Naismith Drive Northbound					Shared Access Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	12	1	0	13	0	0	1	0	1	21
07:15 AM	1	7	0	0	8	0	0	0	0	0	0	15	1	0	16	0	0	2	0	2	26
07:30 AM	0	10	0	0	10	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	41
07:45 AM	1	14	0	0	15	0	0	0	0	0	0	35	1	0	36	0	0	3	0	3	54
Total	2	38	0	0	40	0	0	0	0	0	0	92	3	0	95	0	0	7	0	7	142
08:00 AM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24
08:15 AM	2	4	0	0	6	0	0	0	0	0	0	19	1	0	20	1	0	2	0	3	29
08:30 AM	1	5	0	0	6	0	0	0	0	0	0	16	0	0	16	0	0	2	0	2	24
08:45 AM	1	12	0	0	13	0	0	0	0	0	0	28	1	0	29	1	0	3	0	4	46
Total	4	33	0	0	37	0	0	0	0	0	0	75	2	0	77	2	0	7	0	9	123
Grand Total	6	71	0	0	77	0	0	0	0	0	0	167	5	0	172	2	0	14	0	16	265
Apprch %	7.8	92.2	0	0		0	0	0	0		0	97.1	2.9	0		12.5	0	87.5	0		
Total %	2.3	26.8	0	0	29.1	0	0	0	0	0	0	63	1.9	0	64.9	0.8	0	5.3	0	6	

Summary of Traffic Volume Counts

Naidmith Drive and Shared Access
Morning Peak-Hours
Sunny, Mild

File Name : Naismith & Drive-eam
Site Code : 1
Start Date : 10/18/2018
Page No : 2

	Naismith Drive Southbound					Westbound					Naismith Drive Northbound					Shared Access Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	10	0	0	10	0	0	0	0	0	0	30	0	0	30	0	0	1	0	1	41
07:45 AM	1	14	0	0	15	0	0	0	0	0	0	35	1	0	36	0	0	3	0	3	54
08:00 AM	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	24
08:15 AM	2	4	0	0	6	0	0	0	0	0	0	19	1	0	20	1	0	2	0	3	29
Total Volume	3	40	0	0	43	0	0	0	0	0	0	96	2	0	98	1	0	6	0	7	148
% App. Total	7	93	0	0		0	0	0	0		0	98	2	0		14.3	0	85.7	0		
PHF	.375	.714	.000	.000	.717	.000	.000	.000	.000	.000	.000	.686	.500	.000	.681	.250	.000	.500	.000	.583	.685

Summary of Traffic Volume Counts

Naismith Drive and Shared Access
Afternoon Peak-Hours
Sunny, Mild

File Name : Naismith & Drive-epm
Site Code : 1
Start Date : 10/17/2018
Page No : 1

Groups Printed- Unshifted

	Naismith Drive Southbound					Westbound					Naismith Drive Northbound					Shared Access Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
03:45 PM	2	41	0	0	43	0	0	0	0	0	0	33	2	0	35	7	0	12	0	19	97
Total	2	41	0	0	43	0	0	0	0	0	0	33	2	0	35	7	0	12	0	19	97
04:00 PM	3	32	0	0	35	0	0	0	0	0	0	23	0	0	23	4	0	10	0	14	72
04:15 PM	2	37	0	0	39	0	0	0	0	0	0	35	2	0	37	3	0	7	0	10	86
04:30 PM	1	31	0	0	32	0	0	0	0	0	0	26	0	0	26	4	0	8	0	12	70
04:45 PM	3	25	0	0	28	0	0	0	0	0	0	39	0	0	39	4	0	9	0	13	80
Total	9	125	0	0	134	0	0	0	0	0	0	123	2	0	125	15	0	34	0	49	308
05:00 PM	1	48	0	0	49	0	0	0	0	0	0	38	0	0	38	3	0	5	0	8	95
05:15 PM	5	47	0	0	52	0	0	0	0	0	0	42	0	0	42	1	0	8	0	9	103
05:30 PM	2	38	0	0	40	0	0	0	0	0	0	33	1	0	34	3	0	7	0	10	84
05:45 PM	1	33	0	0	34	0	0	0	0	0	0	36	0	0	36	0	0	6	0	6	76
Total	9	166	0	0	175	0	0	0	0	0	0	149	1	0	150	7	0	26	0	33	358
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	20	332	0	0	352	0	0	0	0	0	0	305	5	0	310	29	0	72	0	101	763
Apprch %	5.7	94.3	0	0		0	0	0	0		0	98.4	1.6	0		28.7	0	71.3	0		
Total %	2.6	43.5	0	0	46.1	0	0	0	0	0	0	40	0.7	0	40.6	3.8	0	9.4	0	13.2	

Summary of Traffic Volume Counts

Naismith Drive and Shared Access
Afternoon Peak-Hours
Sunny, Mild

File Name : Naismith & Drive-epm
Site Code : 1
Start Date : 10/17/2018

	Naismith Drive Southbound					Westbound					Naismith Drive Northbound					Shared Access Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
Peak Hour Analysis From 03:45 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	25	0	0	28	0	0	0	0	0	0	39	0	0	39	4	0	9	0	13	80
05:00 PM	1	48	0	0	49	0	0	0	0	0	0	38	0	0	38	3	0	5	0	8	95
05:15 PM	5	47	0	0	52	0	0	0	0	0	0	42	0	0	42	1	0	8	0	9	103
05:30 PM	2	38	0	0	40	0	0	0	0	0	0	33	1	0	34	3	0	7	0	10	84
Total Volume	11	158	0	0	169	0	0	0	0	0	0	152	1	0	153	11	0	29	0	40	362
% App. Total	6.5	93.5	0	0		0	0	0	0		0	99.3	0.7	0		27.5	0	72.5	0		
PHF	.550	.823	.000	.000	.813	.000	.000	.000	.000	.000	.000	.905	.250	.000	.911	.688	.000	.806	.000	.769	.879

Summary of Traffic Volume Counts

W. 24th Street &The Rockland Middle Drive
Morning Peak-Hours
Sunny, Cool

File Name : 24th & Rockland-eam
Site Code : 4
Start Date : 10/24/2018
Page No : 1

Groups Printed- Unshifted

	Southbound					W. 24th Street Westbound					The Rockland Middle Drive Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	6	4	0	10	4	0	0	0	4	0	12	0	0	12	26
07:15 AM	0	0	0	0	0	0	9	4	0	13	4	0	1	0	5	0	18	0	0	18	36
07:30 AM	0	0	0	0	0	0	5	2	0	7	8	0	1	0	9	1	18	0	0	19	35
07:45 AM	0	0	0	0	0	0	13	3	0	16	11	0	2	0	13	0	32	0	0	32	61
Total	0	0	0	0	0	0	33	13	0	46	27	0	4	0	31	1	80	0	0	81	158
08:00 AM	0	0	0	0	0	0	8	1	0	9	4	0	2	0	6	1	10	0	0	11	26
08:15 AM	0	0	0	0	0	0	6	1	0	7	14	0	1	0	15	1	13	0	0	14	36
08:30 AM	0	0	0	0	0	0	9	3	0	12	13	0	5	0	18	1	19	0	0	20	50
08:45 AM	0	0	0	0	0	0	10	3	0	13	10	0	0	0	10	2	23	0	0	25	48
Total	0	0	0	0	0	0	33	8	0	41	41	0	8	0	49	5	65	0	0	70	160
Grand Total	0	0	0	0	0	0	66	21	0	87	68	0	12	0	80	6	145	0	0	151	318
Apprch %	0	0	0	0		0	75.9	24.1	0		85	0	15	0		4	96	0	0		
Total %	0	0	0	0	0	0	20.8	6.6	0	27.4	21.4	0	3.8	0	25.2	1.9	45.6	0	0	47.5	

Summary of Traffic Volume Counts

W. 24th Street &The Rockland Middle Drive
Morning Peak-Hours
Sunny, Cool

File Name : 24th & Rockland-eam
Site Code : 4
Start Date : 10/24/2018

	Southbound					W. 24th Street Westbound					The Rockland Middle Drive Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	13	3	0	16	11	0	2	0	13	0	32	0	0	32	61
08:00 AM	0	0	0	0	0	0	8	1	0	9	4	0	2	0	6	1	10	0	0	11	26
08:15 AM	0	0	0	0	0	0	6	1	0	7	14	0	1	0	15	1	13	0	0	14	36
08:30 AM	0	0	0	0	0	0	9	3	0	12	13	0	5	0	18	1	19	0	0	20	50
Total Volume	0	0	0	0	0	0	36	8	0	44	42	0	10	0	52	3	74	0	0	77	173
% App. Total	0	0	0	0		0	81.8	18.2	0		80.8	0	19.2	0		3.9	96.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.692	.667	.000	.688	.750	.000	.500	.000	.722	.750	.578	.000	.000	.602	.709

Summary of Traffic Volume Counts

W. 24th Street & The Rockland Middle Drive
Afternoon Peak-Hours
Sunny, Mild

File Name : 24th & Rockland-epm
Site Code : 4
Start Date : 10/23/2018
Page No : 1

Groups Printed- Unshifted

	Southbound					W. 24th Street Westbound					The Rockland Middle Drive Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	44	14	0	58	1	0	5	0	6	2	30	0	0	32	96
04:15 PM	0	0	0	0	0	0	45	6	0	51	4	0	4	0	8	5	31	0	0	36	95
04:30 PM	0	0	0	0	0	0	25	12	0	37	8	0	4	0	12	3	26	0	0	29	78
04:45 PM	0	0	0	0	0	0	26	8	0	34	7	0	3	0	10	4	22	0	0	26	70
Total	0	0	0	0	0	0	140	40	0	180	20	0	16	0	36	14	109	0	0	123	339
05:00 PM	0	0	0	0	0	0	42	9	0	51	9	0	6	0	15	7	10	0	0	17	83
05:15 PM	0	0	0	0	0	0	41	16	0	57	8	0	8	0	16	1	16	0	0	17	90
05:30 PM	0	0	0	0	0	0	43	11	0	54	5	0	6	0	11	5	24	0	0	29	94
05:45 PM	0	0	0	0	0	0	31	10	0	41	10	0	7	0	17	2	21	0	0	23	81
Total	0	0	0	0	0	0	157	46	0	203	32	0	27	0	59	15	71	0	0	86	348
Grand Total	0	0	0	0	0	0	297	86	0	383	52	0	43	0	95	29	180	0	0	209	687
Apprch %	0	0	0	0		0	77.5	22.5	0		54.7	0	45.3	0		13.9	86.1	0	0		
Total %	0	0	0	0	0	0	43.2	12.5	0	55.7	7.6	0	6.3	0	13.8	4.2	26.2	0	0	30.4	

Summary of Traffic Volume Counts

W. 24th Street & The Rockland Middle Drive
Afternoon Peak-Hours
Sunny, Mild

File Name : 24th & Rockland-epm
Site Code : 4
Start Date : 10/23/2018

	Southbound					W. 24th Street Westbound					The Rockland Middle Drive Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	42	9	0	51	9	0	6	0	15	7	10	0	0	17	83
05:15 PM	0	0	0	0	0	0	41	16	0	57	8	0	8	0	16	1	16	0	0	17	90
05:30 PM	0	0	0	0	0	0	43	11	0	54	5	0	6	0	11	5	24	0	0	29	94
05:45 PM	0	0	0	0	0	0	31	10	0	41	10	0	7	0	17	2	21	0	0	23	81
Total Volume	0	0	0	0	0	0	157	46	0	203	32	0	27	0	59	15	71	0	0	86	348
% App. Total	0	0	0	0		0	77.3	22.7	0		54.2	0	45.8	0		17.4	82.6	0	0		
PHF	.000	.000	.000	.000	.000	.000	.913	.719	.000	.890	.800	.000	.844	.000	.868	.536	.740	.000	.000	.741	.926

Summary of Vehicular Traffic Counts

Ousdahl Road & W. 24th Street
Morning Peak-Hours
Cloudy, Cold
Other:

File Name : ousdahl&24-eam
Site Code : 24
Start Date : 12/13/2017
Page No : 1

Groups Printed- Unshifted

	Ousdahl Road Southbound					W. 24th Street Westbound					Ousdahl Road Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Int. Total
07:00 AM	1	4	0	1	6	6	2	3	0	11	6	3	0	0	9	1	4	2	0	7	33
07:15 AM	0	4	0	1	5	5	2	8	1	16	4	6	0	0	10	0	3	5	3	11	42
07:30 AM	1	3	4	1	9	8	6	7	1	22	7	9	0	0	16	0	3	7	0	10	57
07:45 AM	1	7	4	0	12	9	3	7	2	21	10	6	1	2	19	0	3	4	1	8	60
Total	3	18	8	3	32	28	13	25	4	70	27	24	1	2	54	1	13	18	4	36	192
08:00 AM	0	13	6	1	20	2	3	4	0	9	8	7	1	0	16	1	1	2	0	4	49
08:15 AM	4	13	4	0	21	4	4	3	1	12	12	15	2	1	30	1	9	6	2	18	81
08:30 AM	7	15	4	1	27	10	3	5	1	19	8	18	1	0	27	0	3	10	0	13	86
08:45 AM	5	12	3	0	20	6	3	6	1	16	9	7	2	0	18	0	2	4	1	7	61
Total	16	53	17	2	88	22	13	18	3	56	37	47	6	1	91	2	15	22	3	42	277
Grand Total	19	71	25	5	120	50	26	43	7	126	64	71	7	3	145	3	28	40	7	78	469
Apprch %	15.8	59.2	20.8	4.2		39.7	20.6	34.1	5.6		44.1	49	4.8	2.1		3.8	35.9	51.3	9		
Total %	4.1	15.1	5.3	1.1	25.6	10.7	5.5	9.2	1.5	26.9	13.6	15.1	1.5	0.6	30.9	0.6	6	8.5	1.5	16.6	

Summary of Vehicular Traffic Counts

Ousdahl Road & W. 24th Street
Morning Peak-Hours
Cloudy, Cold
Other:

File Name : ousdahl&24-eam
Site Code : 24
Start Date : 12/13/2017
Page No : 2

	Ousdahl Road Southbound					W. 24th Street Westbound					Ousdahl Road Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	13	6	1	20	2	3	4	0	9	8	7	1	0	16	1	1	2	0	4	49
08:15 AM	4	13	4	0	21	4	4	3	1	12	12	15	2	1	30	1	9	6	2	18	81
08:30 AM	7	15	4	1	27	10	3	5	1	19	8	18	1	0	27	0	3	10	0	13	86
08:45 AM	5	12	3	0	20	6	3	6	1	16	9	7	2	0	18	0	2	4	1	7	61
Total Volume	16	53	17	2	88	22	13	18	3	56	37	47	6	1	91	2	15	22	3	42	277
% App. Total	18.2	60.2	19.3	2.3		39.3	23.2	32.1	5.4		40.7	51.6	6.6	1.1		4.8	35.7	52.4	7.1		
PHF	.571	.883	.708	.500	.815	.550	.813	.750	.750	.737	.771	.653	.750	.250	.758	.500	.417	.550	.375	.583	.805

Summary of Vehicular Traffic Counts

Ousdahl Road & 24th Street
Afternoon Peak-Hours
Cloudy, Cold

File Name : ousdahl&24-epm
Site Code : 24
Start Date : 12/13/2017
Page No : 1

Groups Printed- Unshifted

	Ousdahl Road Southbound					W. 24th Street Westbound					Ousdahl Road Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Int. Total
04:00 PM	1	14	5	0	20	4	6	16	1	27	16	9	4	0	29	1	5	6	0	12	88
04:15 PM	4	12	4	0	20	10	2	17	0	29	10	8	1	0	19	0	5	5	1	11	79
04:30 PM	9	10	6	0	25	9	9	16	1	35	11	7	1	0	19	1	3	6	0	10	89
04:45 PM	3	19	1	0	23	7	6	20	1	34	14	11	0	0	25	0	8	5	1	14	96
Total	17	55	16	0	88	30	23	69	3	125	51	35	6	0	92	2	21	22	2	47	352
05:00 PM	5	9	8	0	22	6	7	29	0	42	15	15	0	0	30	4	10	9	0	23	117
05:15 PM	4	20	7	0	31	13	9	17	0	39	20	13	0	0	33	2	13	7	1	23	126
05:30 PM	3	17	6	0	26	8	8	19	1	36	12	9	0	0	21	0	7	6	0	13	96
05:45 PM	7	16	9	0	32	7	8	19	0	34	10	10	1	0	21	0	12	5	1	18	105
Total	19	62	30	0	111	34	32	84	1	151	57	47	1	0	105	6	42	27	2	77	444
Grand Total	36	117	46	0	199	64	55	153	4	276	108	82	7	0	197	8	63	49	4	124	796
Apprch %	18.1	58.8	23.1	0		23.2	19.9	55.4	1.4		54.8	41.6	3.6	0		6.5	50.8	39.5	3.2		
Total %	4.5	14.7	5.8	0	25	8	6.9	19.2	0.5	34.7	13.6	10.3	0.9	0	24.7	1	7.9	6.2	0.5	15.6	

Summary of Vehicular Traffic Counts

Ousdahl Road & 24th Street
Afternoon Peak-Hours
Cloudy, Cold

File Name : ousdahl&24-epm
Site Code : 24
Start Date : 12/13/2017
Page No : 2

	Ousdahl Road Southbound					W. 24th Street Westbound					Ousdahl Road Northbound					W. 24th Street Eastbound					
Start Time	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Right	Thru	Left	Buses	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	9	8	0	22	6	7	29	0	42	15	15	0	0	30	4	10	9	0	23	117
05:15 PM	4	20	7	0	31	13	9	17	0	39	20	13	0	0	33	2	13	7	1	23	126
05:30 PM	3	17	6	0	26	8	8	19	1	36	12	9	0	0	21	0	7	6	0	13	96
05:45 PM	7	16	9	0	32	7	8	19	0	34	10	10	1	0	21	0	12	5	1	18	105
Total Volume	19	62	30	0	111	34	32	84	1	151	57	47	1	0	105	6	42	27	2	77	444
% App. Total	17.1	55.9	27	0		22.5	21.2	55.6	0.7		54.3	44.8	1	0		7.8	54.5	35.1	2.6		
PHF	.679	.775	.833	.000	.867	.654	.889	.724	.250	.899	.713	.783	.250	.000	.795	.375	.808	.750	.500	.837	.881

Summary of Traffic Volume Counts

Existing Retail Center (West of Natural Grocer)
Morning Peak-Hours
Sunny, Mild

File Name : Site-eam
Site Code : 3
Start Date : 10/18/2018
Page No : 1

Groups Printed- Unshifted

	Driveways on W. 23rd Street Southbound					Cross Access Driveways to the East Westbound					Driveways on W. 23rd Street Northbound					Cross Access Driveways to the East Eastbound					
Start Time	West Drive (Enter)	Thru	East Drive (Enter)	Peds	App. Total	North Drive (Enter)	Thru	South Drive (Enter)	Peds	App. Total	East Drive (Exit)	Thru	West Drive (Exit)	Peds	App. Total	South Drive (Exit)	Thru	North Drive (Exit)	Peds	App. Total	Int. Total
07:00 AM	0	0	3	0	3	0	0	1	0	1	1	0	2	0	3	1	0	0	0	1	8
07:15 AM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	2	0	0	0	2	7
07:30 AM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	0	0	3	5
Total	0	0	8	0	8	0	0	5	0	5	1	0	2	0	3	7	0	0	0	7	23
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:15 AM	0	0	2	0	2	1	0	2	0	3	0	0	0	0	0	3	0	0	0	3	8
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	2	3
08:45 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	4	0	0	0	4	8
Total	0	0	4	0	4	1	0	5	0	6	0	0	1	0	1	9	0	0	0	9	20
Grand Total	0	0	12	0	12	1	0	10	0	11	1	0	3	0	4	16	0	0	0	16	43
Apprch %	0	0	100	0		9.1	0	90.9	0		25	0	75	0		100	0	0	0		
Total %	0	0	27.9	0	27.9	2.3	0	23.3	0	25.6	2.3	0	7	0	9.3	37.2	0	0	0	37.2	

Summary of Traffic Volume Counts

Existing Retail Center (West of Natural Grocers)
Afternoon Peak-Hours
Cloudy, Cool

File Name : Site-epm
Site Code : 3
Start Date : 3/28/2018
Page No : 1

Groups Printed- Unshifted

	Driveways on W. 23rd Street Southbound					Cross Access Driveways to the East Westbound					Driveways on W. 23rd Street Northbound					Cross Access Driveways to the East Eastbound					
Start Time	West Drive (Enter)		East Drive (Enter)		App. Total	North Drive (Enter)		South Drive (Enter)		App. Total	East Drive (Exit)		West Drive (Exit)		App. Total	South Drive (Exit)		North Drive (Exit)		App. Total	Int. Total
04:00 PM	6	0	0	0	6	0	0	1	0	1	5	0	1	0	6	4	0	1	0	5	18
04:15 PM	4	0	2	0	6	0	0	3	0	3	3	0	3	0	6	2	0	0	0	2	17
04:30 PM	2	0	7	0	9	0	0	1	0	1	2	0	3	0	5	2	0	0	0	2	17
04:45 PM	0	0	5	0	5	0	0	1	0	1	4	0	2	0	6	3	0	1	0	4	16
Total	12	0	14	0	26	0	0	6	0	6	14	0	9	0	23	11	0	2	0	13	68
05:00 PM	6	0	3	0	9	0	0	0	0	0	4	0	1	0	5	2	0	0	0	2	16
05:15 PM	0	0	6	0	6	0	0	0	0	0	2	0	3	0	5	1	0	2	0	3	14
05:30 PM	3	0	6	0	9	1	0	2	0	3	3	0	1	0	4	4	0	0	0	4	20
05:45 PM	1	0	0	0	1	0	0	1	0	1	3	0	2	0	5	1	0	1	0	2	9
Total	10	0	15	0	25	1	0	3	0	4	12	0	7	0	19	8	0	3	0	11	59
Grand Total	22	0	29	0	51	1	0	9	0	10	26	0	16	0	42	19	0	5	0	24	127
Apprch %	43.1	0	56.9	0		10	0	90	0		61.9	0	38.1	0		79.2	0	20.8	0		
Total %	17.3	0	22.8	0	40.2	0.8	0	7.1	0	7.9	20.5	0	12.6	0	33.1	15	0	3.9	0	18.9	

APPENDIX VI

Current Signal Timing Plans
- W. 23rd Street and Naismith Drive
and
- W. 23rd Street and Ousdahl Road

Vehicle Basic Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	6	6	6	6	6	6	6	6	0	0	0	0	0	0	0	0
Passage	1	1.3	3	1	1	1.3	3	1	0	0	0	0	0	0	0	0
Maximum 1	15	45	15	30	15	45	15	30	0	0	0	0	0	0	0	0
Maximum 2	15	45	15	30	15	45	15	30	0	0	0	0	0	0	0	0
Yellow Change	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Red Clearance	1	2	1	2	1	2	1	2	0	0	0	0	0	0	0	0
Green Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Timing

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Pedestrian Clear	0	28	0	17	0	25	0	18	0	0	0	0	0	0	0	0
Flashing Walk	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extended Pedestrian Clear	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm
Actuated Rest In Walk	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Offset Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Offset Mode	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv

Dial 1/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	13	54	20	33	22	45	20	33
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	12	13	12	13	12	13	12	13
Min Ped Time	0	33	0	22	0	30	0	23

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								

Offset	1	2	3
Time	119	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 2/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	18	47	15	40	18	47	24	31
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	12	13	12	13	12	13	12	13
Min Ped Time	0	33	0	22	0	30	0	23

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								

Offset	1	2	3
Time	21	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 3/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	17	50	15	38	19	48	21	32
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	12	13	12	13	12	13	12	13
Min Ped Time	0	33	0	22	0	30	0	23

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								

Offset	1	2	3
Time	84	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 3/Split 2

Cycle Length	150

Phase	1	2	3	4	5	6	7	8
Time	17	76	18	39	18	75	26	31
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	12	13	12	13	12	13	12	13
Min Ped Time	0	33	0	22	0	30	0	23

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								

Offset	1	2	3
Time	78	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Traffic

	Program			Pattern			Ph Func														
	Day	Hour	Min	Dial	Split	Offset	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0	1	0	0	4																
2	1	9	0	2	1	1																
3	1	22	0	0	0	4																
4	2	0	1	0	0	4																
5	2	6	30	1	1	1																
6	2	9	30	2	1	1																
7	2	15	30	3	2	1																
8	2	18	30	2	1	1																
9	2	22	0	0	0	4																
10	6	0	1	0	0	4																
11	6	6	30	1	1	1																
12	6	9	30	2	1	1																
13	6	15	30	3	2	1																
14	6	18	30	2	1	1																
15	6	23	0	0	0	4																
16	7	0	1	0	0	4																
17	7	9	0	2	1	1																
18	7	23	0	0	0	4																

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Vehicle Basic Timing

Phase Bank 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min. Green	6	10	6	6	6	10	6	6	0	0	0	0	0	0	0	0
Passage	1	2	2	3	1	2	2	3	0	0	0	0	0	0	0	0
Maximum 1	15	45	15	35	15	45	15	35	0	0	0	0	0	0	0	0
Maximum 2	15	35	0	28	15	35	0	28	0	0	0	0	0	0	0	0
Yellow Change	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Red Clearance	1	2	1	2	1	2	1	2	0	0	0	0	0	0	0	0
Green Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Delay	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bike Passage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian Timing

Phase Bank 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Pedestrian Clear	0	10	0	18	0	9	0	18	0	0	0	0	0	0	0	0
Alt Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Pedestrian Clear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Flashing Walk	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extended Pedestrian Clear	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm	0 - Nrm
Actuated Rest In Walk	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Walk Offset Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Offset Mode	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv	0 - Adv

Dial 1/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	18	53	16	33	22	49	16	33
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5
Min Ped Time	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=17 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=16 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Offset	1	2	3
Time	42	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Correction	0 - Normal	0 - Normal	0 - Normal
Special Function	0	0	0
Maximum Mode	0 - None	0 - None	0 - None
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 2/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	18	53	16	33	18	53	16	33
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5
Min Ped Time	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=17 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=16 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Offset	1	2	3
Time	38	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Correction	0 - Normal	0 - Normal	0 - Normal
Special Function	0	0	0
Maximum Mode	0 - None	0 - None	0 - None
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 3/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	16	55	16	33	16	55	16	33
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5
Min Ped Time	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=17 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=16 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Offset	1	2	3
Time	40	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Correction	0 - Normal	0 - Normal	0 - Normal
Special Function	0	0	0
Maximum Mode	0 - None	0 - None	0 - None
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Dial 3/Split 2

Cycle Length	150

Phase	1	2	3	4	5	6	7	8
Time	24	70	16	40	20	74	16	40
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=17 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=12 Bnk2=5 Bnk3=5 Bnk4=5	Bnk1=13 Bnk2=5 Bnk3=5 Bnk4=5
Min Ped Time	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=17 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=16 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=0 Bnk2=0 Bnk3=0 Bnk4=0	Bnk1=25 Bnk2=0 Bnk3=0 Bnk4=0
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Phase	9	10	11	12	13	14	15	16
Time	0	0	0	0	0	0	0	0
Mode	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP	0 - AP
Min Veh Time								
Min Ped Time								
Phase Reduction	0	0	0	0	0	0	0	0
Phase Extension	0	0	0	0	0	0	0	0

Offset	1	2	3
Time	76	0	0
Mode	0 - Normal	0 - Normal	0 - Normal
Alt Sequence	0	0	0
Correction	0 - Normal	0 - Normal	0 - Normal
Special Function	0	0	0
Maximum Mode	0 - None	0 - None	0 - None
Ring 2 Lag Time	0	0	0
Ring 3 Lag Time	0	0	0
Ring 4 Lag Time	0	0	0

Traffic

	Program			Pattern			Ph Func														
	Day	Hour	Min	Dial	Split	Offset	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	6	0	0	0	4																
2	1	9	0	2	1	1																
3	1	22	0	0	0	4																
4	2	6	0	0	0	4																
5	2	6	30	1	1	1																
6	2	9	30	2	1	1																
7	2	15	30	0	0	4																
8	2	16	0	3	2	1																
9	2	18	30	2	1	1																
10	2	22	0	0	0	4																
11	4	6	0	0	0	4																
12	4	6	30	1	1	1																
13	4	9	30	2	1	1																
14	4	14	0	0	0	4																
15	4	15	0	2	1	1																
16	4	16	0	3	2	1																
17	4	18	30	2	1	1																
18	4	22	0	0	0	4																
19	6	6	0	0	0	4																
20	6	6	30	1	1	1																
21	6	9	30	2	1	1																
22	6	15	30	0	0	4																
23	6	16	0	3	2	1																
24	6	18	30	2	1	1																
25	6	22	0	0	0	4																
26	7	6	0	0	0	4																
27	7	9	0	2	1	1																
28	7	22	0	0	0	4																

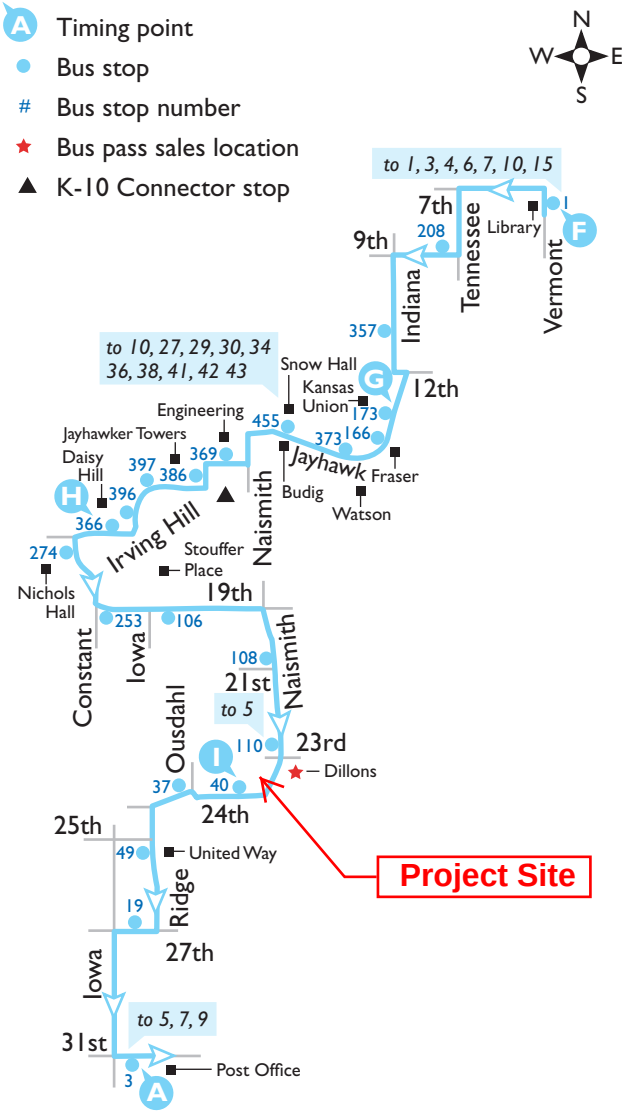
APPENDIX VII

Transit and Bike Systems Maps
(Source: City Website)

11 Downtown to KU to South Iowa

Southbound

- A Timing point
- Bus stop
- # Bus stop number
- ★ Bus pass sales location
- ▲ K-10 Connector stop



NOTE: Engel & Irving Hill

Because of overcrowding, Route 11 southbound will not stop at Engel & Irving Hill from 1:00 p.m. to 5:30 p.m. Monday through Friday on A Schedule only. Riders traveling southbound from campus should use Route 43 during this time. Policy applies to Route 11 southbound only; northbound route is not affected.

This route operates Monday–Saturday, except holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. It follows B Schedule on Saturdays, Class Breaks, and Summer Semester.

SOUTHBOUND

A Fall & Spring Semesters Classes in Session (Mon – Fri)

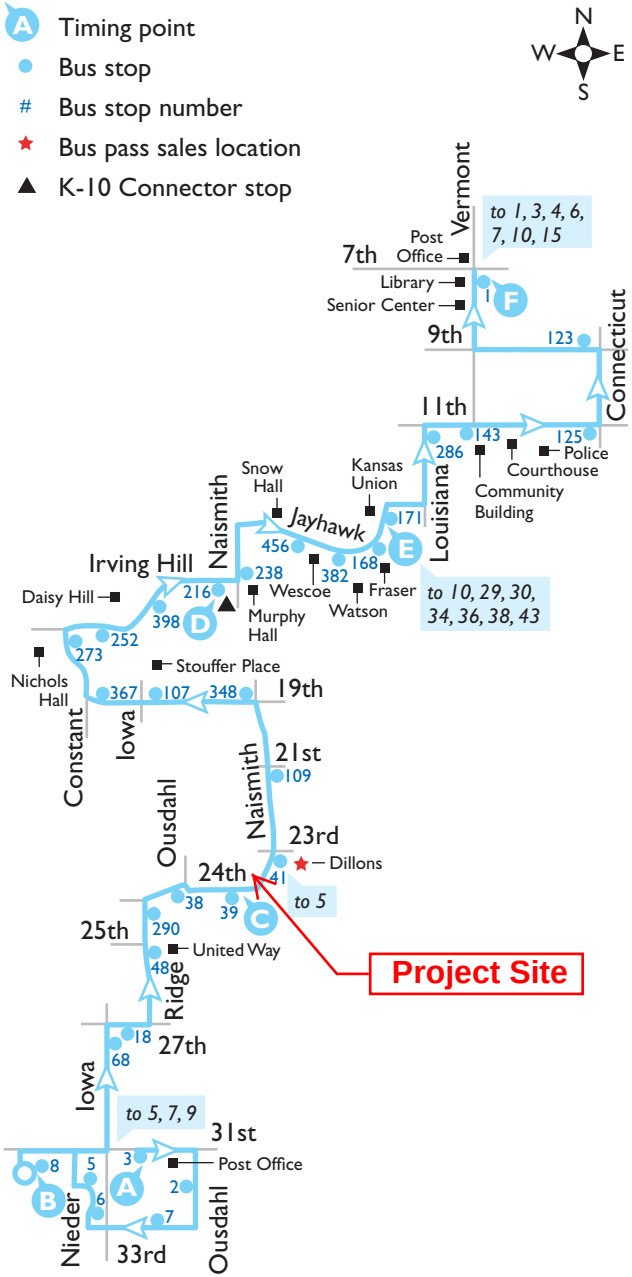
	F 7th & Vermont	G Kansas Union	H Engel & Irving Hill	I 24th & Naismith	A 31st & Iowa
AM	6:31	6:38	6:48	6:56	7:03
	7:01	7:08	7:18	7:26	7:33
	7:31	7:38	7:48	7:56	8:03
	8:01	8:08	8:18	8:26	8:33
	8:31	8:38	8:48	8:56	9:03
	9:01	9:08	9:18	9:26	9:33
	9:31	9:38	9:48	9:56	10:03
	10:01	10:08	10:18	10:26	10:33
	10:31	10:38	10:48	10:56	11:03
	11:01	11:08	11:18	11:26	11:33
	11:31	11:38	11:48	11:56	**12:03**
PM	**12:01**	**12:08**	**12:18**	**12:26**	**12:33**
	12:31	**12:38**	**12:48**	**12:56**	**1:03**
	1:01	**1:08**	See note.	**1:26**	**1:33**
	1:31	**1:38**		**1:56**	**2:03**
	2:01	**2:08**		**2:26**	**2:33**
	2:31	**2:38**		**2:56**	**3:03**
	3:01	**3:08**		**3:26**	**3:33**
	3:31	**3:38**		**3:56**	**4:03**
	4:01	**4:08**		**4:26**	**4:33**
	4:31	**4:38**		**4:56**	**5:03**
	5:01	**5:08**		**5:26**	**5:33**
	5:31	**5:38**	**5:48**	**5:56**	**6:03**
	6:01	**6:08**	**6:18**	**6:26**	**6:33**
	6:31	**6:38**	**6:48**	**6:56**	**7:03**
	7:01	**7:08**	**7:18**	**7:26**	**7:33**
	7:31	**7:38**	**7:48**	**7:56**	**8:03**
	8:01	**8:08**	**8:18**	**8:26**	**8:33**
	8:31	**8:38**	**8:48**	**8:56**	**9:03**
	9:01	**9:08**	**9:18**	**9:26**	**9:33**
	10:01	**10:08**	**10:18**	**10:26**	**10:33**

B Saturdays, Class Breaks, Summer Semester

	F 7th & Vermont	G Kansas Union	H Engel & Irving Hill	I 24th & Naismith	A 31st & Iowa
AM	6:31	6:38	6:48	6:56	7:03
	7:01	7:08	7:18	7:26	7:33
	7:31	7:38	7:48	7:56	8:03
	8:01	8:08	8:18	8:26	8:33
	8:31	8:38	8:48	8:56	9:03
	9:01	9:08	9:18	9:26	9:33
	9:31	9:38	9:48	9:56	10:03
	10:01	10:08	10:18	10:26	10:33
	10:31	10:38	10:48	10:56	11:03
	11:01	11:08	11:18	11:26	11:33
	11:31	11:38	11:48	11:56	**12:03**
PM	**12:01**	**12:08**	**12:18**	**12:26**	**12:33**
	12:31	**12:38**	**12:48**	**12:56**	**1:03**
	1:01	**1:08**	**1:18**	**1:26**	**1:33**
	1:31	**1:38**	**1:48**	**1:56**	**2:03**
	2:01	**2:08**	**2:18**	**2:26**	**2:33**
	2:31	**2:38**	**2:48**	**2:56**	**3:03**
	3:01	**3:08**	**3:18**	**3:26**	**3:33**
	3:31	**3:38**	**3:48**	**3:56**	**4:03**
	4:01	**4:08**	**4:18**	**4:26**	**4:33**
	5:01	**5:08**	**5:18**	**5:26**	**5:33**
	5:31	**5:38**	**5:48**	**5:56**	**6:03**
	6:31	**6:38**	**6:48**	**6:56**	**7:03**
	7:01	**7:08**	**7:18**	**7:26**	**7:33**

11 South Iowa to KU to Downtown Northbound

- A Timing point
- Bus stop
- # Bus stop number
- ★ Bus pass sales location
- ▲ K-10 Connector stop



This route operates Monday–Saturday, except holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day. It follows B Schedule on Saturdays, Class Breaks, and Summer Semester.

NORTHBOUND

A Fall & Spring Semesters Classes in Session (Mon – Fri)

	A 31st & Iowa	B West 31st St	C 24th & Naismith	D Irving Hill & Naismith	E Kansas Union	F 7th & Vermont
AM	6:03	6:13	6:22	6:31	6:41	6:52
	6:33	6:43	6:52	7:01	7:11	7:22
	7:03	7:13	7:22	7:31	7:41	7:52
	7:33	7:43	7:52	8:01	8:11	8:22
	8:03	8:13	8:22	8:31	8:41	8:52
	8:33	8:43	8:52	9:01	9:11	9:22
	9:03	9:13	9:22	9:31	9:41	9:52
	9:33	9:43	9:52	10:01	10:11	10:22
	10:03	10:13	10:22	10:31	10:41	10:52
	10:33	10:43	10:52	11:01	11:11	11:22
	11:03	11:13	11:22	11:31	11:41	11:52
	11:33	11:43	11:52	12:01	12:11	12:22
PM	12:03	12:13	12:22	12:31	12:41	12:52
	12:33	12:43	12:52	1:01	1:11	1:22
	1:03	1:13	1:22	1:31	1:41	1:52
	1:33	1:43	1:52	2:01	2:11	2:22
	2:03	2:13	2:22	2:31	2:41	2:52
	2:33	2:43	2:52	3:01	3:11	3:22
	3:03	3:13	3:22	3:31	3:41	3:52
	3:33	3:43	3:52	4:01	4:11	4:22
	4:03	4:13	4:22	4:31	4:41	4:52
	4:33	4:43	4:52	5:01	5:11	5:22
	5:03	5:13	5:22	5:31	5:41	5:52
	5:33	5:43	5:52	6:01	6:11	6:22
	6:03	6:13	6:22	6:31	6:41	6:52
	6:33	6:43	6:52	7:01	7:11	7:22
	7:03	7:13	7:22	7:31	7:41	7:52
	7:33	7:43	7:52	8:01	8:11	8:22
	8:03	8:13	8:22	8:31	8:41	8:52
	9:03	9:13	9:22	9:31	9:41	9:52
	9:33	9:43	9:52	10:01	10:11	10:22

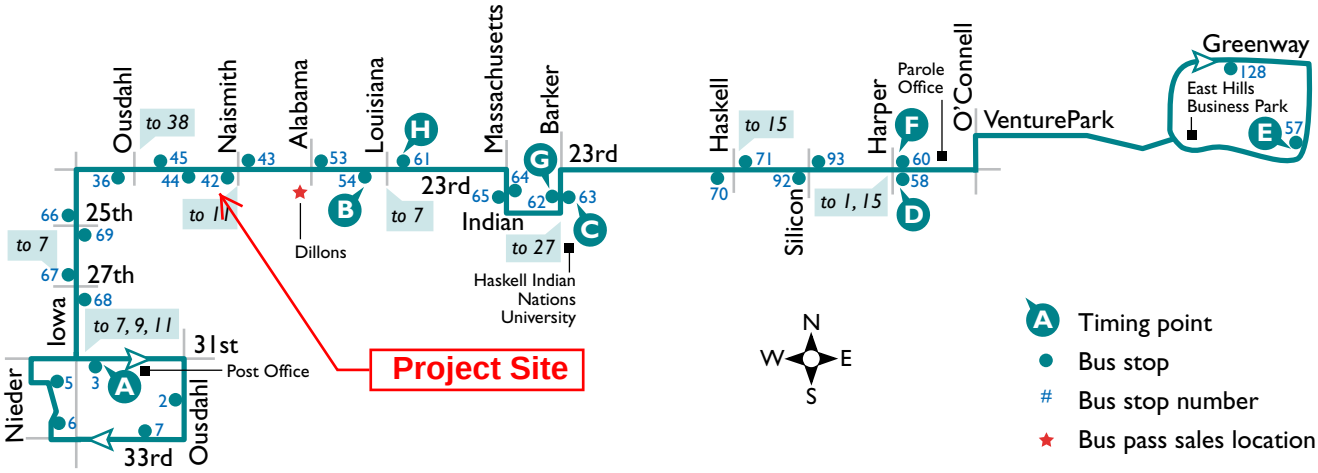
B Saturdays, Class Breaks, Summer Semester

	A 31st & Iowa	B West 31st St	C 24th & Naismith	D Irving Hill & Naismith	E Kansas Union	F 7th & Vermont
AM	7:03	7:13	7:22	7:31	7:41	7:52
	7:33	7:43	7:52	8:01	8:11	8:22
	8:03	8:13	8:22	8:31	8:41	8:52
	8:33	8:43	8:52	9:01	9:11	9:22
	9:03	9:13	9:22	9:31	9:41	9:52
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	11:03	11:13	11:22	11:31	11:41	11:52
	11:33	11:43	11:52	12:01	12:11	12:22
PM	12:03	12:13	12:22	12:31	12:41	12:52
	12:33	12:43	12:52	1:01	1:11	1:22
	1:03	1:13	1:22	1:31	1:41	1:52
	1:33	1:43	1:52	2:01	2:11	2:22
	2:03	2:13	2:22	2:31	2:41	2:52
	2:33	2:43	2:52	3:01	3:11	3:22
	3:03	3:13	3:22	3:31	3:41	3:52
	3:33	3:43	3:52	4:01	4:11	4:22
	4:03	4:13	4:22	4:31	4:41	4:52
	4:33	4:43	4:52	5:01	5:11	5:22
	5:33	5:43	5:52	6:01	6:11	6:22
	6:03	6:13	6:22	6:31	6:41	6:52
	7:03	7:13	7:22	7:31	7:41	7:52

THE UNIVERSITY OF KANSAS
CITY OF LAWRENCE

lawrencetransit.org
(785) 864-4644

5 South Iowa to East Hills Business Park



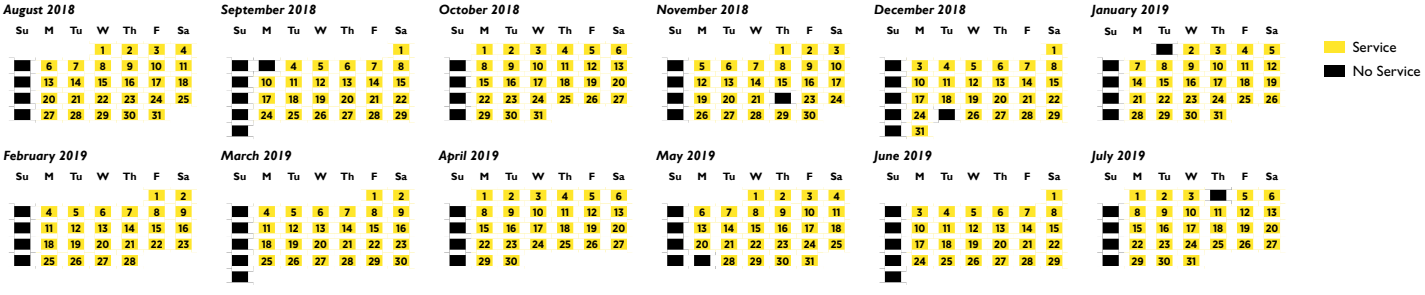
EASTBOUND

	A 31st & Iowa	B 23rd & Louisiana	C Haskell University	D 23rd & Harper	E East Hills
AM	6:00	6:12	6:15	6:19	6:28
	6:30	6:42	6:45	6:49	6:58
	7:00	7:12	7:15	7:19	7:28
	7:30	7:42	7:45	7:49	7:58
	8:00	8:12	8:15	8:19	8:28
	8:30	8:42	8:45	8:49	8:58
	9:00	9:12	9:15	9:19	9:28
	9:30	9:42	9:45	9:49	9:58
	10:00	10:12	10:15	10:19	10:28
	10:30	10:42	10:45	10:49	10:58
	11:00	11:12	11:15	11:19	11:28
	11:30	11:42	11:45	11:49	11:58
PM	12:00	12:12	12:15	12:19	12:28
	12:30	12:42	12:45	12:49	12:58
	1:00	1:12	1:15	1:19	1:28
	1:30	1:42	1:45	1:49	1:58
	2:00	2:12	2:15	2:19	2:28
	2:30	2:42	2:45	2:49	2:58
	3:00	3:12	3:15	3:19	3:28
	3:30	3:42	3:45	3:49	3:58
	4:00	4:12	4:15	4:19	4:28
	4:30	4:42	4:45	4:49	4:58
	5:00	5:12	5:15	5:19	5:28
	5:30	5:42	5:45	5:49	5:58
	6:00	6:12	6:15	6:19	6:28
	6:30	6:42	6:45	6:49	6:58
	7:00	7:12	7:15	7:19	7:28
	7:30	7:42	7:45	7:49	7:58

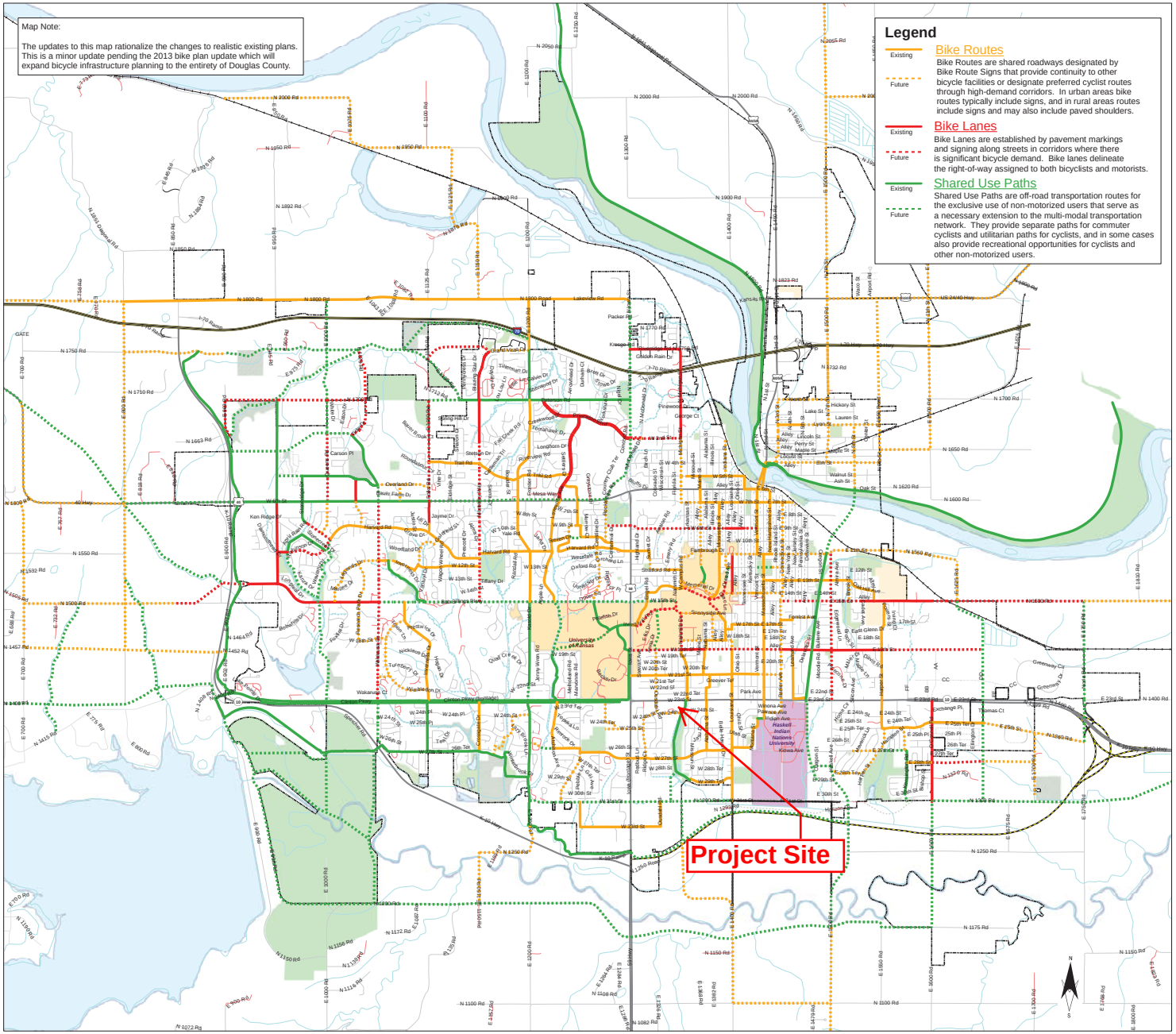
WESTBOUND

	E East Hills	F 23rd & Harper	G Haskell University	H 23rd & Louisiana	A 31st & Iowa
AM	6:04	6:12	6:18	6:21	6:30
	6:34	6:42	6:48	6:51	7:00
	7:04	7:12	7:18	7:21	7:30
	7:34	7:42	7:48	7:51	8:00
	8:04	8:12	8:18	8:21	8:30
	8:34	8:42	8:48	8:51	9:00
	9:04	9:12	9:18	9:21	9:30
	9:34	9:42	9:48	9:51	10:00
	10:04	10:12	10:18	10:21	10:30
	10:34	10:42	10:48	10:51	11:00
	11:04	11:12	11:18	11:21	11:30
	11:34	11:42	11:48	11:51	12:00
PM	12:04	12:12	12:18	12:21	12:30
	12:34	12:42	12:48	12:51	1:00
	1:04	1:12	1:18	1:21	1:30
	1:34	1:42	1:48	1:51	2:00
	2:04	2:12	2:18	2:21	2:30
	2:34	2:42	2:48	2:51	3:00
	3:04	3:12	3:18	3:21	3:30
	3:34	3:42	3:48	3:51	4:00
	4:04	4:12	4:18	4:21	4:30
	4:34	4:42	4:48	4:51	5:00
	5:04	5:12	5:18	5:21	5:30
	5:34	5:42	5:48	5:51	6:00
	6:04	6:12	6:18	6:21	6:30
	6:34	6:42	6:48	6:51	7:00
	7:04	7:12	7:18	7:21	7:30
	7:34	7:42	7:48	7:51	8:00

This route operates Monday–Saturday, except holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.



T2040 Bikeway System Map



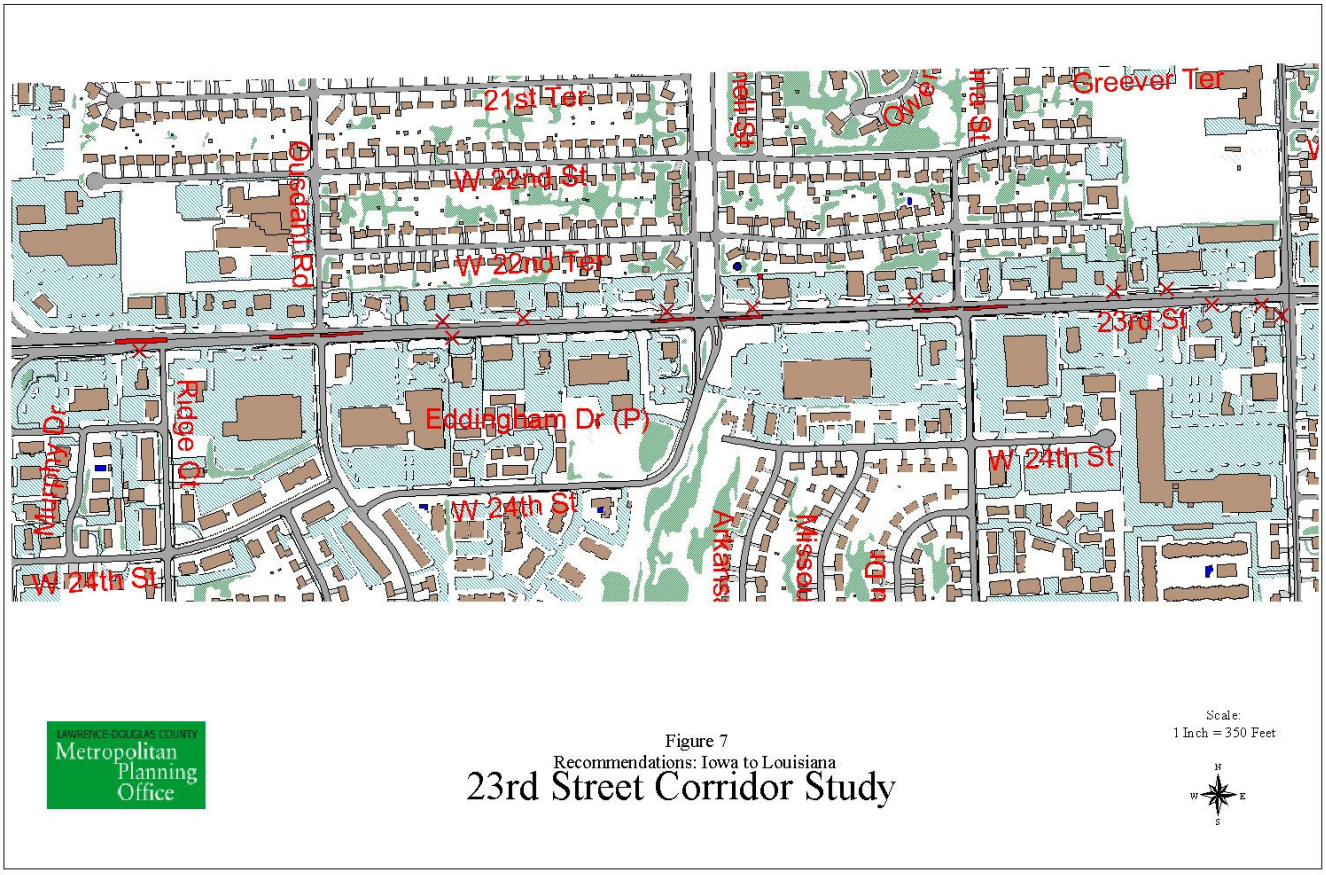
Lawrence-Douglas County Metropolitan Planning Organization

Drafted by David R. Guntert

Map Notes:

It is understood that future roadways are projections only. Development plans that extend roads designated to have bicycle facilities should also continue those bicycle facilities. All developments that seek changes in the designated bicycle facilities shown on this map are subject to review by the Bicycle Advisory Committee, which shall make its recommendations to the Lawrence City Commission, Douglas County Commission, and the Lawrence-Douglas County MPO. The MPO by approval of this map is establishing a regional plan for bikeway development that is made a part of the Metropolitan Transportation Plan.

Approved by the Lawrence-Douglas County Metropolitan Planning Organization on April 16, 2009. Minor network updates last made on March 21, 2013.
T2040 Metropolitan Transportation Plan Approved on March 21, 2013.


21st Ter
W 22nd St
W 22nd Ter
Greever Ter
23rd St
Eddingham Dr (P)
W 24th St
Ridge Ct
Louisiana St
Arkansas St
Missouri Dr
Lawrence-Douglas County
Metropolitan Planning Office
Figure 7
Recommendations: Iowa to Louisiana
23rd Street Corridor Study
Scale:
1 Inch = 350 Feet

PLANNING
ENGINEERING
IMPLEMENTATION

November 19, 2018

City of Lawrence
6 East 6th Street
PO Box 708
Lawrence, Kansas 66044

Re: **South Hills No. 3, Second Re-Plat**
SW Corner – 23rd and Naismith
Final Stormwater Management Study
PEI #180905

As part of the preliminary development plan application for the South Hills No. 3, Second Re-Plat, the existing and proposed impervious areas, as well as the site in relation to the FEMA regulated floodplain, were analyzed to determine if stormwater detention is required.

Existing Site

The existing 4.44 acre site consists of a paved parking lot and multiple commercial buildings. The site surface drains easterly directly off of the property. The existing site consists of 2.27 acres of impervious area (see Exhibit A1).

Proposed Site

The proposed site consists of a paved parking lot and mixed use development. The site will maintain the existing drainage patters. The proposed site will be captured via a new private underground enclosed stormwater system which will discharge to the existing R/W at the southeast corner of the site. The proposed site consists of 3.11 acres of impervious area (see Exhibit A2). This represents an increase in impervious area of 0.84 acres (37%).

FEMA Floodplain

The proposed site discharges directly into the FEMA floodplain. See the attached FEMA FIRMette map which shows the location of the site in relation to the FEMA floodplain. Per the Lawrence, Kansas Stormwater Management Criteria, dated February 1996, Section 1.6.E.2.A, any downstream flooding is entirely confined within the limits of the 100-year floodplain. Therefore, no downstream detention is required.

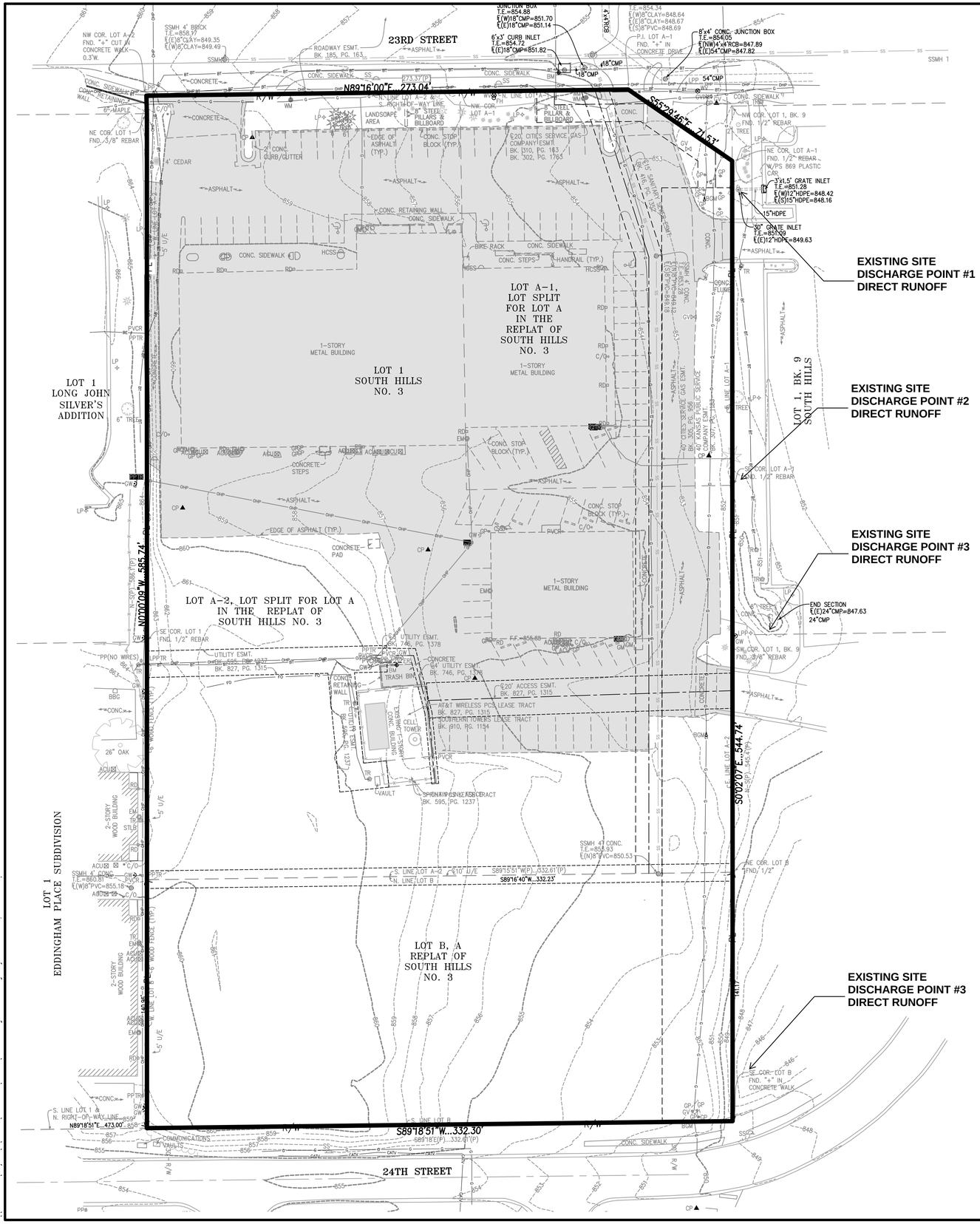
Please feel free to contact me at (913) 393-1155 if you require additional information.

Sincerely,

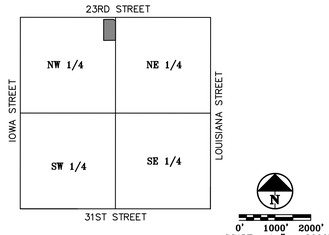
Phelps Engineering, Inc.



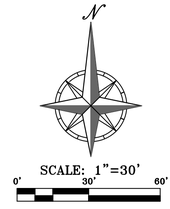
Daniel A. Finn, P.E.



EXISTING PERVIOUS AREA=	2.27 ACRES
EXISTING IMPERVIOUS AREA=	2.17 ACRES
TOTAL AREA=	4.44 ACRES



LOCATION MAP
SECTION 12-13-19



811
Know what's **below.**
Call before you dig.

UTILITY NOTES:
VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN. UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY THEIR LESSORS, ARE APPROXIMATE AND SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION. FOR ACTUAL FIELD LOCATIONS OF UNDERGROUND UTILITIES CALL 811.

PHELPS ENGINEERING, INC
1270 N. Winchester
Olathe, Kansas 66061
(913) 393-1155
Fax (913) 393-1166
www.phelpsengineering.com
PLANNING
ENGINEERING
IMPLEMENTATION

EXISTING CONDITIONS

MIXED USE DEVELOPMENT
SOUTH HILLS NO. 3, SECOND RE-PLAT
LAWRENCE, DOUGLAS COUNTY, KANSAS

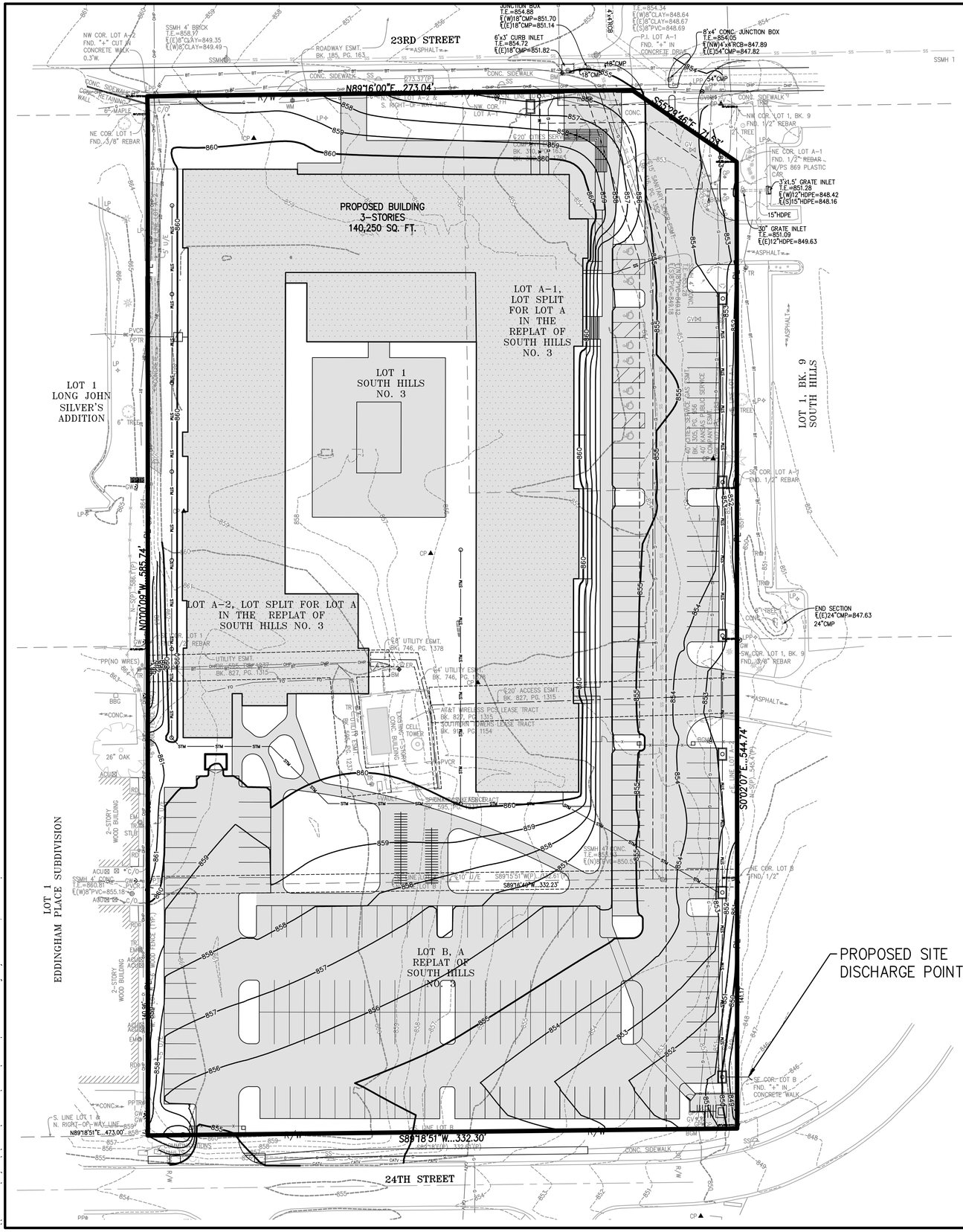
No.	Date	Revisions:	By	App.

PROJECT NO. 180905
DATE:11-15-18 DRAWN: CHL
CHECKED: DAF APPROVED: JDC

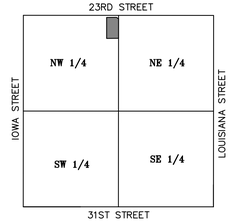
CERTIFICATE OF AUTHORIZATION LAND SURVEYING - LS-82 ENGINEERING - E-391

CERTIFICATE OF AUTHORIZATION LAND SURVEYING-2007000128 ENGINEERING-2007000265

SHEET
A1



PROPOSED PERVIOUS AREA= 1.33 ACRES
PROPOSED IMPERVIOUS AREA= 3.11 ACRES
TOTAL AREA= 4.44 ACRES



LOCATION MAP
SECTION 12-13-19

0' 1000' 2000'
SCALE : 1 " = 2000'

SCALE: 1"=30'
0' 30' 60'

811
Know what's **below.**
Call before you dig.

UTILITY NOTES:
VISUAL INDICATIONS OF UTILITIES ARE AS SHOWN. UNDERGROUND LOCATIONS SHOWN, AS FURNISHED BY THEIR LESSORS, ARE APPROXIMATE AND SHOULD BE VERIFIED IN THE FIELD AT THE TIME OF CONSTRUCTION. FOR ACTUAL FIELD LOCATIONS OF UNDERGROUND UTILITIES CALL 811.

PHELPS ENGINEERING, INC
1270 N. Winchester
Olathe, Kansas 66061
(913) 393-1155
Fax (913) 393-1166
www.phelpsengineering.com
PLANNING
ENGINEERING
IMPLEMENTATION

PROPOSED CONDITIONS

MIXED USE DEVELOPMENT
SOUTH HILLS NO. 3, SECOND RE-PLAT
LAWRENCE, DOUGLAS COUNTY, KANSAS

No.	Date	Revisions:	By	App.

PROJECT NO. 180905
DATE:11-15-18 DRAWN: CHL
CHECKED: DAF APPROVED: JDC

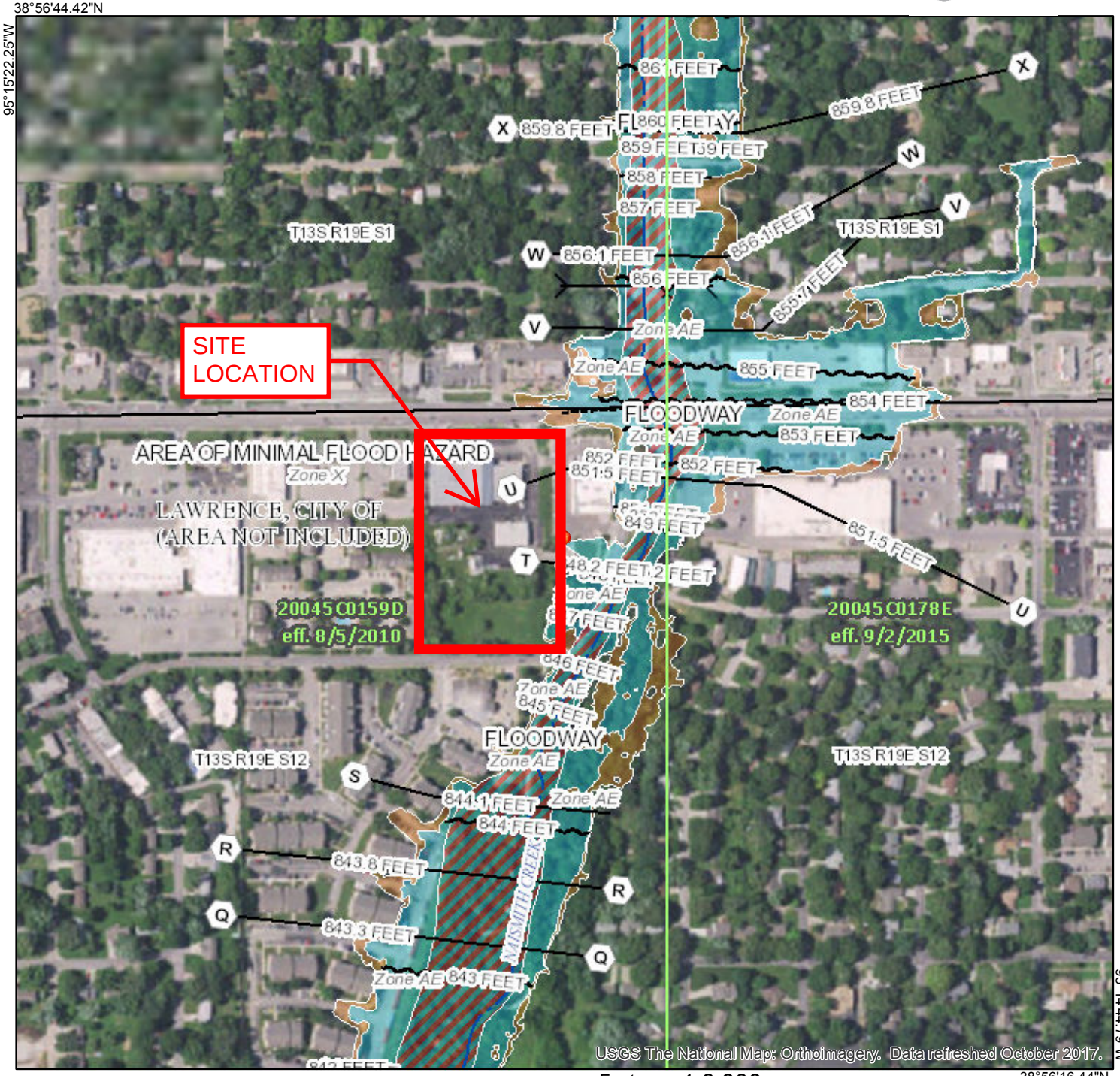
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CERTIFICATE OF AUTHORIZATION ENGINEERING - E-391

CERTIFICATE OF AUTHORIZATION LAND SURVEYING-2007039128
ENGINEERING-2007003955

SHEET
A2

National Flood Hazard Layer FIRMette

FEMA



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

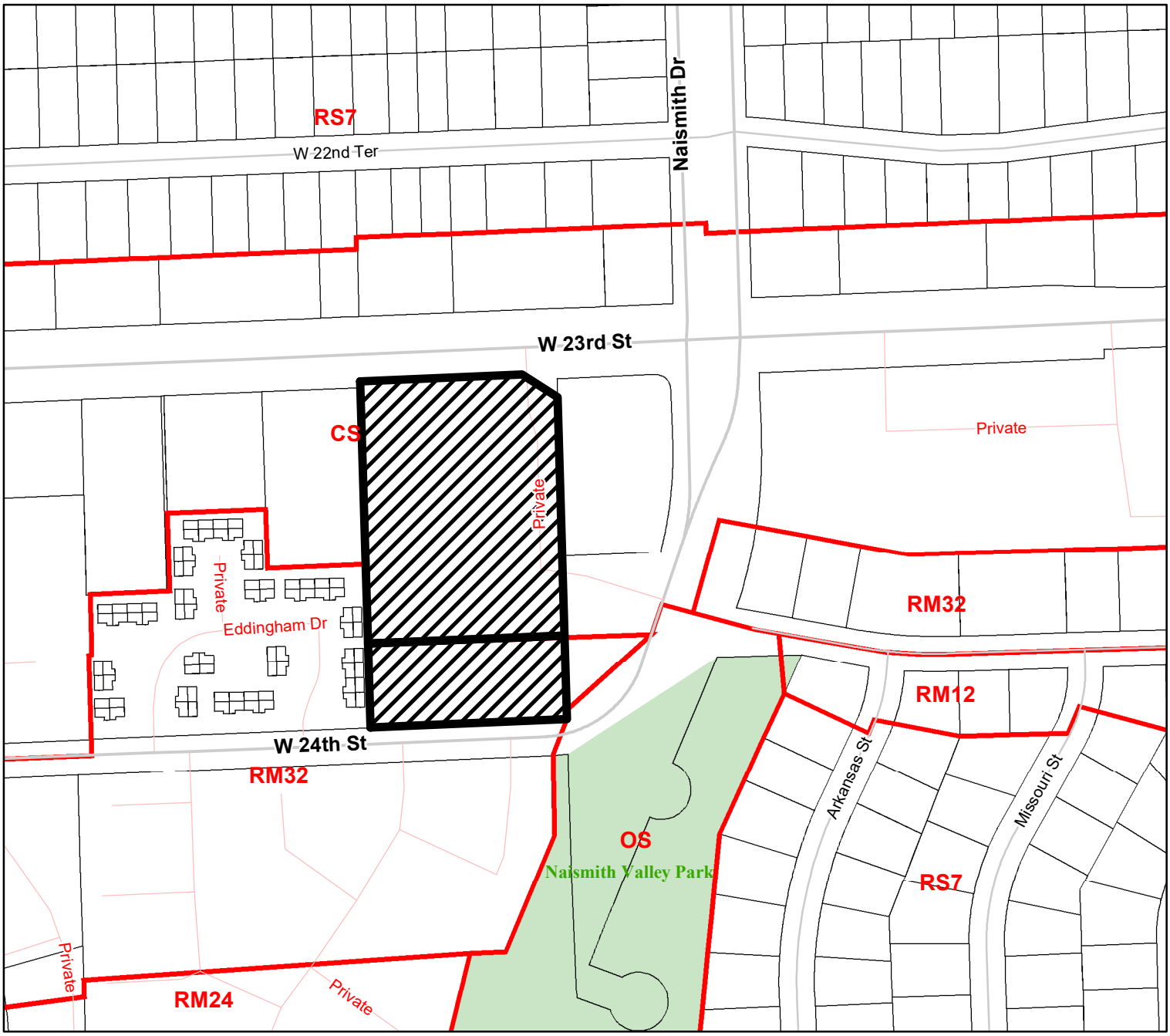
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The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 11/6/2018 at 11:09:02 AM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.



PDP-18-0537: Preliminary Development Plan (Community Infill Plan - SmartCode) approximately 4.45 acres for 23rd Street Mixed Use Development.

Z-18-00536: Rezone approximately 4.45 acres from CS (Commercial Strip) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5 Zone.

MS-18-00535: Variance request.

All located on approximately 4.45 acres, located at 1401 W. 23RD STREET and 1300 W. 24TH STREET.

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

N
W E
S

Sustainability Action Network
Local Solutions for Transition to a Sustainable Economy
P.O. Box 1064, Lawrence KS 66044
a Kansas 501(C)(3) not-for-profit

Karen Willey, Chair
Lawrence-Douglas County Planning Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

22 January 2019

Chair Willey and Commission:
For more than a decade, the Sustainability Action Network has advocated for multi-modal transportation to reduce our community's use of petroleum. We have proposed bikeway projects to the City Commission, the Public Works Department, and the MPO transportation planners, as ways to retrofit bikeways into our existing transportation network.

We also wish to assure that all newly planned urban development incorporates bikeway infrastrucutre by intent, so that difficult and expensive future retrofits do not become necessary. In that regard, I have some observations and requests for bikeways consideration in the 23rd Street Mixed Use Development.

Two major aspects of Lawrence bikeways consists of a 22 mile circumferential "Lawrence Loop", and cross-town "spokes" that connect urban nodes to each other and to the Loop.

One major north-south spoke passes in immediate proximity to the 23rd Street Mixed Use Development, and should be given particular attention. It extends from Sunnyside Dr. at K.U. south along Naismith Dr. From 23rd St. it extends along the west side of Naismith Dr. to connect with the Naismith Valley Trail that goes all the way to the S.L.T. Trail (part of the Loop). This 2 1/2 mile spoke has a 1/2 mile gap between 23rd St and 19th St. that Lawrence is planning to complete within a year or two.

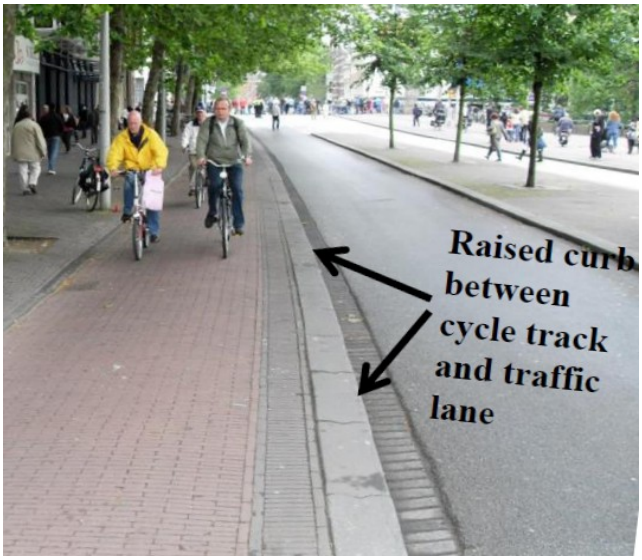
A second major spoke along 23rd St. also should be given particular attention. This east-west spoke extends from K-10 and Clinton Parkway eastward to 23rd St. at the Burroughs Creek Trail (also part of the Loop). The section along 23rd St. between Iowa and Haskell Ave. is planned as a shared use bikeway in the current Lawrence Bikeway Plan - Lawrence bikeways map_2014.pdf.

Therefore, the 23rd Street Mixed Use Development is at the nexus of two of the most important bikeways in Lawrence, yet the developer has not included adequate bikeway connections to their project. This can partially be attributed to Planning Staff not being familiar with our bikeway plans, while needing to focus primarily on the Development Code. In truth, all development proposals should also be on the Transportation Commission agenda for adequate multi-modal review, but that's not being done at present. So it's up to the Planning Commission and the City Commission to make policy decisions that address bikeway treatments in projects.

The Naismith Bikeway Trail immediately east of this project faces two obstacles. First, it crosses two wide curb cuts, one into the mixed use development, and the other into Natural Grocers. The residential and retail aspects of the development will significantly increase motorist activity at this entrance from virtually zero activity at present. Likewise, the Natural Grocer motorist activity onto Naismith Dr. will increase from present, because all west bound 23rd St. traffic will have to enter and exit here. I strongly suggest the two driveways off of Naismith Dr. be combined into one, using a cross access agreement between property owners.

The second obstacle is how there is no bikeway connecting the Naismith Bikeway Trail itself to the development. The developer must include one, situated so that it has the least possible conflict with motor vehicle traffic. Combining the two driveways into one will help facilitate this.

The 23rd St. frontage poses a more difficult challenge for the planned shared use bikeway. Though it hasn't yet been specified, this 10 foot wide bikeway will most likely be on the south side of 23rd St., because there are almost twice as many curb cuts on the north side that would create dangerous conflicts. Although the proposed "outdoor terrace civic space" between the retail shops and the curb line is a vast improvement to the conventional sea of parked cars, as it is currently depicted, it accommodates pedestrians but excludes a bikeway. The development appeal would be greatly improved if this public space included a shared use bikeway for both pedestrians and bicyclists. Public examples abound on how this can be done, such as these two images:





Here are a couple quick links to show the possibilities: Pedestrian-Bicyclist Realm, and Sidewalk Zones- NACTO. Please instruct the developer to revise the 23rd St. frontage to incorporate a 10-foot wide shared use bikeway in the civic space.

Thank you,
Michael Almon

Memorandum
City of Lawrence
Planning and Development Services

TO: **Planning Commission**

FROM: **Planning Staff**

CC: **Scott McCullough, Planning and Development Services Director**

Date: **January 23, 2019**

RE: **ITEM NO. 13D VARIANCE FOR 23RD STREET; 1401 W. 23RD ST & 1300 W. 24TH ST (SLD)**

MS-18-00535: Consider a variance for right-of-way width for 23rd Street, associated with a minor subdivision for 1401 W. 23rd St & 1300 W. 24th St. Submitted by Opus Development Company LLC, for George B. Leinmiller and Marlene J. Leinmiller, property owners of record.

Variance requested:
Reduction of right-of-way for a W. 23rd Street, a principal arterial street, from 150 feet to 110 feet.

Attachment A: Minor Subdivision MS-18-00535

Background
Minor subdivisions are processed administratively; however, the Planning Commission's approval is required for variances from the subdivision design standards. No other Planning Commission action related to the proposed minor subdivision is required.

The Subdivision Regulations state that an applicant may request a variance from the design standards in accordance with the variance procedures outlined in Section 20-813(g). This memo provides background information on the variance request, evaluates the request for compliance with the approval criteria, and summarizes staff's recommendation.

The standard for the required right-of-way width changed in 2006 from 100 feet to 150 feet with the adoption of the Land Development Code. This property is located on the south side of W. 23rd Street. This segment of W. 23rd Street is a developed commercial corridor. This same variance request is being made for property located to the west along the south side of W. 23rd Street, west of Ousdahl Road (agenda item 4, 1801 and 1807 W. 23rd Street).

VARIANCE: Reduction in the width of right-of-way from 150 feet to 110 feet as required for a principal arterial street (W. 23rd Street) per Section 20-810 (e)(5) of the Subdivision Regulations to allow redevelopment of the property.

This segment of W. 23rd Street is uniform in width. The applicant proposes no additional dedication of right-of-way, keeping the right-of-way width at 110 feet. As noted in previous

reports, the 150 feet of required right-of-way is more applicable to new, greenfield development, rather than existing corridors, unless a specific need is identified.

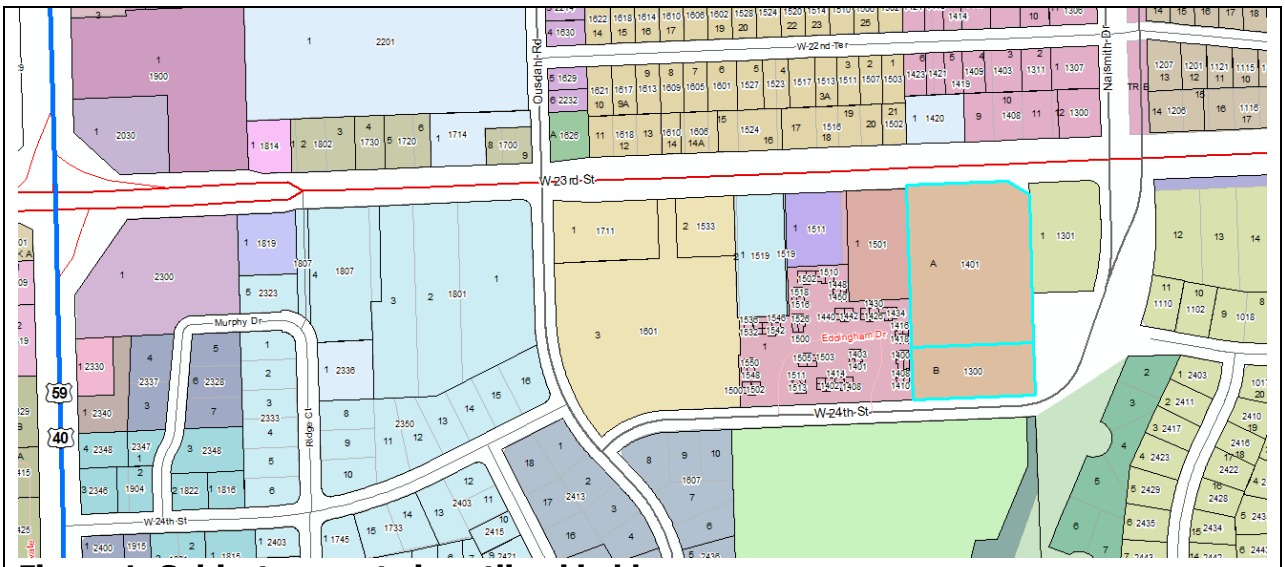


Figure 1: Subject property is outlined in blue.

REVIEW CRITERIA:

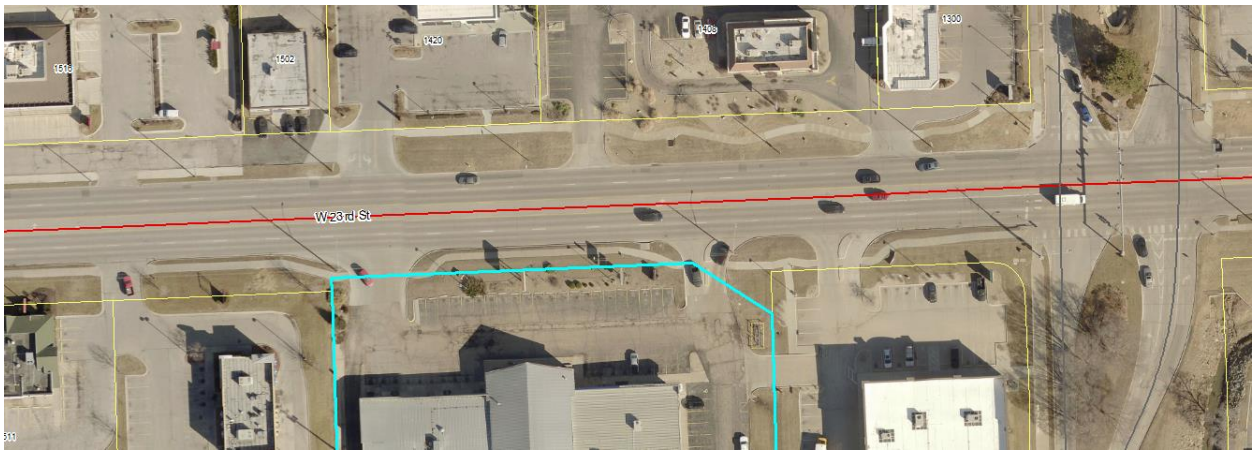
Criteria 1: Strict application of these regulations will create an unnecessary hardship upon the subdivider.

Development along this segment of the W. 23rd Street corridor includes non-residential uses with building and parking lot setbacks based on the established property line/right-of-way line. This property is part of a proposed redevelopment project that, if approved, will be rezoned as a SmartCode redevelopment project.

The redevelopment includes the consolidation of driveways along this street segment in accordance with the approved 23rd Street Access Management Plan.

Within the context of the Land Development Code, strict application of the regulations would limit the developer's ability to redevelop the property consistent with the existing immediate development pattern. The applicant proposes to develop under the city's SmartCode. This would require a complete change to the W. 23rd Street profile. This detail is discussed as part of the Infill Development Plan (PDP-18-00537). There are no current plans to alter the existing street profile that would result in a street typology consistent with the SmartCode.

As properties have redeveloped along W. 23rd Street, the dedication of additional right-of-way has not been required along this street segment. The right-of-way width varies between Ousdahl Road and Naismith Drive between 110 feet wide and 120 feet wide. This property includes a triangle shaped area of right-of-way located on the northeast corner. The property was originally platted in 1963 then replatted in 1976 with this right-of-way configuration. The records do not indicate the purpose for this triangular piece of right-of-way west of the intersection. Both public and private infrastructure are located in this general area.



Sections of W. 23rd Street vary at primary intersection (corners) to accommodate street traffic signals and turn lanes.

STAFF FINDING: Strict application of the regulations would require the property owner to adjust the existing lot line to the south, dedicating additional right-of-way. Additional right-of-way has not been required for other redevelopment applications in the nearby area.

The strict application of the regulations will require the developer to alter their plans for redevelopment of the site. This same request has been sought for other redevelopment projects along other arterial streets. Granting this requested variance from the required right-of-way dedication is not opposed to the purpose and intent of the regulations.

Additional easement is required to protect public infrastructure along the north property line.

Criteria 2: The proposed variance is in harmony with the intended purpose of these regulations.

This design standard was adopted in 2006 with the Land Development Code. The wider right-of-way accommodates street designs with boulevards, multiple lanes, and amenities that may or may not exist along developed street segments within the community. A similar variance has been granted for other projects located along developed urban corridors that are designated arterial streets. A list of similar requests is included at the end of this report.

The intent of this minor subdivision is to combine two existing platted lots into a single lot to facilitate redevelopment of the site. The change in design requirements in 2006 requires the applicant to seek a variance as part of the subdivision process. Section 20-810(e)(1) provides general design criteria for streets. Subsection iii states, "*Arterial and collector streets shall be laid-out, arranged, and designed in accordance with any adopted Major Thoroughfares Map or corridor plan.*" W. 23rd Street is:

- A principal arterial street
- An existing street
- A developed commercial corridor

Per Section 20-801(a) of the Subdivision Regulations, the purpose of these regulations ensures the division of land will serve the public interest and general welfare. The regulations are intended to, *"Provide for the harmonious and orderly development of land within the City by*

making provisions for adequate open space, continuity of the transportation network, recreation areas, drainage, utilities and related easements, light and air, and other public needs."

The proposed redevelopment will be designed per the adopted SmartCode as it pertains to buildings, setbacks, landscaping, parking, and other physical elements. Regardless of zoning, the project is subject to compliance with Subdivision Regulations. This change will not alter the established street network in this area.

There are no planned widening projects for this segment of W. 23rd Street. The SmartCode includes a substantially different street profile than the currently constructed W. 23rd Street. It is not feasible, practical, or appropriate to redesign only a small portion of the street to comply with the SmartCode when the surrounding area and entire remaining street segment is conventionally zoned. This discrepancy is discussed in more detail within the body of the zoning and infill development plan staff reports.

STAFF FINDING: Granting this requested variance from the required right-of-way is not opposed to the purpose and intent of the regulations.

Criteria 3: The public health, safety, and welfare will be protected.

W. 23rd Street is a designated "Principal Arterial Street". Its current width includes 100 feet of public right-of-way along this property. The current Subdivision Regulations require "Principal Arterial Streets" to include 150 feet of right-of-way. The current right-of-way for W. 23rd Street is an existing condition of the corridor.

The minor subdivision and related SmartCode *Infill Community Plan* are in process. Part of the review includes the evaluation of a traffic impact study. The applicant has provided a traffic study. No additional right-of-way has been identified as needed.

The City adopted an access management plan identifying appropriate driveway consolidation along this segment of the street.

STAFF FINDING: Granting this requested variance from the required right-of-way will not harm the public health, safety, or welfare. These public aspirations will continue to be protected though the site development process.

STAFF RECOMMENDATION

Approval of the variance requested for a minor subdivision, MS-18-00535, reducing the right-of-way required per Section 20-810(a)(5) for a principal arterial street, from 150 feet to 110 feet in accordance with the provisions for 1401 W. 23rd Street.

Request for right-of-way reductions:

1. PP-15-00067 Dream Haven regarding Peterson Road (4/20/15).
2. PP-14-00303 Schwegler Addition regarding Ousdahl Road, a collector street (9/22/15).
3. PP-13-00338 Menards Addition regarding 31st Street (11/8/13 and 10/21/13).
4. PP-13-00352 Burrough's Creek Addition regarding Haskell Avenue (10/21/13).
5. MS-15-00096 Bella Sera at the Preserve (5/18/15).
6. PP-16-00304 Rockledge Addition No. 2 (9/26/16).
7. MS-17-00217 Lawrence Industrial Park No. 2 regarding Haskell Ave (6/28/2017).
8. MS-17-00390 Sunset Hills Estates regarding W. 6th Street (9/27/17).
9. MS-17-00554 Casey's Subdivision 1703 and 1111 W. 6th Street (10/25/17).
10. MS-18-00113 Eagle Subdivision No. 2, 1803 W. 6th Street (4/25/18).
11. MS-18-00243 Casey's Subdivision 1703 and 1111 W. 6th Street (7/25/18).
12. MS-18-00567 W. Morris Addition No. 1 (1/23/19).

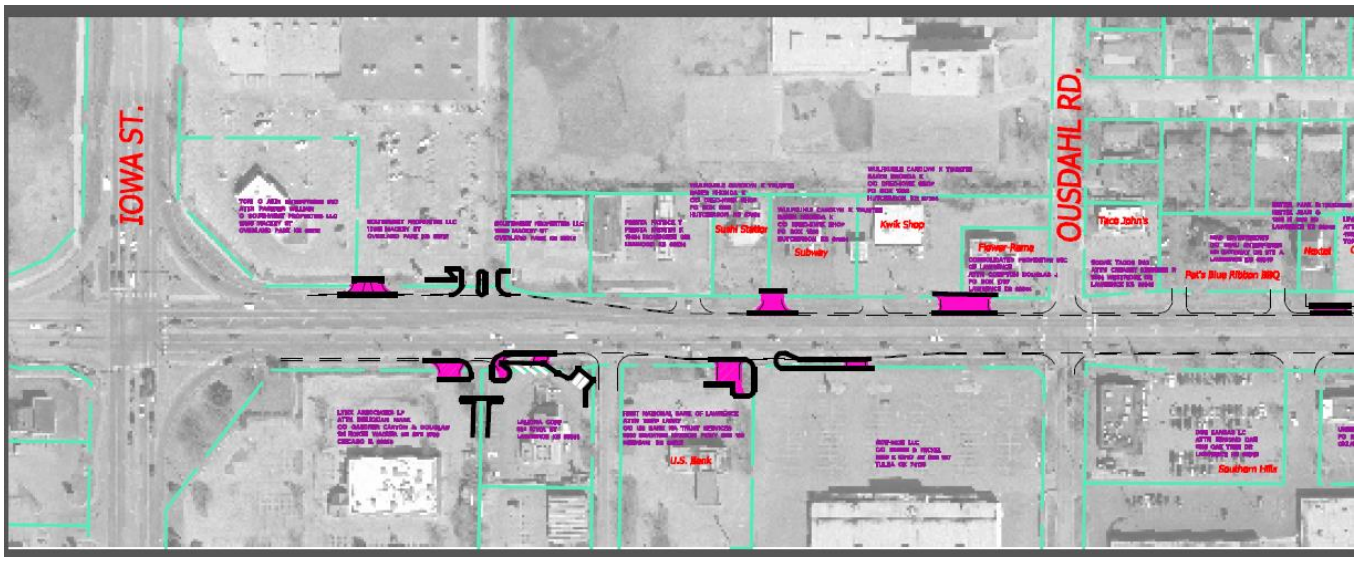


Figure 2: Portion of 23rd Street Access Management Plan

City of Lawrence Douglas County
PLANNING & DEVELOPMENT SERVICES

ADMINISTRATIVE DETERMINATION
MINOR SUBDIVISION

January 11, 2019

MS-18-00535 South Hills No. 3 Second Replat, a Minor Subdivision/Replat of Lots A-1 and A-2, A lot split for lot A in the replat of South Hills No. 3 together with Lot B, a replat of South Hills No. 3, both being subdivisions in the City of Lawrence, Douglas County, Kansas. Submitted by Opus Development Company LLC on behalf of George B. and Marlene J. Leinmiller, the property owners of record.

- Related variance to be considered/approved by the Planning Commission.
- Dedication of easements to be accepted by the City Commission.

ADMINISTRATIVE DETERMINATION: The Planning Director approves the minor subdivision.

KEY POINT
- This minor subdivision proposes consolidating the property into a single development parcel.
- This site redevelopment is proposed as an *Infill Community Plan* per the SmartCode.
- Development applications submitted under the SmartCode follow the same subdivision regulations process as the Land Development Code.
- Driveways along W. 23rd Street will be closed and consolidated in accordance with the access management plan for W. 23rd Street.
- Only one lot combination or division may be approved through the minor subdivision process, except lot line adjustments or mergers that do not increase the total number of lots may be accomplished through the minor subdivision/replat process.

SUBDIVISION CITATIONS TO CONSIDER
- The Subdivision Regulations for Lawrence and Unincorporated Douglas County
- Article 21 City Code - SmartCode

COMMUNICATIONS
None received

ASSOCIATED CASES
- Z-18-00536; CS (Commercial Strip) to T-5 (Urban Center) Transect Zone
- PDP-18-00537; Infill Development Plan

OTHER ACTION REQUIRED
- Submittal of a signed copy of the minor subdivision, an executed master street tree plan, and document recording fees for recording with the Douglas County Register of Deeds.
- Publication of ordinance rezoning property upon approval of rezoning.
- Submission of a building scale plan per Article 500 of the SmartCode.

ATTACHMENTS
Attachment A: Proposed minor subdivision drawing
Attachment B: Existing platted subdivision drawing
Attachment C: Draft Landscape Plan

GENERAL INFORMATION	
Current Zoning and Land Use	CS (Commercial Strip) District; existing commercial building, *Wireless Communication Facility* (tower), and vacant land.
Surrounding Zoning and Land Use	CS (Commercial Strip) District to the north, east, and west. Existing commercial development. RM32 (Multi-Dwelling Residential) District to the southwest and south. Existing multi-dwelling residential development.
Number of Existing Lots: 2	1401 W. 23rd Street; Lot A: 146,865.4 Square Feet (CS – commercial development) 1300 W. 24th Street; Lot B: 47,290.6 square feet (RM32 - vacant) 194,156 SF (4.4572 Acres)
Number of Proposed Lots: 1	Combined property 1401 W. 23rd Street 193,361 square feet (4.4390 Acres)
Change	795 square feet (.01820 Acres)

This project does not include the dedication of any new right-of-way. The discrepancy in lot area is attributed to differences in surveying over time.

STAFF REVIEW

The minor subdivision proposes to consolidate two platted lots into a single parcel to facilitate redevelopment of the site. The property will continue to share access to W. 23rd Street with the adjacent property to the east. The property is proposed to be redeveloped in accordance with the SmartCode as a T5 (Urban Center Zone) infill development that includes commercial and residential uses.

The property is not located within any historic district. The property is located in proximity to the regulatory floodplain.

DIMENSIONAL REQUIREMENTS

Per Section 20-601(a) of the Land Development Code, the CS (Commercial Strip) District requires a minimum lot area of 5,000 square feet, a minimum lot width of 100' for lots platted after the July 1, 2006 effective date. The RM32 District requires 6,000 square feet and a minimum lot width of 50 feet. The SmartCode does not include density and dimensional standards in the conventional sense. The SmartCode uses building height, building disposition (setbacks), and parking placement to establish lot configuration. This review assumes the approval of the T5 zone. Section 21-500.5.1 states that newly platted lots shall be dimensioned according to section 21.500.5.11.

Lot occupation:

a. Lot Width: 25 feet minimum 150 feet maximum.
b. Lot Coverage 80%.

The existing property is approximately 273 feet wide with an addition 71.5 feet of width along the east side of the property. The property line angles to the south on the east side of the property. This application seeks to dissolve the common lot line between lots A and B and is not proposing to "subdivide" the property. The proposed redevelopment project is a vertical mixed-use building that is not designed to be accommodated in separate lots. This deviation is discussed in more detail as part of the infill development plan.

The proposed lot included in this minor subdivision exceeds the minimum requirements for lot area and width for the CS and RM32 zoning district as conventional zoning.

ZONING AND LAND USE

The north portion of the property (Lot A) is developed with a multi-tenant building facing W. 23rd Street. A smaller multi-tenant building facing Naismith Drive and a free-standing wireless communication tower in the south portion of Lot A. Lot B is zoned RM32 and undeveloped.

UTILITIES/EASEMENTS

Existing infrastructure to serve both proposed lots already exists in the public right-of-way and easements. There is an exclusive gas line easement located along the east property line. A parallel utility easement is located along the west side of the gas line easement. There is an existing 5-foot utility easement located along the west property line and a 10-foot wide utility centered on the common lot line between Lots A and B. These easements will be retained. There are several easements located on the property that are directly related to the *wireless communication facility* (tower). These easements will also be retained.

The proposed drawing shows the addition of new utility easements as well as access easements that are required to serve this property. The dedication of new easement requires City Commission action to "accept" the dedications as proposed. The project will include public improvement plans for extended municipal services to the property.

ACCESS

The property abuts W. 23rd Street along the north property line and W. 24th Street along the south property line. The eastern driveway to W. 23rd Street was reconstructed several years ago as part of the access management project that changed the driveway from a full access driveway to a ¾-access drive. This means that some movements are prohibited, specifically, the left out movement. Cross access was previously established between the subject property and the property to the east (Natural Grocer). A secondary driveway to Naismith Drive is located on the east side of the property. This access driveway crosses City owned property (existing right-of-way) and will be maintained as part of the redevelopment. The west driveway along W. 23rd Street is proposed to be closed with this site redevelopment.

Currently there is no driveway access to W. 24th Street since the property is undeveloped. The proposed redevelopment will include a new driveway to W. 24th Street that is intended to provide residential access to the rear parking area.

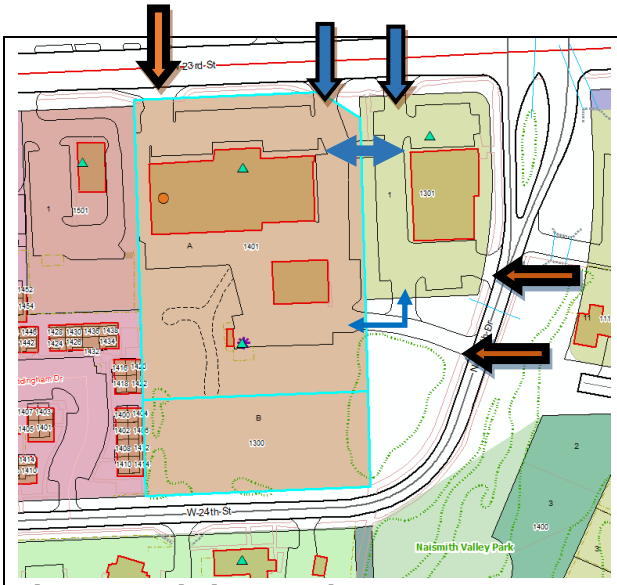


Figure 1: Existing Development

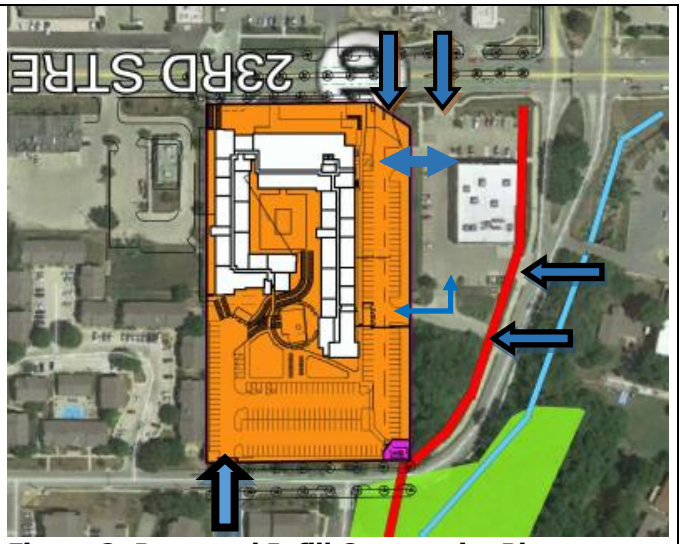


Figure 2: Proposed Infill Community Plan

MASTER STREET TREE PLAN

The City Code (Subdivision Regulations) requires the submission and approval of a master street tree plan. The SmartCode addresses the Subdivision Regulations as it pertains to preliminary and final plats but does not include a process for minor subdivisions. The SmartCode includes a cross reference Section 20-810 Subdivision Design Standards but not Section 20-811, Public Improvement Standards. Street trees are required at a rate of 1 tree per 40 feet of frontage per Section 20-811(g). The SmartCode includes a detailed prescription for public frontages and applicable landscaping. Street trees are required based on a particular street typology set out in Section 21-600. There are no plans to reconstruct one-half of a portion of W. 23rd Street to meet the prescribed street typology defined in the SmartCode. It is impractical to assume that the street would be fully or partially reconstructed to meet one of the applicable typologies.

Detailed landscaping will be reviewed and approved as part of the Infill Community Plan and for the site specific plan (site plan) for the project. The master street tree plan provides a summary for trees along W. 23rd Street and W. 24th street. Street trees are also applicable along Naismith Drive and should be reported in the text document of the plan. The street facility is separated from the subject property by a portion of the right-of-way that is covered by mature vegetation. A copy of the draft landscape plan for the infill project is attached for reference.

The proposed landscape plan generally show trees in excess of what a conventional redevelopment project would require.

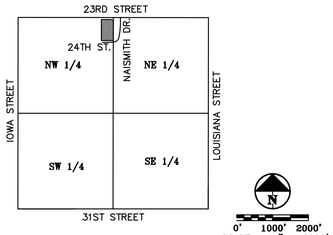
SUMMARY

The purpose of this minor subdivision is to dissolve the interior lot line and to dedicate new utility and access easements as a preliminary step in redevelopment of the property. The property is located along an existing, developed, commercial corridor.

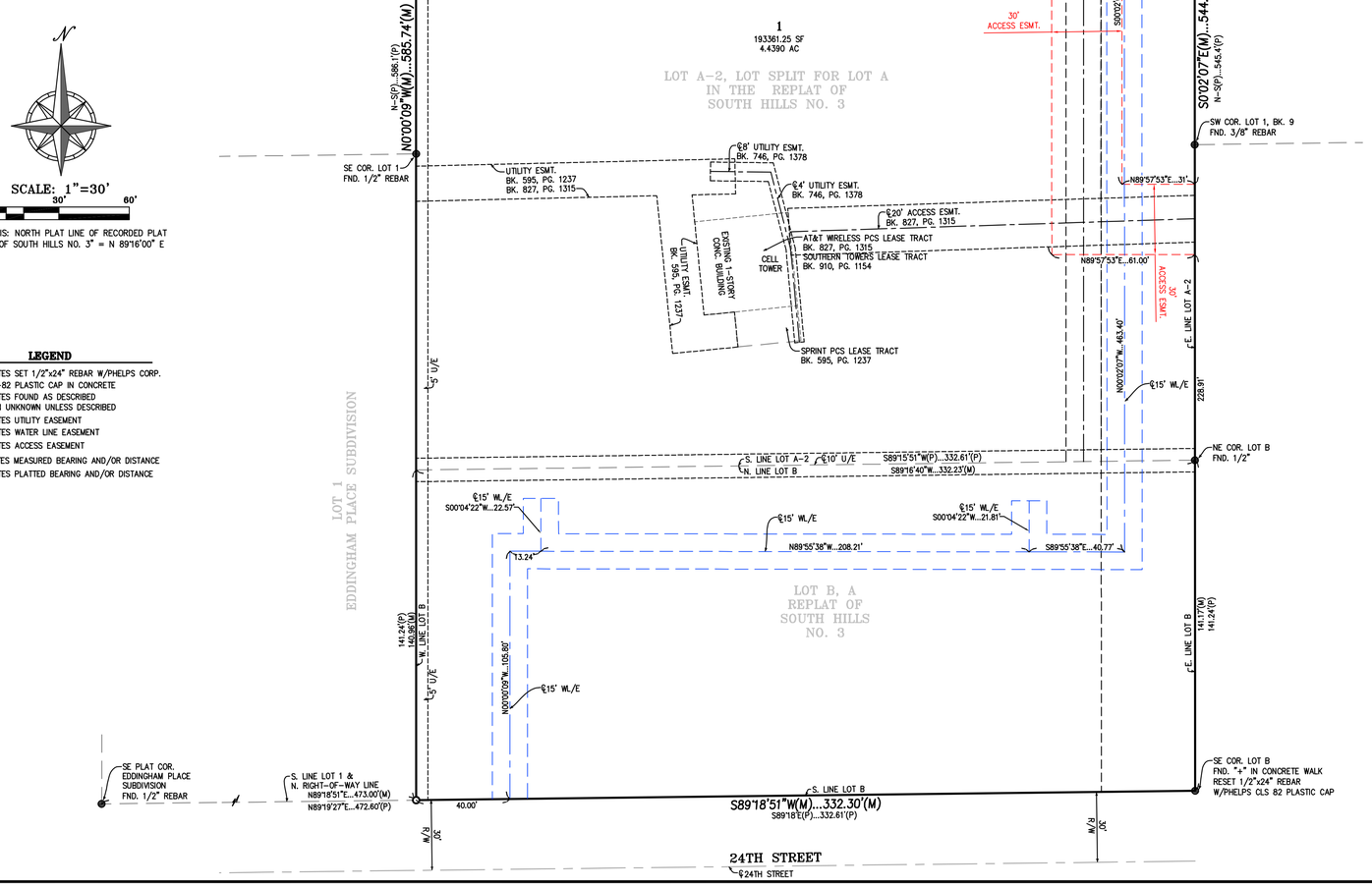
Conclusion: The minor subdivision meets the approval criteria in Section 20-808(d) of the Subdivision Regulations.

SOUTH HILLS NO. 3 SECOND REPLAT

A MINOR SUBDIVISION / REPLAT OF LOTS A–1 AND A–2, A LOT SPLIT FOR LOT A IN THE REPLAT OF SOUTH HILLS NO. 3 TOGETHER WITH LOT B, A REPLAT OF SOUTH HILLS NO. 3, BOTH BEING PLATTED SUBDIVISIONS OF LAND IN THE NORTHWEST QUARTER OF SECTION 12, TOWNSHIP 13 SOUTH, RANGE 19 EAST, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS



LOCATION MAP
SECTION 12–13–19



N

SCALE: 1"=30'

0' 30' 60'

BEARING BASIS: NORTH PLAT LINE OF RECORDED PLAT OF "REPLAT OF SOUTH HILLS NO. 3" = N 89°16'00" E

LEGEND

- ○ DENOTES SET 1/2"x24" REBAR W/PHELPS CORP. CLS–82 PLASTIC CAP IN CONCRETE
- ● DENOTES FOUND AS DESCRIBED ORIGIN UNKNOWN UNLESS DESCRIBED
- U/E DENOTES UTILITY EASEMENT
- WL/E DENOTES WATER LINE EASEMENT
- A/E DENOTES ACCESS EASEMENT
- (M) DENOTES MEASURED BEARING AND/OR DISTANCE
- (P) DENOTES PLATTED BEARING AND/OR DISTANCE

PEI #180905 – 1–16–19

LEGAL DESCRIPTION

Lots A–1 and A–2, a lot split for Lot A in the Replat of SOUTH HILLS NO. 3, an addition to the City of Lawrence, Douglas County, Kansas, together with Lot B, a Replat of SOUTH HILLS NO. 3, an addition in the City of Lawrence, Douglas County, Kansas.

DEDICATION

Be it known to all men that I (we). The undersigned proprietors of the above described tract of land have caused the same to be surveyed and platted under the name of "SOUTH HILLS NO. 3 SECOND REPLAT" and have caused the same to be subdivided in the manner shown on the accompanying plat and heretofore dedicated to public use are hereby so dedicated, an easement is hereby granted to the City of Lawrence and Public Utility companies to enter upon, construct and maintain utilities upon, over and under those areas outlined on this plat as "Utility Easement" or "U/E", "Drainage Easement" or "D/E", "Water Easement" or "W/E" and "Sanitary Easement" or "S/E".

EXECUTION

IN TESTIMONY WHEREOF, undersigned proprietors has caused this instrument to be executed on this _____ day of _____, 20___

Opus Development Company, L.L.C.

By: _____
Joe Down, Vice President

ACKNOWLEDGEMENT

STATE OF KANSAS)
) SS
COUNTY OF JOHNSON)

BE IT REMEMBERED that on this _____ day of _____, 20_____, before me, the undersigned, a Notary Public in and for said County and State, came Joe Downs, Vice President of Opus Development Company, L.L.C., who is personally known to me to be such person who executed, as such officer, the within instrument on behalf of said company, and such person duly acknowledged the execution of the same to be the act and deed of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

Notary Public: _____ My Appointment Expires: _____

Print Name: _____

APPROVALS

Approved as a Minor Subdivision/Replat under the subdivision regulations of the City of Lawrence and unincorporated area of Douglas County.

_____ _____
Scott McCullough, Planning Director Date
Lawrence–Douglas County Planning Director

Reviewed in Compliance with K.S.A. 58–2005.

_____ _____
Kevin R. Sontag, P.S. No. 1640 Date
Douglas County Surveyor

REFERENCE DOCUMENTS

1) Final plat of SOUTH HILLS NO. 3, Book 8, Page 5 as recorded with the Douglas County Register of Deeds
2) Final plat of Replat of SOUTH HILLS NO. 3, Book 13, Page 95 as recorded with the Douglas County Register of Deeds
3) Lot Split for Lot A in the Replat of SOUTH HILLS NO. 3, Book 15, Page 247 as recorded with the Douglas County Register of Deeds.

BENCHMARKS

Benchmark Datum: NAVD 88 based on NGS Benchmarks
NGS PID JE1593 – Stainless steel rood 191 feet North of centerline of 13th Street, 37 feet West of Burroughs Creek Trail and 23 feet East of centerline of Oregon Street
Elevation = 827.39
NGS PID JE1594 – Stainless steel rood 29 feet North of 19th Street, 103 feet West of Burroughs Creek Trail and 23 feet Southwest of Northwest corner of curb inlet.
Elevation = 851.14

Project Benchmarks
BM No. 1 – Square cut on Southwest corner of curb inlet on South side of 23rd Street at East entrance at the Northeast corner of Lot.
Elevation = 854.78

BM No. 2 – Square cut on top of retaining wall for trash bin at the Northeast corner of trash bin by cell tower
Elevation = 860.14

GENERAL NOTES

1) Bearing basis – A bearing of N 89°16'00" E along the North line of Lot 1 was held from Final Plat of South Hills No. 3.
2) Further Division of consolidation of any lots contained in the minor subdivision is prohibited and shall be processed as a major subdivision except as provided for in Section 20–808(C)(5)(1)
3) The property within this minor subdivision/replat is currently zoned Smartcode T–5. All new construction shall conform to the setback regulations of the Smartcode T–5 zoned district as defined by the City of Lawrence Development Code.
4) The lots will be pinned prior to recordation of the minor subdivision/replat at the register of deeds (per Section 20–811(G)(8).
5) Street trees shall be provided in accordance with the master street tree plan filed with the register of deeds, book _____, page _____. If street tree die, the property owner is responsible for replanting trees within on year. No trees on the right–of–way can be removed without permission of the City of Lawrence Parks Department. Trees within the right–of–way require tree root protection within a 1–' radius of the tree trunk. Trees shown graphically are limited to those considered as street trees or those whose canopy would be affected by street trees.
6) The City is hereby granted a temporary right of entry to plant the required street trees pursuant to Section 20–811(G) of the City Subdivision Regulations.
7) No portion of this property is located within a designated "special flood hazard area" per FEMA Map number 20045C0159D, with an effective date of August 5, 2010.
8) This survey conforms to Section 20–808(F)(1)(X1) of the Land Development Code.
9) Title information shown hereon was taken from First American Title Insurance Company commitment for Title Insurance No. NCS–890700–MPLS and with an effective date of February 8, 2018 at 7:30 a.m..

FILING RECORD

STATE OF KANSAS)
)SS:
COUNTY OF DOUGLAS)

This is to certify that this instrument was files for record in the Office of the Douglas County Register of Deeds on this _____ day of _____, 20 ___ . and is duly recorded at _____ a.m./p.m. in Plat Book _____, Page _____.

_____
Register of Deeds
Kay Pesnell

I, THOMAS D. PHELPS, HEREBY CERTIFY THAT IN NOVEMBER 2018, I OR SOMEONE UNDER MY DIRECT SUPERVISION HAVE MADE A SURVEY OF THE ABOVE DESCRIBED TRACT OF LAND AND THE RESULTS OF SAID SURVEY ARE CORRECTLY REPRESENTED ON THIS PLAT. THIS SURVEY CONFORMS TO THE KANSAS MINIMUM STANDARDS FOR BOUNDARY SURVEYS.

THOMAS DWAYNE PHELPS LICENSED LS-1075 KANSAS LAND SURVEYOR

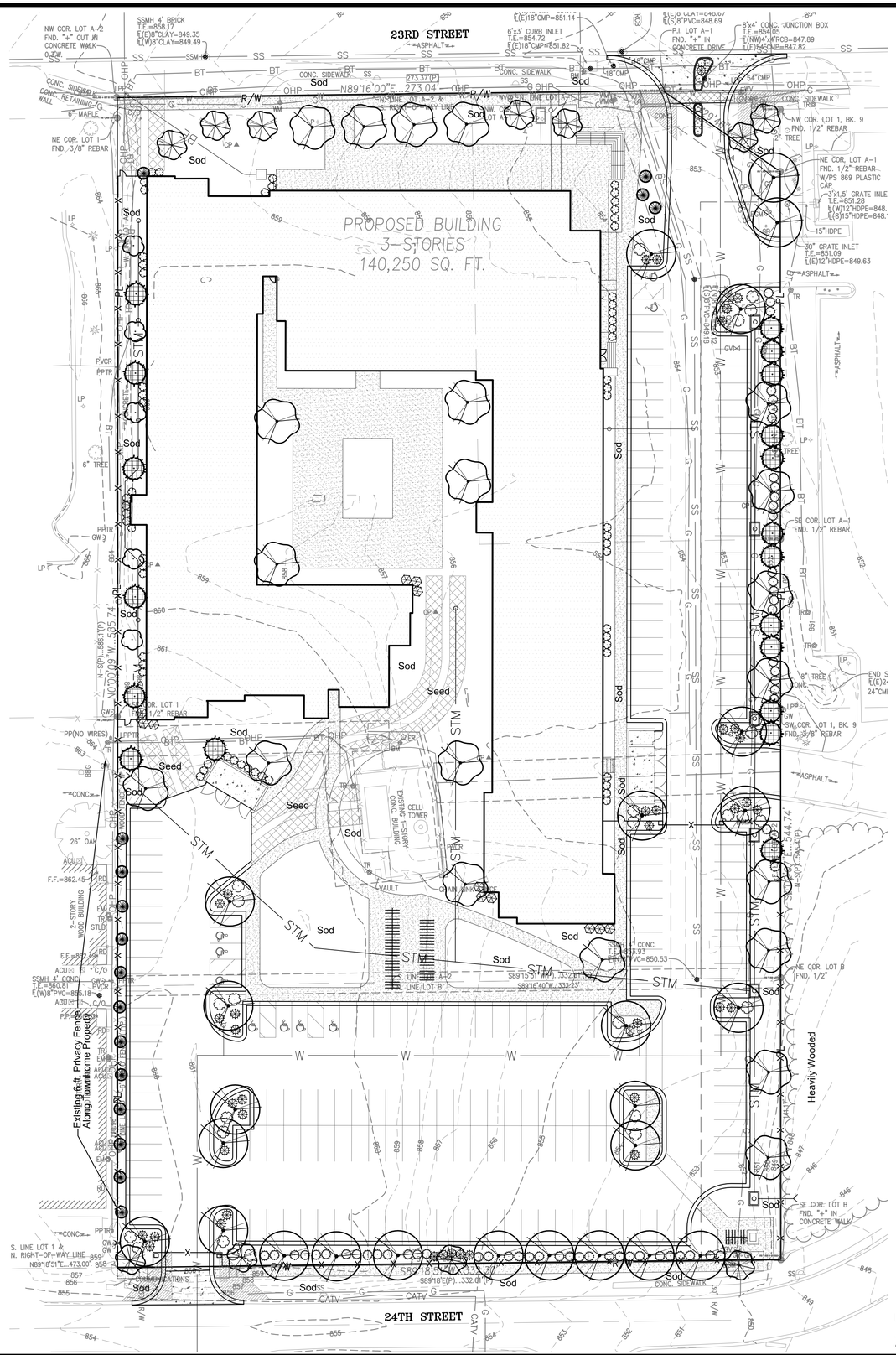
BY: _____
THOMAS D. PHELPS, KS. LS–1075

CERTIFICATE OF AUTHORIZATION
KANSAS
LAND SURVEYING – LS–82
ENGINEERING – E–391

CERTIFICATE OF AUTHORIZATION
MISSOURI
LAND SURVEYING–2007001128
ENGINEERING–2007005058

PEI
PLANNING
ENGINEERING
IMPLEMENTATION

PHELPS ENGINEERING, INC
1270 N. Winchester
Olathe, Kansas 66061
(913) 393–1155
Fax (913) 393–1166



CONCEPT PLANT SCHEDULE

LARGE SHADE TREES	-	25
MEDIUM SHADE TREES	-	21
COLUMNAR DECIDUOUS TREES	-	5
EVERGREEN TREES	-	19
NARROW EVERGREEN TREES	-	16
ORNAMENTAL TREE	-	11
SPREADER EVERGREEN SHRUB	-	59
DECIDUOUS SHRUB 1	-	26
LOW SPREADING EVERGREEN	-	40
SMALL DECIDUOUS SHRUB	-	8
LARGE ORNAMENTAL SHRUB	-	12
MEDIUM ORNAMENTAL SHRUB	-	62

Landscape Note:

Species, sizes and additional details will be provided at time of final plan.

25' Sight Triangle 25'

Utility Note:

Utilities shown on plan are diagramatic and some may be missing. Before starting any construction call appropriate locating service. In Kansas call 1-800-DIG-SAFE (344-7233) to have utilities located.

Preliminary Landscape Plan
South Hills No.3, Second Replat

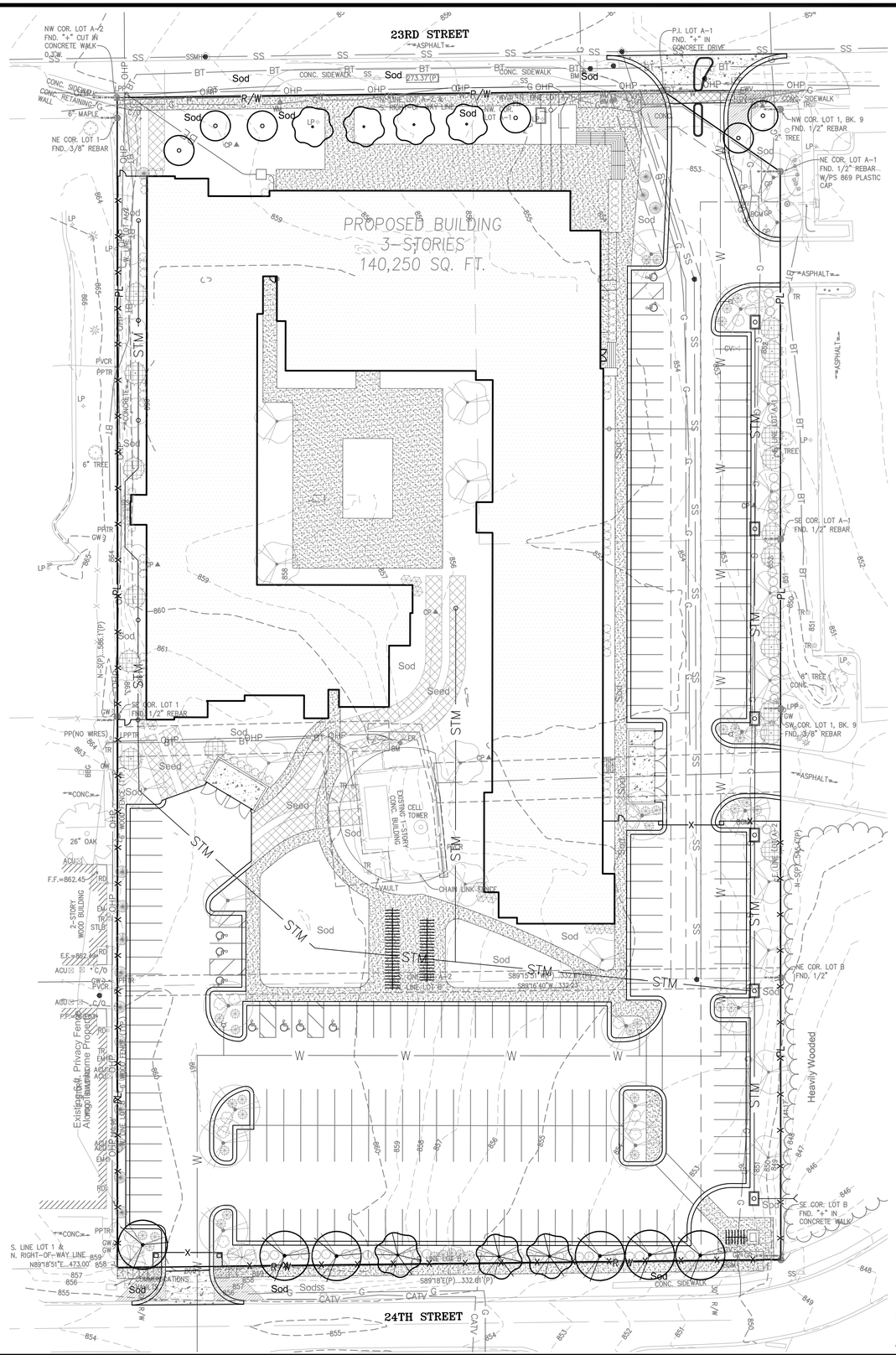
Lawrence, Kansas

LS-1

LS-1

12/31/2018

Oppermann LandDesign, LLC
Land Planning & Landscape Architecture
18990 West 117th Street
Olathe, Kansas 66061
oppermannlanddesign.com
pete@opperland.com
913.894.9407

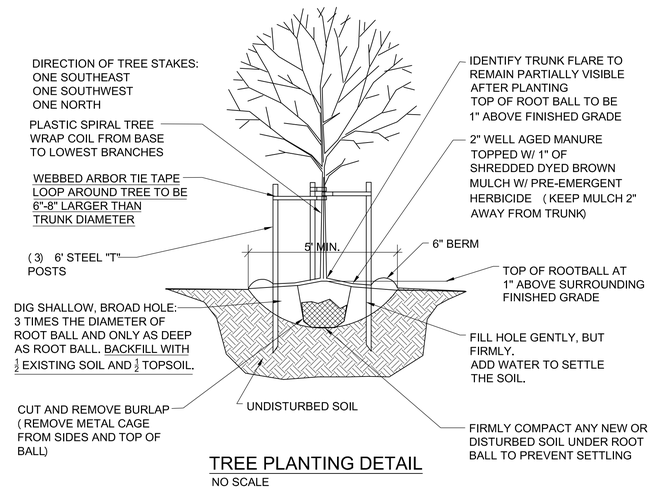


PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME / COMMON NAME	CONT	CAL
	4	Acer truncatum `Warren Red` / Pacific Sunset Maple	B & B	1.5"Cal
	6	Cercis canadensis / Oklahoma Redbud	B & B	1.5"Cal
	6	Quercus bicolor / Swamp White Oak	B & B	2"Cal
	3	Syringa reticulata `Ivory Silk` / Ivory Silk Japanese Tree Lilac	B & B	2" cal.

General Landscape Notes:

1. Contractor shall verify the existence and location of all utilities before starting any work.
2. Contractor shall verify all landscape material quantities and shall report any discrepancies to the Landscape Architect prior to installation.
3. Contractor shall make no substitutions without the approval of the Landscape Architect.
4. Contractor shall stake layout plan in the field and shall have the layout approved by the Landscape Architect before proceeding with the installation.
5. All tree dishes shall be treated with the pre-emergent herbicide Pre M 60 DG (granular) or an approved equal in accordance with the manufacturer's instructions.
6. All lawn areas as noted shall be fertilized, sodded with a Turf-Type Tall Fescue grass seed blend including public ROW. See plan labels.
7. Fertilizer for trees shall be a balanced fertilizer applied at rates per manufacturers recommendations and soil test results.
8. Contractor shall warranty all landscape work and plant material for a period of one year from date of acceptance of the work by the Owner.
9. Any plant material which dies during the one year warranty period shall be replaced by the Contractor during normal planting seasons.
10. Contractor shall be responsible for maintenance of the plants until completion of the job and acceptance by the Owner. After initial acceptance, maintenance shall be by the owner.
11. All plant names on the plant list conform to the Standardized Plant Names prepared by the American Joint Committee on Horticultural Nomenclature or to names generally accepted in the nursery trade.
12. All plant material shall be specimen quality stock as determined in the "American Standards For Nursery Stock" published by The American Association of Nurseryman, free of plant diseases and pest, of typical growth of the species and having a healthy, normal root system.
13. Sizes indicated on the plant list are the minimum, acceptable size. In no case will sizes less than the specified sizes be accepted.
14. Plants shall not be pruned prior to delivery to the site or after installation except for those branches that have been damaged in some way.
15. Plants shall not have name tags removed prior to final inspection.
16. Contractor shall be responsible for weed control on the project during and after construction until the project is turned over to the owner.
17. All plantings shall receive a commercial transplant additive per manufacturers recommended rates and instructions for application.

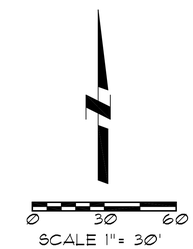


TREE PLANTING DETAIL
NO SCALE

25' Sight Triangle 25'

Transplant Additives:

1. Apply a commercial transplant additive (approved by the Landscape Architect) to all trees, shrubs and groundcover at rates recommended by the manufacturer during the planting. This item shall be subsidiary to other planting items.
2. Transplant additive shall be Plant Health Care Inc., "Mycor Tree Saver" mycorrizal fungal transplant innoculant or equivilent equal containing the appropriate species of mycorrhizal fungi and bacteria, fungi stimulant, water retaining agents, mineral & organic nutrients and inert ingredients.
3. Demonstrate installation of all transplant additives for this project to the Landscape Architect. Provide actual additive product as evidence of sufficient quantity of product. (Empty product bags to be stockpiled for inspection by the Landscape Architect prior to disposal).
4. Number of transplant additive packets per tree, shrub or grouncover shall be applied according to the manufacturer's recommended rates and instructions. For all plants the packet mix shall be evenly distributed into the upper approximately 8" of backfill soil next to the rootball. Do not place mix in the bottom of the planting pit.
5. Furnishing and application of transplant additive shall be subsidiary to the planting operations.



Utility Note:

Utilities shown on plan are diagramatic and some may be missing. Before starting any construction call appropriate locating service. In Kansas call 1-800-DIG-SAFE (344-7233) to have utilities located.

PETER A. OPPERMANN LICENSED LANDSCAPE ARCHITECT

Master Street Tree Plan
South Hills No.3, Second Replat

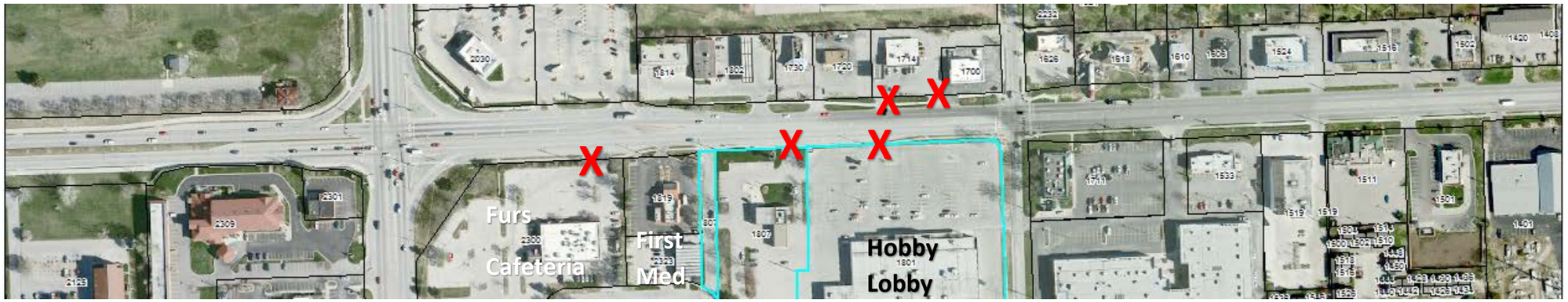
Lawrence, Kansas

LS-1

LS-2

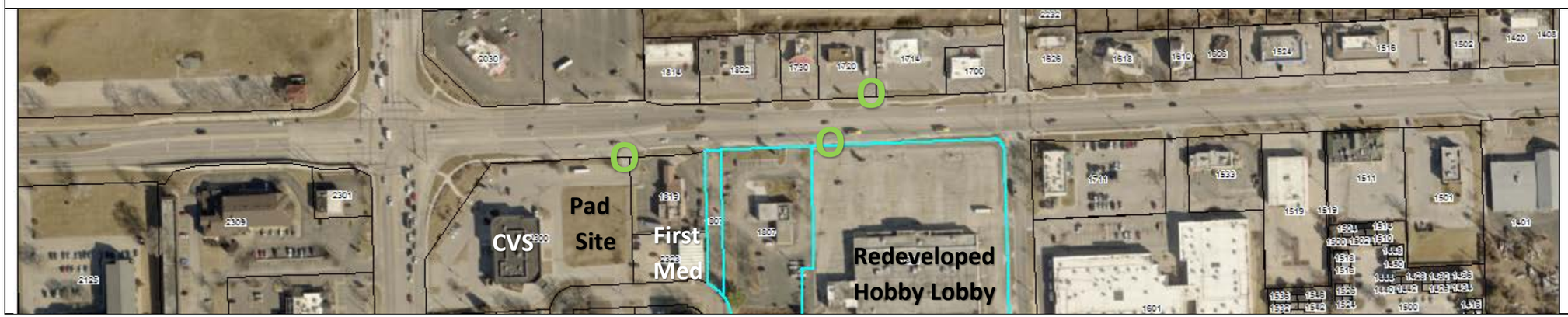
12/31/2018

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pete@opperland.com
913.894.9407



2006 Aerial
Incomplete sidewalk along north side of W. 23rd Street

Driveways closed/Consolidated

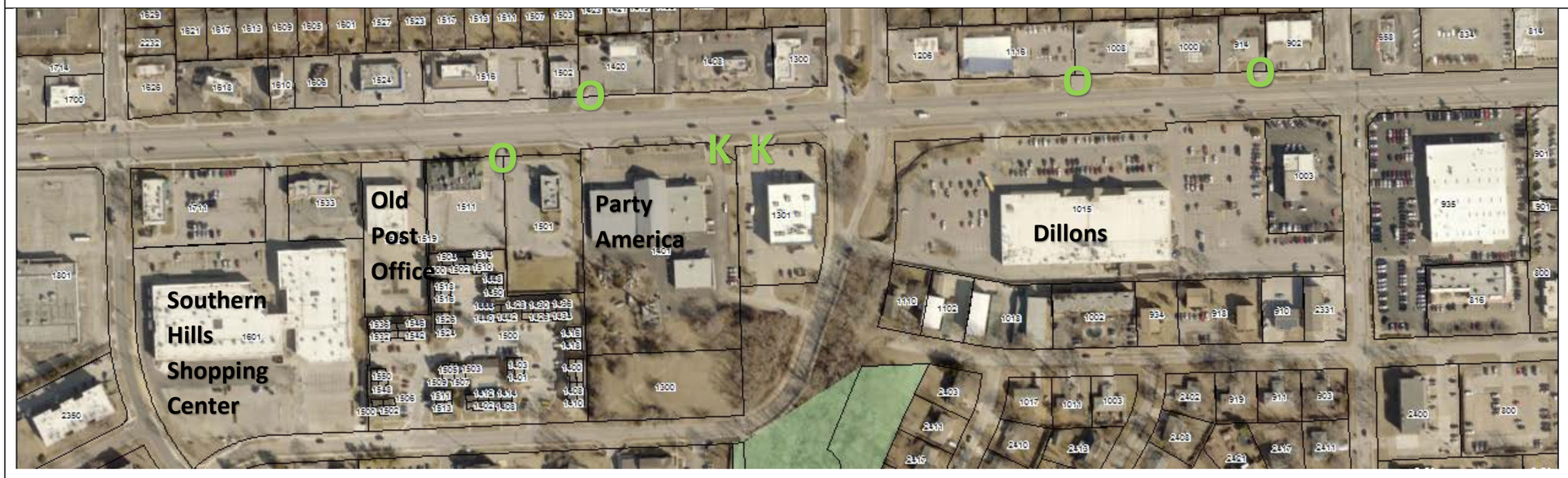


2018 Aerial
Sidewalk gaps completed

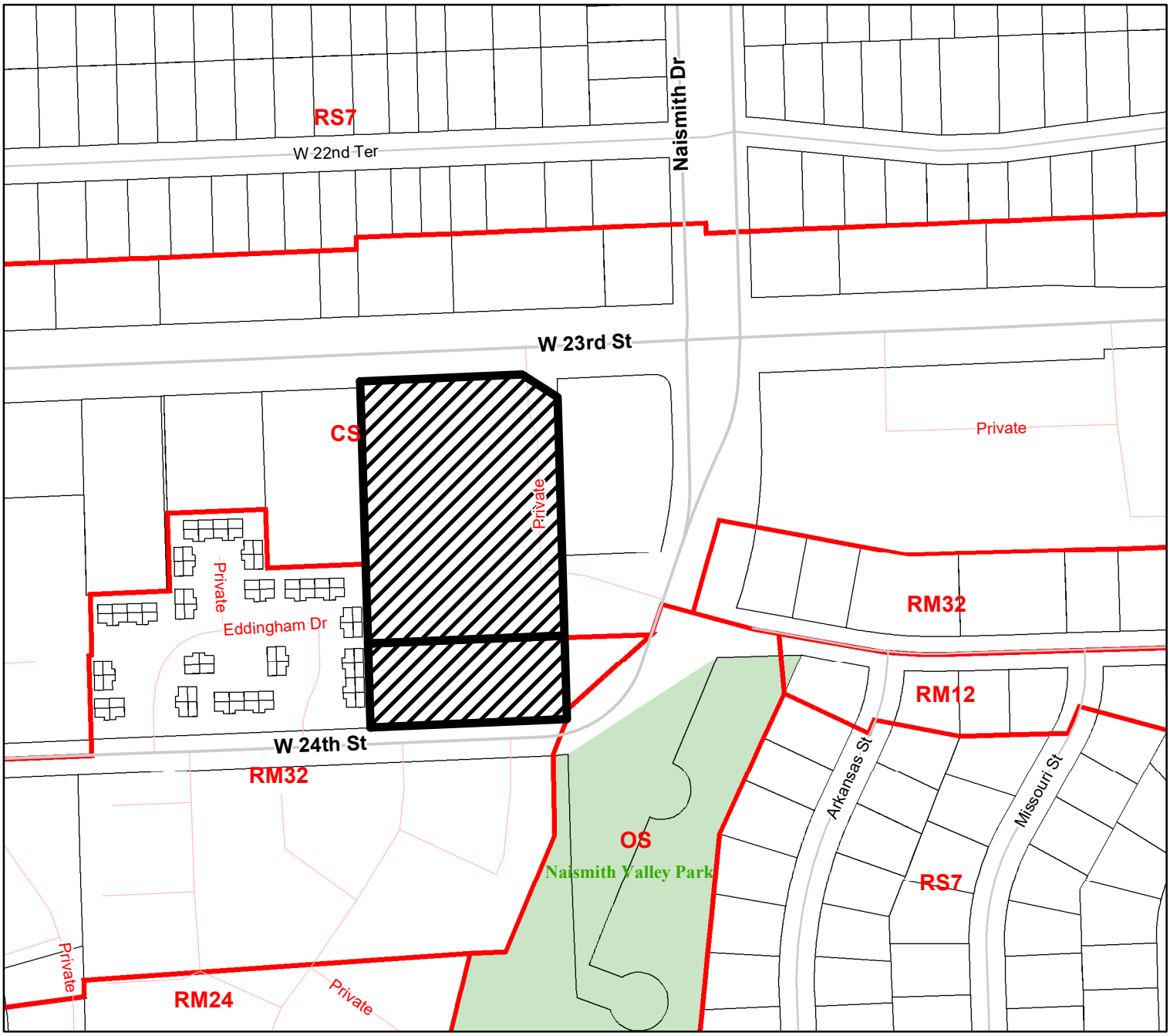
New Shared Driveways



2006 Aerial



2018 Aerial



PDP-18-0537: Preliminary Development Plan (Community Infill Plan - SmartCode) approximately 4.45 acres for 23rd Street Mixed Use Development.

Z-18-00536: Rezone approximately 4.45 acres from CS (Commercial Strip) District & RM32 (Multi-Dwelling Residential) District to SmartCode T-5 Zone.

MS-18-00535: Variance request.

All located on approximately 4.45 acres, located at 1401 W. 23RD STREET and 1300 W. 24TH STREET.

Lawrence-Douglas County Planning Office
January 2019

Subject Properties

N
W E
S

Memorandum
City of Lawrence
Planning & Development Services

TO: **Planning Commission**

FROM: **Mary Miller, Planning Staff**

Date: **January 23, 2019**

RE: **Item 14. Text Amendment TA-18-00251, permitting two residential development parcels on a property outside the urban growth area with 1,320 feet of frontage, but less than 2,640 feet, on a principal arterial provided the parcels utilize a shared access point.**

Attachments: A—Text Amendment Staff Report
B—September 2018 Planning Commission Minutes

The text amendment referenced above was considered by the Planning Commission at their September 26, 2018 meeting. The Commission voted to defer action at that time and directed staff to research the impact the text amendment could have on rural growth and development.

BACKGROUND

The current regulations permit land divisions on property outside the urban growth area that has frontage on, and takes access from, a principal arterial only when a minimum of one-half mile of frontage, (2,640 feet) is provided. The Planning Office received a request for a variance from this frontage requirement to allow a certificate of survey with two residential development parcels on a property with 1,655 feet of frontage, CSR-18-00137. The County Engineer and Zoning and Codes staff supported the variance based on the development pattern of the area in which the property was located. To provide consistency with other applications, the staff report for the variance request included a recommendation that the Planning Commission initiate a text amendment to allow all properties outside the urban growth area that have at least 1,320 feet of frontage on a principal arterial road (the frontage required for an access point on a principal arterial road) but less than the required 2,640 feet to be divided into two residential development parcels provided they share an access point.

ANALYSIS OF IMPACT OF AMENDMENT ON RURAL GROWTH AND DEVELOPMENT

Planning GIS staff conducted an analysis of all parcels with frontage on a principal arterial road and found the following for parcels outside the urban growth area that have frontage on principal arterial roads:

Frontage Length	Number of Parcels	Possible Number of Divisions
2,640 feet	42	2 divisions each: 84 RDPs
1,320 feet to 2,639 feet	167	1 division each: 167 RDPs currently
		2 divisions with t.a., 334 RDPs

With the text amendment the total number of residential development parcels that could be possible outside the urban growth area on a principal arterial would increase from approximately 251 parcels (84 plus 167) to 418 parcels (84 plus 334).

To put this figure into perspective there are a total of 2,494 parcels outside the Urban Growth Area with a minimum of 20 acres, with a total of 406 of those having frontage on a principal arterial.

RECOMMENDED ACTION

Text Amendment to Chapter 12-318 of the Douglas County Zoning Regulations to allow the creation of two residential development parcels outside the urban growth area on property that fronts on, and take access to, a principal arterial with a minimum of 1,320 feet of frontage provided a shared access point is used.

- If the Commission finds the amendment would not increase rural growth and development to a significant degree, staff recommends they vote to forward the amendment to the Board of County Commissioners with a recommendation for approval.

- If the Commission finds the amendment would increase rural growth and development to a significant degree, they could vote to forward the amendment to the Board of County Commissioners with a recommendation for denial.

PLANNING COMMISSION REPORT
Regular Agenda -- Public Hearing Item

PC Staff Report
09/26/2018

ITEM NO. 4 TEXT AMENDMENT TO COUNTY ZONING REGULATIONS FOR RDP FRONTAGE AND WIDTH REQUIREMENTS

TA-18-00251: Consider a Text Amendment to Chapter 12-318 of the Douglas County Zoning Regulations to allow the creation of two residential development parcels outside the urban growth area on property that fronts on, and take access to, a principal arterial with a minimum of 1,320 feet of frontage provided a shared access point is used. *Initiated by Planning Commission on 5/23/18.*

RECOMMENDATION: Staff recommends that the Planning Commission forward the proposed amendment, TA-18-0251, amending Chapter 12-318 of the Douglas County Zoning Regulations to the Board of County Commissioners with a recommendation for approval.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- None received

ATTACHMENTS

A. Draft Language

BACKGROUND

One of the changes brought about with the adoption of the Subdivision Regulations, December 19, 2006, was the creation of the certificate of survey process for residential land divisions in the unincorporated portion of the county. The Board of County Commissioners approved revisions to Chapter 9, Public Works of the County Code in April of 2008 adopting access management standards. These standards set minimum frontage requirements for residential properties based on the classification of the road they have frontage on and take access from. The *Zoning Regulations Unincorporated Territory of Douglas County, Kansas* were then revised implementing the new frontage requirements established in the access management standards for residential development parcels.

This text amendment was initiated following the Planning Commission's consideration of a variance request associated with a certificate of survey. The variance requested a reduction in the frontage requirement for residential development parcels that front on and take access from principal arterials outside of the urban growth area. The owner of approximately 20 acres located on E. 1650 Road / County Route 1650 had plans to divide the property into two residential development parcels. The property met the 20 acre requirement for a certificate of survey; but did not meet the 2,640 foot frontage requirement (one-half mile) for two residential development parcels. The Zoning Regulations require 1,320 foot of frontage (1/4 mile) for each residential development parcel on a principal arterial. The property had more than a quarter mile of frontage, but did not have the half mile required by Code. The property owner requested a variance from the minimum frontage and width requirement to permit the creation of two residential development parcels.

Staff reviewed the certificates of survey which had been completed since the adoption of the Subdivision Regulations in 2006 and found that few had occurred on properties outside of the urban growth area which had frontage on, and took access from, a principal arterial. (Table 1) Most of these had only one

residential development parcel that took access from the principal arterial. Of the two which had two residential development parcels taking access from the principal arterials:

- One was a reconfiguration of existing property lines and the frontage and width requirements were waived with the approval of an Access Restriction Agreement. An Access Restriction Agreement can be used to allow the creation of residential development parcels with less than the required frontage, provided the total required frontage is restricted so that the number of total access points permitted for a length of road are compliant with the access management standards. When an Access Restriction Agreement is approved, it isn't necessary for the residential development parcels to comply with the frontage or width requirements. (CSR-14-00051)

- The other was a division of 60 acres into two 30 acre residential development parcels (CSR-12-00285).

Certificate of Survey	Frontage	RDP Area	Road
CSR-3-5-09	1,835.29 feet	87.54 acres	N. 700 Road / County Route 460
CSR-12-00285	2,808.16 feet	30.563 acres 30.264 acres	U.S. Highway 40
CSR-14-00051	1,131 feet	10 acres 36.45 acres	N 300 Road / Highway 56
CSR-15-00440	1,354.87 feet	75.58 acres	N. 300 Road /Highway 56
CSR-15-00511	1,328.17 feet	26.87 acres	E 1700 Road / County Route 1055

Table 1. Properties divided with certificate of surveys on principal arterial since revision of Subdivision Regulations in 2006. (Shaded sections indicate certificates of survey with two residential development parcels.)

It was staff's opinion, based on the limited applicability of the standard since the adoption of the Subdivision Regulations in 2006, that the frontage requirement of one-half mile for two residential development parcels was very difficult to meet. Staff recommended approval of the variance request from the frontage/width requirement and further recommended that if the variance was approved, a text amendment should be initiated to revise the frontage/width standard. The Planning Commission approved the variance request and voted to initiate the text amendment at their May 23, 2018 meeting.

OVERVIEW OF PROPOSED AMENDMENT

The text amendment proposes the addition of a footnote to Article 13-318 of the Douglas County Zoning Regulations. The footnote would allow parcels outside the urban growth area that have frontage on, and that take access from, a principal arterial road to be divided into two residential development parcels with a minimum of 1,320 feet of frontage provided the residential development parcels utilize a shared access point.

The portion of the Zoning Regulations being revised is attached to this staff report (Attachment A).

CRITERIA FOR REVIEW AND DECISION-MAKING

Section 12-324 Changes and Amendments, of the Zoning Regulations provides the process for proposed text amendments, but does not include criteria for review and decision-making. The text amendment was reviewed with the following criteria that are similar to those in the City of Lawrence's Land Development Code:

1) Whether the proposed text amendment corrects an error or inconsistency in the Douglas County Zoning Regulations or meets the challenge of a changing condition;

The frontage and width requirements were established based on the classification of the roads the property fronts on, and takes access to, in accordance with the Douglas County Access Management Standards. The Access Management Standards are intended to limit the number of access points that are possible on each classification of road. These frontage standards were included in the Zoning Regulations and included a footnote that in the event that the County Engineer approves an access restriction agreement the minimum frontage and width standards may be reduced. (An access restriction agreement restricts the access for the total required frontage even though the entire frontage is not included in the certificate of survey.) In this way, the access points would be governed by the agreement and the driveway spacing would comply with the Access Management Standards even though the required width and frontage wasn't provided for each residential development parcel. This allowed the access points to comply with the standard of no more than one access point per 1,320 feet of road frontage for a principal arterial.

- The proposed language would allow one access point per 1,320 feet of road frontage; however, it is not achieved by placing restrictions on the road frontage adjacent to the parcel (to a total of 2,640 feet), but rather by requiring the residential development parcels to use a shared access.

The very limited use of the certificate of survey process for properties that front on and take access to a principal arterial indicates that the standard may not be reasonable. In order to create two residential development parcels from a property which takes access from a principal arterial, the property must have a minimum of a half-mile width of frontage of 2,640 feet.

2) Whether the proposed text amendment is consistent with the Comprehensive Plan and the stated purpose of the Douglas County Zoning Regulations

The general goal of the Comprehensive Plan is to provide "...*for the optimum in public health, safety, convenience, general social and physical environment and individual opportunities for all the residents of the community, regardless of racial, ethnic, social, or economic origin. It is the goal of the planning process to achieve a maximum of individual freedom, but public welfare must prevail."* (Introduction, page 3, *Horizon 2020)*

The proposed language would allow a maximum of individual freedom by allowing residential development parcels to be created on parcels which have the required area when they front on and take access to a principal arterial road. The proposed language would also protect the public welfare by maintaining the driveway spacing required in the access management standards.

Conclusion

The proposed amendment establishes regulations that would permit development of two residential development parcels on a principal arterial road with a total frontage width of 1,320 feet while maintaining the driveway spacing required by the Access Management Standards.

City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

PLANNING COMMISSION MEETING
September 26, 2018
Meeting Action Summary

September 26, 2018 – 6:30 p.m.
Commissioners present: Butler, Carpenter, Carttar, Kelly, Paden, Sands, Sinclair, Struckhoff, Willey
Staff present: McCullough, Crick, Day, Ewert, M. Miller, Pepper

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GENERAL BUSINESS

PLANNING COMMISSION ACTION SUMMARY
Receive and amend or approve the action summary (minutes) from the Planning Commission meeting of August 22, 2018.

Motioned by Commissioner Struckhoff, seconded by Commissioner Sands, to approve the action summary (minutes) from the Planning Commission meeting of August 22, 2018.

> Motion carried 8-0-1, with Commissioner Kelly abstaining. Commissioners Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Willey voted in the affirmative.

COMMITTEE REPORTS
No reports to receive from any committees that met over the past month.

Commissioner Struckhoff said the Metropolitan Planning Organization (MPO) Policy Board met and approved a slight change in the Unified Planning Work Program.

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST
- No ex parte.
- No abstentions.

GENERAL PUBLIC COMMENT
No general public comment.

PC Minutes 9/26/18

ITEM NO. 1 REZONING .150 ACRE FROM CS TO RS5; 829 MISSISSIPPI (BJP)

Z-18-00355: Consider a request to rezone approximately .150 acre from CS (Commercial Strip) District to RS5 (Single-Dwelling Residential) District, located at 829 Mississippi St. Submitted by Homes with Heart LLC, property owner of record.

STAFF PRESENTATION
Ms. Becky Pepper presented the item.

APPLICANT PRESENTATION
Ms. Bonita Yoder was present for questioning.

PUBLIC COMMENT
No public comment.

COMMISSION DISCUSSION
Commissioner Kelly inquired about the lot line and distance between houses.

Ms. Pepper said the standard interior side setback would be 5'. She said the setback could be less on one side if the other side exceeded the 5' setback. She said bay windows could be included in the setback.

Commissioner Sands asked if this would require the property line be changed after the rezoning.

Ms. Pepper said RS5 zoning would be an administrative change.

ACTION TAKEN
Motioned by Commissioner Sands, seconded by Commissioner Paden, to approve the request to rezone approximately 0.150 acres, from (Commercial Strip) District to RS5 (Single-Dwelling Residential) District based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

Commissioner Willey said it was a good fit and solved a problem in the neighborhood.

> Unanimously approved 9-0. Commissioners Butler, Carpenter, Carttar, Kelly, Paden, Sands, Sinclair, Struckhoff, and Willey vote in favor.

PC Minutes 9/26/18

ITEM NO. 2 SPECIAL USE PERMIT FOR LAWRENCE MEMORIAL HOSPITAL; 325 MAINE ST (SLD)

SUP-18-00363: Consider a Special Use Permit/Institutional Development Plan revision for the Lawrence Memorial Hospital for a 6,924 square foot Sterile Processing & Distribution Addition on the east side of the hospital building, located at 325 Maine St. Submitted by Landplan Engineering on behalf of Lawrence Memorial Hospital, property owner of record.

STAFF PRESENTATION
Ms. Sandra Day presented the item.

APPLICANT PRESENTATION
Mr. C.L. Maurer, Landplan Engineering, agreed with staff and was present for questioning.

PUBLIC COMMENT
Mr. Ernest Richardson, 215 Arkansas, said there was not adequate parking around the hospital.

COMMISSION DISCUSSION
Commissioner Kelly asked Mr. Richardson if parking was limited on certain days.

Mr. Richardson said parking was limited on Tuesday, Wednesday, and Thursday. He said it was limited on Tuesday and Wednesday due to the imaging machine taking up 18 parking spaces.

Mr. Maurer said part of the addition would include the imaging machine so it would no longer take up parking spots. He said the imaging machine would be transferred to the east side near the surgery center.

Commissioner Willey asked how many parking spaces the imaging machine currently blocked.

Mr. Maurer said about 18-20 parking spaces.

Commissioner Willey asked Mr. Richardson his thoughts about the imaging machine no longer taking parking spaces.

Mr. Richardson said it was something he would have to wait and see. He asked where the construction workers would park vehicles and construction equipment during the construction process.

Mr. Bob Bosley, ACI Boland Architects, said contractors are required to park off-site.

Mr. Richardson said it would be nice if the construction could stage equipment and park at the nearby vacant school property.

Commissioner Paden inquired about the non-motorized access and connectivity with the Lawrence Loop. She wondered if a 6' wide sidewalk could be required.

Ms. Day said a study was completed and presented to City Commission but that there was still discussion about what the ultimate alignment would be. She said there seemed to be a preference to

take the loop further north than through the LMH property. She said putting the sidewalk in as proposed was the short term solution.

Commissioner Kelly inquired about the institutional plan.

Ms. Day said the institutional plan becomes the master plan and typically gets brought forward when there is a specific project. She said if this had been approved in 2017 the building addition would have been processed as a site plan.

Mr. McCullough said the idea of the institutional development plan is to lay out the plan that has the potential to develop over time. He stated those plans change over time. He said the hospital had been trying to balance the parking issue for years.

Commissioner Kelly asked the applicant about the parking.

Mr. Maurer said time and money has impacted the parking. He said some of the services would be moved to the new west campus location.

Commissioner Carpenter asked how high the new addition would be.

Mr. Bosley said single story.

Commissioner Carpenter said he did not see the parking getting better for the neighborhood.

Commissioner Sands inquired about the Lawrence Loop connection crossing the hospital property and why it was mentioned in the staff report.

Ms. Day said the project still reserved space for the Loop to go through there if that was the ultimate alignment.

Commissioner Willey said she valued the community hospital and recognized they have many moving parts. She hoped the west campus would help reduce parking strain on the main campus. She said the hospital was aware of the parking difficulties. She said she would vote in favor of the Special Use Permit.

Commissioner Sands said he was in favor of the Special Use Permit but wished there was a long-term solution to the parking issue.

Commissioner Kelly said the plan met the Code for hospital parking and that was the purview of Planning Commission.

Commissioner Struckhoff said he was generally in favor of the Special Use Permit. He said he was hesitant to approve additional parking at the site unless there was a study conducted of the employee driving behavior to the hospital. He felt the number of cars driving to the hospital should be reduced.

ACTION TAKEN
Motioned by Commissioner Sands, seconded by Commissioner Sinclair, to approve a Special Use Permit, SUP-18-00363, for Lawrence Memorial Hospital, located at 325 Maine Street, and forwarding

the request to the City Commission with a recommendation of approval, subject to the following condition:

1. Prior to recording of the Institutional Development Plan with the Register of Deeds Office the applicant shall provide an exhibit/map (watershed map) indicating which table in the surface summary corresponds to the provided pervious/impervious table breakdown per the approved of the City Stormwater Engineer

Unanimously approved 9-0. Commissioners Butler, Carpenter, Carttar, Kelly, Paden, Sands, Sinclair, Struckhoff, and Willey vote in favor.

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ITEM NO. 3A COMPREHENSIVE PLAN AMENDMENT TO H2020, CHAPTER 6, COMMERCIAL LAND USE (SLD)

CPA-18-00365: Consider a Comprehensive Plan Amendment to Horizon 2020, Chapter 6, Commercial Land Use, related to development located at 2110, 2120 & 2130 Exchange Ct. Submitted by CFS Engineers, for Eastside Acquisitions LLC, property owner of record.

ITEM NO. 3B REZONING 4.31 ACRES FROM CO TO CC200; 2110, 2120, 2130 EXCHANGE CT (SLD)

Z-18-00364: Consider a request to rezone approximately 4.31 acres from CO (Office Commercial) District to CC200 (Community Commercial) District, located at 2110, 2120 & 2130 Exchange Ct. Submitted by CFS Engineers, for Eastside Acquisitions LLC, property owner of record.

Items 3A-3B were deferred prior to the meeting.

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ITEM NO. 4 TEXT AMENDMENT TO ZONING REGULATIONS; RESIDENTIAL DEVELOPMENT PARCELS (MKM)

TA-18-00251: Text Amendment to the Zoning Regulations revising the frontage and width requirements for Residential Development Parcels which front on, and take access from, a principal arterial to allow the creation of two Residential Development Parcels with a minimum of 1,320 ft of frontage; provided they share an access point on the roadway. *Initiated by Planning Commission on 5/23/18.*

STAFF PRESENTATION
Ms. Mary Miller presented the item.

PUBLIC COMMENT
No public comment.

COMMISSION DISCUSSION
Commissioner Willey inquired about the property that prompted the text amendment. She said that applicant was wanting to divide land into two parcels with each having separate access. She said that scenario wouldn't fall under this text amendment.

Ms. Miller said it would still come to Planning Commission for the variance.

Commissioner Willey wondered how many applicants requested a certificate of survey but it wasn't allowed due to the requirement that the text amendment would change.

Ms. Miller said she hadn't kept track but that there had been quite a few requests of people looking to divide their land on a principal arterial with lots of acreage but not much frontage so they weren't able to divide at all.

Commissioner Willey asked about the number of parcels allowed if access was limited to only one access within ¼ mile.

Ms. Miller said only two Residential Development Parcels (RDP) no matter how many acres.

Commissioner Willey inquired about the difference between a shared driveway and shared access.

Ms. Miller said shared driveways were no longer allowed unless with a Cluster Certificate of Survey but were called a cross-access easement. She said in the rural area shared access could only occur in the right-of-way.

Commissioner Struckhoff asked if the shared access would be on the lot line between the two parcels.

Ms. Miller said yes, it would have to be on the lot line, or if the topography did not allow them to be on the lot line they would dedicate additional right-of-way.

Commissioner Kelly wondered how many people had been turned away and if there would be more applications to divide property with this change.

Ms. Miller said not all of the people who had inquired had the ¼ mile frontage. She said some of the property owners only had 200' of frontage. She said the only way they could do a certificate of survey that way would be with a variance and the county engineer would have to approve it. She said property with ¼ mile of frontage was limited.

Commissioner Kelly wondered if there would be more rural subdivisions because of this.

Ms. Miller said there may be some but that she did not expect a dramatic increase.

Commissioner Willey inquired about subdivisions outside of the urban growth area.

Ms. Miller said subdivisions were no longer allowed unless in the A-1 or R-1 zoning districts. She said cluster certificates of survey were allowed in the urban growth area.

Commissioner Willey inquired about how corner properties were figured.

Ms. Miller said a person owns to the center line of the road.

Commissioner Willey said as Planning Commission moves into discussions of the new comprehensive plan there will be conversations about what kind of growth they want to see in the rural areas and what Planning Commission's role will be. She did not want to make a change before Planning Commission had a chance to discuss it further. She did not want to create a hardship for people but felt this was not quite the time to change it.

Commissioner Struckhoff said the county engineer's comments about a maximum of two RDP's while maintaining access distance seemed alright and would probably be alright in a future discussion regarding the comprehensive plan.

Commissioner Kelly said his interpretation of the county engineer's comments was regarding safety but it may not take into account development patterns and planning. He said they may end up with more rural subdivisions than they intended. He said he would like to have more discussions during the comprehensive plan process.

Mr. McCullough said it was a great discussion to have about how much division they want in the unincorporated county, how a code amendment would impact that, and what controls growth in the unincorporated county. He said growth could be controlled with access restrictions and the number of RDP's. He said the comprehensive plan may not hit this topic at a deep level. He recommended continuing the discussion with a deferral.

Commissioner Willey said she would be comfortable with a deferral to gain more information.

Commissioner Carpenter wondered how the text amendment would impact rural growth and how the city expands.

Commissioner Carttar wondered about a demand analysis of what the drivers were for lot splits to understand what types of parcels were most at risk for this type of subdivision.

Ms. Miller said she could try and figure out where the parcels were located that physically could be divided. She said there were many reasons why people divide land.

Commissioner Willey said this would only be on principal arterials; county highways and county routes.

Commissioner Carpenter asked if there were any other roads that were anticipated to be designated as major arterial roads over the next 20 years.

Ms. Miller referenced the Douglas County future maps.

ACTION TAKEN
Motioned by Commissioner Willey, seconded by Commissioner Carpenter, to defer the text amendment to the November Planning Commission.

> Motioned carried 9-0. Commissioners Butler, Carpenter, Carttar, Kelly, Paden, Sands, Sinclair, Struckhoff, and Willey voted in the affirmative.

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MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

MISC NO. 1 UPCOMING CALENDAR EVENTS

A possible quorum of the Planning Commission may attend the following events:

Planning Commission Social at the Chair's residence on Friday, October 12, 2018.
Start time of 6:30pm

Annual Planning Commission Orientation on Friday, October 19, 2018

ADJOURN 7:41pm

Memorandum
City of Lawrence-Douglas County
Planning & Development Services

TO: **Lawrence-Douglas County Metropolitan Planning Commission**

FROM: **Planning Staff**

DATE: **January 23, 2019**

RE: **Draft Comprehensive Plan 2040**

At their November 12, 2018 and December 17, 2018 meetings the Lawrence-Douglas County Metropolitan Planning Commission took public comment and discussed the draft of *Plan 2040*, A Comprehensive Plan for Unincorporated Douglas County & The City of Lawrence. The Planning Commission decided to dedicate time monthly to review and discuss each chapter in the plan. Topic discussion to date has included Chapter 1: Introduction and a portion of Chapter 2: Growth & Development.

Planning Commission will continue public comment and discussion during their monthly meetings, tentatively scheduled as follows:

Monday, February 25, 2019	Chapter 6: Natural Resources
Wednesday, February 27, 2019	Chapter 6: Natural Resources
Monday, March 25, 2019	Continued discussion of Chapter 2: Growth & Development
Wednesday, March 27, 2019	Chapter 4: Transportation
Monday, April 22, 2019	Chapter 3: Lawrence Neighborhoods & Housing
Wednesday, April 24, 2019	Chapter 5: Economic Development
Monday, May 20, 2019	Chapter 7: Community Resources Chapter 8: Appendix
Wednesday May 22, 2019	Final work & consideration

Action on the *Plan 2040* will not occur until after the commission completes their review as outlined above.