City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

Updated:
5/21/19 @ 6:30pm
Added February Planning Commission Minutes
Added Updated Draft Comprehensive Plan

5/20/19 @ 1:00pm
Added March Planning Commission Minutes
Added communications for Items 1 & 5 – Comprehensive Plan 2040

5/15/19 @ 6:00pm
Added staff memo to the Affordable Housing Advisory Board regarding Plan 2040
Added Misc No. 1 – Variance for 508 Michigan St

5/14/19 @ 5:00pm
Misc No. 1 – Variance for 508 Michigan St will be added when available
February & March 2019 Planning Commission Minutes will be added when available

LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
CITY HALL, 6 EAST 6TH STREET, CITY COMMISSION MEETING ROOM
AGENDA FOR PUBLIC & NON-PUBLIC HEARING ITEMS
MAY 20 & 22, 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 March 25 & 27, 2019.

Receive and amend or approve the action summary (minutes) from the Planning Commission meeting of April 22 & 24, 2019.

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.
- Receive staff memo to Affordable Housing Advisory Board regarding *Plan 2040*

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 (MAY 20, 2019) MEETING

PUBLIC HEARING ITEMS:
ITEM NO. 1 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Community Resources & Appendix, and final work and consideration.

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

MISC NO. 1 RESIDENTIAL LOT INVENTORY REPORT

Receive 2018 Residential Lot Inventory Report.

MISC NO. 2 AFFORDABLE HOUSING ARTICLE

The Lincoln Institute of Land Policy published an article authored by Anthony Flint, in their Land Lines Magazine, that puts forth the notion that a "new way of looking at the relationship between builders, government, and neighborhoods... could be one more step toward building cities that are livable for all." The article reviews a few different methods of addressing the housing affordability issue confronting the nation and appears to advocate for sharing in the value provided to property through zoning entitlements by requiring that affordable units be part of the development discussion.

Recess until 6:30pm on May 22, 2019

GENERAL BUSINESS:

PLANNING COMMISSION ACTION SUMMARY

Receive and amend or approve the action summary (minutes) from the Planning Commission meeting of February 25 & 27, 2019.

BEGIN PUBLIC HEARING (MAY 22, 2019):

COMMUNICATIONS

a) Receive written communications from staff, Planning Commissioners, or other commissioners.
b) Disclosure of ex parte communications.
c) Declaration of abstentions from specific agenda items by commissioners.
d) General public comment.

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

REGULAR AGENDA (MAY 22, 2019) MEETING

PUBLIC HEARING ITEM:

ITEM NO. 2A REZONING 3.27 ACRES FROM UR TO RS5; 3131 W 31st ST (KEW)

Z-19-00140: Consider rezoning approximately 3.27 acres from UR (Urban Reserve) District to RS5 (Single-Dwelling Residential) District, located at 3131 W 31st St. Submitted by Grob Engineering Services LLC on behalf of Peggy L. Burnett, property owner of record.

NON-PUBLIC HEARING ITEM:

ITEM NO. 2B PRELIMINARY PLAT FOR BURNETT ADDITION; 3131 W 31ST ST (KEW)

PP-19-00141: Consider a Preliminary Plat for Burnett Addition, located at 3131 W 31st St. Submitted by Grob Engineering Services LLC on behalf of Peggy L. Burnett, property owner of record.

PUBLIC HEARING ITEMS:

ITEM NO. 3 PRELIMINARY DEVELOPMENT PLAN FOR CASEY'S; 3111 NIEDER RD (SLD)

PDP-19-00139: Consider a Preliminary Development Plan for Casey's General Store, located at 3111 Nieder Rd. Submitted by Casey's Retail Company on behalf of Stonebridge Lawrence LLC, property owner of record.

ITEM NO. 4 CAPITAL IMPROVEMENT PLAN

Receive the City of Lawrence 2020-2024 Capital Improvement Plan and consider making a finding that the projects presented for inclusion in the Capital Improvement Plan are in conformance with the City's comprehensive plan *Horizon 2020*.

ITEM NO. 5 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include final work and consideration.

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

MISC NO. 1 VARIANCE FOR GREENTOUCH ADDITION; 508 MICHIGAN ST (SLD)

Consider a variance associated with Minor Subdivision, MS-19-00217, Greentouch Addition, located at 508 Michigan Street. Submitted by Grob Engineering Services LLC, for Jesson S. and Season I.S. Ross, property owners of record.

MISC NO. 2 QUORUM EVENT

A possible quorum of the Planning Commission may convene after the meeting to socialize at Free State Brewery.

ADJOURN

CALENDAR

April 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				

May 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	

June 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						

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

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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)			**Mar 25**	**Mar 27**
Apr 10	Food System Plan			**Apr 22**	**Apr 24**
May 8	*CANCELLED*			**May 20**	**May 22**
Jun 12	Akins Prairie Visit/Tour – 1850 North 1150 Rd http://www.klt.org/akin-conservation-easement/			**Jun 24**	**Jun 26**
Jul 10	2018 Residential Lot Inventory	APA Conference Recap	Retail Market	**Jul 22**	**Jul 24**
Aug 14	Soils & Agriculture			**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*	*Community Design Manual*
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 5/15/19

2019 PLANNING COMMISSION ATTENDANCE

	Jan 23 2019	Feb 25 2019	Feb 27 2019	Mar 25 2019	Mar 27 2019	April 22 2019	April 24 2019	May 20 2019	May 22 2019
Ashworth	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Butler	Yes	Yes	No	No*	Yes	Yes	Yes		
Carttar	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Carpenter	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Paden	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Sands	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Sinclair	Yes	Yes	Yes	Yes	No	Yes	Yes		
Struckhoff	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Weaver	Yes	Yes	Yes	Yes	Yes	Yes	Yes		
Willey	Yes	Yes	Yes	Yes	Yes	Yes	Yes		

* Was Present in Audience

2019 MID-MONTH ATTENDANCE

	Jan 9 2019	Feb 13 2019	Mar 13 2019	April 10 2019	May 8 2019	June 12 2019			
Ashworth		Yes	Yes	Yes	-				
Butler	No	No	Yes	Yes	-				
Carttar	Yes	Yes	No	Yes	-				
Carpenter	Yes	Yes	Yes	Yes	-				
Paden	Yes	No	Yes	No	-				
Sands	No	No	Yes	Yes	-				
Sinclair	Yes	No	Yes	No	-				
Struckhoff	Yes	Yes	Yes	Yes	-				
Weaver	Yes	Yes	Yes	No	-				
Willey	Yes	Yes	Yes	Yes	-				

City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

PLANNING COMMISSION MEETING
February 25 & 27, 2019
Meeting Action Summary

February 25, 2019 – 6:30 p.m.
Commissioners present: Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, Willey
Staff present: McCullough, Crick, Ewert, Kobe, M. Miller

GENERAL BUSINESS

PLANNING COMMISSION ACTION SUMMARY

Receive and amend or approve the action summary (minutes) from the Planning Commission meeting of January 23, 2019.

Motioned by Commissioner Sands, seconded by Commissioner Sinclair, to approve the January 23, 2019 Planning Commission action summary minutes.

Motion carried 10-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

COMMITTEE REPORTS

No reports to receive from committees.

COMMUNICATIONS/ EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Receive written communications from staff, Planning Commissioners, or other commissioners.
- Ex parte:
  Commissioner Willey said she spoke with Kim Bellemere of the Grassland Heritage Foundation, Jennifer Delisle with the Kansas Biological Survey, and Sasha Banks with the Kansas Permaculture Institute.
- No abstentions.

GENERAL PUBLIC COMMENT

No general public comment.

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PC Minutes 2/25/19

ITEM NO. 1 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Natural Resources.

STAFF PRESENTATION

Jeff Crick presented the item.

PUBLIC HEARING

Danielle Davey, Lawrence Board of Realtors, objected the community benefit in Chapter 2. She encouraged more input from the community.

Helen Alexander expressed concern for prairies being preserved and maintained. She felt it was wise to use native plants and landscaping.

Courtney Masterson expressed concern for protection of natural resources and valuable farmland. She supported the development of regulations that conserve sensitive lands to protect water, soil, and wildlife.

Dawn Buehler, Kansas Riverkeeper and Friends of the Kaw, spoke about river water quality and the importance of protecting the drinking water source. She asked that rivers, streams, and wetlands be protected with a vegetative stream setback. She requested that open spaces and sensitive lands be protected. She asked that the community benefit provisions be maintained. She also felt that native plants should be incorporated into public spaces. She asked Planning Commission to consider partnering with other counties to protect water sources in the entire area.

Sasha Banks expressed concern for air, water, and soil quality. She wanted to encourage the reduction of chemicals and pesticides being used on plants which get into the water supply. She also expressed concern about saltwater injection and fracking. She said she would like to see more natural native plants.

Karin Pagel Meiners expressed concern regarding saltwater injection wells and abandoned oil wells contaminating water sources. She wondered if wells were being plugged properly.

Larry Barts wondered how to determine what his land use was.

McCullough suggested Larry Barts make an appointment with staff to look at his property.

Jennifer Moody supported the protection of prairie and sensitive land.

Michael Almon, Sustainability Action Network, discussed the ecological crisis with the planet. He felt the environment chapter should take on much more strength and significance than it currently does. He felt it should be Chapter 2 instead of 6. He said the plan was a local way to address a global issue. He said the name of the chapter should be changed from Natural Resources to Food Production & Eco System Services.

Thad Holcombe, Lawrence Ecology Teams United for Sustainability (LETUS), said the language of 'natural resource' should be removed because it continues the idea of it being a commodity. He felt Chapter 6 should be moved to Chapter 2.

Teresa Wilke said she would like to see the Sustainability Advisory Board recommendations regarding energy efficiency incorporated into *Plan 2040*. She said the Board of County Commissioners just passed a rural on open planning and having spaces connected and she felt *Plan 2040* should reference that.

Pennie von Achen expressed concern about much of the substance of the plan being removed. She wondered how Planning Commission would defend land use decisions when there would only be ambiguous ideas in *Plan 2040*. She felt the plan should be strengthened, not abbreviated. She urged Planning Commission to revisit the language of *Horizon 2020* Environment Chapter and incorporate that into *Plan 2040*. She felt advice from an ecological professional should be enlisted to see if actions should be included in the plan because Chapter 6 required specific expertise.

Shirley Braunlier supported the protection of prairies and wildlife.

Cathy Dwiggins, Heritage Conservation Council, supported the protection of natural and cultural resources of Douglas County.

Kris Hicks expressed concern about animals being able to travel through areas out of harms way.

Peggy Robinson supported comments made by others.

Jasmin Moore, Lawrence-Douglas County Sustainability Director, said last Wednesday the County Commission received a presentation from the Sustainability office regarding an open space conversation. She said the Commission directed staff to developer a charter that would develop the scope of work to figure out what a parks and open space plan could look like for Douglas County. She said it was in the very beginning stages of a long process.

COMMISSION DISCUSSION

Commissioner Willey asked what qualified as an advisory board.

Crick said groups currently active and meeting with some kind of City or County appointee.

McCullough said throughout the document advisory boards were established by one of the two governing bodies to advise them on decisions regarding land use and policies of the comprehensive plan, for the most part.

Commissioner Willey said Heritage Conservation Council and Food Policy Council would meet that threshold.

Crick said Heritage Conservation Council was listed under Chapter 7, Historic Resources, and Food Policy Council was listed for 7.E., Food System Development.

Commissioner Willey recommended listing Heritage Conservation Council and Food Policy Council as contributors to Chapter 6.

Commissioner Willey said she liked the Friends of the Kaw suggested language for the definition of watershed in the sidebar on page 56, Chapter 6:
'Watersheds consist of surface waters such as rivers, streams, lakes and wetlands, as well as all of the groundwater under the soil. A watershed is more than a drainage area in and around our communities, it provides drinking water for people and wildlife, diverse native landscapes, wildlife habitat, nourishes our gardens, produces energy and is the basic foundation for life. Protection of our natural resources and our watershed is essential to maintain the health of all living things.'

Commissioner Ashworth liked the list of water bodies to help understand what a watershed includes.

Commissioner Sands asked if there was specific legal protection for watersheds.

McCullough said he was not sure. He said there were programs established in some watersheds to help protect them but he did not know about specific legal protections.

Commissioner Willey suggested adding a sidebar to define geologic floodplain in Chapter 6:
'It encompasses the relatively flat area of ground adjacent to a river or stream stretching from the active channel to the outer edges of the valley. Floodplains are formed mainly of sediments deposited by moving water. For discussion of flooding, this document will refer to the FEMA map delineating FEMA floodplain and FEMA floodways which will not always co-occur with the geologic floodplain.'

Commissioner Willey suggested incorporating language provided by the Biological Survey for the definition of sensitive lands on page 57:
Sensitive lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of sensitive lands reduces vulnerability to natural hazards and enhances quality of life.
These include:

- *Rare Plant and Animal Habitats*
- *Floodway and Floodplain*
- *High Quality Agricultural Soils*
- *Native Prairies*
- *Native Woodlands*
- *Urban Tree Canopy*
- *Wetlands & Stream Corridors*
- *Stream Corridors*
- *Steep Slopes*

Commissioner Paden wondered about habitats of rare plants and animals versus endangered species habitats.

McCullough asked what source to use to determine habitat of rare plants and animals.

Commissioner Paden said probably the Biological Survey.

McCullough said it would need to be explored and translated into the Code. He said it would need to be defined or shown on a map.

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Jennifer Delisle, Kansas Biological Survey, she said rare was a little more encompassing. She said the native prairie and native woodland would be the habitat for rare plants and animals. She said rivers and streams also needed to be considered as habitat for rare aquatic species.

Commissioner Butler asked what was considered rare and where would those be found.

Delisle said the Biological Survey maintains a list of rare species in Kansas. She said it was a working document and was maintained on a website.

McCullough said protecting sensitive lands provides protection of wildlife habitats. He said it was a balance between the development community and all interests.

Commissioner Willey suggested adding a definition for Ecosystem Services to the sidebar in Chapter 6:

Ecosystem services are the set of known and unknown beneficial outcomes of healthy functioning biological systems.
They may include:

- *Flood Control*
- *Erosion Control*
- *Water Purification*
- *Pollination*
- *Refuge for Beneficial Insects*
- *Carbon Sequestration*
- *Nutrient Cycling*
- *Food Production*

Commissioner Willey suggested language changes on page 58 to the definition of indoor air quality:

Many people associate air quality with emissions that are outside of buildings. However, indoor air quality can be equally as important. Air quality has a profound effect on the environment and human health.
Indoor Air Quality includes:

- *Control of airborne pollutants, such as secondhand smoke, radon, paint fumes, etc.*
- *Introducing and distributing outdoor air adequately*
- *Proper temperature and relative humidity*

Commissioner Willey suggested language changes to the sidebar topic of *What are High-Quality Agricultural Soils*?:

High Quality Agricultural Soils are locations that have been graded as being the best land for agricultural production. This includes 2 classes:

- *Class 1: Soils in this class are best suited for cultivated crops, pasture, range, woodland, and wildlife. They are deep, generally well drained, easily worked, and less prone to erosion. In Douglas County, soils of this class occur only in the geologic floodplain along larger drainages.*
- *Class 2: They require careful management to prevent deterioration or to improve air and water relations when cultivated. The limitations are few, and the necessary management is easy to apply. The soils may be used for cultivated crops, pasture, range, woodland, or wildlife food and cover. These occur within the geologic floodplain of rivers and streams of all sizes in the county, and on level uplands where windblown silt is a major component.*

Commissioner Sands inquired about the order of the chapters.

Crick said it was a carryover from *Horizon 2020* and that it did not imply priority.

Commissioner Butler did not see a reason to reorder the chapters. She said she appreciated the comments about the order of the chapters but that Planning Commission was not saying it was not important by not moving it forward in the document.

Commissioner Willey said she was happy with the current order of the chapters but she agreed with reframing the thought process.

Commissioner Struckhoff appreciated that the chapter order did not indicate priority.

Commissioner Carttar supporting moving Chapter 6 to Chapter 2.

Commissioner Struckhoff said Chapter 6, Natural Resources, does lay out framework under which the following chapters could be understood. He said it would make sense to move it forward in the document.

Commissioner Willey said in terms of importance she was comfortable with the chapter being in either space. She supported leaving the chapter called Natural Resources.

Commissioner Sinclair said natural resources was woven through the entire document. He said it was an important issue but not necessary to move it forward. He said it was a matter of perspective.

Commissioner Carttar said it was a matter of logical sequence and creating context by putting it first.

Commissioner Willey said she was cautious about reformatting the document. She said she was inclined to leave the chapter where it was because they don't want to send the message that the last chapter is the least important.

Commissioner Paden liked the title of Environment and Natural Resources for Chapter 6.

Other Planning Commissioners agreed by nodding their heads.

Commissioner Carttar said it made sense to delay the possible reordering of chapters until the end, but not necessarily by priority.

Planning Commission discussed the vision statement. They agreed to accept it as is.

Commissioner Willey suggested changes to the Goals section on page 56, Chapter 6:
*~~'From recreation to drinking sources,~~ **W**ater plays a vital role in both our natural and built environments. Managing water resources ensures that water quantity and quality ~~is~~ are maintained ~~for a~~ from drinking sources, and ~~for~~ ecological and recreational purposes. It also is vital to help limit and mitigate flooding in areas throughout our community.'*

Commissioner Willey proposed language changes on page 56, Chapter 6. Planning Commission agreed on the following changes:

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1. *'Manage ~~all~~ water resources to ~~protect~~ ensure continued natural habitat~~s~~, ecosystem services ~~mitigate hazards, and ensure water quality~~.'*
1.4 *'Develop stream corridor buffers ~~to preserve and enhance natural water features~~.'*
1.6 *'Encourage minimal and appropriate use of fertilizer, pesticides, and other chemicals ~~to reduce stormwater pollutants, maintaining water quality through watershed protection measures~~.'*
1.11 *'Promote voluntary water usage reductions ~~and encourage site design best management~~.' ~~practices~~.*
1.12 *'Encourage site design best management practices.'*

Commissioner Willey proposed the following change on page 57, Chapter 6:
*'**Land resources**, such as woodlands, prairies and soils, provide wildlife habitats and ~~open space~~ ecosystem services. Preserving and maintaining these resources provides both economic and quality of life benefits.'*

Commissioner Willey suggested swapping 2.1 and 2.4 on page 57.

McCullough suggested the following change on page 58. Planning Commission agreed.
2.7 *'Protect high-quality agricultural soils, as ~~defined~~ identified in each Specific Land Use Plan, as the community develops to urban densities.'*

Commissioner Willey suggested the following language change on page 58, Chapter 6.
2.8 *'Protect ~~high-quality agricultural soils in rural areas that exist in significant,~~ contiguous amounts of agricultural land in rural areas for continued productive ~~use in the~~ future use.'*
2.9 *'Promote agricultural practices that mitigate erosion and preserve and enhance soil fertility for future productivity.'*
~~2.9~~ 2.10 *'Protect native ecosystems by addressing invasive species, with ~~priority~~ preference given to non-chemical methods.'*
Planning Commission discussed adding the following to page 58, Chapter 6:
2.11 *'Develop programs to preserve and promote open spaces throughout Douglas County.'*

Commissioner Carttar proposed the following language change on page 58, Chapter 6:
*'**Air pollution** has a profound impact on the environment. ~~and~~ It leads to water and soil contamination, impacts community health ~~impacts~~, and contributes to adding greenhouse gases to the environment.'*

Commissioner Willey read language suggested by the Kansas Riverkeeper for page 59, Chapter 6:
4. ***'Properly manage natural resources to ensure sustainability, marketability, ~~and~~ environmental ~~quality~~ protection, and value for the community.'***

Commissioner Willey proposed adding additional language to page 59, Chapter 6:
4.4 *'Work to move sand dredging out of the Kansas River and into the floodplain to protect riparian habitat and reduce upstream erosion of banks and destabilization of infrastructure.'*
4.5 *'Exceed state standards for reclaiming extraction operations.'*

PC Minutes 2/25/19

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

Motioned by Commissioner Carpenter, seconded by Commissioner Sands, to recess until 6:30pm on February 27, 2019.

Motion carried 10-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor of the motion.

Recess at 10:54pm until 6:30pm on February 27, 2019

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PC Minutes 2/27/19

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Reconvene February 27, 2019 – 6:30 p.m.

Commissioners present: Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, Willey
Staff present: McCullough, Crick, Ewert, Larkin, M. Miller, Mortensen, Pepper, Weik

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BEGIN PUBLIC HEARING (FEBRUARY 27, 2019):

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Ex parte:
  Commissioner Willey said she had a brief conversation with Pennie von Achen regarding the comprehensive plan and a conversation with Tonya Voigt, County Zoning & Codes, regarding Item 8.
  Commissioner Carttar said he received an email from his sister-in-law, a neighbor of Item 5, expressing opposition to the item. He said he would disclose the details during the discussion of the item.
  Commissioner Struckhoff said he spoke with City Commissioner Stuart Boley about his position on non-owner occupied short-term rentals. He asked staff to respond to Commissioner Boley's concerns.

  Scott McCullough said as staff prepared information and staff report templates for short-term rentals it was important to highlight the transient nature of the use. He said people who occupy the homes on a temporary basis are transient, much like a hotel or bed and breakfast use. He said that was built into the program with every short-term rental being transient in nature and should not be an element used against an application coming forward since they all share that element. He said City Commissioner Boley expressed concern about how staff presented that to the Planning Commission with a paragraph in the staff report talking about the transient nature and how it should not necessarily be held against an application. He said some could interpret that language to tilt the scale toward short-term rentals. He said a Special Use Permit request considers all criteria. He encouraged Planning Commission to consider testimony from the public and analyze issues whether they are unique to a Special Use Permit for any given area. He said there are unique neighborhoods and they need to be reviewed in the context of the neighborhood. He said things such as traffic, street design, scope and scale of the house need to be fully discussed in order to help the governing body as items move forward.

- No abstentions.

GENERAL PUBLIC COMMENT
No general public comment.

PC Minutes 2/27/19

ITEM NO. 3 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 1500 RHODE ISLAND ST (BJP)

SUP-18-00571: Consider a Special Use Permit for a non-owner occupied short-term rental, located at 1500 Rhode Island St in RS5 (Single-Dwelling Residential) Zoning District. Submitted by Jones Group LLC, property owner of record.

STAFF PRESENTATION
Becky Pepper presented the item.

APPLICANT PRESENTATION
Barbara Jones was present for questions.

PUBLIC HEARING
No public comment.

COMMISSION DISCUSSION
Commissioner Willey asked if the Special Use Permit was for the main dwelling or detached dwelling.

Pepper said the property contained a single-family residence. She said the detached dwelling was the main structure.

Commissioner Sands said with guidance from the City Commission would staff's assessment of the golden criteria be included for short-term rentals.

McCullough said the staff report would not change much. He said staff's intent was not to tip the scale to the industry. He said neighborhoods would have valid issues that should not be discounted just because the program was adopted. He said many of the short-term rentals would be fairly similar in context. He said staff was looking for homes and areas where the context may be atypical, such as a large house or too many short-term rentals in a neighborhood. He said there wasn't criteria for that but it could be an evolution of the discussion.

Commissioner Carpenter asked for the long-term rental licensing map to be shown on the overhead. He said the character of the neighborhood should be discussed.

McCullough said over time Planning Commission may need to create a portfolio of typical short-term rental Special Use Permits. He said short-term rental Special Use Permits were a new use and unique. He said it was similar to a Home Occupation or Bed and Breakfast in terms of its impact from a zoning perspective.

Commissioner Carpenter said short-term rentals were making some properties more attractive to purchase and convert because of the increase in generated income. He felt that would put more pressure on housing stock in neighborhoods. He said 1500 Rhode Island was one of the most kept houses on the block. He appreciated seeing the positive reviews from past users and the occupancy restrictions listed by the applicant on Airbnb.

Commissioner Struckhoff appreciated the reviews and information provided by the applicant. He wondered about properties being used for short-term rental and complaints on Airbnb.

McCullough said it would have to be submitted to enforcement staff as a complaint. He said there were multiple platforms that facilitate the short-term rental use, such as Airbnb. He said testimony could be considered but the Code was not seeking that information.

Commissioner Struckhoff said 1500 Rhode Island was one of the best kept houses on the block but the appearance of a house does not necessarily mean it was suitable every time for short-term rental. He said he was inclined to support the Special Use Permit. He liked the idea of using a map to track where the non-owner occupied short-term rental Special Use Permits were located. He asked staff to encourage applicants to submit additional information, such as Airbnb reviews, with their application.

Willey said short-term rentals already exist but their impact on the community was unknown. She said the only way to learn about the impact to the community is to know where the short-term rentals are located and monitor them. She felt issuing Special Use Permits was the first step in that process. She said she understood the City Commission comments about not giving too much weight to the industry but it was what would further the gain of information about what impact they have. She said there were concerns about them harming hotel uses and affordable housing but that impact would not be known until data could be put toward it. She said she would vote in favor of this Special Use Permit.

Carpenter said it would be helpful for applicants to provide reviews from the platforms they advertise on.

ACTION TAKEN
Motioned by Commissioner Sands, seconded by Commissioner Carttar, to approve the Special Use Permit, SUP-18-00571, for a non-owner occupied *Short Term Rental* use located at 1500 Rhode Island 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, which allows a maximum number of 3 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.

Unanimously approved 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

DRAFT

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ITEM NO. 4 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 1321 NEW HAMPSHIRE ST (KEW)

SUP-18-00611: Consider a Special Use Permit for a non-owner occupied short-term rental, located at 1321 New Hampshire St in RS5 (Single-Dwelling Residential) Zoning District. Submitted by Kern Inc on behalf of Rayna Burkhart, property owner of record.

STAFF PRESENTATION
Katherine Weik presented the item.

APPLICANT PRESENTATION
Rayna Burkhart said she inherited the property and was working to restore the home. She said she appreciated having the rental income to work on repairing it. She said she was currently living with her mother and she intended to move into 1321 New Hampshire after her mother passes away. She said Airbnb has a badge called a 'super host' and a rating system. She said she had a 4.9 rating and was a 'super host' on the Airbnb site. She said her neighbors supported her using the house as a short-term rental.

PUBLIC HEARING
Courtney Shipley said she had no concerns with 1321 New Hampshire but wondered how the number of unrelated people would be enforced.

COMMISSION DISCUSSION
McCullough said it was a challenge. He said staff had some abilities through comments, testimonies, and evidence from neighbors, as well as website information. He said it starts with a complaint, then grows into an evidence gathering phase, then contact with the Special Use Permit holder, and then pursing compliance. He said occupancy limits were in place today.

Commissioner Willey wondered if it was possible to require as a condition for applicants to list on the advertising site, such as Airbnb, the occupancy level.

McCullough said it may be a technical challenge to include that on all platform websites. He said it was not currently required but it could be explored.

Commissioner Sands said he liked the idea of occupancy level requirements being listed as part of platform website advertisements.

McCullough said the applicant is required to sign off on the rental license that they understand the City Code related to occupancy.

Commissioner Sands said it would be valuable to have one combined map with non-owner occupied and owner occupied short-term rentals.

Crick said staff was working on a map.

ACTION TAKEN
Motioned by Commissioner Sinclair, seconded by Commissioner Paden, to approve the Special Use Permit, SUP-18-00611, for a non-owner occupied *Short Term Rental* use located at 1321 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 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 6-1304(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.

Unanimously approved 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

DRAFT

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ITEM NO. 5 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 630 INDIANA ST (LRM)

SUP-18-00625: Consider a Special Use Permit for a non-owner occupied short-term rental, located at 630 Indiana St in RS5 (Single-Dwelling Residential) Zoning District. Submitted by Charles and Leda Sedlock, property owners of record.

STAFF PRESENTATION
Luke Mortensen presented the item.

Commissioner Carttar shared ex parte communications. He said he received an email from his sister-in-law, Mary Frances Ellis, today. He read it out loud:

"To the Metropolitan Planning Commission,
I am writing today in response to a letter I received regarding the special use permit for a non-owner occupied short-term rental property located at 630 Indiana St. in an RS5 Zoning District. I live across the street (633 Indiana) from the above referenced home. My husband, Paul Carttar, and I have a strong objection to this type of non-owner occupied short term rental property. It is a direct contradiction to the single dwelling residential neighborhood we thought we moved into a year ago.
In the past year there have been 2 disturbing incidents related to this property:
1. My daughter was awakened by gunshots outside of our house at 1 am in the morning about 9 months ago. When we woke, a police car was in front of our house investigating the gunfire. The police officer told us that someone had shot and hit the car belonging to the renters at the airbnb across the street. The shot went through the front door and out the other side.
2. My husband and I were sitting in our family room a month ago when we heard someone rattling our doorknob trying to get into our house. My husband opened the door to see a confused man. He didn't remember the address of his airbnb but knew the door was unlocked so he was trying random doors to see if any would open. This was particularly disturbing as it was fairly late in the evening and we were obviously startled by this frightening intrusion.
I have spoken to other neighbors on our block just doors away from the property in question who say they did not receive the notification I did but who are not in favor of this type of non-owner occupied short term rental in a single family residential neighborhood.
This type of housing has a destabilizing influence in a neighborhood and reduces the friendships you make with your neighbors. For these reasons we are opposed to non-owner occupied short term rentals."

APPLICANT PRESENTATION
Charlie Sedlock said he and his wife previously lived at 630 Indiana Street and they loved the neighborhood. He said he was a 'super host' on Airbnb with a 5-star rating. He encouraged Planning Commission to look at the ratings and reviews. He said most of his guests were Kansas University alumni visiting Lawrence. He said most of the guests only drive one vehicle to the site. He felt the appearance and character of the property fit into the neighborhood. He said regarding the gun shot last year during March Madness the police investigated it (police report L18019646) and they determined it was a random shot from a passerby and would have happened regardless of the short-term rental use. He said he was very concerned about the gun shot but that it had no correlation to the use of his property. He said a number of the neighbors had provided him with positive feedback so he was unaware of any other issues. He recalled Mary Frances Ellis and Paul Carttar inquiring

about possibly renting 630 Indiana Street over the holidays. He said he was not competing with a hotel because it was a different kind of guest who wants to experience Lawrence.

Commissioner Carpenter asked if the property had been used as a long-term rental.

Sedlock said yes. He said it was a long-term rental since the late 1990's but had recently become tougher to rent. He said renters were more interested in living in newer complexes with amenities such as covered parking, swimming pool, etc.

Commissioner Carpenter asked when the property was switched to short-term rental.

Sedlock said about a year ago.

PUBLIC HEARING
No public comment.

COMMISSION DISCUSSION
Commissioner Carttar asked the applicant if the neighbors could be provided with his contact information.

Sedlock said he would be more than happy to share his contact information with the neighbors.

Commissioner Ashworth expressed concern about the number of short-term rentals possibly taking away affordable housing stock.

McCullough said it was a small enough scale today not to impact the housing stock. He said there were many articles that highlight that exact issue and impact in other cities. He said even in those cities where it causes an impact it was very hard to say it can't be done. He said most cities were taking the route of regulating it. He said the conventional wisdom was to regulate them, know where they are, understand the impacts, and react accordingly.

Commissioner Willey said this could be a response to the competition from the influx of large luxury multi-family complexes.

Commissioner Carttar wondered about the threshold at which it was appropriate to decline a Special Use Permit short-term rental. He wondered about the revocation of the permit.

McCullough said when a Special Use Permit is revoked it is because they are not complying with conditions or the Code in some way. He said if they remain in compliance with the Code then the benefits of the permit should remain.

Commissioner Willey said there was not currently a threshold to the number of short-term rentals in a neighborhood and that would be part of the ongoing discussion. She asked if Planning Commission had concerns about the unique parking situation.

Commissioner Sands said it was already non-conforming. He had concerns about the parking but felt it could not prohibit approval of the Special Use Permit since it was by no fault of the owner.

ACTION TAKEN

Motioned by Commissioner Weaver, seconded by Commissioner Struckhoff, to approve the Special Use Permit, SUP-18-00625, for a non-owner occupied *Short Term Rental* use located at 630 Indiana 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 zero spaces; therefore, the maximum number of guest rooms that may be rented on a short-term basis is limited to two.

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.

Commissioner Struckhoff not sure whether an arbitrary parking limit of two was good.

Commissioner Sands said as Planning Commission develops additional criteria for short-term rentals police calls for service would be good information to have.

Commissioner Willey said there were many factors that may go into a police call for service.

Commissioner Carttar said he would support examining the prospect for amending the Code to allow for some sort of renewable permit in the future.

Unanimously approved 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

McCullough recapped Planning Commission discussion regarding short-term rental suggestions; revise application to seek voluntary information on platform user comments, include a snapshot of rental map in packet information, explore requiring occupancy limits on the software platform as

either a Special Use Permit condition or Code requirement for the entire program, require contact information be shared with neighbors, and time limits on Special Use Permits.

DRAFT

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ITEM NO. 6 REZONING .15 ACRES FROM CS TO RS5; 1912 MASSACHUSETTS ST (BJP)

Z-18-00496: Consider rezoning approximately .15 acres from CS (Commercial Strip) District to RS5 (Single-Dwelling Residential) District, located at 1912 Massachusetts Street. Submitted by BLC Properties LLC, on behalf of Leslie Dunham and Martin Camino, property owners of record.

Item No. 6 was deferred prior to the meeting.

DRAFT

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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. *Deferred by Planning Commission on 1/23/19.*

STAFF PRESENTATION
Mary Miller presented the item.

APPLICANT PRESENTATION
Rich Eckert, Mid-States Ventures, was present for questioning. He requested to reduce the performance bond amount to $3,000. He said reclamation costs continue to decrease because of efficiency in the process. He said the machinery was better now than it used to be.

PUBLIC HEARING
No public comment.

COMMISSION DISCUSSION
Commissioner Willey said she appreciated receiving the bid information. She said she was comfortable with the $5,000 per acre performance bond amount.

Eckhert said he would like to see the amount applied to all businesses going forward.

Commissioner Carpenter said he was inclined to give great deference to the county estimates. He said the amount was taking into consideration the worst case scenario. He was comfortable with the $5,000 per acre amount.

Commissioner Weaver said he was happy to see it would be going back to native grasses. He expressed concern about getting the native grasses established. He asked the applicant if he would use nurse crops.

Eckhert said yes.

ACTION TAKEN
Motioned by Commissioner Carttar, seconded by Commissioner Paden, to approve the Conditional Use Permit, CUP-18-00570, to reduce the amount of the performance/reclamation bond required for Big Springs Quarry, located at 2 N 1700 Rd, Lecompton, and forwarding to the Board of County Commissioners with a recommendation for approval of a reduction of the performance bond amount noted in Condition 10(b) and (c) in the Restrictions and Conditions of use from $40,000 per acre to $5,000 per acre based on the findings of fact in the staff report and memo, subject to the following revised restrictions/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 **$50,000.00** ~~$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 **$50,000.00** ~~$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.

Unanimously approved 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

DRAFT

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ITEM NO. 8 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 & 1/23/19.*

STAFF PRESENTATION
Mary Miller presented the item.

PUBLIC HEARING
No public comment.

COMMISSION DISCUSSION
Commissioner Willey said Tonya Voigt, Douglas County Planning & Zoning Coordinator, recommended tabling this until work on the County Zoning Code was complete to determine if the amendment was necessary.

Commissioner Carpenter wondered about the frequency of requests.

Miller said one applicant was waiting on the text amendment to see if they should apply for a variance.

ACTION TAKEN
Motioned by Commissioner Struckhoff, seconded by Commissioner Carpenter, to table text amendment, TA-18-00251, to the Subdivision Regulations.

Unanimously approved 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

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ITEM NO. 2 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Natural Resources.

COMMISSION DISCUSSION

Planning Commission continued discussion regarding Chapter 6, Natural Resources.

Planning Commission continued their discussion regarding adding additional language to page 59, Chapter 6:

4.4 *'Work to move sand dredging out of the Kansas River and into the floodplain to protect riparian habitat and reduce upstream erosion of banks and destabilization of infrastructure.'*

4.5 *'Exceed state standards for reclaiming extraction operations.'*

Commissioner Ashworth suggested the following changes on page 59, Chapter 6:

5.1 *'Manage solid waste by emphasizing reducing, reusing, and recycling across all industries, households, and institutions.'*

5.3 *'Encourage ~~recycling~~ composting, donations, and other efforts throughout Douglas County to reduce the amount of ~~material and~~ food deposited in landfills.'*

Commissioner Paden suggested adding the following to page 58, Chapter 6:

2.12 *'Encourage the use of native plantings.'*

Commissioner Ashworth suggested the following change to page 59, Chapter 6:

*'Many of the factors that impact the natural environment in Douglas County are created by urban settings and climate change. Efforts to improve the **urban environment** can serve to protect and sustain our environment and natural resources.'*

Commissioner Ashworth suggested the following change to page 60, Chapter 6:

6.1 *'Adopt a climate change adaptation and mitigation plan incorporating potential climate change scenarios and identifying specific actions to reduce greenhouse gas risk and exposure from hazards.'*

Commissioner Carttar suggested the following language on page 60, Chapter 6:

6.4 *'Develop a sustainable, interconnected multi-modal transportation system.'*

Planning Commission discussed the following changes on page 60, Chapter 6:

6.5 *'Promote sustainable building practices by leading and promoting green building standards and practices, and by creating incentives and reducing barriers to improve opportunities for distributed generation of renewable energy sources.'*

6.6 *'Promote responsible use and conservation of energy and natural resources ~~by enhancing current building codes to~~ for increasing energy efficiency of new construction and significant remodels.'*

Commissioner Willey suggested splitting 6.8 on page 60 into two parts:

6.8 *'Develop strategies for energy conservation in existing buildings ~~and adaptive reuse of existing structures~~.'*

6.9 *'Develop strategies for the adaptive reuse of existing structures.'*

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MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

ADJOURN 10:00pm

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Complete audio & video from this meeting can be found online:
https://lawrenceks.org/boards/lawrence-douglas-county-metropolitan-planning-commission/

City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

PLANNING COMMISSION MEETING
March 25 & 27, 2019
Meeting Action Summary

March 25, 2019 – 6:30 p.m.
Commissioners present: Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, Willey
Staff present: McCullough, Crick, Day, Ewert, Kobe, Larkin, Mortensen, Weik

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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 December 17 & 19, 2018.

Motioned by Commissioner Struckhoff, seconded by Commissioner Carttar, to approve the December 17 & 19, 2018 Planning Commission action summary minutes.

> Motion carried 8-0-1 with Commissioner Ashworth abstaining. Commissioners Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

COMMITTEE REPORTS

No reports to receive from committees.

COMMUNICATIONS/ EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Receive written communications from staff, Planning Commissioners, or other commissioners.
- Ex parte:
  Commissioner Sands said he talked with Bobbie Flory regarding some of her comments on the Growth & Development chapter of *Plan 2040*.
  Commissioner Willey said she spoke with Hugh Carter, Bobbie Flory, Danielle Davey, Scott Zaremba regarding the community benefit policy of Chapter 2 of the comprehensive plan. She stated all of the discussions would come out in dialogue during public comment.
- No abstentions.

GENERAL PUBLIC COMMENT

No general public comment.

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Recess LDCMPC
Convene as the Airport Zoning Commission

ITEM NO. 2A SITE PLAN FOR LAWRENCE MUNICIPAL AIRPORT; 1910 N AIRPORT RD (SLD)

Airport Zoning Commission: Site Plan, SP-19-00029, for 1910 N Airport Rd. Submitted by Landplan Engineering Services and Hetrick Air Services Inc, on behalf of the City of Lawrence, property owner of record.

ITEM NO. 2B VARIANCE FOR LAWRENCE MUNICIPAL AIRPORT ADDITION NO. 3; 1910 N AIRPORT RD (SLD)

MS-19-00035: Sidewalk variance associated with a Minor Subdivision for Lawrence Municipal Airport Addition No. 3, located at 1910 N Airport Rd. Submitted by Landplan Engineering Services and Hetrick Air Services Inc, on behalf of the City of Lawrence, property owner of record.

STAFF PRESENTATION
Sandra Day presented items 2A-2B together.

Chuck Soules, Assistant Director of Municipal Services & Operations, was present for questions.

PUBLIC HEARING
No public comment.

ACTION TAKEN on Item 2A
Motioned by Commissioner Struckhoff, seconded by Commissioner Sands, as the Airport Zoning Commission, finds that the application conforms to the Airport Overlay District Regulations and the proposed site plan be approved.

Motion carried 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

Adjourn Airport Zoning Commission
Reconvene LDCMPC

ACTION TAKEN on Item 2B
Motioned by Commissioner Struckhoff, seconded by Commissioner Sands, to approve the variance requested for a minor subdivision, MS-19-00035, to allow partial construction of a public sidewalk along Airport Road and to defer the requirements to construct Bryant Way and the corresponding public sidewalk along the south side of proposed Lot 2.

Motion carried 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

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ITEM NO. 3 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 545 OHIO ST (KEW)

SUP-19-00019: Consider a Special Use Permit for a non-owner occupied short-term rental, located at 545 Ohio St in RS5 (Single-Dwelling Residential) Zoning District. Submitted by Al Un and Lyndsie Un on behalf of Hui C. Un and Yung Y. Un, property owners of record.

STAFF PRESENTATION
Katherine Weik presented the item.

APPLICANT PRESENTATION
Al Un and Lyndsie Un were present for questions.

PUBLIC HEARING
Amanda Jay, 523 Louisiana St, expressed concern about the safety of children in the neighborhood.

Nick Kuzmyak, 417 Alabama, spoke in favor of the short-term rental special use permit.

Phil Stinson, 512 Louisiana Street, urged Planning Commission to deny the request. He expressed concern about non-owner occupied short-term rentals being a small hotel. He also expressed concern about the increase of short-term rentals in the neighborhood, increased traffic, and safety for children.

APPLICANT CLOSING COMMENTS
No applicant closing comments.

COMMISSION DISCUSSION
Commissioner Carpenter asked staff to provide an update regarding short-term rentals.

McCullough said last week City Commission deferred three short-term rental special use permits that were approved by Planning Commission. He said Planning Commission would have a discussion on their regular agenda in April about analyzing and reviewing the Special Use Permit process. He said City Commission had taken the route of deferring the items. He said the whole discussion was evolving. He said it may be prudent to take a time-out on processing the Special Use Permits until a deeper discussion could happen with guidance from City Commission. He said for example, there have been comments about increased traffic. He said these types of uses were a significant decrease in traffic compared to a typical detached dwelling home or a long-term rental because it was used less and had no deliveries. He said the typical single-family house can have up to 10 trips a day and deliveries. He said Planning Commission may want to discuss the topic further as a regular item on their agenda. He said one option was to defer the items on tonight's agenda. He said it was an evolving process.

Commissioner Carpenter said given the attitude of City Commission last week even if Planning Commission approved the items tonight he was unsure what City Commission would do with them.

McCullough said City Commission may defer the items and possibly return them to Planning Commission. He said it may be best for all parties to take the time to understand the criteria to put against the applications. He said there were some questions from City Commissioner Boley about

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taxation, comparison to hotel use, traffic, etc. He said the plan was to develop better criteria and expectations for the governing body and the public.

Commissioner Struckhoff felt a deferral would be the best use of everyone's time.

Commissioner Willey said it was a new program and there would be bumps along the way. She felt comfortable with deferring the items until Planning Commission had a more firm understanding.

Public comment on all SUP STR's

Sofiana Olivera felt Planning Commission should take responsibility. She said applicants were given instructions and asked to pay the application fee. She said the process seemed unfair and irresponsible.

Lyndsie Un wondered what Planning Commission was looking for from City Commission.

Bill Fuerst, owner of 921 Missouri, said applicants were given guidelines on how to proceed, paid the application fee, did their due diligence on the process, and were now being told last minute the status was unknown. He felt the process was unfair. He said owners who rent on Airbnb have to take care of the property or it won't get rented. He said long-term rentals can be in disrepair. He said short-term rentals were primarily weekend rentals which alleviates the parking problem by not having regular tenants during the week.

Commissioner Willey asked staff to respond.

McCullough said it was not uncommon for items to be deferred. He stated the land use was city wide and would likely be a few hundred going into different kinds of neighborhoods, different kinds of housing, and different kinds of operators. He said the unique Special Use Permit was a challenge. He said the process needs to be fair and responsive to the applicant and neighborhoods.

Commissioner Willey asked if the text amendment would change for applicants who had already applied.

McCullough said Special Use Permits were discretionary land use approval. He said there was still analysis, discussion, and deliberation of all Special Use Permit applications. He said the applicants tonight would remain in process as the discuss evolves on how to determine criteria.

CONTINUED COMMISSION DISCUSSION

Commissioner Sands thanked the applicants for speaking this evening. He said they needed to deliberate the criteria universally enough to apply to the entire city. He stated there were some cities where short-term rentals were not allowed in certain neighborhoods. He said there was still value in discussing each short-term rental on the agenda and figuring out what was important.

Commissioner Carttar felt it was better to defer the items until there was criteria, to be fair to applicants.

Commissioner Willey said she would rather defer the items and have specific instructions to give the applicants.

Commissioner Carpenter said every property was unique. He said City Commission was looking at other concerns such as taxes and affordable housing. He said City Commission was thinking at a higher policy level about the whole program. He encouraged the applicants to stay engaged in the process. He said he was inclined to defer all short-term rental Special Use Permits until further direction from City Commission.

Commissioner Willey said she hoped any future changes with the program would allow the applicants who had already applied to be grandfathered in.

Commissioner Struckhoff felt leaving questions in limbo was not fair to the applicants.

ACTION TAKEN
Motioned by Commissioner Willey, seconded by Commissioner Carpenter, to defer the Special Use Permit, SUP-19-00019, for a non-owner occupied short-term rental, located at 545 Ohio St.

Commissioner Sands said he would have liked to have had discussion about criteria.

Commissioner Carttar inquired about enforcement. He asked what the deferral meant for applicants who were already operating.

McCullough said if the applicants were taking steps toward compliance then staff were not pursuing enforcement for their properties. He said Commissioner Boley emailed staff questions that staff did not have time to fully respond to. He said Planning Commission will have a deeper discussion and send their framework to City Commission.

> Motion carried 8-1, with Commissioner Sands voting against the motion. Commissioners Ashworth, Carpenter, Carttar, Paden, Sinclair, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 4 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 921 MISSOURI ST (LRM)

SUP-19-00026: Consider a Special Use Permit for a non-owner occupied short-term rental located at 921 Missouri St in RM12D-UC (Multi-Dwelling Residential-Urban Conservation Overlay) Zoning District. Submitted by William L Fuerst and Lisa L Ottinger, property owners of record.

ACTION TAKEN

Motioned by Commissioner Willey, seconded by Commissioner Carpenter, to defer the Special Use Permit, SUP-19-00026, for a non-owner occupied short-term rental located at 921 Missouri St.

Commissioner Sands said he would like to have discussion as each item comes up.

Motion carried 8-1, with Commissioner Sands voting against the motion. Commissioners Ashworth, Carpenter, Carttar, Paden, Sinclair, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 5 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 941 RHODE ISLAND ST (KCK)

SUP-19-00030: Consider a Special Use Permit for a non-owner occupied short-term rental located at 941 Rhode Island St in RM12 (Multi-Dwelling Residential) Zoning District. Submitted by Sofiana Olivera, property owner of record.

ACTION TAKEN

Motioned by Commissioner Willey, seconded by Commissioner Carpenter, to defer the Special Use Permit, SUP-19-00030, for a non-owner occupied short-term rental located at 941 Rhode Island St.

Motion carried 8-1, with Commissioner Sands voting against the motion. Commissioners Ashworth, Carpenter, Carttar, Paden, Sinclair, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 6 SPECIAL USE PERMIT FOR SHORT TERM RENTAL; 843 ½ MASSACHUSETTS ST (KCK)

SUP-19-00043: Consider a Special Use Permit for a non-owner occupied short-term rental located at 843 ½ Massachusetts St in CD-UC (Downtown Commercial-Urban Conservation) Zoning District. Submitted by Furse LC, property owner of record.

ACTION TAKEN

Motioned by Commissioner Willey, seconded by Commissioner Carpenter, to defer the Special Use Permit, SUP-19-00043, for a non-owner occupied short-term rental located at 843 ½ Massachusetts St.

Motion carried 8-1, with Commissioner Sands voting against the motion. Commissioners Ashworth, Carpenter, Carttar, Paden, Sinclair, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 1 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Growth & Development.

STAFF PRESENTATION

Staff referred to the memo in the Planning Commission packet.

PUBLIC HEARING

Bobbie Flory, Home Builders Association, expressed concern about who would absorb the cost of infrastructure when new subdivisions were built. She said the steering committee never saw the new language in the draft plan. She said there was language missing for an incentive for providing community benefits. She said adding a community benefit would increase housing affordability.

Owen Lehmann, Vintage Greenmark Construction, said affordable housing could not have restrictions. He said if the cost increases the cost of homes will increase.

Karl Eckhart, National Association of Home Builders, said the comprehensive plan was good but there were better ways to do it. He said housing affordability was the number one issue for Americans. He said the increase in home building prices makes it less affordable for the consumer. He said Lawrence would cease to see development if community benefits were required. He said the only way to bring housing prices down was to build more houses.

Danielle Davey, Lawrence Board of Realtors, said there were community benefits in encouraging home ownership. She said having an incentive based system for community benefit would satisfy the Lawrence Board of Realtors.

Michael Almon talked about environmental impacts. He felt climate protection should be included in all chapters of the comprehensive plan. He supported the community benefits to offset the damage to the environment.

Kirk McClure said managing infrastructure was a poor technique to manage growth. He said developers were prone to overbuilding. He said active Planning was how better growth, infill, and value would be achieved in the community.

Doug Gaston, Homebuilders Association, said community benefit costs would be passed along to the buyer. He liked the idea of offsetting incentives.

John Esau expressed concern about the community benefit impact to the entire community and the unintended consequences. He said he like the idea of incentives but that the cost would get passed along.

Nick Kuzmyak felt they should take a financial long-term view of infrastructure funding.

Frank Male said the resources for annexation were not free. He said passing along prices hurts everyone.

David Clemente said he would never develop another piece of land because of the cost. He said land cost was directly proportional to what the end home was going to cost. He said the policy being proposed would drive up the cost of land and houses, which would not solve affordable housing in Lawrence.

Rod Lang expressed concern for a community benefit that penalized people purchasing homes.

Rob Hulse, Lawrence Board of Realtors, said there were many benefits to home ownership and being invested in the community.

Commissioner Butler arrived at the meeting around 8:30pm but did not sit at the dais. She observed from the audience.

COMMISSION DISCUSSION

Planning Commission's discussion started with Chapter 2, Community Benefit, page 13.

Commissioner Paden inquired about the community comparisons. She said Boulder, Colorado came closest in size to Lawrence.

McCullough said the idea was not to find an exact comparison to Lawrence. He said Boulder, Colorado came closest through land use principles in addressing community need. He said Boulder had a high affordable housing issue and their land use codes reflected that. He said he liked the Home Builders suggestion about incentives. He said they needed to continue working on how the private sector can participate in community benefits. He said the comprehensive plan was not an anti-growth or anti-development policy.

Commissioner Willey said the language needed to be worked on to ensure the building community did not see the community benefit as just an extra tax.

Commissioner Carpenter wondered where the steering committee discussion went in how broadly interpreted the community benefit was.

McCullough read the last sentence from 3.8 on page 14: *'The community benefit(s), including the provision method, shall be considered by the Planning Commission, approved by the City Commission, and included in an annexation agreement.'* He said it was supposed to be a process.

Commissioner Carttar suggested the following language for Chapter 2, page 13:
2.2 *'Tier 2 land shall only be annexed if the need to accommodate demand is established, and if a demonstrable community benefit is provided for. Consider community land use inventories, market sector health, and residential valuation to income ratio, among other factors, when assessing need for annexation.'*
Commissioner Carttar also suggested some type of wording be added on page 14, such as:
3.8: *'Identifying offsetting incentives as one potential element to be included in the discussion.'*
He felt collaboration was explicitly spelled out in the language.

Commissioner Carpenter asked Bobbie Flory what kind of incentives she would like for developers.

Flory said all the infrastructure costs were paid for by the developer. She said possibly one incentive could be waiving the system development charges for water and sewer, for example. She said

another potential suggestion could be a reduction in the number of street trees or sidewalks on only one side of the street.

Commissioner Paden said either way the cost would be passed on to someone.

McCullough said the incentive was meant to keep the building cost the same. He said it was about trying to keep the equity stake the same while the community gains something.

Commissioner Weaver said a mutual community benefit should be negotiable, not mandated. He suggested the following language on page 13, Chapter 2:
2.2 *'Tier 2 land shall only be annexed if the need to accommodate demand is established, and if a mutually acceptable community benefit is provided. Consider community land use inventories, market sector health, and residential valuation to income ratio, among other factors, will be considered when assessing need for annexation.'*

McCullough said it would either be acceptable to the developer or they would withdraw their request.

Commissioner Carttar said the entire discussion had been equating annexation with homebuilding. He asked aside from the perceived penalties and burdens what were some of the things that would make construction in Tier 1 more attractive.

Eckhart said Planning Commission was missing the point. He said growth should be easier. He said it was the consumer that would pay and it was not the developer's role to be a charity. He said the plan was proposing to make it more expensive to buy houses. He felt the City should pay for infrastructure such as sewer.

McCullough said it was unknown yet what benefit we're trying to offset but this framework provides the ability to look at it. He said there were different methods for managing growth. He said this was only one tool in the toolbox. He said this was proposed because units were not being produced that were affordable. He felt it was a way to have thoughtful discussion and get at the issue.

Commissioner Willey suggested the following changes on page 13, Chapter 2:
2.2 *'Tier 2 land shall ~~only~~ be annexed ~~if~~ when the need to accommodate demand is established, and ~~if~~ a mutually acceptable community benefit is provided. Consider community land use inventories, market sector health, and residential valuation to income ratio, among other factors, when assessing need for annexation.'*

Commissioner Sands said he did not want to see the plan amended immediately after adoption.

Commissioner Carpenter said *Horizon 2020* was a plan that was meant to be amended because it had many blanks. He said he did not want to weaken the language of *Plan 2040*.

Commissioner Carttar said at the same time they were softening language around the penalties or burdens around annexations they should directing the same amount of attention toward incentivizing development in Tier 1.

Commissioner Paden agreed the goal was to shift the focus. She said she was comfortable with the existing language in 2.2 on page 13.

Commissioner Struckhoff said the document should direct the conversations and negotiations take place.

Commissioner Ashworth said she was fine with the existing language in 2.2 on page 13.

Commissioner Sinclair felt the existing language in 2.2 on page 13 was fine. He did not feel the language needed to be weakened or more specifics added. He said the nitty gritty details would get worked out between developers and staff.

Commissioner Weaver said he could live with the existing language. He said he was not attempting to weaken the language, only identify that it was a negotiation. He said they were getting away from growth and into development.

Commissioner Willey said the consensus of Planning Commission was to keep the language as is on page 13, 2.2.

Commissioner Carttar suggested using language about including offsetting incentives in section 3.8 on page 14.

Commissioner Carpenter did not feel the language was necessary since it was already built in.

Commissioner Carttar felt some mention of incentives was worth including. He felt mention of incentives in section 3.8 should be balanced by mention of incentives in 2.1.

McCullough said the need and benefit was in Tier 1 so incentives were not needed since it was incentivized through existing infrastructure and not having a higher bar to jump over.

McCullough suggested the following language which may get to what Planning Commission was discussing on page 14:
3.8 *'Annexation requests shall include a community benefit(s) identified in consultation with staff based on the needs of the community, which may include offsetting incentives to the requester, and in the context of what the annexation request can support. Collaboration between the developer and governmental and community partners and programs is encouraged in the implementation of providing the community benefit(s). The community benefit(s), including the provision method, shall be considered by the Planning Commission, approved by the City Commission, and included in an annexation agreement.'*

Planning Commission agreed on the language suggested by Scott McCullough. Their discussion moved to page 17, Section B.

Commissioner Carttar suggested the following change on page 18, Chapter 2:
2.7 *'~~Strengthen~~ Maintain screening and landscaping requirements to utilize landscaping and existing natural vegetation to integrate the natural landscape into the residential environment.'*

Commissioner Willey suggested the following minor change on page 18, Chapter 2:
3.1 *'Collaborate with state, local, and private entities to plan for and invest in infrastructure, such as roads, utilities and fiber consistent with Capital Improvement Plan(s).'*

Planning Commission ended their discussion on page 21, Chapter 2.

Commissioner Willey said Planning Commission would finish Chapter 2 and Chapter 3 at their April 22, 2019 meeting.

NO ACTION TAKEN

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PC Minutes 3/25/19

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

MISC NO. 1 SHORT-TERM RENTAL LICENSE MAP

The City of Lawrence residential rental license map has been updated to include short-term rental licenses. Both layers of long-term rental and short-term rental licenses are shown on the online interactive map, located on the City's website www.lawrenceks.org/maps

Motioned by Commissioner Carpenter, seconded by Commissioner Struckhoff, to recess until 6:30pm on March 27, 2019.

Motion carried 9-0. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor of the motion.

Recess at 11:04pm until 6:30pm on March 27, 2019

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Reconvene March 27, 2019 – 6:30 p.m.

Commissioners present: Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, Willey
Staff present: McCullough, Crick, Day, Ewert, Larkin, M. Miller, Pepper

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BEGIN PUBLIC HEARING (MARCH 27, 2019):

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Ex parte:
  Commissioner Ashworth said she received an email that she forwarded to staff.
  Commissioner Paden said she spoke with Nick Kuzmyak regarding the letter he sent.
  Commissioner Struckhoff said he received an email and forwarded to staff.
  Commissioner Sands said he received Zack Bolick who was in support of the Special Use Permits for The Hub project.
- No abstentions.

GENERAL PUBLIC COMMENT

No general public comment.

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ITEM NO. 7 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Growth & Development and Natural Resources.

Item No. 7 was deferred prior to the meeting.

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PC Minutes 3/27/19

Recess LDCMPC

Convene Joint Meeting with Lecompton Planning Commission

ITEM NO. 8 CONDITIONAL USE PERMIT FOR KANWAKA TOWNSHIP; 1707 E 550 RD (MKM)

CUP-19-00013: Consider a Conditional Use Permit for a 3,510 sq ft equipment storage building for Kanwaka Township, located on approximately 2.54 acres at 1707 E 550 Rd (also known as 548 N 1700 Rd). Submitted by Kevin Sontag, Douglas County Public Works, on behalf of Kanwaka Township, property owner of record. *Joint meeting with Lecompton Planning Commission.*

Adjourn Joint Meeting with Lecompton Planning Commission

STAFF PRESENTATION

Mary Miller presented the item.

APPLICANT PRESENTATION

Kevin Sontag, Douglas County Surveyor, was present for questions.

PUBLIC HEARING

No public comment.

COMMISSION DISCUSSION

Commissioner Weaver said he was happy to see another building being constructed. He expressed support for the conditional use permit.

ACTION TAKEN

Motioned by Commissioner Struckhoff, seconded by Commissioner Weaver, to approve the Conditional Use Permit, CUP-19-00013, for a 3,510 square foot equipment storage building and forward a recommendation of approval to the Board of County Commissioners based on the findings of fact found in the body of the staff report.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

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MISC NO. 1 VARIANCE FOR 1694 E 800 RD

CSU-19-00136: Consider a variance request per Section 20-804 of the Subdivision Regulations to allow a cluster development certificate of survey on approximately 45 acres at 1694 E. 800 Road without a build out plan or cross access easement and maintenance agreement. Submitted by Tanking Survey, for Todd E. Catlin and Marla G. Catlin, property owners of record.

STAFF PRESENTATION

Mary Miller presented the item.

APPLICANT PRESENTATION

No applicant present.

PUBLIC HEARING

No public comment.

ACTION TAKEN

Motioned by Commissioner Struckhoff, seconded by Commissioner Carpenter, to approve the variance from the requirement to provide a build out plan with the certificate of survey be approved, subject to the condition that any future land divisions through a certificate of survey will require the submittal of a build out plan.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

Motioned by Commissioner Struckhoff, seconded by Commissioner Carpenter, to approve the Certificate of Survey, CSU-19-00136, without the submittal of a cross access easement, subject to the condition that should further residential development parcel be requested that cross access easement be required.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 9 PRELIMINARY PLAT FOR NORTH LAWRENCE RIVERFRONT ADDITION; N 2ND ST (SLD)

PP-18-00504: Consider a two-lot Preliminary Plat for North Lawrence Riverfront Addition, located at 311, 317, 401, 409, 415, 501, & 505 N 2nd St for mixed use development including residential and commercial uses. Variances related to block length and right-of-way dedication for N. 2nd Street as a principal arterial. Submitted by Paul Werner Architects on behalf of Abfield Investments LLC, City of Lawrence, Douglas County Kaw Drainage District, D&D Rentals of Lawrence LLC, Exchange Holdings LLC, HDD of Lawrence LLC, Kaw River Estates LLC, Patience LLC, Loosehead Investments LLC, and Riverfront Properties of Lawrence LLC, property owners of record.

Item No. 9 was deferred prior to the meeting.

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ITEM NO. 10A COMPREHENSIVE PLAN AMENDMENT; 2314 TENNESSEE ST & 305-307 W 23RD ST (BJP)

CPA-19-00032: Consider a Comprehensive Plan Amendment to Horizon 2020, Chapter 3, related to the rezoning of 2314 Tennessee St & 305-307 W. 23rd St. Submitted by Allen Belot Architect.

ITEM NO. 10B REZONING 1.47 ACRES FROM RS7 TO RM12; 2314 TENNESSEE ST & 305-307 W 23RD ST (BJP)

Z-18-00566: Consider a request to rezone approximately 1.47 acres from RS7 (Single-Dwelling Residential) District to RM12 (Multi-Dwelling Residential) District, located at 2314 Tennessee St & 305-307 W. 23rd St. Submitted by Allen Belot Architect on behalf of William & Sharon Elkins, property owner of record.

STAFF PRESENTATION
Becky Pepper presented items 10A-10B together.

APPLICANT PRESENTATION
Allen Belot, Allen Belot Architect, said he agreed with the staff report. He said he was required to file a preliminary site plan with the rezoning and it was only a concept plan at this point. He said he spoke with a neighbor to the south and the neighbor was concerned about traffic and stormwater. He said he did a partial traffic study to get some numbers to understand what the traffic impact would be. He displayed information on the overhead and spoke about traffic counts.

PUBLIC HEARING
Jeanine Tiemann, 306 Dakota, spoke about drainage issues on her property and expressed concern about traffic and property values.

Daniel Yoe said the development and zoning made sense for the land but felt the proposed density was too high. He expressed concern regarding the traffic and stormwater and felt it needed to be looked at.

Carol Bowen, 403 Dakota, said the site needed attention but she felt multi-family was not an appropriate transitional zoning. She said she was disappointed the architect didn't meet with the neighborhood.

APPLICANT CLOSING COMMENTS
Belot said Kentucky Court was platted in 1969 before stormwater was addressed. He said stormwater would be part of the site plan process. He said the development would be townhomes designed for owner-occupied, not apartments.

COMMISSION DISCUSSION
Commissioner Sands inquired about the egress/ingress policy for 23rd Street as an arterial.

McCullough said the management of traffic on 23rd Street would be pursuant to management guidelines. He said the development would be allowed at least one access point that would be worked out with the site planning process.

Commissioner Carpenter asked the applicant why the homes had remained vacant for several years.

Belot said it was not a desirable location for single-family housing of that age. He said one of the homes was built right up to the property line and the other had deteriorated.

Commissioner Carpenter said the property was not currently accessible.

Belot said there were currently three curb cuts. He said two curb cuts would be removed from the site. He said the proposed site plan would align the driveway with Tennessee Street.

Commissioner Butler asked the applicant about the stromwater concerns raised by the neighbors.

Belot said some runoff may affect the neighboring properties. He said the sheet runoff would go away and the water would be contained in a detention area, for example.

Commissioner Butler inquired about mitigation.

Belot said if runoff drains a little to the southeast the likely proposal would be for the property to be built up to drain to the northwest. He said the development should relieve runoff from the property. He said he had no control over the runoff from Kentucky Court.

Mary Moore, 314 Dakota, said water had washed the curbs away in the area. She said water was a big problem in the neighborhood.

Willey asked staff to respond with the timeline of stormwater review.

McCullough said if the rezoning was approved the next step would be platting and site planning. He said the stormwater plan would be submitted to stormwater engineer for review. He said stormwater codes could mitigate issues.

Commissioner Willey said the stormwater plan had not been completed yet but would be done at the site plan stage.

Tiemann expressed concern about increased traffic, safety of pedestrians, and property values.

Commissioner Willey said a traffic study would be completed as the project moves forward.

Belot said property owners within 400' of the property would receive a site plan notice letter. He said neighbors were welcome to call or email him.

Commissioner Struckhoff agreed the zoning was suitable for property that had been underutilized. He encouraged neighbors to be involved with the site planning process. He hoped there were ways to improve the stormwater issues. He wished there was mitigation that could be done on Kentucky Court. He wondered about impermeability requirements.

Pepper said the RM12 zoning district permitted a maximum impervious coverage of 75%, which was the same allowed under the current RS7 zoning district.

Commissioner Struckhoff asked if pervious concrete fell into the 25% allowable.

McCullough said pervious concrete was allowed.

Commissioner Carpenter said the lot was not accessible to the neighborhood and was a less than desirable zoning. He said he was generally in favor of the CPA and zoning. He shared the neighbors concern about traffic on a street with no sidewalks. He felt many of the concerns regarding stormwater would likely be addressed. He encouraged neighbors to be involved in site plan process.

Commissioner Willey said she was in favor of the CPA to allow medium density and felt it was a good transition between commercial and the RM12 zoning to the east. She said she was in favor of the rezoning. She said it would be an awkward place to have single-family homes and felt the project was a good fit.

Commissioner Carttar said this was one of the challenges of superimposing new uses on existing infrastructure in terms of drainage and traffic. He said those concerns could be addressed at the site plan stage. He said the proposed density was consistent with the adjacent arterial and relationship to existing commercial and multi-family properties.

Commissioner Sands thanked the neighbors for their comments. He asked staff to look into concerns expressed about missing curbing. He said he was generally in favor of the CPA and rezoning.

ACTION TAKEN on Item 10A
Motioned by Commissioner Sands, seconded by Commissioner Carttar, to approve the comprehensive plan amendment, CPA-19-00032, to *Horizon 2020*, applying the medium-density residential development polices to future developments, and forwarding that recommendation to the Lawrence City Commission to amend Chapter 3 to revise Map 3-2 at this location from Very Low/Low Density Residential Land Use to Medium/High Density Land Use.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

Motioned by Commissioner Sands, seconded by Commissioner Carpenter, to approve and authorize the Planning Commission Chair to sign Planning Commission Resolution PCR-19-00112.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

ACTION TAKEN on Item 10B
Motioned by Commissioner Sands, seconded by Commission Struckhoff, to approve the request to rezone approximately 1.47 acres, from RS7 (Single-Dwelling Residential) District to RM12 (Multi-Dwelling Residential) District based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 11A SPECIAL USE PERMIT FOR THE HUB; 1040 MASSACHUSETTS ST & 1041 NEW HAMPSHIRE ST (BJP)

SUP-18-00502: Consider a Special Use Permit for ground floor dwelling units, The Hub at Lawrence, located at 1040 Massachusetts St, and 1041 New Hampshire St. Submitted by Core Lawrence Massachusetts LLC on behalf of Allen Press Inc and Allen Realty Inc, property owners of record.

ITEM NO. 11B SPECIAL USE PERMIT FOR THE HUB; 1000 NEW HAMPSHIRE ST (BJP)

SUP-19-00033: Consider a Special Use Permit for ground floor dwelling units, The Hub at Lawrence, located at 1000 New Hampshire St Block 1. Submitted by Core Lawrence Massachusetts LLC on behalf of Allen Realty Inc, property owner of record.

STAFF PRESENTATION
Becky Pepper presented items 11A-11B together.

APPLICANT PRESENTATION
Matthew Gough, Barber Emerson Law Firm, agreed with the staff report. He displayed renderings of the project on the overhead.

PUBLIC HEARING
Bob Schumm supported historic preservation. He said the buildings at the site were dilapidated and not presentable for the gateway to the community. He said something needed to happen at the corner and this was a viable proposal. He supported development of the intersection.

Justin Anderson said revitalizing the corner was important for maintaining the health of downtown. He felt ground floor dwelling units were appropriate in this situation. He felt it would help bring business to the downtown area. He supported the project and felt it would revitalize the east side of Massachusetts Street.

Charles Jones opposed the project. He said the ground level entrances on Vermont Street was appropriate and asked Planning Commission to support that portion of the project.

Peter Zacharias (spoken by his spouse) expressed concern about the size, height and increased need for parking. He was also concerned about a grocery store not being close. He felt the proposed project was too big and did not fit with the historical nature of the buildings around it.

Pat Kehde said the Special Use Permits seemed benign because the rooms were not on New Hampshire Street. She felt it was setting a precedent about residential being okay on the first floor. She also felt it was spot zoning. She said the proposed development was too large in both mass and height. She said she would love to see development at the site but would prefer a smaller scale building. She wanted to see a beautiful building in downtown Lawrence.

Kirsten Flory supported the project and stated no incentive dollars were being requested by the developer. She said the residential residents would create an additional customer base for existing downtown businesses. She said the project fell into the realm of how downtown could grow

successfully and residents be able to live, work, and play in the community. She asked Planning Commission to support the project.

Tim Herndon said the growth of population and how people live has changed over time. He said for every square foot not built at the site it would be replicated somewhere else in town.

Anna Rowe said there was no better way to honor history than to grow and move forward. She felt the overall development would be an enhancement to its current state. She asked Planning Commission to support the development.

Cindi Kroll Hauptli opposed the project. She expressed concern about retaining the historic character of the area.

Codi Bates supported the project and felt residential density was vital to downtown.

Brian Thomas spoke in opposition of the project. He asked Planning Commission to deny the request.

Sally Zogry, Downtown Lawrence Inc, supported the project. She felt it was a great opportunity to allow residents to easy access to downtown.

Emily Peterson supported the project and felt downtown density would help the vitality of downtown. She appreciated the design changes and hoped collaboration could continue to make it a successful project.

Amber Nickel spoke in support of the project.

Tom Harper asked Planning Commission to look at the entire project and listen to the public comment. He asked Planning Commission to consider what 550 transient students would do for and TO downtown. He expressed concern for increased traffic and parking. He felt there would be long-term consequences.

David Brown, attorney representing John Anderson, opposed the project due to its mass, height, size, and design. He expressed concern for the safety of tenants living in ground floor units. He expressed concern for the traffic flow and insufficient parking. He also worried about the demands on the police with 500-600 additional students. He asked Planning Commission to protect historic properties.

Kerry Altenbernd felt the project would be setting a bad precedent for future Commissioners. He felt Special Use Permits should be used for a special compelling reason. He said ground floor apartments were not appropriate. He asked the Special Use Permits be denied.

Dalton Paley did not oppose the project. He said retail tenants struggle because of decreased foot traffic. He said the project would take away the eyesore that exists today. He did not feel the building was perfect but it opened the opportunity for discussion about downtown development.

Amy Sanchez appreciated the first floor apartments not facing the street. She felt it came down to growth or stagnation.

Anne Tangeman spoke in opposition and encouraged Planning Commission to deny the Special Use Permits. She said it was a prime location and they could do better. She felt it set a precedent.

Maren Ludwig said lots of students support the business she manages, Mass Street Soda. She felt students were being cast in a poor light. She said it was not entirely a student development and that the developer stated there was a market for young professionals as well.

Tiffany Hall supported the Special Use Permits.

Jay Taylor supported the project and was excited for growth in the community.

Onkar Sangal felt the project would add to the vitality to downtown and was worth pursuing.

APPLICANT CLOSING COMMENTS
Gough said he was happy to answer any questions Planning Commission may have.

COMMISSION DISCUSSION
Commissioner Sands asked when the Allen Press properties were built.

Pepper said the center Allen Press property was built in 1946 and the building to the south was built in 1972. She said it was unknown when the building to the north was built. She said the building on Massachusetts Street was constructed in the late 1950's for a grocery store until the late 1970's. She said it had been used as Allen Press storage since 1982. She said there were no records of any official applications submitted for the site.

Commissioner Willey asked why just this piece required the Special Use Permit and not the entire project.

McCullough said it was a mixed-use development downtown. He said the intent of the Development Code was to make sure the downtown area primarily remain non-residential on the street. He said the reason Planning Commission was not looking at the entire project was because it was one use of the project. He said the project went to Historic Resources Commission for the design aspects. He said there would be site planning issues in terms of infrastructure capacity, street design, and lighting, for example. He said assuming it meets Code, it was a question of whether ground floor dwellings units make sense for a mixed-use building at this location, given the design presented. He said ground floor dwelling units on the street were part of the original plan that staff and Historic Resources did not support. He said that was one component that changed through the process.

Commissioner Paden said there were many public comments about the project being specifically for students.

McCullough said the Land Development Code did not distinguish between student housing and non-student housing. He said it is not known who is living in downtown structures unless census data provides that information.

Commissioner Paden asked if there was anything about the project that would only be for students.

McCullough said the amenities could be student oriented.

Commissioner Ashworth inquired about parking issues.

McCullough said it would be part of the administrative site plan review. He said the Code did not have a parking requirement for developments in the downtown area. He said the idea behind that was the City supplies the parking and private development provide the development so as not to have a lot of surface parking lots. He said parking had been supplied through different mechanisms such as parking garages.

Commissioner Willey inquired about the ADA access.

Chad Matesi, Core Spaces, said ADA was a Code requirement and the project would meet that requirement. He said there would be fully accessible units and some units that would be adaptable.

Commissioner Sands inquired about Historic Resources Commission recommending approval of the Special Use Permits but denying the Certificate of Appropriateness.

McCullough said Historic Resources Commission was looking at certain components of the project. He said their primary mission was to look at the Certificate of Appropriateness and Downtown Design Guidelines which carry criteria they must judge the project by. He said the Special Use Permits were a little outside of that criteria but they were asked to comment on it. He said it was feasible Historic Resources Commission could not support the overall design, bulk, scale, and mass of the building but when looking at just the question of ground floor dwelling units could come up with an approval comment. He said in other words, if the project met the Certificate of Appropriateness criteria and Downtown Design Guideline criteria than Historic Resources Commission would agree the Special Use Permits were appropriate.

Commissioner Carpenter asked if it was fair to say the Historic Resources Commission recommendation was based on encroachment on environs of the historic properties, not as to the actual use in that location.

McCullough said that was correct.

Commissioner Carttar inquired about the green spaces facing the street on the east side of New Hampshire Street.

Matesi said they were ground floor office.

Commissioner Carttar asked about safety and access to the building.

Matesi said a gate on New Hampshire Street would be secured and access controlled by specific tenants. He said the courtyard space in the center would be secured and only accessed from the interior of the building. He said the east side of New Hampshire Street would be free to access.

Commissioner Carttar inquired about enforcement of building quality and building Codes.

McCullough said the building permit review was conducted through the Building Safety division. He said it was an intense review by licensed architects and engineers. He said it would be constructed according to Building Code, which have a series of inspections, including infrastructure inspections.

He said building upkeep and maintenance would fall under the Property Maintenance Code, which was complaint driven and enforced by Code Enforcement.

Commissioner Ashworth said she did not have concerns about the ground floor dwelling units. She said should the project not be built and another project comes forward the ground floor dwelling units could help mitigate height. She wanted the flexibility to be available.

Commissioner Sands inquired about the 16' alley and access.

Matesi said the alley would remain open. He said the courtyard would be secured and not have access to the alley. He said the only way to access the courtyard was from the interior.

Commissioner Willey said she was in favor of the ground floor dwelling units not facing the street.

Commissioner Carpenter asked about an emergency exit from the courtyard.

Matesi said there would likely be an emergency only egress.

Commissioner Carpenter asked if there would be windows on the alley side.

Matesi said yes, there may be some bedroom windows that face the alley.

Commissioner Carpenter asked about on-site security.

Matesi said security was handled through design and management. He said typically on weekends there would be a third party security on-site. He said the buildings would be fully managed every day of the week from 9:00am-5:00pm, with approximately six staff members. He said approximately six students who reside in the building would be paid to monitor the building during off hours.

Commissioner Carpenter said he was generally not opposed to the ground floor dwelling units. He hoped the applicant would remain open to additional conversations about the project.

Commissioner Carttar said he was concerned about the things Planning Commission was not being asked to look at tonight. He said the design presented was sensible in terms of access. He said the unrestricted area on east side of the street was risky. He said he generally supported the element Planning Commission was asked to look at.

Commissioner Paden said there could be a need for less parking because it would encourage and allow people to bike and walk where they want to go. She said until there is enough density downtown there will never be a grocery store downtown.

Commissioner Struckhoff said he generally supported the Special Use Permits. He said parking was an issue and he hoped it would start a conversation about downtown parking regulations in the master plan.

Commissioner Sands said he would vote in favor of the Special Use Permits. He expressed concern with foot traffic access. He said the project may not be perfect in every aspect but overall a net positive. He liked the layout of the ground floor units on New Hampshire Street.

ACTION TAKEN on Item 11A
Motioned by Commissioner Paden, seconded by Commissioner Sands, to approve the ground floor dwelling units at the Hub at Lawrence project, and forwarding the request to the City Commission with a recommendation for approval, subject to the following conditions:

1. There shall be no ground floor dwelling units with exterior frontage on New Hampshire Street and E. 11th Street.
2. The total square footage of the first floor residential shall not exceed 50% of interior square footage of the first floor structure on New Hampshire Street.

   Motion carried 8-1, with Commissioner Butler voting in opposition. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

ACTION TAKEN on Item 11B
Motioned by Commissioner Paden, seconded by Commissioner Sands, to approve the ground floor dwelling units at the Hub at Lawrence project, and forwarding the request to the City Commission with a recommendation for approval, subject to the following condition:

1. There shall be no ground floor dwelling units with exterior frontage on New Hampshire Street

   Motion carried 8-1, with Commissioner Butler voting in opposition. Commissioners Ashworth, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

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ITEM NO. 12 REZONING 2.22 ACRES FROM PCD-2 TO PCD-2; 3809 & 3821 W 6TH ST (MKM)

Z-19-00031: Consider a request to rezone approximately 2.22 acres from PCD-2 (Planned Commercial Development) District to PCD-2 (Planned Commercial Development) District with revised use restrictions, located at 3809 & 3821 W 6th St. Submitted by Landplan Engineering, PA on behalf of Marguerite H. Ermeling, Dalton M. Paley Trustee, and Rio Azul LLC, property owners of record.

Item No. 12 was deferred prior to the meeting.

DRAFT

PC Minutes 3/27/19

ITEM NO. 13 REZONING 5.046 ACRES FROM PCD-2 TO PCD-2; 2210, 2240, 2270 WAKARUSA DR (MKM)

Z-19-00044: Consider a request to rezone approximately 5.046 acres from PCD-2 (Planned Commercial Development) District to PCD-2 (Planned Commercial Development) District with revised use restrictions, located at 2210, 2240, and 2270 Wakarusa Dr. Submitted by Tim A Herndon Planning & Design on behalf of Off-Piste Inc, property owner of record.

STAFF PRESENTATION
Mary Miller presented the item.

APPLICANT PRESENTATION
Tim Herndon, Tim A. Herndon Planning & Design, agreed with the staff report. He stated the only change from the previously approved plan was to remove the previously approved convenience store and replace it with five finished-to-suit spaces of retail office with five residential apartments above it.

PUBLIC HEARING
Gary Stussie said he was not in favor of having another level, especially residential, on top of any buildings at the site. He said the topography of the area would allow light pollution into his home. He expressed concern about property value and marketability of his home. He did not want the site to become like the intersection of 6th Street & Wakarusa.

JP Guilfoyle, 2233 Killarney Ct, said the back of his house looks at a green belt. He expressed concern about property value, structure height, privacy, noise, and stormwater. He did not want the design to encroach on his property.

Donna Osness said she was representing 51 units at Parkway 6000. She expressed concerned about decreased property value, the height of the project, and the impact to the view.

APPLICANT CLOSING COMMENTS
Herndon said in 1998 when the property was rezoned to PCD the design was for a 4-story 40,000 sq. ft. office building with ground floor retail and office above. He said the market changed and the project did not move forward. He said the property ownership changed hands and in 2006 the current project was proposed, which included a convenience store with canopy and fuel pumps. He said the current zoning allowed for a 4-story building but he was only proposing 2-story. He said the traffic generation would be reduced by 30% by removing the convenience store. He said the change would de-intensify the property. He said the site area the homeowners were referring to was an area not being changed and already had an approved plan.

COMMISSION DISCUSSION
Sands inquired about the trash enclosure for lot 1

Herndon said the currently approved plan for a convenience store had the trash enclosure back closer to the neighbors. He said it would be moved to the west side of the building so it could be screened better. He said the access to the dumpster and circulation of the site was not changing. He stated the only change relative to traffic was that it would be reduced by 30%.

Commissioner Sands asked if there would be a fast-food tenant at the site.

Herndon said no, it was suited for a drive-thru coffee shop or dry cleaner, for example.

Commissioner Sands inquired about lighting mitigation.

Herndon said the City lighting ordinance dictates zero candlepower at the property line. He said the site would include some light shields. He said the location had a 100' wide drainage easement separating the developments.

Commissioner Ashworth asked staff about the lighting.

Mary said the lighting Code required pole mounted lighting to be full cutoff fixtures so the light would not glare to offsite properties. She said occasionally when there are topography differences additional shielding may be required after the fact.

Commissioner Carpenter asked about the next steps.

Miller said if the rezoning was approved the applicant would then submit a revised preliminary development plan that would show the entire project.

McCullough said the site had an extension of the existing site plan. He said the previous plan was approved under the former Land Development Code so it was possible it may need to be brought up to the standards of the current Code.

Commissioner Willey inquired about the landscaping buffer.

Miller said staff would look at buffering and screening with the plan. She said evergreen hedges could be used instead of a wall but it was up to the applicant on the type of screening.

McCullough said the Preliminary Development Plan would come to Planning Commission with notice to the neighbors. He said the site had some buffering that other properties do not. He said the existing residential uses did not allow enough buffering. He stated lighting wasn't always known until the lighting was in place but that there were ways to mitigate the light with shields.

Commissioner Willey suggesting putting the future preliminary development plan at the beginning of the agenda for the neighbors. She said she was in favor of the rezoning because it was a less intense use and added economics to the property for it to develop.

Commissioner Struckhoff said he was generally in favor of the rezoning.

Commissioner Sands said he was in favor of the rezoning. He asked the applicant to mitigate lighting with landscaping.

ACTION TAKEN
Motioned by Commissioner Butler, seconded by Commissioner Struckhoff, to approve the rezoning request, Z-19-00044, for approximately 5.046 acres from PCD-[Stoneridge Plaza] PCD-2 to PCD-[Stoneridge Plaza] PCD-2 with revised uses subject to the following conditions:

1. Uses permitted in the revised PCD zoning shall be limited to the following: *Multi-Dwelling Structures, Non-Ground Floor Dwellings*, Uses permitted in the following use groups from the 1966 Zoning Ordinance: Use Groups 7, 8, 9, 9A, 11, and 12 (with the exception of *Pawnshops)*, and *Athletic Club* included in Use Group 15.
2. The maximum area of commercial/retail use permitted in the district is limited to 12,700 square feet with the balance of the project to be residential and office uses.

   Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

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PC Minutes 3/27/19

ITEM NO. 14A REZONING 21.254 ACRES FROM OS TO GPI; 5100 OVERLAND DR (BJP)

Z-19-00036: Consider a request to rezone approximately 21.254 acres from OS (Open Space) District to GPI (General Public and Institutional) District, located at 5100 Overland Drive. Submitted by Hoefer Wysocki on behalf of the City of Lawrence, property owner of record.

ITEM NO. 14B PRELIMINARY PLAT FOR LAWRENCE POLICE HEADQUARTERS; 5100 OVERLAND DR (BJP)

PP-19-00034: Consider a Preliminary Plat for Lawrence Police Headquarters, 2 lots and 2 tracts, located at 5100 Overland Dr. Submitted by Hoefer Wysocki on behalf of the City of Lawrence, property owner of record.

ITEM NO. 14C SPECIAL USE PERMIT FOR LAWRENCE POLICE HEADQUARTERS; 5100 OVERLAND DR (BJP)

SUP-19-00071: Consider a Special Use Permit/Institutional Development Plan for Lawrence Police Headquarters, located at 5100 Overland Dr. Submitted by Hoefer Wysocki on behalf of the City of Lawrence, property owner of record.

STAFF PRESENTATION
Becky Pepper presented the item.

APPLICANT PRESENTATION
Melinda Harger, Municipal Services & Operations, provided a project status update.

Ken Henton, Hoefer Wysocki, displayed the design concept on the overhead.

Brian Sturm, Landworks Studio, discussed the drainage and landscape at the site.

PUBLIC HEARING
No public comment.

COMMISSION DISCUSSION
Commissioner Carpenter said he was impressed by the process and the result with community involvement.

Commissioner Ashworth said she liked the native plants included. She said she would like to see new developments use innovative stormwater with green infrastructure.

Commissioner Sands said he was excited about the project.

ACTION TAKEN on Item 14A
Motioned by Commissioner Sands, seconded by Commissioner Weaver, to approve the request to rezone approximately 21.254 acres from OS (Open Space) District to GPI (General Public and Institutional) District, located at 5100 Overland Drive, based on the findings presented in the staff report and forwarding it to the City Commission with a recommendation for approval.

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Approved 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

ACTION TAKEN on Item 14B
Motioned by Commissioner Sands, seconded by Commission Struckhoff, to approve the preliminary plat, PP-19-00034, for the Lawrence Police Headquarters, located at 5100 Overland Drive.

Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

ACTION TAKEN on Item 14C
Motioned by Commissioner Sands, seconded by Commission Struckhoff, to approve the special use permit, SUP-19-00071, for the City of Lawrence Police Headquarters, a *Public Safety* use, located at 5100 Overland Drive based upon the findings presented in the body of the staff report.

Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

DRAFT

PC Minutes 3/27/19

ITEM NO. 15 TEXT AMENDMENT TO CITY CODE; AFFORDABLE HOUSING (SLD)

TA-18-00467: Consider a Text Amendment to the City of Lawrence Code, regarding proposed changes to multiple chapters of the City Code to facilitate affordable housing development options and including density bonus. *Initiated by City Commission on 10/16/18.*

STAFF PRESENTATION

Sandra Day presented the item.

PUBLIC HEARING

Bob Rummell, 1441 Prairie Ave, said he wanted the neighborhood to improve. He expressed concern about more rental units in his neighborhood and decreased property value of his home.

Michael Almon said he opposed this attempt to achieve affordable housing. He felt there were too many unintended consequences. He felt further discussion was needed. He said it was a dangerous over-reach.

Brian Thomas said his initial reaction was the housing was too small. He suggested that both units be considered affordable housing.

COMMISSION DISCUSSION

Commissioner Willey expressed concern about permanent affordability.

Commissioner Struckhoff asked if two houses on one lot would be deeded separately.

McCullough said it would be one platted lot and the houses could be held on one lot by a management as rentals or sold under the Tenants to Homeowners model to individual homeowners who could take advantage of the investment.

Commissioner Carpenter wondered about accessibility for the rear house.

Commissioner Carpenter said Planning Commission should discuss next month how affordable housing fits into the Neighborhoods section of the draft Comprehensive Plan 2040.

ACTION TAKEN

Motioned by Commissioner Struckhoff, seconded by Commissioner Carttar, to defer Text Amendment, TA-18-00467, regarding proposed changes to multiple chapters of the City Code to facilitate affordable housing development options and including density bonus.

> Motion carried 9-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Struckhoff, Weaver, and Willey voted in favor of the motion.

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

Complete audio & video from this meeting can be found online:
https://lawrenceks.org/boards/lawrence-douglas-county-metropolitan-planning-commission/

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MISC NO. 2 UPCOMING CALENDAR EVENTS

A possible quorum of the Planning Commission may attend the following event:

City Hall Riverfront Open House - 1 Riverfront Plaza, Suites 310 & 320
Tuesday, April 16, 2019 from 4:00pm-6:00pm

ADJOURN 11:45pm

DRAFT

City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

PLANNING COMMISSION MEETING
April 22 & 24, 2019
Meeting Action Summary

April 22, 2019 – 6:30 p.m.
Commissioners present: Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, Willey
Staff present: McCullough, Crick, Ewert, Mortensen

GENERAL BUSINESS

COMMITTEE REPORTS
No reports to receive from committees.

COMMUNICATIONS/ EX PARTE / ABSTENTIONS / DEFERRAL REQUEST
- Receive written communications from staff, Planning Commissioners, or other commissioners. Scott McCullough reminded Planning Commission about their May 8, 2019 Mid-Month meeting at Akin Prairie.
- No ex parte.
- No abstentions.

GENERAL PUBLIC COMMENT
No general public comment.

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PC Minutes 4/22/19

ITEM NO. 1 VARIANCE FOR 1520 KENTUCKY ST (LRM)

Variance from lot width, frontage, and lot area associated with Minor Subdivision, MS-19-00082, Shenouda Kentucky Addition, located at 1520 Kentucky St. Submitted by Landplan Engineering, PA, for Victor M. Shenouda and Margrit N. Yousef, property owners of record.

STAFF PRESENTATION
Luke Mortensen presented the item.

APPLICANT PRESENTATION
CL Maurer, Landplan Engineering, was present for questions.

PUBLIC COMMENT
No public comment.

COMMISSION DISCUSSION
Commissioner Willey asked if the existing building would be removed.

Mortensen said the structure would be removed and a detached dwelling would be added on each lot.

ACTION TAKEN
Motioned by Commissioner Struckhoff, seconded by Commissioner Weaver, to approve the variance requested for a minor subdivision, MS-19-00082, required per Section 20-810(a)(2)(i) for Lot 2 Shenouda Kentucky Addition to reduce lot width from 40 feet to 35.32 feet, to reduce lot frontage from 40 feet to 35.32 feet, and to reduce lot area from 5,000 square feet to 4,388 square feet in accordance with the provisions per Section 20-813(g) of the Land Development Code for the property located at 1520 Kentucky Street.

> Unanimously approved 10-0. Commissioners Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, and Willey voted in favor.

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PC Minutes 4/22/19

ITEM NO. 2 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Growth & Development and Lawrence Neighborhoods & Housing.

PUBLIC COMMENT

Pennie von Achen suggested the following changes:
Chapter 2, Growth & Development:
Page 12, Goal 1: 1.2 *'~~Seek conservation of identified~~ Conserve sensitive lands and other identifiable natural resources that define Douglas County's rural character.'*
Page 13: *'While growth has traditionally been ~~generally is~~ considered ~~to be~~ good because it expands the tax base, accommodates an increasing population and involves more people in the political processes, it also has significant environmental as well as ~~can have~~ financial implications for the community.'*
Page 18, Goal 3, 2.9: *'Development shall not be permitted on regulatory floodplains or other environmentally sensitive areas in the area this section is talking about.'*
Page 25, Goal 5, 5.1: *'Existing commercial areas at the intersection of a hard-surfaced County route and designated highway may be allowed limited expansions ~~expand~~ if utilities and infrastructure are available and if the expansion is compatible with surrounding uses.'*
Page 25, Goal 5, 5.2: *'Allow limited new commercial developments to serve rural communities at an appropriate scale where infrastructure can support the intensity of the development.'*
Chapter 3, Lawrence Neighborhoods & Housing:
Page 40, Goal 4, 4.8: *'Incorporate pocket parks and green spaces into new neighborhood developments that encourage connectivity and green corridors. Where possible leave some greenspace natural to provide habitat and wild spaces for children to explore and learn.'*

Danielle Davey, Lawrence Board of Realtors, said the community benefit mandate would make housing more expensive and counterproductive of the progress and ideas from other groups. She encouraged Planning Commission not to take final action on Plan 2040 until the Affordable Housing Advisory Board had an opportunity to weigh in on how the community benefit policy may affect its work on affordable housing in Lawrence.

Bobbie Flory, Lawrence Homebuilders Association, said she felt the word 'shall' should be removed from the community benefit language. She said she did not know what 'unmistakably Lawrence' meant in Chapter 3, Lawrence Neighborhoods & Housing, Goal 4, 4.1 and what direction it was supposed to give. She said in Goal 4, 4.3 she did not know what 'human scale' meant. She said regarding Goal 5, 5.5 that references 'universal design' she did not know what that would add to the already outstanding building codes. She wondered if it was a relevant policy.

Thad Holcombe felt project scoring criteria was a great way to approach projects. He said he would love to see another goal added that would include preserving and protecting areas that are ecologically sensitive to advancement by growth.

Courtney Shipley, Lawrence Association of Neighborhoods, said she would like to see Section 4 divided into two separate areas where there is a difference between newly developed areas and older neighborhoods. She also expressed concern about parking. She suggested adequate off-street

parking be added to the wording. She agreed with Bobbie Flory's comment about human scale and not knowing what it means.

Nick Kuzmyack said some of the neighborhood chapter seems to conflict each other by using such language as 'preserve' and 'enhance.' He said change and stasis were at odds with each other.

COMMISSION DISCUSSION

Planning Commission started their discussion on page 23, Chapter 2, Growth & Development.

Commissioner Sands suggested adding the definition of human scale in the sidebar.

Commissioner Willey said they would discuss that topic with Chapter 3.

Commissioner Sinclair asked if the capitalized phrase 'Downtown Lawrence' used in the plan meant Massachusetts Street. He inquired about an agenda item Planning Commission saw recently to expand the definition of downtown Lawrence across the river.

Crick said a recent comprehensive plan amendment extended Downtown Lawrence north across the river. He said historically the comprehensive plan defined downtown as New Hampshire to Vermont from South Park to the river. He said it could ebb and flow as downtown changes so it did not have a locked-in prescribed boundary.

Commissioner Willey recommended Chapter 2, Goal 5, have a sub heading for home businesses with sub points:

- *Review and revise the home business rules for city and county to encourage entrepreneurs and startups.*
- *Ensure an appeal process.*
- *City and County offer opportunities for a business to scale up.*

McCullough said the language was getting very specific. He suggested possibly refining the first point since the appeal process would come much later.

Commissioner Carpenter said the comprehensive plan was tracking at a higher level what was already in the Development Code.

Commissioner Willey said Pennie von Achen spoke about Goal 5, Rural Commercial. Commissioner Willey said the availability of utility and infrastructure was a pretty natural limitation on most rural commercial opportunities. She said rural commercial was popular in rural areas because there were so very few public spaces. She was comfortable with the language in the draft plan.

Commissioner Carpenter suggested adding language on page 25, Goal 5, 5.1:
5.1 *'Existing commercial areas at the intersection of a hard-surfaced County route and designated highway may expand if utilities and infrastructure are available and if the expansion is compatible in scale with surrounding uses.'*

Commissioner Ashworth said she didn't see language in commercial development regarding impact on water resources, impervious surface, or greenhouse gas emissions.

McCullough said one of the policy recommendations was the climate protection plan.

Commissioner Willey asked if the future climate protection plan would be incorporated by reference.

McCullough said that was correct. He said it would be incorporated into the appendix.

Commissioner Ashworth said the climate plan was only mentioned in the text of *Plan 2040* once. She was not satisfied that it was just mentioned in the appendix.

McCullough said page 58, Chapter 6, Natural Resources, Goal 3, talks about air quality. He said it speaks to land use regulations and incentives to reduce greenhouse gases.

Commissioner Willey said she was comfortable with the language in the plan knowing there would be more work in the future.

Planning Commission discussed Goal 5, Small Neighborhood Commercial.

Commissioner Willey suggested the following wording on page 27, Chapter 2, Goal 5:
5.7 *'Encourage neighborhood-scale commercial uses to be integrated into residential areas.'*

Commissioner Struckhoff wondered whether they should discuss retail development along the southern area of town.

McCullough said the area is part of the revised Southern Development Plan which would be incorporated by reference in the comprehensive plan. He said the map was intended to be higher level and the sector plans were more refined. He said the plan calls out auto related commercial retail.

Commissioner Struckhoff suggested the adoption of the plan run concurrently with the sector plan.

Commissioner Willey suggested changing a word on page 28, Goal 5, Downtown Lawrence:
5.20 *'Incorporate existing structures and architecture when possible, and ~~match~~ complement the design, massing, placement and other site design elements of the surrounding area to preserve the existing development context.'*

Commissioner Willey suggested the following change on page 31, Chapter 2, Goal 1:
1.9 *'If adjacent to Lawrence, annexation shall occur prior to the submission ~~of~~ or concurrent with a development proposal.'*

Commissioner Willey suggested the following addition on page 33, Chapter 2, Goal 4:
4.3 *'Locate higher-intensity users and activities together in an industrial park when feasible.'*

Commissioner Carttar suggested that the maps on pages 29 and 34 include legends for what the dots represent in printed form.

Crick said it was to encourage people to get into the map to look at the details. He said the steering committee wanted the interactive maps.

Planning Commission switched their discussion to Chapter 3, Lawrence Neighborhoods & Housing.

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Commissioner Ashworth suggested adding the following to page 38, Goal 1:
1.7 *'Integrate public transportation throughout neighborhoods to ease traffic and parking congestion.'*

Commissioner Willey suggested the following change to page 39, Goal 2:
2.4 *'Clearly define neighborhood edges by either natural or ~~constructed~~ man made features.'*

Commissioner Carpenter suggested adding the following change on page 40, Goal 4:
4.10 *'Work with neighborhoods to create, update, and maintain Specific Land Use Plans as appropriate.'*

Commissioner Carttar said he would like to see the definitions of aging in place, human scale, and universal design added to the side bar.

Commissioner Carttar said the words 'unmistakably Lawrence' on page 40 felt like a trademark. He said like other words could communicate the same thing.

Commissioner Willey suggested striking 'unmistakably Lawrence' from page 40, Goal 4:
4.1 *'Create ~~a~~ places to allow neighborhood residents to gather ensuring that future neighborhoods are ~~unmistakably Lawrence~~ connected to each other and the larger community.'*

Crick said the steering committee's intent was that there was nothing in Lawrence that made neighborhoods in West Lawrence feel like a part of the community.

Commissioner Carttar suggested the following change on page 40, Goal 4:
4.9 *'~~Incorporate public health planning into land use planning.~~ Account for the impact of land use planning on public health.'*

Commissioner Struckhoff suggested the following change on page 40, Goal 4:
4.11 *'Plan ~~for~~, develop, and incorporate an evolving multi-modal transportation system.'*

Commissioner Carpenter asked staff to consider wordsmithing Goal 6.1 on page 41.

Commissioner Sinclair and Struckhoff suggested the following language on page 41, Goal 6:
6.2 *'Encourage ~~developments to account for~~ consideration of all income ranges when creating new developments and subdivisions.'*

DRAFT

PC Minutes 4/22/19

ITEM NO. 3 PRELIMINARY PLAT FOR NORTH LAWRENCE RIVERFRONT ADDITION; N 2ND ST (SLD)

PP-18-00504: Consider a two-lot Preliminary Plat for North Lawrence Riverfront Addition, located at 311, 317, 401, 409, 415, 501, & 505 N 2nd St for mixed use development including residential and commercial uses. Variances related to block length and right-of-way dedication for N. 2nd Street as a principal arterial. Submitted by Paul Werner Architects on behalf of Abfield Investments LLC, City of Lawrence, Douglas County Kaw Drainage District, D&D Rentals of Lawrence LLC, Exchange Holdings LLC, HDD of Lawrence LLC, Kaw River Estates LLC, Patience LLC, Loosehead Investments LLC, and Riverfront Properties of Lawrence LLC, property owners of record.

Item No. 3 was deferred prior to the meeting.

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

Recess at 9:43pm until 6:30pm on April 24, 2019

DRAFT

PC Minutes 4/24/19

Reconvene April 24, 2019 – 6:30 p.m.

Commissioners present: Ashworth, Butler, Carpenter, Carttar, Paden, Sands, Sinclair, Struckhoff, Weaver, Willey
Staff present: McCullough, Crick, Ewert, Larkin, Mortinger

BEGIN PUBLIC HEARING (APRIL 24, 2019):

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Ex parte:
  Commissioner Carttar said he spoke with Mary Frances Ellis and Paul Carter about history and context of short-term rentals.

  Commissioner Willey said she spoke with Jeff Hill, Vice-President of Mid-America Bank, about mortgage lending and affordable housing and how it might impact the discussion on short-term rentals. She said she spoke with Derek Felch, General Manager of Hampton Inn, who was not especially worried about short-term rentals and felt the number in Lawrence was not detrimental to the hotel use. She said she spoke with City Commissioner Stuart Boley who stressed the current non-compliance of the applicants for short-term rentals. She said she spoke with Mayor Lisa Larsen who urged Planning Commission to keep affordable housing in the discussion about short-term rentals.

- No abstentions.

GENERAL PUBLIC COMMENT
No general public comment.

DRAFT

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ITEM NO. 4 SHORT-TERM RENTAL

Discussion on short-term rental program.

STAFF PRESENTATION

Jeff Crick presented the item.

PUBLIC COMMENT

Tena Santaularia said short-term rental landlords are in the properties once or twice a week cleaning and checking property. She said with her long-term properties sometimes she doesn't have the opportunity to clean and fix them up for many years, when renters move out. She felt short-term rentals were somewhat self-regulated by guest reviews and having to meet high standards in order to stay in business. She said parking with short-term rentals was different because guests usually only have one vehicle.

Michael Davidson, Explore Lawrence, said he subscribes to a monthly report of data from Airbnb. He said year-to-date Airbnb revenue was up about 35% over the same period last year. He said one million dollars worth of revenue equated to about $60,000 transient guest tax for Lawrence last year. He said hotels had additional pressure than Airbnb. He said Lawrence opened three new hotels which generated 100,000 more room nights in town. He said in 2018 only 270,000 rooms were sold. He said hotels were having issues of overbuilding and that year-to-date hotels decreased 6.4% in revenue. He said as of March 2019 there were 192 active Airbnb properties in Douglas County.

Jeremy Furse said if his property wasn't a short-term rental it would be vacant. He said he did not want someone living above his retail space on a permanent basis even though he could probably make more money doing so. He said he was in the unit at least three days a week cleaning and taking care of it. He felt short-term rentals should be allowed anywhere rentals were allowed. He said his guests were spending money downtown and felt it was a win-win for the city.

Paul Carttar disclosed he was the sibling of Planning Commissioner David Carttar. He said he was opposed to non-owner occupied short-term rentals in certain neighborhoods and how they could impact neighbors. He said most of his neighborhood was rental property and he was concerned about them all becoming short-term rentals. He felt short-term rentals would have a detrimental effect on the neighborhood.

Ken Easthouse said he had no issue with owner occupied short-term rentals. He said the non-owner occupied short-term rentals were the issue. He said they were primarily in areas of town where affordable housing was most needed.

Courtney Shipley, Lawrence Association of Neighborhoods (LAN), said LAN was happy with the policy that had been approved. She was surprised the brakes were put on the program so quickly because it seemed the process was working well. She said the most important issue LAN was concerned about was affordable housing. She said she was glad the people who had gone through the process already had been so responsive and responsible.

Leda Sedlock said her short-term rental guests, on average, stay about 8 days a month, mostly on weekends. She said guests typically stay 2-3 nights. She said a search on Airbnb for non-owner occupied homes in Lawrence will only have 5-star properties because those are the only

ones that survive. She said Lawrence was not in a rental housing crisis and that there was a perception that non-owner-occupied-short-term rentals deplete affordable housing stocks.

Tim Hamilton did not believe short-term rentals would impact affordable housing significantly because someone who would otherwise offer low-income housing would have to want to convert their property to a short-term rental. He said the poverty threshold in the United States for a single person was $12,000 a year and $25,000 for a family of four. He said that would be $600 a month for a single person and $750 a month for a family. He said those earnings were not in the same market as short-term rental. He said regarding possible increased property taxes, he pays about $100 a month in property taxes on his 2-bedroom short-term rental. He said if the property tax increased to 25% it would raise his monthly property tax to $250 a month. He said he would have to increase his rent cost to make up the difference.

Kathy Bruner felt short-term rentals were the best experience when traveling and she hoped to operate one someday. She said her long-term rentals were never looked at.

Aaron Geier spoke in favor of short-term rentals. He said his property would be empty if not for Airbnb. He said he checks the property regularly. He said his guests shop downtown when they stay at his property.

Kit Grove echoed comments in favor of short-term rental. He said his wife operated an Airbnb and he stayed in them frequently when traveling. He did not feel short-term rentals would drive the price of housing up.

COMMISSION DISCUSSION

Topic:

18. Revise the special use permit application to seek information regarding the platforms utilized by the applicant and the listing numbers to view info on user comments if the short-term rental is currently operating in violation of the code.

Commissioner Sands felt it was helpful to see reviews of those operating a short-term rental.

Commissioner Willey said the Special Use Permit would run with the property so reviews would only apply to the operator of the property.

Commissioner Carpenter said Airbnb was the only platform that had an agreement with the State of Kansas to collect taxes. He said a registration number would be helpful in determining how long in operation. He said reviews could also indicate how many people were staying at the house.

Commissioner Butler said taxes were not the purview of Planning Commission.

Commissioner Carpenter felt the information should still be included.

Commissioner Butler said she was not that concerned with reviews because guests look at properties and read reviews before deciding where to stay. She said the short-term rentals would not survive if they weren't well taken care of.

Commissioner Carttar asked for clarification on what Planning Commission's objective was.

McCullough said the program began in November, 2018. He said many operators were operating not in compliance with the Code so a program was built to give them a path for compliance. He said the non-owner occupied short-term rental Special Use Permit process required a hearing at Planning Commission and a final determination at City Commission. He said as the Special Use Permit applications started to be reviewed some issues revealed themselves, mostly neighborhood issues. He stated three applications had been approved, one denied, and three deferred. He said City Commissioner Boley had specific questions at the time of the three deferrals.

McCullough said Planning Commission was grappling with how to review these unique land uses. He said Planning Commission could discuss revisions they would suggest to City Commission. He said some topics may not be in the purview of Planning Commission but the intent was to place all the questions in the memo for their comment. He said the hope was to gain framework on whether the program should change and what that should look like, and if there should be better parameters to judge short-term rentals.

Commissioner Willey said she agreed with Commissioner Butler that the reviews were not helpful.

Commissioner Carttar said his primary issue was the enforceability of the short-term rentals. He felt it made sense for every single platform to be listed, however there needed to be a mechanism to be amended.

Commissioner Carpenter said reviews were helpful.

Struckhoff said a link to reviews and platforms would be sufficient.

McCullough said technically there should be no information to review since operators should not be operating short-term rentals without a license.

Commissioner Weaver expressed concern about looking at reviews and denying a Special Use Permit based on a negative review and approving another with two negative reviews, for example.

Commissioner Sands felt negative reviews could give a sense of how a property was being taken care of.

Commissioner Carttar felt Special Use Permit applications should include the platforms advertised on.

Answer:
The Planning Commission believes that the City should seek this information and the Planning Commission can determine how to evaluate this information as part of the application packet. They also believe the City of Lawrence should be made aware of the platforms and links applicants are operating under and provided by the applicants.

Topic:
19. Include rental map snapshot in every packet – long and short-term.

McCullough asked Planning Commission if they would like to see a static map or an updated link.

Commissioner Paden said she would like to see how non-owner occupied versus owner occupied was impacting neighborhoods.

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Commissioner Sands asked Michael Davidson to speak to the data he receives from Airbnb. He felt it could be helpful for the City to subscribe.

Davidson said the data changes daily.

McCullough said the City had methods of finding short-term rentals. He said staff appreciates Explore Lawrence sharing the Airbnb data.

Commissioner Willey said she was comfortable with the City map and the City obtaining the data in whatever means they want. She said she would like to see the map included in the packet.

Commissioner Struckhoff said he would like to see a static map with a link.

Commissioner Ashworth said she was not comfortable capping the number of short-term rentals in a neighborhood for no other reason than too many in a block.

McCullough said those element examples would rise to a program level recommendation.

Answer:
The Planning Commission would like to strive to differentiate between owner-occupied and non-owner occupied short-term rental properties on the residential rental license map. The Commission would also like the link to the online map and a static version of that map included as part of their packet materials.

Topic:
20. Explore requiring the city's occupancy limit to be included in offerings on software platforms as a condition of any approved special use permit.

Commissioner Willey wondered if all platforms included occupancy.

McCullough said he was not sure.

Commissioner Carpenter said one of the applicants had it on their site. He said it could be part of the licensing process.

McCullough said staff could figure out what method was best to require that.

Answer:
The Planning Commission would recommend that occupancy limits, number of permitted guest rooms, and the number of parking spaces should be provided on the online listing for the properties.

Topic:
21. Require contact info to be shared with neighbors.

Commissioner Willey wondered if property owners could post their contact information on-site and the number for enforcement.

Commissioner Sands suggested possibly a sticker or plaque on-site with a contact number.

Commissioner Sinclair felt it was a good idea to provide contact information and that it made more sense to include it in mailed notice to the neighbors.

McCullough said in practice the City typically gets the enforcement call and has the contact information.

Commissioner Carpenter said the mailed notice provided contact information.

Commissioner Willey asked applicants to provide thoughts.

Sedlock said she had no issue posting her contact information on her property.

Santaularia said all of her contact information was transparent and available. She said she had no issue with posting her contact information. She said it was already on the listing for the guest to call.

Furse said a plaque on the exterior may invite theft by advertising the property was vacant.

Commissioner Carttar felt neighbors should be notified with renewal of the annual license.

McCullough said owner information was included on the map.

Commissioner Carpenter said the renewal of license should include a letter with contact information.

Answer:
The Planning Commission recommended requiring notice to neighboring property owners with each license renewal, if not already required by ordinance that includes a contact for the operator. They also believe it is the purview of the operator to display any additional contact information on the premises as they believe is reasonable.

It was noted at the meeting that an applicant's contact information is provided on the notice letter for the owner-occupied short-term rental. Such a letter is not required for non-owner occupied short-term rentals given the special use permit public hearing process.

Topic:
22. Should there be time limits on special use permits, or does license present an opportunity to revoke, or can a special use permit expire when owner changes?

Commissioner Paden felt a property was more likely to continue as a short-term rental when sold if the license goes with the property. She wondered if the license could be renewed if the property sold.

Randy Larkin said a Special Use Permit, just like zoning, runs with the land. He said if the program is changed it could be a license of some sort.

Commissioner Carpenter said one option could be to set time limits for review.

McCullough said they would want to be consistent through the program and not case by case. He said the Special Use Permits have a condition that if left vacant for 12 months the Special Use Permit expires.

Commissioner Carttar asked about the terms of license renewal.

McCullough said there were some violations of the license. He said big items for revoking a Special Use Permit would revolve around renting out more guest rooms than allowed, using more parking, and allowing more unrelated occupants. He said there was a lot of due process to get a Special Use Permit and quite a bit of due process to revoke a Special Use Permit.

Commissioner Carttar asked if complaints to the City were considered when a license was renewed.

McCullough said not necessarily. He said complaints were investigated to see if there was a legitimate violation of the Code. He said staff inspects short-term rentals annually for life safety issues, which was more frequently than long-term rentals.

Commissioner Sands did not feel it was inappropriate to ask for a 3 year Special Use Permit. He said in other communities short-term rentals get gobbled up by property maintenance companies. He referenced several articles regarding affordable housing being impacted by short-term rentals.

Commissioner Paden wanted to prevent corporate takeover. She said if Special Use Permits required a 3 year renewal the applicant would have to pay the fee again.

McCullough said that was correct.

Commissioner Willey felt that was a burden on the property owner.

McCullough said the fees were adopted by City Commission and could be a program change.

Commissioner Willey expressed concerns with corporate takeover.

Commissioner Sands referenced the following article about the City of Nashville phasing out non-owner occupied short-term rentals:
https://www.avalara.com/mylodgetax/en/blog/2018/02/nashville-votes-to-phase-out-non-owner-occupied-short-term-rentals.html

Answer:
Planning Commission noted concern for license renewal if code violations were found during any one year. They also noted a concern for large-scale operators to become dominant in the market forcing out smaller, local operators. The Planning Commission also noted that additional application fees were a concern when setting expiration dates for special use permits. The Planning Commission does not recommend changes to the program in this regard at this time.

Topic:
23. Should there be a limit on guestrooms permitted and should that limit be tied to occupancy limits?

Answer:

The Planning Commission believes that the parking standards and the occupancy limits in the Land Development Code presently helps regulate the number of guestrooms.

Topic:
24. What are the minimum infrastructure requirements to be present for a short-term rental use?

Commissioner Willey felt if it was appropriate for neighborhoods it was appropriate for short-term rentals and long-term rentals.

Answer:
The Planning Commission believes that if the infrastructure is sufficient in providing for the needs of owners and long-term rental occupancy then it is also sufficient for short-term rentals.

Topic:
25. How does the short-term rental use affect traffic in a neighborhood?

Answer:
The Planning Commission is of the opinion that beyond an extenuating circumstance, a short-term rental would generate less traffic than an owner-occupied/long-term rental; therefore, the presence of a short-term rental does not present traffic issues.

Topic:
26. Should neighborhood support be required to gain approval of a special use permit?

Commissioner Carttar felt it may be difficult to try and impose that kind of requirement. He felt having the City Commission require a super-majority vote with a protest petition was about as close as a requirement that could be imposed. He said most neighbors were not aware a protest petition was a possibility.

McCullough said staff are not shy about talking to neighbors about the process.

Commissioner Willey said Planning Commission typically does not operate by having neighborhood support required. She said Planning Commission weighs the opinions of the neighborhood, among other factors.

Commissioner Carpenter felt it could be problematic for one type of Special Use Permit to require neighborhood support.

Commissioner Struckhoff strongly encouraged community involvement.

Answer:
Planning Commission finds that the protest petition provides weight to neighbors on an application. Gaining support of a neighborhood is always factored in to a special use permit application analysis, but would not automatically compel a denial recommendation by the Planning Commission. Opposition must be weighed against all of the Golden Factors as with any special use permit application.

Topic:
27. How does the short-term rental use impact affordable housing?

Commissioner Carttar suggested the topic be revisited by Planning on a regular basis since it was new.

Commissioner Ashworth wondered how many current short-term rentals in progress would qualify as affordable housing.

McCullough said that analysis had not been looked at.

Commissioner Ashworth referenced an article about an increase in rental rates due to short-term rentals.

McCullough said there were much bigger forces impacting affordable housing.

Answer:
The Planning Commission does have a concern with the saturation of neighborhoods by short-term rentals and the possible displacement of families and those effects on neighborhood schools. However, it is too early to determine the full effects of this particular use due to the use being of a small scale at this time. More time is needed to see how many short-term rentals will be licensed to fully and adequately gauge these effects.

Topic:
28. What is the date of construction for the properties licensed as short-term rentals?

Answer:
This information was provided in the staff memo as part of the agenda packet. The Planning Commission did not comment on this topic.

City Commissioner Boley Questions:
1. What is the tax assessment for this property, by taxing jurisdiction and the total?

2. What would the tax assessment for this property be, by taxing jurisdiction and the total, if the property were taxed at the commercial rate applied to hotels?

3. Please compute the difference between the figures, by taxing jurisdiction and the total.

Crick said taxes were a function handled by the County Appraisers Office. He said the Planning office and Planning Commission did not really have a role in taxation.

McCullough said City Commission was asking the question for their analysis. He said the typical short-term rental was being taxed at a residential rate.

Answer:
The Planning Commission determined this to be outside of their review purview.

City Commissioner Boley Question:
4. Is it possible to add a condition to the special use permit that would require the owner to remit the difference to the city annually?

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Answer:
The Planning Commission determined this to be outside of their review purview.

City Commissioner Boley Question:
5. Is it possible that a future property valuation will be done on the basis of an income generating property rather than a residence?

Answer:
The Planning Commission determined this to be outside of their review purview.

City Commissioner Boley Question:
6. If so, is it possible that a higher valuation will be imposed upon adjacent properties?

Answer:
The Planning Commission determined this to be outside of their review purview.

City Commissioner Boley Question:
7. What is the length of the street frontage for each of the properties?

Answer:
The Planning Commission reviewed this as being related to Topic 24 and responded with that topic.

City Commissioner Boley Question:
8. What is the length of the street frontage for the Hampton Inn and how many guest rooms is that property authorized?

Answer:
The Planning Commission reviewed this as being related to Topic 24 and responded with that topic.

City Commissioner Boley Question:
9. What is the category of the street in front of each of the properties?

Answer:
The Planning Commission reviewed this as being related to Topic 24 and responded with that topic.

City Commissioner Boley Question:
10. What is the category of the street in front of the Hampton Inn?

Answer:
The Planning Commission reviewed this as being related to Topic 24 and responded with that topic.

City Commissioner Boley Question:
11. Is it possible to add a condition that would limit the term of the special use permit to 3 years, as we did with the DARE Center?

Answer:
The Planning Commission addressed this topic with Topic 22 above.

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City Commissioner Boley Question:
12. Once an SUP is approved is there any restriction upon the transfer of the special use permit along with the property?

Answer:
The Planning Commission addressed this topic with Topic 22 above.

City Commissioner Boley Question:
13. If there are no restrictions [on transferring the special use permit to another operator], why should any consideration be given to the history of prior use as a short-term rental by the Planning Commission or City Commission when deciding whether to grant a special use permit?

Answer:
The Planning Commission believed the history might be helpful in providing context to an application, but also believed that such information would be evaluated on a case-by-case basis with each application.

City Commissioner Boley Question:
14. Please provide the pictures the commission was shown of the mobile home placed upon the lot across the street from Dr. Venida Chenault's house, as we considered the non-compliant use of that property.

Answer:
The Planning Commission was not sure of the intent of this question, but did have concern for renewing a short-term rental license that had a history of violations.

City Commissioner Boley Question:
15. When was the mobile home placed upon the property?

Answer:
The Planning Commission was not sure of the intent of this question, but did have concern for renewing a short-term rental license that had a history of violations.

City Commissioner Boley Question:
16. When was the first complaint received about the mobile home?

Answer:
The Planning Commission was not sure of the intent of this question, but did have concern for renewing a short-term rental license that had a history of violations.

City Commissioner Boley Question:
17. How many days later was the mobile home removed from the property?

Answer:
The Planning Commission was not sure of the intent of this question, but did have concern for renewing a short-term rental license that had a history of violations.

Commissioner Ashworth talked about articles she has read about other cities capping the number of short-term rentals that individuals/companies own. She said some communities take a percentage of

the fees and taxes and apply it toward affordable housing trust funds. She said another mechanism for limiting corporate ownership was to limit the number of nights a unit could be rented.

NO ACTION TAKEN

DRAFT

PC Minutes 4/24/19

ITEM NO. 5 COMPREHENSIVE PLAN 2040

Continue discussion regarding the Comprehensive Plan 2040 for unincorporated Douglas County and the city of Lawrence. Topic discussion will include Economic Development and Transportation.

STAFF PRESENTATION

Jessica Mortinger presented the topic of Transportation.

PUBLIC COMMENT

Michael Almon felt the definition of the gateway should be revised. He felt the community benefit should be required in Chapter 2. He said he supported language in Section 6.1.8 *'Prohibit development in newly annexed floodplains and prime agricultural soils.'* He said there were ongoing infrastructure costs funded by tax payers due to sprawl. He felt the community benefits would help offset the additional community costs. He said there were already areas where infrastructure was being used as justification for further industrialization, development, and commercialization, particularly south of K-10 on Highway 59.

COMMISSION DISCUSSION

Commissioner Willey suggested having a definition of Complete Street Policies in the sidebar of page 45, Chapter 4, Transportation.

Commissioner Willey suggested adding language to Chapter 4, Goal 2, regarding the efficient movement of people and goods.

McCullough said language could be added to Goal 2.4 regarding residents and the movement of goods.

Commissioner Willey suggested adding language to page 46, Goal 3: *'While moving people and goods is one of the paramount concerns of a transportation network, the **safety and security** of the people using it is one of the overarching concerns for all aspects.'*

Commissioner Willey suggested the following language addition on page 47, Goal 4.2:
'Reduce single occupancy vehicle trips through Travel Demand Management, multi-modal site design, policies, programs, and partnerships with employment centers.'

Commissioner Willey suggested additional language to the vision statement on page 50, Chapter 5, Economic Development:
'Create a diverse range of employment opportunities by capitalizing on our highly-educated workforce, attracting new employers, encouraging and supporting entrepreneurs, retaining and growing existing business, and maximizing our potential through innovative technology sectors.'

Commissioner Willey suggested the following for Goal 1 on page 50, Chapter 5:
1.4 *'Capitalize on local resources, such as the University of Kansas Small Business Development Center, Lawrence Metro E-Community, and the Bioscience and Technology Business Center at the University of Kansas, to help nurture and attract small and start-up businesses.'*
1.5 *'~~Target~~ Attract career business ~~attraction~~ by building on the existing economic and educational assets of Douglas County.'*
1.6 *'Monitor new and developing industries for their potential to add to our economic base.'*

DRAFT

1.7 *'Encourage and support diversifying the agricultural economy.'*

Commissioner Carpenter expressed his desire for increased wages and felt bigger discussions needed to happen.

Commissioner Willey suggested the following language change for Goal 2, Chapter 5:
'Encouraging ~~discussions~~ collaborations with local colleges and schools, employers, and our community's workers helps ***continue workforce retention and development*** *for future economic development.'*

Planning Commission encouraged adding a sidebar in Chapter 5, Economic Development, for the definition of quality jobs.

Commissioner Willey suggested Goal 3, page 51, Chapter 5, be broken into two goals and group the similar ones together. She felt goals 3.1, 3.4, & 3.5 should be one group and 3.2, 3.3, & 3.6 be a second group.

Commissioner Ashworth suggested language for Goal 4, Chapter 5:
4.5 *'~~Support~~ Create and promote incentives for businesses transitioning to ~~new green~~ environmentally sustainable practices.'*
~~4.6 'Develop policies to support and encourage new farmers.'~~

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

ADJOURN 10:57pm

DRAFT

Memorandum
City of Lawrence/Douglas County
Planning and Development Services

TO:	Affordable Housing Advisory Board
FROM:	Jeff Crick, Planning Manager
CC:	Diane Stoddard, Assistant City Manager Scott McCullough, Planning & Development Services Director
Date:	For the May 13th, 2019 Meeting
RE:	*Plan 2040:* Process Overview

The Affordable Housing Advisory Board received a letter from the Lawrence Board of Realtors and the Lawrence Home Builders Association at their April 8th, 2019 meeting requesting that the board review certain policies of *Plan 2040* that may relate to housing. The letter included Chapter 2: Growth & Development, which contains goals and policies related to annexing property for development.

Staff has shared with the Planning Commission, City Commission, and Board of County Commissioners a schedule to complete the reviews of *Plan 2040*, which began in February of 2014. The schedule does not include formal reviews by the city and county advisory boards since intensive public outreach and topic research has been completed for the plan. Lawrence Board of Realtors and the Lawrence Home Builders Association have participated on several occasions throughout the process. Because the Planning Commission is scheduled to complete their review in May and has finished much of their review, including Chapter 2, there is limited time for advisory boards to consider the plan and no direction from the City Commission to do so. With this in mind, staff provides the following information related to the draft comprehensive plan with the intent to highlight how the issue of housing for all incomes is supported by the draft comprehensive plan. There is no action required of the Affordable Housing Advisory Board with this agenda item.

Plan 2040: A Comprehensive Plan for Unincorporated Douglas County & the City of Lawrence is the draft comprehensive plan to succeed *Horizon 2020,* the current comprehensive plan. The draft plan and supporting documents are available online.

The comprehensive plan review process began with the creation of the Comprehensive Plan Update Steering Committee, which began meeting in February 2014 and released their final draft in October 2018. To help guide the revision and updating process, the Issue Action Report was created by the Steering Committee and adopted by the Planning Commission, Lawrence City Commission, and the Douglas County Board of County

Commissioners. The Steering Committee's 4 ½ year review included a wide-range of public input opportunities such as a statistically valid ETC Survey, 8 open houses and corresponding survey, 2 public forums, and 1 Steering Committee public listening session.

During the public input events, the community noted that addressing quality housing for all incomes (Issue Action Report: Issue 3) was a key subject requiring attention in the update, but also needing to be addressed in the context with other important issues, such as managing growth. This led to incorporating affordable housing policies into Chapter 3: Lawrence Neighborhoods & Housing and other chapters of the draft comprehensive plan. Overall, there are many strong connections between *Plan 2040* and the work of the Affordable Housing Advisory Board.

Plan 2040 Policies Supporting Housing for All Incomes

- Vision Statement: Our vision will create and maintain: Neighborhoods that are compact, walkable, diverse and connected, providing for all ages and incomes (p.4)
- Ch.2.A.2: Direct growth in alignment with planned infrastructure, prioritizing in-fill development before expanding through annexation, while ensuring community needs are met through benefits provided as Lawrence grows. (p.12)
- Ch.2.A.2.2: Tier 2 land shall only be annexed if the need to accommodate demand is established, and if a community benefit is provided. Consider community land use inventories, market sector health, and residential valuation to income ratio, among other factors, when assessing need for annexation. (p.13)
- What is a Community Benefit?
    - A community benefit may include:
        - Creation of permanent affordable housing, or provision of a land donation to the Housing Trust Fund.
        - Provision of land, amenities, and/or facilities for a public purpose such as parks, public safety facilities, education facilities, cultural and arts amenities, utility enhancements, etc. above that required to serve the development.
        - Preservation of significant amounts of environmentally sensitive lands above that minimally required by code.
        - Creation of primary employment opportunities. (p.13)
- Ch.2.A.3.8: Annexation requests shall include a community benefit(s) identified in consultation with staff based on the needs of the community, which may include offsetting incentives to the requestor, and in the context of what the annexation request can support. Collaboration between the developer and governmental and community partners and programs is encouraged in the implementation of providing the community benefit(s). The community benefit(s), including the provision method, shall be considered by the Planning Commission, approved by the City Commission, and included in an annexation agreement. (p.14)

- Median Residential Market Value to Personal Income per Capita Ratio: This ratio reflects the years of income an average Lawrence resident would need to make in order to purchase a home at Lawrence's median residential market value, excluding interest, insurance, and other related purchasing costs. (p.87)
- Ch.2.B.7.1: Encourage a variety of housing types including single family residences, townhouses, zero-lot line homes, accessory dwellings, cluster housing, work/live housing, apartments, retirement, and supportive housing. (p.20)
- Ch.2.B.7.2: Intersperse affordable housing throughout Lawrence. (p.20)
- Ch.2.B.7.3: Provide options throughout Lawrence for smaller residential development lots. (p.20)
- Ch.3 Lawrence Neighborhoods & housing vision statement: Neighborhoods promote social interaction and provide residents of all ages and abilities with a safe, functional and aesthetically unique environment. They are where a sense of identity is created, historic features and cultural traditions are respected, attractive and affordable housing choices are offered, and connections to a common past maintained. Neighborhoods shape vibrant and strong communities.
- Ch.3.4.2: Incorporate a mixture of housing types, styles, densities, and price ranges. (p.40)
- Ch.3.5: Create complete neighborhoods that mix compatible land uses, include varied housing types and prices, and provide services and amenities to residents of all ages. (p.40)
- Ch.3.5.4: Identify and plan for service needs and resources for residents of all ages and abilities. (p.41)
- Ch.5.2.1: Develop housing options to meet the needs and incomes of a diversified workforce. (p.50)
- Affordable Housing Advisory Board's Housing Market Analysis is incorporated by reference into the draft comprehensive plan to provide land use guidance, where appropriate. (p.91)
- Ensuring that our community has affordable and safe housing is paramount to the quality of life we all enjoy. (p.41)
- Ch.3.6: Provide affordable housing for all segments throughout the community. (p.41)
- Ch.3.6.1: Implement the policies of the Affordable Housing Advisory Board. (p.41)
- Ch.3.6.2: Encourage consideration of all income ranges when creating new developments and subdivisions. (p.41)
- Ch.3.6.3: Promote partnerships to advance affordable and safe housing options. (p.41)

Conclusion

The policies above support the work of the Affordable Housing Advisory Board and are meant to advance increasing the supply of affordable housing. This agenda item is informational only and no action is required.

Planning Commission

Key Links

City of Lawrence Douglas County
PLANNING & DEVELOPMENT SERVICES

Plans & Documents

- Horizon 2020
- Sector/Area Plans
- Transportation 2040
- Retail Market Study & Multi-Dwelling Inventory Report

Development Regulations

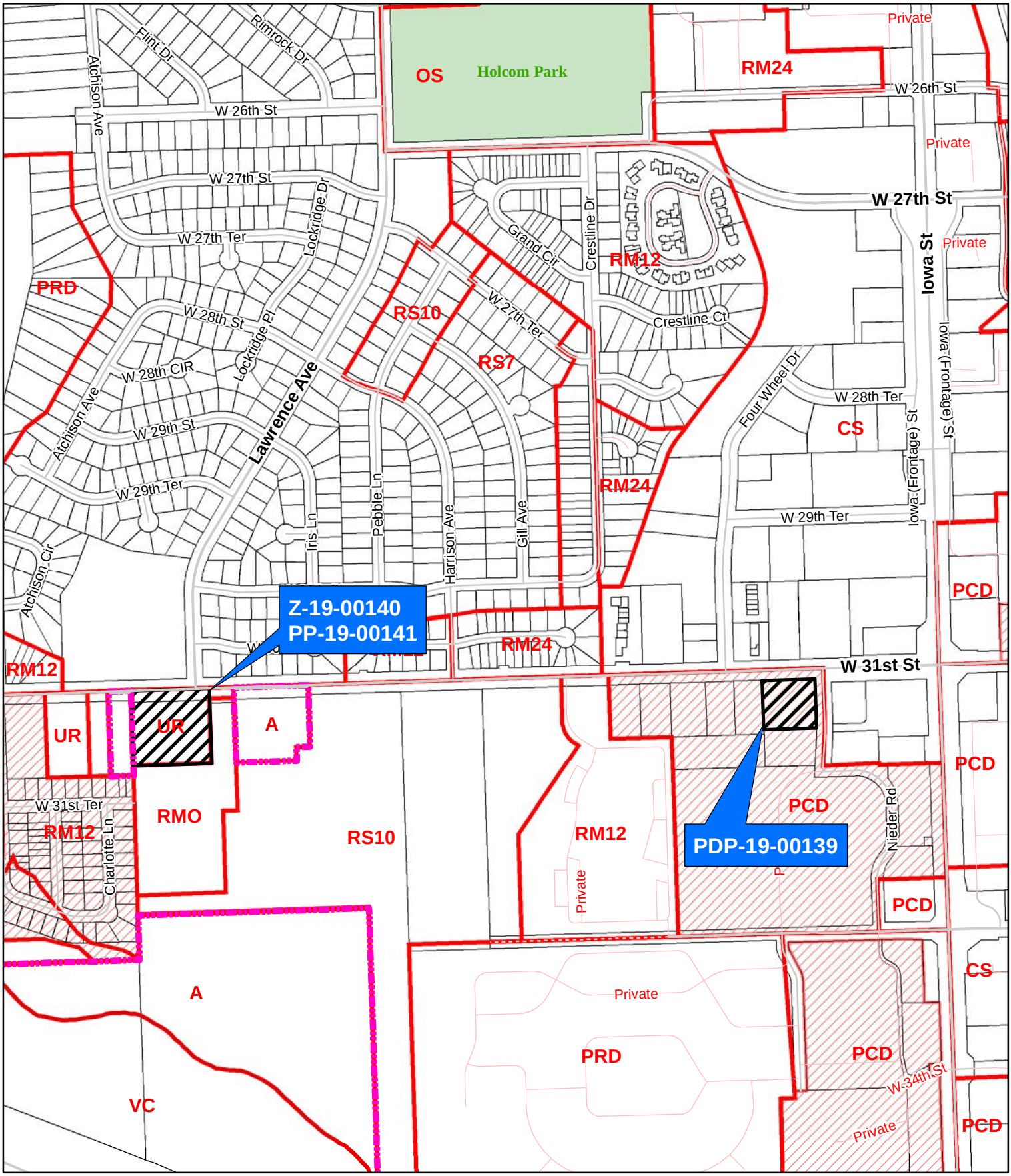
- Community Design Manual
- County Zoning Regulations
- City Land Development
- Subdivision Regulations

Online Mapping

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

Planning Commission

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



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

Lawrence-Douglas County Planning Office
May 2019

Subject Properties

Memorandum
City of Lawrence/Douglas County
Planning and Development Services

TO:	Lawrence – Douglas County Planning Commission
FROM:	Avery Koerner, Planning Aide
CC:	Scott McCullough, Planning & Development Services Director Jeff Crick, Planning Manager
Date:	May 20, 2019 Planning Commission meeting
RE:	Local Government Role in Addressing Hydraulic Fracturing

The state of Kansas does not permit or empower local governments to regulate the construction, permitting, or operation of Class I through V injection wells, some of which may utilize the process of hydraulic fracturing.

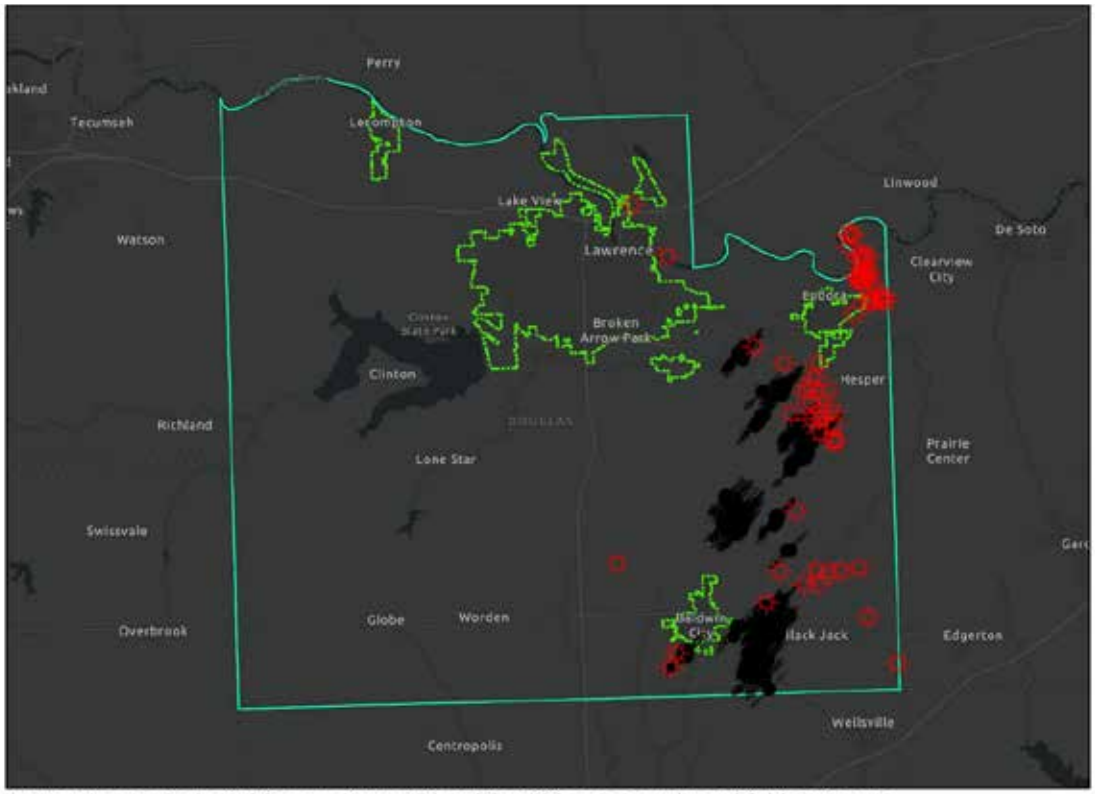
According to the Environmental Protection Agency (EPA) there are six injection well classes used to place and/or retrieve fluids underground for storage or disposal. These wells can be regulated by either the EPA or a state agency through an Underground Injection Control program. The state of Kansas holds primary regulatory authority over 5 of the 6 well classes.

The Kansas Department of Health and Environment regulates Class I, III, IV, and V injection wells. In 1984, the Environmental Protection Agency banned the use of Class IV injection wells, used to dispose of hazardous and radioactive wastes. The Environmental Protection Agency currently retains regulatory authority over Class VI wells, used for the geologic sequestration of carbon dioxide, until the state of Kansas develops a Class VI program meeting the Environmental Protection Agency's minimum requirements for Underground Injection Control programs.

In the state of Kansas, the Kansas Corporation Commission regulates Class II injection wells which can be used to dispose of hydraulic fracturing byproducts that can be harmful to the environment and public health if not disposed of properly, deep into underground rock formations. Class II injection wells can also be used to produce oil or gas, though according to the Environmental Protection Agency, wells that are solely used for oil and gas production are not regulated through the Underground Injection Control program.

Hydraulic fracturing is a well-stimulation technique and is most notably used to enhance the production and recovery of oil and gas. This technique involves injecting fluids deep into the ground to produce new fractures in underground rock formations, allowing oil and gas to escape.

With the publicly available oil and gas well data, provided by the Kansas Geological Survey, the exact number of wells using the process of hydraulic fracturing in Douglas County cannot be determined. The Kansas Geological Survey does not track whether a well has been fracked or not. However, a map has been provided showing the locations of active oil and gas wells in Douglas County that could have potentially used the process of hydraulic fracturing to enhance oil and gas recovery.



Source: Kansas Geological Survey, Kansas Oil and Gas: Oil and gas wells and fields in Kansas

According to the Kansas Corporation Commission, Kansas has approximately 5,000 Class II disposal wells and 11,600 Class II secondary/enhanced oil recovery wells. The number of Class II disposal wells and secondary/enhanced oil recovery wells in Douglas County cannot be determined with the readily available data.

State legislation, the Kansas Corporation Commission, and the Kansas Department of Health and Environment do not permit or empower local governments to regulate the construction, permitting, or operation of any Class I through V injection wells (K.A.R. 82-3-400 - K.A.R. 82-3-412, K.A.R. 28-46-1 – K.A.R. 28-46-45). However, on the Kansas Corporation Commission's Frequently Asked Questions webpage, the agency does acknowledge their lack of authority in addressing traffic and road damage caused by the operation of Class II injection wells and directs concerned citizens to contact relevant county or municipal governments who may be able to address these issues.

The long-term costs and benefits of hydraulic fracturing regarding the environment, public health, safety, and the economy are still a matter of debate. Fracking wells are often considered an industrial land use because they produce noise, vibrations, gas emissions, and large amounts of liquid waste. An increase in the construction and operation of injection wells has the potential to provide economic benefits to both the public and private sectors, but also has the potential to increase administrative, development, and maintenance costs for local forms of government.

While local governments cannot regulate the permitting, construction, or operation of injection wells, some have implemented a variety of measures to help mitigate the impacts hydraulic fracturing, associated with oil and gas recovery, has on their communities. Implementing these measures has had varying success from state to state. The most common practice has been to use zoning regulations to help mitigate and screen the use from surrounding properties, thereby controlling the circumstances around the use. More success has been seen when local governments set regulations for all industrial uses and not just injection wells that utilize hydraulic fracturing. The City of Chanute, Kansas sets restrictions in their building code (Chapter 16.44) regarding the use of oil and gas wells.

Memorandum
City of Lawrence/Douglas County
Planning and Development Services

TO:	Lawrence – Douglas County Planning Commission
FROM:	Jeff Crick, Planning Manager
CC:	Scott McCullough, Director, Planning and Development Services Amy Miller, Assistant Director, Planning and Development Services
Date:	March 25th, 2019
RE:	*Plan 2040:* Growth & Development Chapter – Community Benefit

At the December 2018 Planning Commission meeting, a request was made to note other municipalities that have some form of community benefit connections as part of their growth and development processes. While these connections to each community's processes and requirements can take many forms, and may include a variety of parties, the overall concept would not be unique to our community if it is adopted as recommended in *Plan 2040*.

Horizon 2020 was adopted with a Growth Management chapter (Ch. 4) establishing the urban growth area. As both Douglas County and Lawrence have grown since 1998, the community's expectations regarding infrastructure, environmental considerations, and agriculture have also evolved. *Plan 2040* was drafted to accommodate Lawrence's continued growth, while balancing the community's vision and expectations towards the rural and agricultural character of Douglas County.

One form of agreement that is employed by many municipal governments nationwide is an annexation or pre-annexation agreement. A pre-annexation agreement is a contract between a municipality and a property owner requesting annexation to establish the relationship and expectations of both parties, and to provide for the future development before a property is annexed into a municipality. In most states, this type of agreement is not required, but the parties seek to work out a formal agreement to manage such expectations. Annexation agreements provide a means to permit an orderly and deliberate completion of a community's long-range planning. Many communities have found that this allows for more logical development of property and the community, without burdening citizens with undue costs or inadequate infrastructure.

Community benefit agreements (CBA) were developed in the early 2000s as a means to address disparities and issues that were being created by developments throughout the United States. A CBA is an agreement that can be signed by various parties, including governing bodies, that requires a development to provide specific amenities for certain

requests. They can take numerous forms and have a variety of parties included into the agreement. They can play an important role in directing services and investment to ensure that development provides benefits to the whole community.

In many instances, a CBA can provide advantages to both parties. They can create an opportunity for an open dialogue so all parties are aware of the limitations and the intents of all parties. Creating this up-front communication allows all parties to better understand the project. Essentially, this type of an agreement is a way to recognize that continued growth and development is important for the community's continued prosperity, while ensuring that the agreement is beneficial to all parties and the community as a whole.

Communities of all sizes have utilized community benefit agreements. Some communities that have negotiated, utilized, or studied them in some manner include:

- Atlanta, GA (Atlanta Beltline)
- Boulder, CO
- Buffalo, NY (Buffalo Niagara Medical Campus)
- Camden, NJ (Cramer Hill Redevelopment)
- Chicago, IL (Obama Presidential Library)
- Denver, CO (Gates Cherokee)
- Los Angeles, CA (LAX, Staples, Hollywood & Vine, Hollywood & Highland, Marlton Square, NoHo Commons, SunQuest Industrial Park, LAX Airport Expansion)
- Miami, FL (Worldcenter)
- Milwaukee, WI (Park East Corridor)
- Minneapolis, MN (Longfellow, Minneapolis Digital Inclusion, WiFi Plan)
- Nashville, TN (MLS Stadium)
- New Haven, CT (Yale Cancer Center)
- New Orleans, LA (Lincoln Beach)
- New Rochelle, NY
- New York City, NY (Atlantic Yards, Columbia University expansion, Gateway Center at Bronx Terminal, Yankee Stadium)
- Oakland, CA (Oakland Army Base, Oak to 9th)
- Pittsburgh, PA (Hill District, Penguins Arena-One Hill)
- San Diego, CA (Ballpark Village)
- San Francisco, CA (Hunter's Point)
- San Jose, CA (CIM Project)
- Seattle, WA (Dearborn Project)
- Southampton, NY

- Syracuse, NY (School Reconstruction Job Shadowing)
- Washington, D.C. (Shaw District)
- Wilmington, DE (Peninsula Compost Co.)

Memorandum
City of Lawrence-Douglas County
Planning & Development Services

TO: **Lawrence-Douglas County Metropolitan Planning Commission**

FROM: **Planning Staff**

DATE: **March 26th, 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, and Chapter 6: Natural Resources.

Planning Commission will continue public comment and discussion during their monthly meetings, tentatively scheduled as follows:

Monday, April 22, 2019	Continue Chapter 2: Growth & Development, and Chapter 3: Lawrence Neighborhoods & Housing
Wednesday, April 24, 2019	Chapter 4: Transportation, and 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.

Memorandum
City of Lawrence
Planning and Development Services

TO:	Lawrence – Douglas County Planning Commission
FROM:	Planning Staff
DATE:	For the February 25th, 2019 Planning Commission meeting
RE:	Connection Mapping of *Horizon 2020,* Ch. 16: Environment to *Plan 2040*

During the Planning Commission's *Plan 2040* discussion, this connection mapping memo was completed to review the transition of the existing policies in Chapter 16 of *Horizon 2020* to the current draft of *Plan 2040*. This memo links the goals and action items of *Plan 2040* to the goals and policies in Chapter 16 of *Horizon 2020*, which is the most equal comparison possible between the two documents.

One of the eight priority items the Steering Committee identified was enhancing the readability of the plan. Creating a comprehensive plan that is accessible, concise, and clearly written is a goal of both the community and of the Steering Committee. (Issue Action Report, p.8) To help set the formatting, syntax, and design of *Plan 2040*, the Steering Committee reviewed the redesign at their June 13th, 2016 Steering Committee meeting.

The overall intent of *Plan 2040* is to strongly integrate the Community Vision and its principles throughout the plan as a whole, which include: "preserving and enhancing the natural environment for our enjoyment and for future generations." (draft *Plan 2040*, p.3) Certain values and concepts were singularly contained in Chapter 16 of *Horizon 2020*. Within *Plan 2040*, staff intentionally diffused those concepts and values throughout the document, while also reframing policy statements to read less like code in order to allow for more ways to implement a goal of policy.

Any given goal or policy from *Horizon 2020* may not appear verbatim in *Plan 2040*; however, the spirit and intent of that goal may take many forms to become a common concept throughout the plan. Similarly, other goals and policies were revised to: address readability, improve practicality and appropriateness, and strengthen their connection to the community's vision and values.

A deliberate decision was made to omit the strategies level elements of *Horizon 2020* for this connection mapping analysis. There were several reasons for this:

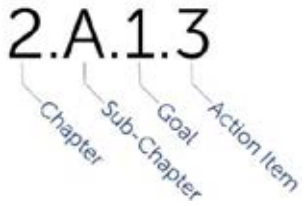
- Many of these items read as a hybrid of land use plan language and code language
- *Plan 2040* is intended to be a collection of higher policy level statements
- Whereas, *Horizon 2020* utilized action/implementation language throughout the document; *Plan 2040* is conceived as a way to prioritize goals and objectives while leaving methods and tools to more appropriate documents and best management practices

Elements from *Plan 2040* that correspond with elements from *Horizon 2020* are identified in one of four ways:

Direct	Near verbatim carry overs from *Horizon 2020* or are conceptually identical.
Indirect	A citation in *Plan 2040* that encompasses the spirit and intent of the item listed in *Horizon 2020*.
Outside of scope	The Chapter 16 Goal or Policy was consciously omitted because it was deemed: overly specific due to it more logically belonging in a different plan type/level, or to be out of alignment with the goals of *Plan 2040*.
Not addressed	The goal or policy was omitted unintentionally.

There are notes attached to some of the goals and policies that expand on broad definitions.

Diagram detailing the naming conventions for citations from *Plan 2040:*



When reading this document, note that each goal or policy indicated in bold is taken directly from Chapter 16 of *Horizon 2020*. The table below each is divided into Direct and Indirect connections with goal and action item statements from *Plan 2040*. The reference style of the noted connections follows the format described immediately preceding this paragraph. The connections within each are grouped by chapter into rows. Goals or policies that have no direct or indirect connections are indicated with either 'Outside of scope' or 'Not addressed.'

Connection Type	Ch. 2	Ch. 3	Ch. 4	Ch. 5	Ch. 6	Ch. 7	Count
Direct	74	6	3	0	37	3	123
Indirect	376	53	6	7	18	190	650
Outside of scope							4
Not addressed							0
Total	450	59	9	7	55	193	773

WATER RESOURCES AND MANAGEMENT

Water Quality | Flooding | Recreation

Goal 1: **Properly manage all water resources, including Drainage Areas, Surface Watercourses, Wetlands, Sub-surface Waterways, Floodplain areas, and Stormwater runoff, in order to protect natural habitats, mitigate hazards, and ensure water quality.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.1
Indirect	2.A.1, 2.A.1.2, 2.A.2, 2.B.2.4, 2.B.3, 2.B.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.8.5, 2.C.1, 2.C.3.2, 2.C.3.3, 2.C.3.7, 2.D.1.1, 2.D.1.4, 2.D.1.7, 2.D.2, 2.D.2.1, 2.D.2.2, 2.D.3.4, 3.5.1 Chapter 4: Transportation 5.3.6 7.A.2.1, 7.B.2, 7.B.2.1, 7.B.2.2, 7.B.3, 7.B.3.1, 7.B.3.3, 7.B.3.5, 7.B.3.6, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 1.1: **Planning at the watershed level should be implemented to mitigate development impacts on a large scale. This could include development of a county wide drainage area plan that would identify the drainage areas and set out goals and policies specific to each area.**

Outside of scope

Policy 1.2: **Preserve and protect natural surface watercourses.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.1.3
Indirect	2.A.1, 2.A.1.2, 2.A.2, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.C.3.3, 2.D.1.4, 2.D.1.7, 2.D.2.1, 2.D.2.2 6.1.4, 6.1.5 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 1.3: **Improve and maintain water quality, particularly sources of public drinking water, through watershed protection measures.**

Direct	6.1.1, 6.1.6
Indirect	2.B.2.2, 2.B.5.2, 2.C.3.3, 2.C.3.9, 2.D.1.4, 2.D.1.6, 2.D.1.7, 2.D.4.2 6.1.10
Notes	

Policy 1.4: **Preserve and protect wetlands and the various functions they serve.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.1.7
Indirect	2.A.1, 2.A.1.2, 2.A.2, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.C.3.3, 2.D.1.7, 2.D.2.1, 2.D.2.2 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 1.5: **Protect sub-surface water resources.**

Direct	6.1.9
Indirect	2.A.1.2, 2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2
Notes	

Policy 1.6: **Protect floodplain areas to maintain the carrying capacity of the floodplain and mitigate potential hazards to human life.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.4, 2.D.1.6, 2.D.4.2 6.1.8
Indirect	2.A.1.2, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.D.2.1, 2.D.2.2 7.B.3.5, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 1.7: **Develop stormwater management policies and programs in a manner that ensures water quality and properly controls runoff.**

Direct	6.1.10
Indirect	2.B.2.2, 2.B.2.4, 2.B.5.2, 2.B.5.3, 2.C.3.3, 2.C.3.9, 2.D.1.4, 2.D.1.6, 2.D.1.7, 2.D.4.2
Notes	

LAND RESOURCES AND MANAGEMENT

Open Space Network | Agricultural Soils

Goal 2: **Properly manage all land resources, including soils, woodlands, native prairies, wildlife habitats, viewsheds and open spaces, to maintain the functions they provide, ensure the sustainability of the resources, and improve the environmental quality of the City of Lawrence and unincorporated Douglas County.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.2, 6.2.6
Indirect	2.A.1, 2.A.1.1, 2.A.1.2, 2.A.1.4, 2.A.1.5, 2.A.1.6, 2.A.2, 2.B.1.1, 2.B.1.3, 2.B.2, 2.B.2.3, 2.B.2.4, 2.B.3, 2.B.3.3, 2.B.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.7.8, 2.B.7.9, 2.B.8.5, 2.C.1, 2.C.1.6, 2.C.3.2, 2.C.3.3, 2.D.1.1, 2.D.1.7, 2.D.2, 2.D.2.1, 2.D.2.2, 2.D.3.4 3.1.4, 3.4.4, 3.4.8, 3.5.1 Chapter 4: Transportation 5.3.6 7.A.2.1, 7.B.1.1, 7.B.2, 7.B.2.1, 7.B.2.2, 7.B.3, 7.B.3.1, 7.B.3.3, 7.B.3.6, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 2.1: **Development should maintain the natural benefits of existing topography. Development on steep slopes (above 15%) should be done in a manner that encourages the use of the existing topography with minimal grading to minimize adverse effects.**

Direct	2.B.2.2, 2.B.2.4, 2.B.5.2, 2.B.5.3, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.2.1
Indirect	2.D.1.5
Notes	

Policy 2.2: **Preserve and sustain woodlands within Douglas County.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.2.2, 6.2.3
Indirect	2.A.1, 2.A.1.1, 2.A.1.2, 2.A.2, 2.B.2, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.C.3.3, 2.D.2.1, 2.D.2.2 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 2.3: **Preserve and protect native prairie.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.2.4
Indirect	2.A.1, 2.A.1.1, 2.A.1.2, 2.A.2, 2.B.2, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.C.3.3, 2.D.2.1, 2.D.2.2 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 2.4: **Preserve and protect natural habitats.**

Direct	2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.2.5, 6.2.9
Indirect	2.A.1, 2.A.1.1, 2.A.1.2, 2.A.2, 2.B.2, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.C.3.3, 2.D.2.1, 2.D.2.2 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 2.5: **Along with community members in Douglas County, identify and define important features that contribute to viewsheds, as well as establish possible protections for viewsheds. At such time, further policies relating to viewsheds may need to be addressed.**

Direct	
Indirect	2.A.1, 2.A.1.1, 2.A.1.2, 2.B.2.2, 2.B.2.4, 2.B.5.2, 2.B.5.3, 2.C.1, 2.C.3.9, 2.D.1.6, 2.D.2, 2.D.4.2 3.3.1 Chapter 7
Notes	While Chapter 7 makes numerous references to the concepts of this policy, it would be best if a specific plan was considered in the future, which could be incorporated by reference into *Plan 2040*.

Policy 2.6: **Preserve existing open space and create new open space areas to preserve and expand a sustainable green infrastructure system.**

Direct	2.B.2, 2.B.2.2, 2.B.3.3, 2.B.5.2, 2.B.7.8, 2.C.3.9, 2.D.1.6, 2.D.4.2 3.1.4, 3.4.8 7.B.2, 7.B.3
Indirect	2.A.1, 2.A.1.2, 2.A.1.5, 2.B.2.4, 2.B.5.3, 2.B.7.7, 2.B.7.9, 2.C.3, 2.C.3.3, 2.D.1, 2.D.1.7, 2.D.1.8, 2.D.4 3.4.4, 3.5.2 7.B.1.1, 7.B.2.2, 7.B.3.3, 7.B.3.5, 7.B.3.6, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

Policy 2.7: **Encourage the protection of High Quality Agricultural Land in Douglas County for current and future agricultural use.**

Direct	2.A.1.4, 2.A.1.5, 2.A.1.6, 2.B.2.2, 2.B.5.2, 2.C.3.9, 2.D.1.6, 2.D.4.2 6.2.7, 6.2.8
Indirect	2.A.1, 2.A.1.1, 2.A.1.2, 2.A.2, 2.B.1.1, 2.B.1.3, 2.B.2, 2.B.2.3, 2.B.2.4, 2.B.5.3, 2.B.6, 2.B.6.1, 2.B.6.2, 2.D.2.1, 2.D.2.2 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3
Notes	

AIR RESOURCES AND MANAGEMENT

Outdoor Air Pollution | Excessive Greenhouse Gases | Indoor Air Pollution

Goal 3: **Improve indoor and outdoor air quality in order to mitigate impacts to human, animal and plant life in Douglas County.**

Direct	6.3
Indirect	3.4.3
Notes	

Policy 3.1: **Improve air quality through reduction in emissions from vehicle exhaust by reducing the number of vehicle miles traveled.**

Direct	6.3.1
Indirect	2.B.4, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.6.4, 2.B.7.7, 2.B.7.8, 2.B.7.10, 2.C.1, 2.C.1.4, 2.C.1.7, 2.C.3.5, 2.C.3.6, 2.C.3.7, 2.D.1.8, 2.D.1.10, 2.D.2, 2.D.2.1, 2.D.2.2, 2.D.3.4 3.1.1, 3.1.4, 3.1.5, 3.4, 3.4.4, 3.4.8, 3.4.11, 3.5.1, 3.5.2 Chapter 4: Transportation 5.3.6 6.3.2, 6.3.3 7.A.2.1, 7.C.1, 7.C.1.1, 7.C.1.2, 7.C.1.3, 7.C.1.4
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 3.2: **Reduce emissions from vehicle exhaust and encourage the use of more energy efficient vehicles.**

Direct	6.3.6
Indirect	6.3.3
Notes	

Policy 3.3: **Reduce emissions of non-vehicular air toxics as listed by the EPA.**

Direct	6.3.3
Indirect	6.3.2, 6.3.6
Notes	

Policy 3.4: **Adopt and implement the standards in the Federal Clean Air Mercury Rule to reduce the mercury emissions in the area.**

Outside of scope

Policy 3.5: **Develop Land Use Planning regulations and incentives to reduce greenhouse gas emissions to acceptable levels.**

Direct	6.3.2
Indirect	2.A.1, 2.A.2, 2.B.2.1, 2.B.3, 2.B.4, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.6.4, 2.B.7.7, 2.B.7.8, 2.B.7.10, 2.C.1.4, 2.C.3.6, 2.C.3.7, 2.D.1.8, 2.D.1.10, 2.D.2.1, 2.D.2.2, 2.D.3.4 3.1.1, 3.1.4, 3.4, 3.4.4, 3.4.8, 3.5.1, 3.5.2 Chapter 4: Transportation 5.3.6 6.3.1, 6.3.3, 6.3.5 7.A.2.1, 7.C.1, 7.C.1.4
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 3.6: **Improve indoor air quality to maintain and improve the health of our community.**

Direct	6.3.4
Indirect	
Notes	

Policy 3.7: **Work with agencies to implement the above policies in order to keep Douglas County from becoming a non-attainment area as defined by the Environmental Protection Agency.**

Direct	T2040
Indirect	
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

RESOURCE MANAGEMENT

Resources

Goal 4: **Properly manage marketable resources to ensure the sustainability of the resources and improve the environmental quality of the City of Lawrence and unincorporated Douglas County.**

Direct	6.4
Indirect	2.A.1, 2.A.1.4, 2.B.2.4, 2.B.5.3
Notes	

Policy 4.1: **Identify and properly manage marketable natural resources.**

Direct	6.4.1, 6.4.2
Indirect	2.A.1.4, 2.B.2.4, 2.B.5.3 6.4.3
Notes	

WASTE MANAGEMENT

Waste Management

Goal 5: **Properly manage all waste, including solid and hazardous waste, in order to reduce, reuse and recycle the majority of the waste that is produced in Douglas County.**

Direct	6.5
Indirect	
Notes	This connection is intended to serve as the indicator that the Waste Management subsection corresponds entirely and exclusively with Chapter 6, Goal 5 and its subsequent action items.

Policy 5.1: **Manage solid waste through a program that emphasizes the principles of Reduce, Reuse, and Recycle.**

Outside of scope

Policy 5.2: **Maintain support for and improve the Lawrence-Douglas County Household Hazardous Waste Program to ensure that household hazardous waste is disposed of properly.**

Outside of scope

HUMAN AND BUILT ENVIRONMENT

Sustainability | Healthy and Active Lifestyles | Local/Regional Food

Goal 6: **Mitigate negative impacts to the human and built environment caused by noise pollution, light pollution and development activities in order to promote a sustainable, healthy, and active lifestyle for the residents of Douglas County.**

Direct	
Indirect	2.A.1, 2.B.2, 2.B.2.1, 2.B.2.3, 2.B.2.7, 2.B.3.3, 2.B.5.6, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.6.4, 2.B.7.7, 2.B.7.8, 2.B.7.9, 2.B.7.10, 2.B.8.5, 2.C.1.4, 2.C.1.7, 2.C.2.1, 2.C.2.2, 2.C.3, 2.C.3.2, 2.C.3.5, 2.C.3.6, 2.C.3.7, 2.D.1, 2.D.1.1, 2.D.1.8, 2.D.1.10, 2.D.2.1, 2.D.2.2, 2.D.3.4, 2.D.4 3.1.1, 3.1.4, 3.1.5, 3.4, 3.4.3, 3.4.4, 3.4.8, 3.4.11, 3.5.1, 3.5.2 Chapter 4: Transportation 5.3.6 6.6 7.A.2.1, 7.B.1.1, 7.B.2, 7.B.2.1, 7.B.2.2, 7.B.3, 7.B.3.1, 7.B.3.3, 7.B.3.6, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3, 7.C.1, 7.C.1.1, 7.C.1.2, 7.C.1.3, 7.C.1.4, 7.C.2.1, 7.C.2.2, 7.C.2.3
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 6.1: **Mitigate noise pollution by using appropriate land use buffers, limits on noise levels, and limits on operating hours.**

Direct	2.C.2.1 6.6.2
Indirect	2.A.1, 2.B.2.7, 2.B.5.6, 2.C.2.2, 2.C.3, 2.D.1, 2.D.1.8, 2.D.4 7.C.2.3
Notes	

Policy 6.2: **Continue to develop and implement standards that will limit light trespass, glare and sky glow, by establishing design guidelines for the type and placement of industrial, commercial and residential lighting.**

Direct	2.C.3, 2.D.1, 2.D.4 6.6.2
Indirect	2.A.1, 2.A.1.1, 2.C.1.6, 2.C.2.2, 2.D.1.1, 2.D.1.8, 2.D.3.4
Notes	

Policy 6.3: **The City of Lawrence and Douglas County should encourage the promotion of healthy and active lifestyles for its residents through the use of standards regarding transit options, pedestrian connectivity, multi-use recreational paths, increased open space preservation, etc. Those standards should also include tools, such as Health Impact Assessment, that measure the long-term health effects of projects.**

Direct	2.B.7.7, 2.B.7.8 3.1.4, 3.4.8, 3.5.3 Chapter 4: Transportation 6.6.3, 6.6.4
Indirect	2.B.2, 2.B.2.1, 2.B.2.2, 2.B.3, 2.B.3.3, 2.B.5.2, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.6.4, 2.B.7.1, 2.B.7.9, 2.B.7.10, 2.C.1.4, 2.C.1.7, 2.C.3, 2.C.3.2, 2.C.3.3, 2.C.3.5, 2.C.3.6, 2.C.3.7, 2.C.3.9, 2.D.1, 2.D.1.1, 2.D.1.6, 2.D.1.7, 2.D.1.8, 2.D.1.10, 2.D.2.1, 2.D.2.2, 2.D.3.4, 2.D.4, 2.D.4.2 3.1.1, 3.1.5, 3.4, 3.4.3, 3.4.4, 3.4.11, 3.5.1, 3.5.2 7.A.2.1, 7.B.1.1, 7.B.2, 7.B.2.1, 7.B.2.2, 7.B.3, 7.B.3.1, 7.B.3.3, 7.B.3.5, 7.B.3.6, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3, 7.C.1, 7.C.1.1, 7.C.1.2, 7.C.1.3, 7.C.1.4, 7.C.2.1, 7.C.2.2, 7.C.2.3
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 6.4: **Develop a sustainable transportation system.**

Direct	2.C.1.7, 2.D.1.10 3.4.11 Chapter 4: Transportation 6.6.4
Indirect	2.A.2, 2.B.2, 2.B.2.1, 2.B.3, 2.B.3.3, 2.B.4, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.6.4, 2.B.7.7, 2.B.7.8, 2.B.7.9, 2.B.7.10, 2.B.8.5, 2.C.1, 2.C.1.4, 2.C.3, 2.C.3.2, 2.C.3.5, 2.C.3.6, 2.C.3.7, 2.D.1, 2.D.1.1, 2.D.1.8, 2.D.2, 2.D.2.1, 2.D.2.2, 2.D.3.4, 2.D.4 3.1.1, 3.1.4, 3.1.5, 3.4.3, 3.4.4, 3.4.8, 3.5.1, 3.5.2 5.3.6 6.6.3 7.A.2.1, 7.C.1, 7.C.1.1, 7.C.1.2, 7.C.1.3, 7.C.1.4, 7.C.2.1, 7.C.2.2, 7.C.2.3
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 6.5: **Promote sustainable building practices.**

Direct	6.6.5, 6.6.6
Indirect	6.6.8, 6.6.9 7.C.1, 7.C.1.1, 7.C.1.2, 7.C.1.3, 7.C.1.4
Notes	

Policy 6.6: **Promote the responsible use and conservation of energy, water and other natural resources.**

Direct	6.6.5, 6.6.6
Indirect	2.A.1.2, 2.A.1.4, 2.A.1.5, 2.A.2, 2.B.1.1, 2.B.2, 2.B.2.1, 2.B.2.2, 2.B.3.3, 2.B.5.2, 2.B.6, 2.B.6.1, 2.B.6.2, 2.B.7.9, 2.B.8.5, 2.C.3.3, 2.C.3.9, 2.D.1.6, 2.D.1.7, 2.D.2.1, 2.D.2.2, 2.D.3.4, 2.D.4.2 3.5.1, 3.5.2 Chapter 4: Transportation 5.3.6 6.6.8, 6.6.9 7.A.2.1, 7.B.1.1, 7.B.2, 7.B.2.1, 7.B.2.2, 7.B.3, 7.B.3.1, 7.B.3.3, 7.B.3.5, 7.B.3.6, 7.B.4, 7.B.4.1, 7.B.4.3, 7.B.4.4, 7.B.5, 7.B.5.1, 7.B.5.2, 7.B.5.3, 7.C.1, 7.C.1.1, 7.C.1.2, 7.C.1.3, 7.C.1.4
Notes	*Transportation 2040* is incorporated by reference into *Plan 2040*.

Policy 6.7: **As the community develops a local / regional food program, the City of Lawrence and Douglas County should work with stakeholders (local merchants, farmers, landowners, institutions, consumers, etc.) to assist in developing that program.**

Direct	2.B.2.3 6.6.7 7.E.1
Indirect	2.A.1.4, 2.B.2.5, 2.B.5.1, 2.B.5.4 7.E.1.1, 7.E.1.2, 7.E.1.3, 7.E.1.4, 7.E.1.5, 7.E.1.6, 7.E.1.7
Notes	

PLAN 2040

A Comprehensive Plan for Unincorporated Douglas County & The City of Lawrence

City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES



[Steering Committee Draft Plan (August 2018)]



[Interactive Map Gallery]



[Issue Action Report]



[Comprehensive Plan Update Guide]



[Planning Commission Orientation Staff Presentation Video]

[Horizon 2020 Steering Committee Website]

5/21/2019 11:27:56 AM

Compare Results

Old File:

Draft-Comprehensive-Plan-2018-August.pdf

120 pages (78.15 MB)

8/24/2018 8:21:54 AM

versus

New File:

Comprehensive_Plan_Draft_for_Comparison.pdf

122 pages (78.43 MB)

5/21/2019 11:24:49 AM

Total Changes

715

Content

166 Replacements

251 Insertions

167 Deletions

Styling and Annotations

29 Styling

102 Annotations

Go to First Change (page 3)









PLAN 2040

A Comprehensive Plan for Unincorporated Douglas County & The City of Lawrence

PLAN 2040

A Comprehensive Plan for
Unincorporated Douglas County
& The City of Lawrence

<DATE APPROVED>

Draft | Final | Amended

Adopted by:

Lawrence / Douglas County Metropolitan Planning Commission	<DATE>
Douglas County Board of County Commissioners	<DATE>
Lawrence City Commission	<DATE>

PCR-00-00000 / Joint Ordinance 0000 / Resolution 00-0

Prepared by the Lawrence / Douglas County Planning Office

Acknowledgments

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Lisa Larsen, Co-Chair	(City Commission)
Bill Ackerly	(City: At-Large)
Charlie Bryan	(Lawrence-Douglas County Health Department: Ex Officio)
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Karen Willey	(Planning Commission: County)
Lisa Harris	(County: At-Large)
Patrick Kelly	(Planning Commission: City)
Scott Zaremba	(County: Business Community)

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Prepared by
City *of* Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

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Maps

Growth & Development

Future Land Use

Commercial

Industrial

Natural Resources

Parks & Open Space



Photo by A. Shafer Photography



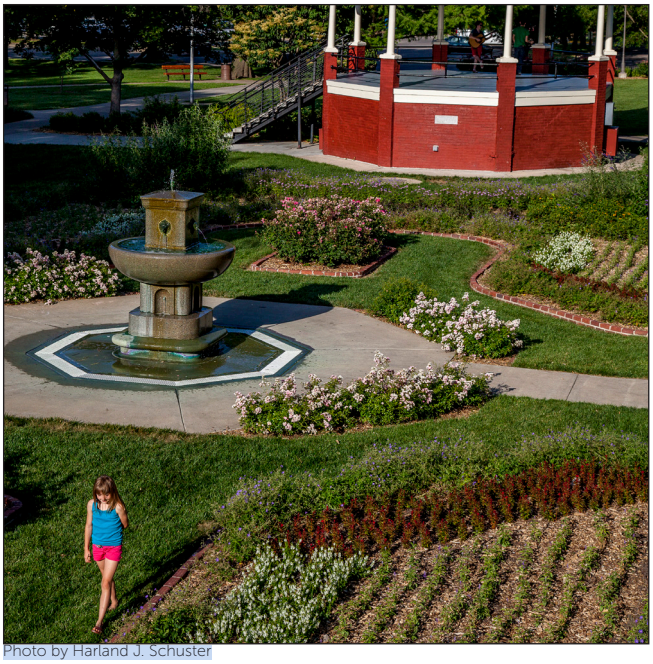


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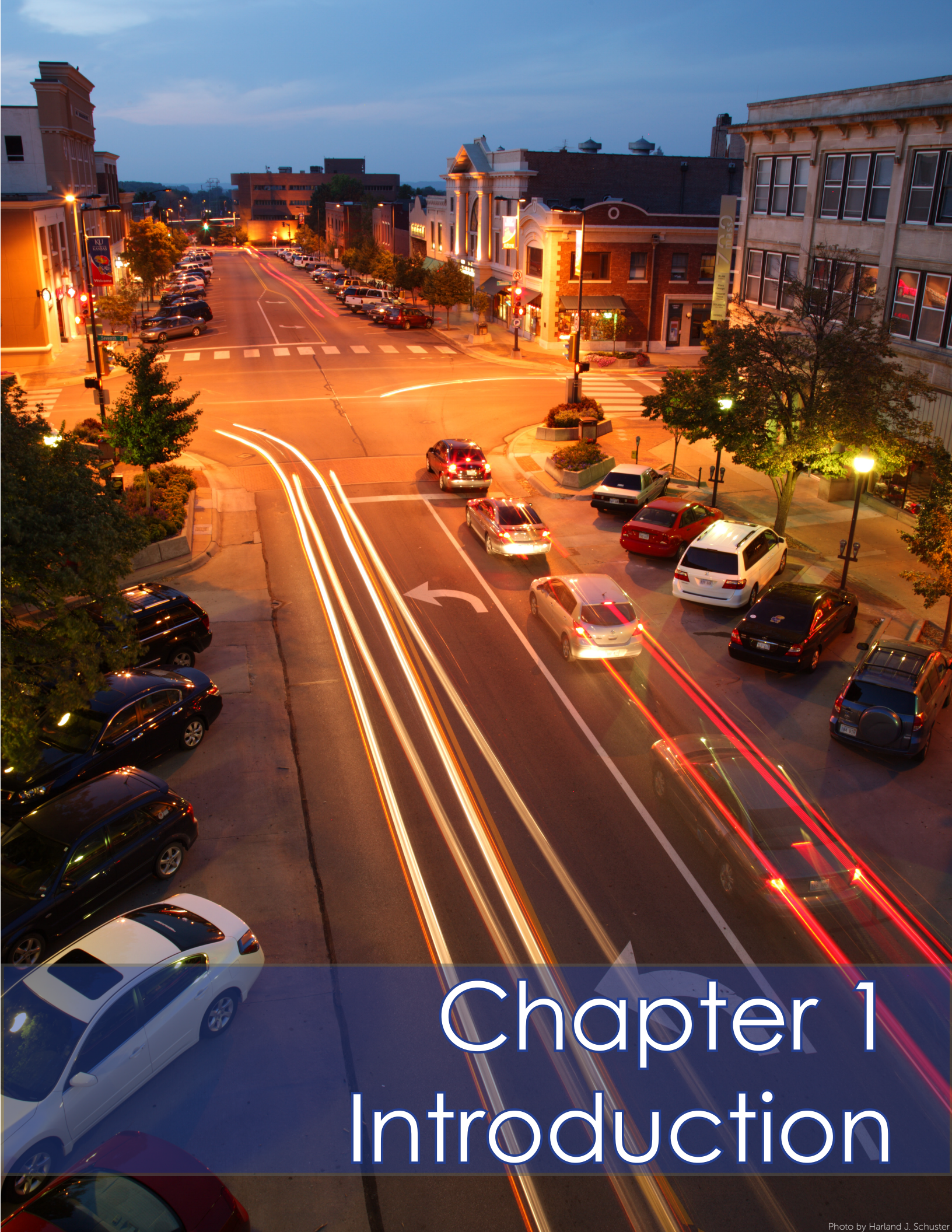
Amendments



"...so long as the hoop was unbroken —
the people flourished."

– **Black Elk,** Oglala Sioux Holy Man

Photo by Harland J. Schuster



Chapter 1
Introduction

Photo by Harland J. Schuster

About Douglas County

Established	1855
Population (2017)	120,793
Land Area	475 Square Miles

About Lawrence

Established	1854
Population (2017)	99,496
Land Area	34 Square Miles

1. Introduction

The Comprehensive Plan provides a vision and expresses a community's desires about the future. It provides the foundation and framework for making future physical development and policy decisions. It is used as a policy guide that identifies the community's goals for directing future land use decisions. The Plan also is used by property owners to identify where and how development should occur; by residents to understand what the city and county anticipates for future land uses within the community; and by the city, county and other public agencies to plan for future improvements to serve the growing population of the community.

Specifically, the **City of Lawrence** and **Douglas County** use this plan to evaluate and coordinate development proposals; as the foundation for specific land use plans; project future service and facility needs; guide the establishment of regulations, and implement the community's desired future. The Comprehensive Plan is often employed as a tool to guide and assist the community's decision makers when evaluating development proposals. The comprehensive plan allows for a look at the entire community, and the effects of land use decisions on the community, to determine whether individual proposals are consistent with the overall community goals and vision.

Purpose of the Plan

PLAN 2040 is a comprehensive guide that empowers our citizens to make our community vision a reality. It sets the foundation for the type of welcoming and sustainable community we truly want to be. PLAN 2040 reflects resiliency in an ever-changing world (changes that are short term and multi-generational in nature), and recommends goals to promote a high quality of life in both urban and rural settings. It establishes policies that guide our future growth while preserving and enhancing the natural environment, improving public health and safety, and bolstering our economic vitality. This plan is a product of substantial community input. It is intentionally flexible through the public amendment process to accommodate future development ideas and innovations that would help achieve the community vision. PLAN 2040 directs growth in a manner that preserves and enhances the heritage and spirit of our community and creates unique places to **live, work, learn and play**.

Our Community Vision

The City of Lawrence and rural Douglas County are among the most desirable places in the United States to call home. A well-educated community with a unique free state spirit, we are diverse, publicly engaged, and boldly innovative. We are prosperous, with full employment and a broad tax base.

Our urban development is human-scale and our vibrant and liveable neighborhoods allow people to age in place. We have ample choices for safe, efficient transportation including bicycling, walking and transit. The City's lively and historic downtown attracts residents and visitors for commerce and cultural arts. Our citizens value preserving and enhancing the natural environment for our enjoyment and for future generations.

The proximity of rural and agricultural land to the city provides beauty and respite, and we enjoy the economic and health benefits of a robust local food system. Our countryside has thriving farms, rural neighborhoods and towns, protected open space, and historic sites. Agriculture, the principal land use in rural Douglas County, is a major contributor to the county's economy. Our citizens value preserving the agricultural lands to insure continued agricultural production while maintaining the rural character of the county.

We make Lawrence and rural Douglas County a place where creativity thrives, sustainability is a way of life, and community pride is contagious.

Our Community

Population (2017)	120,793
Median Family Income	$68,500
Median Age	29.1
College Educated (Bachelors +)	49.7%

Source: U.S. Census

Online Maps

- Douglas County
- City of Lawrence



Photo by Harland J. Schuster

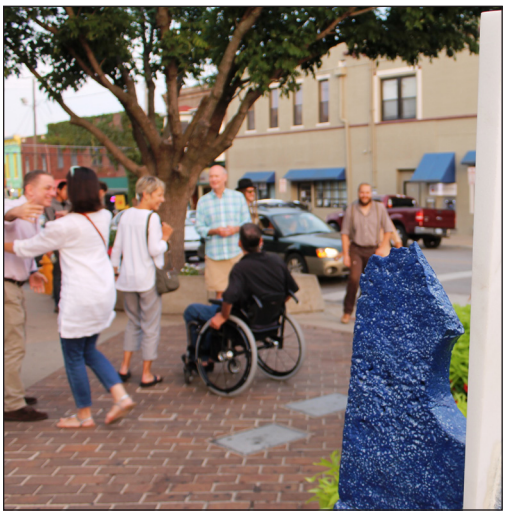






Photo by A. Shafer Photography

Our Vision Will Create and Maintain:

Live

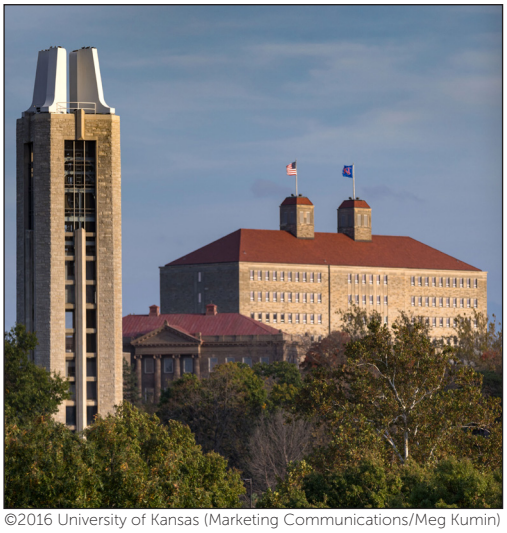
- Places and neighborhoods that encourage healthy living for all ages.
- Neighborhoods that are compact, walkable, diverse and connected, providing for all ages and incomes.
- A convenient and efficient multi-modal transportation system that provides for choice, flexibility, and reduces automobile reliance.
- Growth in a fiscally and environmentally responsible manner with the goal of using existing infrastructure and in-fill opportunities before opening new areas for development.
- Preservation and celebration of our rich history, along with new places with unique character.

Work

- Investment in a growing population with diverse economic opportunities, including local businesses, new primary employers, and thriving creative arts and entrepreneurial communities.
- A robust agricultural sector valued for its economic, environmental, health and cultural contribution, including the emerging local and regional food system.
- Integrated communications networking technology that supports local business, education and entrepreneurship, providing the opportunity to compete globally.

Learn

- World-class universities that are integrated into the cultural fabric of the local community.
- Strong network of public and private schools that strive for excellence in education and attract new residents to the community.
- Dedication and access to high-quality lifelong learning.
- Investment in alternative vocational and training opportunities, such as The Dwayne Peaslee Technical Training Center and the Lawrence College and Career Center.



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Play

- A thriving mix of activity centers, schools, and parks/trails within walking and biking distance of residential uses.
- Conservation, protection, and promotion of our rural recreation and open spaces, as well as our growing agritourism opportunities.
- A historic downtown with diverse uses that is the cultural and commercial heart of the region.
- Creative arts and cultural heritage as integral components of community identity.



Douglas County Zoning Code

The comprehensive plan is implemented within unincorporated Douglas County through the *County Zoning Code*.

Lawrence Land Development Code

The comprehensive plan is implemented within the City of Lawrence through the *Land Development Code*.

Lawrence SmartCode

The comprehensive plan is also implemented within the City of Lawrence through the *Lawrence SmartCode*.

Joint Subdivision Regulations

The comprehensive plan is implemented within Lawrence and unincorporated Douglas County through the joint Subdivision Regulations.

Use

This plan is a binding document outlining the community's aspirations and expectations for our future growth and development. In this role, the plan serves in several key capacities:

1. Provide guidance for elected and appointed officials to evaluate needs and make long-range decisions about the community's future.
2. Inform residents, owners, developers, and others about our community's priorities, future intentions, and implementation of these priorities.
3. Promote continued coordination and collaboration with neighboring municipalities and other agencies that have significant roles in Douglas County.
4. Outline expectations and principles that the community values and strives to uphold for future generations.

Authority

The comprehensive plan is a binding land use document that outlines the general principles, goals, and policies the community of unincorporated Douglas County and the City of Lawrence value and expect within the community.

The comprehensive plan is implemented by the Land Development Code within the City of Lawrence, the Planning and Zoning Chapter of the Douglas County Code, and the Subdivision Regulations for Lawrence and the Unincorporated Areas of Douglas County, Kansas.

All development proposals must comply with the Comprehensive Plan. If a proposal does not comply with Comprehensive Plan requirements, then the applicant must pursue a plan amendment. In pursuing an amendment, the applicant must show that the proposal is reasonable within the context of the entire Comprehensive Plan.



Amendments

A comprehensive plan by nature must be flexible given the 20-year time frame that this plan is anticipated to cover. Rigid plans may not be able to accommodate and cope with the changes that occur over time. Amendments to this plan are expected to help ensure flexibility, allowing this plan to consider other variables that arise over time.



The Comprehensive Plan is not a static document, and the review process must be continuous. Amending the plan can result from many influences, but most frequently amendments are the result of emerging trends or changes in assumptions made at the time the Plan was adopted.

Proposing an amendment to the Comprehensive Plan can be brought forward at any time; however, it should be considered in context to the whole of Douglas County and Lawrence, and the Lawrence/Douglas County Metropolitan Planning Commission should undertake a thorough review of any amendment at this scale. The following questions should be considered and evaluated as part of the amendment process.

Amendment Questions

1. *How does the proposed amendment address or result from changed circumstances or unforeseen conditions not understood or addressed at the time the plan was adopted?*
2. *How does the proposed amendment advance a clear public purpose?*
3. *How is the proposed amendment consistent with the long-range goals and policies of the plan?*
4. *How does the proposed amendment affect the adequacy of existing or planned facilities and services?*
5. *How does the proposed amendment result in reasonably compatible land use relationships?*
6. *How does the proposed amendment reflect the adjacent neighborhoods' desired outcome?*
7. *How will the proposed amendment advance the interests of the citizens of Lawrence and Douglas County as a whole?*

Who considers Amendments?

All amendments to the Comprehensive Plan must be considered and approved by the Lawrence - Douglas Co. Planning Commission, Lawrence City Commission and Douglas County Board of Commissioners.

Where is the Amendment Application?

The Amendment Application can be found on the Lawrence/Douglas Co. Planning Department website.

Capital Improvement Plan and the Comprehensive Plan

A Capital Improvement Plan (CIP) is a community planning and fiscal management tool used to coordinate the location, timing, and financing of capital improvements over a multi-year period; usually 4-6 years.

The Comprehensive Plan is much longer in scope. The State of Kansas requires communities to have a Comprehensive Plan to authorize subdivision regulations and guide public spending decisions on infrastructure and facility projects.

- Douglas County CIP
- City of Lawrence CIP

How is the Plan Formatted?



Throughout this Plan, each chapter will follow the general outline below, which contains a vision for each topic, goals to support the vision and actions items to carry out those goals.

VISION

Is a statement of the community's desired outcomes.

GOAL

An introductory paragraph contains some key highlights, and will contain a **bold general description** to highlight the keywords of the goal.

1. **Goals are often broadly written and should be stated specifically enough to evaluate progress in achieving them.**

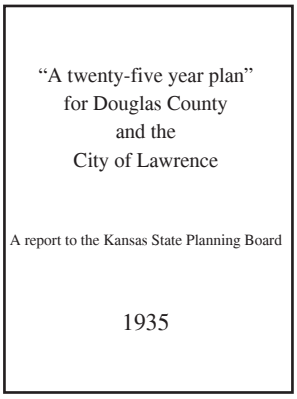
ACTION ITEM

1.1 Are more specific statements providing measurable strategies. They also can be operational actions performed to meet the vision and goals.

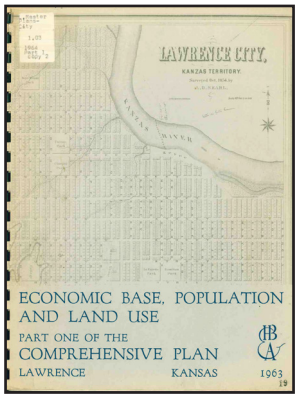
Both Lawrence and Douglas County have a long history with planning for the community's future. *Horizon 2020* was the first modern plan to combine planning for the urban Lawrence area and unincorporated Douglas County lands.

Below is the timeline of comprehensive plans for Douglas County & Lawrence.

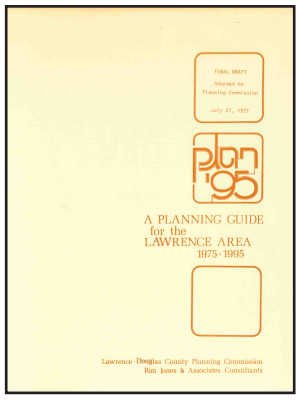
1935



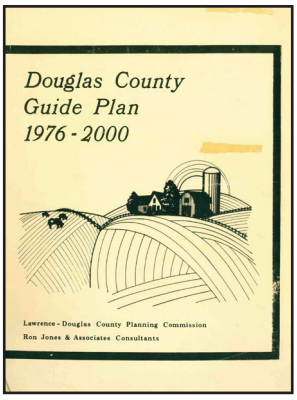
1963



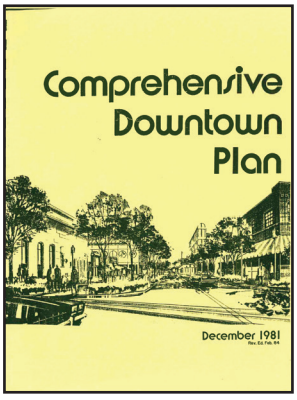
1977



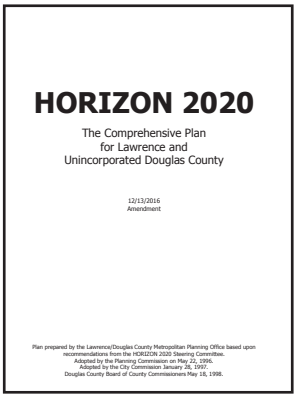
1980

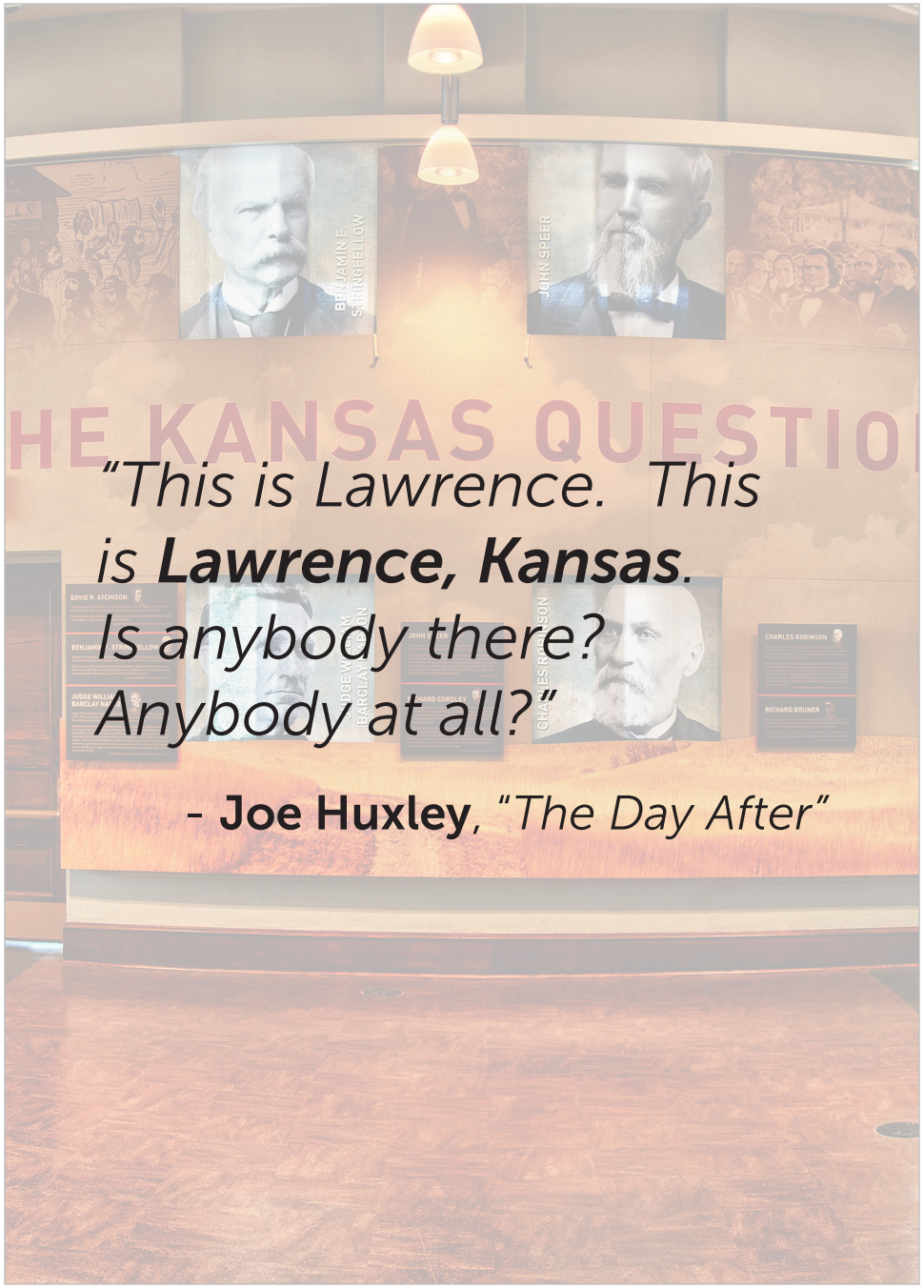


1984



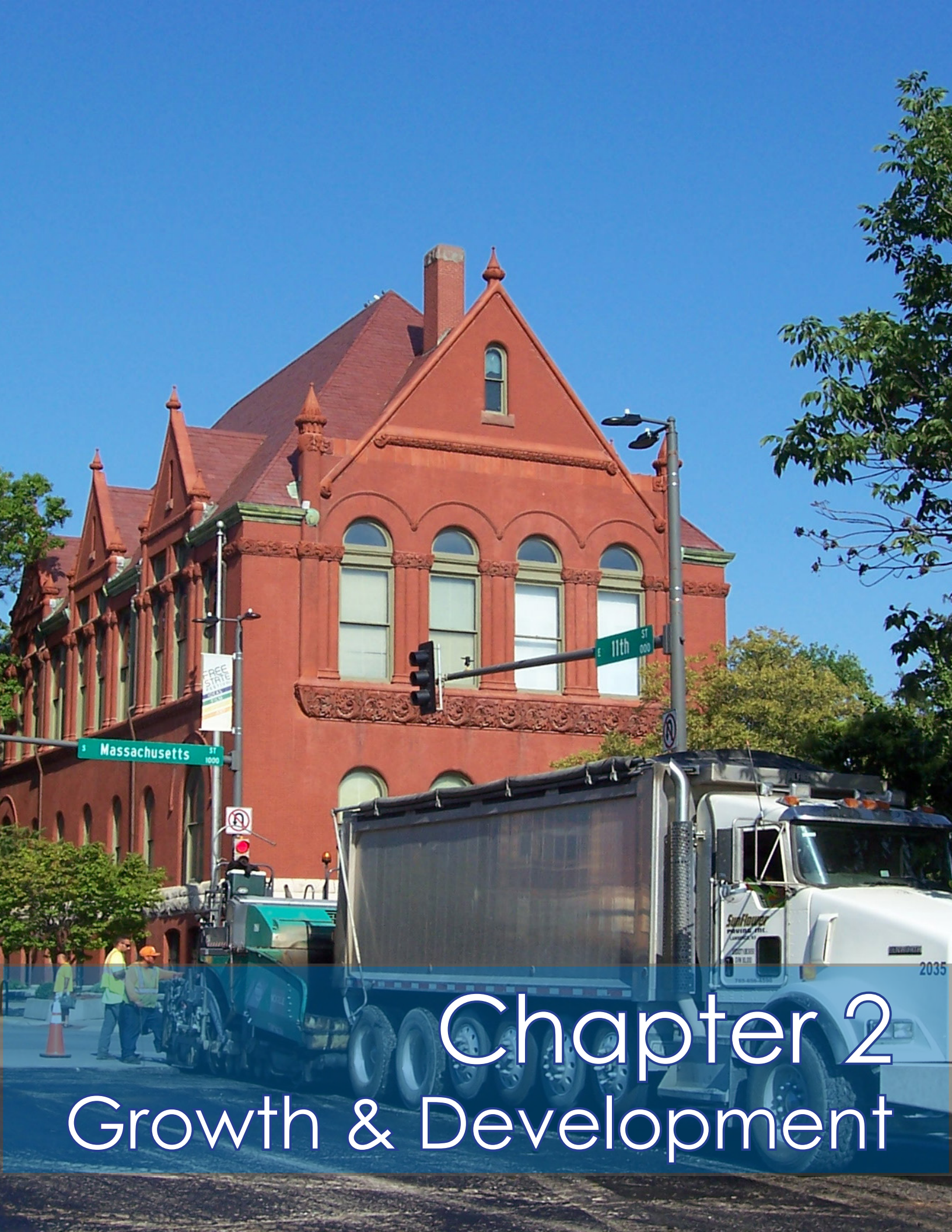
1998





*"This is Lawrence. This is **Lawrence, Kansas**. Is anybody there? Anybody at all?"*

- **Joe Huxley**, *"The Day After"*



Chapter 2
Growth & Development

Lawrence and Douglas County Growth Tiers

This plan establishes two tiers of Lawrence growth areas based on the availability of infrastructure and utilities in order to develop in a sustainable, cost-effective manner, and one future growth area.

Tier 1 (Within Lawrence)

- Within Lawrence City Limits
- Readily serviceable with utilities (water, sewer, stormwater) with minor system enhancements
- Serviceable by fire with current infrastructure
- Develop to suburban and urban standards per adopted plans and policies

Tier 2 (Lawrence's Growth Area)

- Within the Urban Growth Area and requires annexation
- Readily serviceable with utilities with minor system enhancements necessary for development
- Serviceable by fire with current infrastructure
- Develop to suburban and urban standards per adopted plans and policies after considering infill opportunities

Tier 3 (Future Lawrence Growth Area)

- Develop to rural standards while planning for future urban growth at a point beyond this plan's time horizon
- Major utility system enhancements necessary for development (e.g. treatment plant, water tower)
- Requires investment in fire infrastructure and personnel

2. Growth & Development

A. Growth Management

VISION

Our vision is to manage growth within the city by capitalizing on in-fill opportunities and directing growth to new areas where infrastructure is planned to be cost-effective and sustainable, while maintaining existing residents' quality of life. Our vision is to manage growth within rural Douglas County by encouraging agricultural uses and accommodating the demand for other compatible uses while protecting environmental resources.

GOALS

Retaining the rural character of Douglas County is vital for our community.

1. **Protect and preserve rural character through compatible design, conservation, and strong growth management principles.**

1.1 Conserve the visual distinction between urban and rural areas throughout Douglas County.

1.2 Seek conservation of identified sensitive lands that define Douglas County's rural character.

1.3 Identify and adopt appropriate land division and zoning regulations that support rural character and development patterns.

1.4 Minimize agricultural land conversion to other non-agricultural uses.

1.5 Cluster residential developments to preserve agricultural lands within urban growth areas.

1.6 Maintain working lands and high-quality agricultural soils for future generations.

Defining the potential areas for growth is key to ensuring efficient and adequate development takes place. Identifying **3 tiers of development** for land in and surrounding Lawrence is based on planned availability of infrastructure and utilities to develop in a sustainable, cost-effective manner.

2. **Direct growth in alignment with planned infrastructure, prioritizing in-fill development before expanding through annexation, while ensuring**

community needs are met through benefits provided as Lawrence grows.

2.1 Tier 1 is prioritized for development at any time.

2.2 Tier 2 land shall only be annexed if the need to accommodate demand is established, and if a community benefit is provided. Consider community land use inventories, market sector health, and residential valuation to income ratio, among other factors, when assessing need for annexation.

2.3 Tier 3 is not designated to be annexed within this plan's time horizon, unless the proposal is found to be the **only way** to address an identified community need and provide community benefit(s).

Proposed annexations shall be considered when they are in the best interest of Douglas County and Lawrence residents. While growth generally is considered to be good because it expands the tax base, accommodates an increasing population and involves more people in the political processes, it also can have financial implications for the community. The financial considerations of providing and maintaining infrastructure and services to a new area could place an additional burden on existing municipal residents if it is not fully accounted for by the development.

3. Annexation into Lawrence shall be economical and efficient for all parties.

3.1 Lawrence should annex 'unincorporated islands' which are completely surrounded by the city and where infrastructure can be extended.

3.2 The City shall require property owners to annex to receive city water, sanitary sewer, and/or sanitation service.

3.3 Require development contiguous to city limits to annex and develop to urban standards when city services are reasonably available.

3.4 Require rural developments not annexed in Tiers 2 and 3 to agree not to protest future annexation.

3.5 Annexations shall maximize the return on the City's infrastructure investments and business incentives, while protecting and expanding the tax base.

3.6 Annexations and service delivery shall align with the adopted Lawrence Capital Improvement Plan, Lawrence utility master plans, and adopted development policies.



Photo by A. Shafer Photography



What is a Community Benefit?

A community benefit may include:

Creation of permanent affordable housing, or provision of a land donation to the Housing Trust Fund.

Provision of land, amenities, and/or facilities for a public purpose such as parks, public safety facilities, education facilities, cultural and arts amenities, utility enhancements, etc. above that required to serve the development.

Preservation of significant amounts of environmentally sensitive lands above that minimally required by code.

Creation of primary employment opportunities.

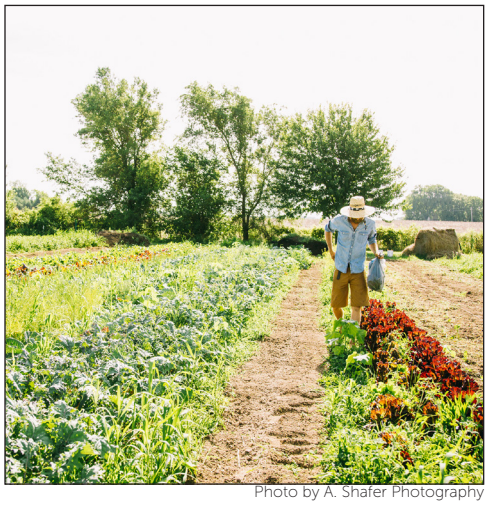


Photo by A. Shafer Photography



Photo by A. Shafer Photography

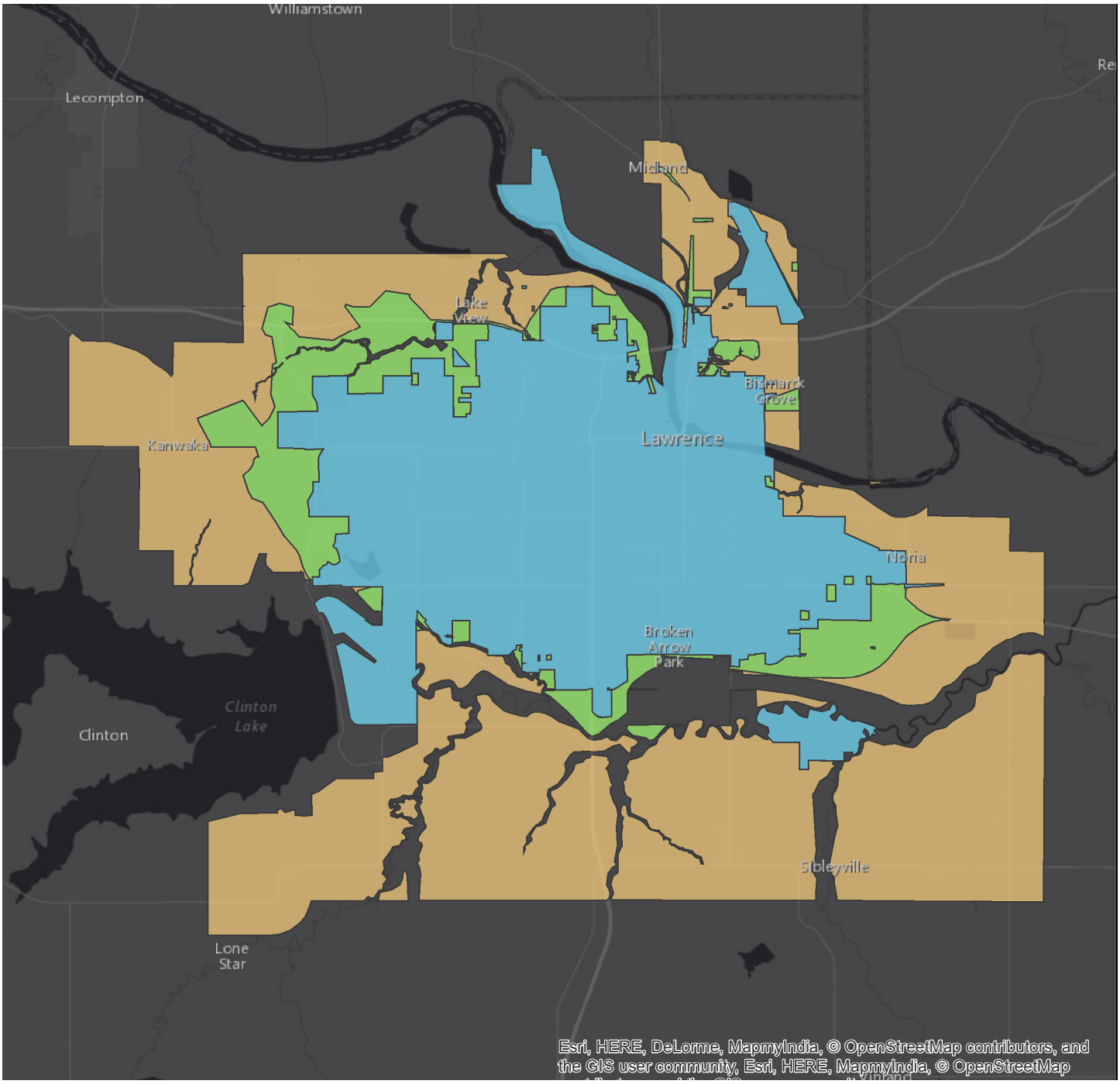


Photo by A. Shafer Photography

3.7 Annexation requests shall include a service delivery plan that identifies the impact of growth on city services (utilities, emergency services, transportation services, etc.) and must demonstrate how the project will address any outcomes.

3.8 Annexation requests shall include a community benefit(s) identified in consultation with staff based on the needs of the community, which may include offsetting incentives to the requester, and in the context of what the annexation request can support. Collaboration between the developer and governmental and community partners and programs is encouraged in the implementation of providing the community benefit(s). The community benefit(s), including the provision method, shall be considered by the Planning Commission, approved by the City Commission, and included in an annexation agreement.

3.9 Annexation requests for existing developments seeking infrastructure shall be reviewed in the context of the annexation policies and may not require a community benefit to be provided.



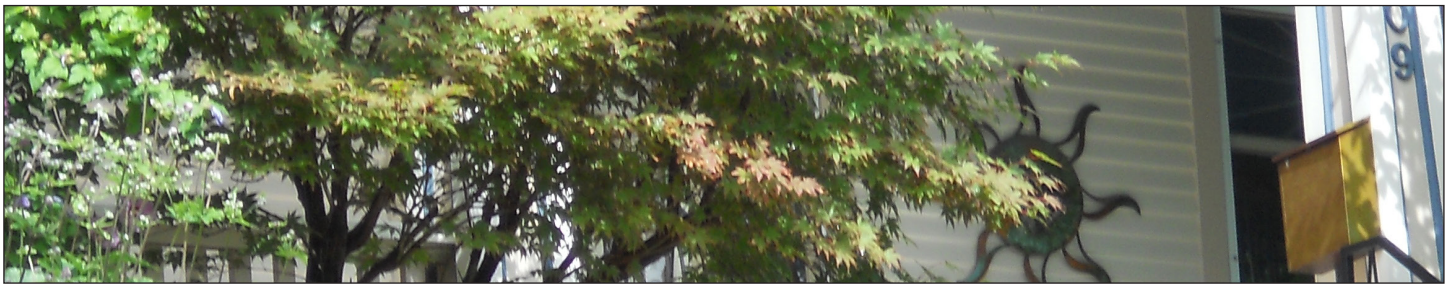
Map 2.1: Growth & Development / Future Land Use Map

Click on Map Image to view Complete Map

What is the "Urban Growth Area" (UGA)?

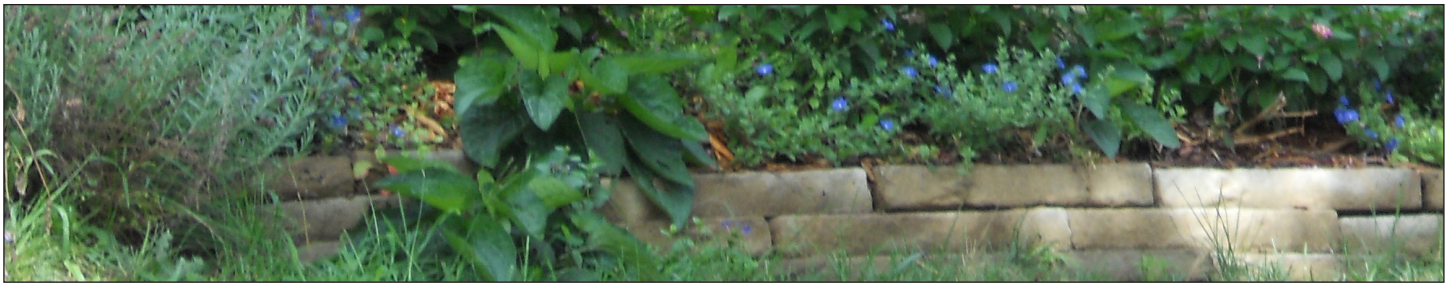
An area surrounding an existing urbanized area in which future urban development is anticipated within the scope of this plan, including Growth Tiers 1, 2, and 3 for Lawrence.











B. Residential

VISION

Both Douglas County and Lawrence are desirable residential locations. This plan promotes a balanced mix of housing throughout the community allowing for a wide range of housing types and residential densities based on the surrounding context.

The plan includes **5 residential density** designations:

Plan Density	Dwelling Units*
Rural	<0.3 per acre
Very Low	1 per acre
Low	1 - 6 per acre
Medium	7 - 15 per acre
High	16 - 32 per acre
Very High	32 + per acre

* *Densities reflected above refer to gross density (total land area including rights-of-way) to establish zoning districts and evaluate conformance with the Comprehensive Plan. The Lawrence Land Development Code establishes maximum thresholds based on net density (total land area excluding rights-of-way). Provisions in the Lawrence Land Development Code for zoning density bonuses and calculated density in Planned Development overlay districts are permissible increases to the maximum gross and net densities above.*



Photo by A. Shafer Photography

Density	Zoning Districts
Rural	County: A A-1 R-1
Very Low	City: RS40 RS20
Low	City: RS10 RS7 RS5
Medium	City: RS5 RS3 RSO RM12 RM12D RM15 MU
High	City: RMO RM24 RM32 MU
Very High	City: MU* CD

* *Higher densities possible through Development Bonuses.*

Unincorporated Douglas County (Outside the UGA)

GOAL

Ensure a variety of appropriate housing options in the rural areas to meet the needs of the rural communities, economy, and agriculture industry.

1. **Provide housing opportunities, while conserving the overall rural character of Douglas County.**

1.1 Minimize non-agricultural residential development outside the Urban Growth Area.

1.2 Revise residential development regulations to better conserve and enhance the rural character of Douglas County.

1.3 Maintain existing and develop new codes accommodating various types of housing to support agricultural uses.

1.4 Create zoning regulations to provide guidance and







protection for the County's historic unincorporated towns.

Within Tier 3 (Future Lawrence Growth Area)

Establish land uses patterns **accommodating Lawrence's future growth** and preserve infrastructure corridors for urban development.

2. Require residential development in Tier 3 to cluster, maximizing open space and to plan for future incorporation into Lawrence beyond the plan's time horizon.

2.1 Preserve transportation and utility corridors as outlined in the Subdivision Regulations and plans incorporated by reference into this Comprehensive Plan.

2.2 Protect and preserve natural environmental features and sensitive lands.

2.3 Support agricultural uses.

2.4 Minimize changes to the natural topography.

2.5 Maintain regulations accommodating agricultural supported housing.

2.6 Driveway access to individual residential lots should be from a local roadway when possible.

2.7 Maintain screening and landscaping requirements to utilize landscaping and existing natural vegetation to integrate the natural landscape into the residential environment.

2.8 Review and revise Douglas County agritourism and agricultural heritage tourism policies.

Within Tier 2 (Lawrence's Growth Area)

GOAL

Tier 2 is **planned and expected to urbanize** within this plan's time horizon requiring high levels of coordination to ensure sustainable, cost-efficient development.

3. Ensure an efficient and planned coordination of infrastructure to prepare the area for annexation and development.

3.1 Collaborate with state, local, and private entities to plan for and invest in infrastructure, such as roads, utilities and fiber consistent with Capital Improvement Plan(s).

3.2 Ensure that transportation plans, strategies, and investments are coordinated and support the City's

land use objectives.

3.3 Require cluster residential development when not reasonable to be annexed, maximizing open space and preparing for urban development.

Ensuring orderly and planned development is critical to clearly establish a boundary between the rural and urban areas of our community.

4. Identify suitable lands to accommodate residential growth facilitating orderly, planned development.

4.1 Modify existing Specific Land Use Plans to accommodate higher future land use densities and locations.

4.2 Ensure the transition from rural residential neighborhoods is compatible with more intensive land uses.

4.3 Preserve sensitive lands through Specific Land Use Plans, site planning, platting, and design.

Agriculture is a vital part of our identity and our economy. Ensuring its **viability within Tier 2 is critical for maintaining our way of life and productivity** while allowing Lawrence to grow.

5. As Tier 2 develops, maintain an active and productive agricultural community.

5.1 Support agricultural uses as Tier 2 urbanizes.

5.2 Protect and preserve natural environmental features and sensitive lands.

5.3 Minimize changes to the natural topography.

5.4 Maintain regulations accommodating agricultural supported housing.

5.5 Driveway access to individual residential lots should be from a local roadway when possible.

5.6 Strengthen screening and landscaping requirements to utilize landscaping and existing natural vegetation to integrate the natural landscape into the residential environment.



What is a Nodal Plan?

A nodal plan identifies elements of development (land use, transportation systems, relationships with adjacent properties) for all corners of an intersection. It reflects the concept of developing commercial uses in nodes, although all corners do not need to be commercially developed..

The concept of nodal development is applied to new development and redevelopment of existing commercial areas when the redevelopment enlarges the existing commercial area.



What is a Mixed-Use Development?

Mixed-use developments integrate two or more different uses including residential, office, commercial, service, entertainment, or employment into a single site.

Mixed-use buildings are a common feature of older developments, such as Downtown Lawrence where people live above ground-floor businesses, but they can take on many different shapes and styles.







Within Tier 1 (Within Lawrence)

GOAL

Tier 1 is **prioritized for growth and redevelopment** because infrastructure and services exist within this area making it the most **economical and sustainable** way to serve a growing population.

6. Maximize development opportunities within Lawrence before expanding into Tier 2.

6.1 Accommodate infill housing development in appropriate locations.

6.2 Increase the overall height and density of certain zoning districts in Lawrence to accommodate sustainable growth in areas that can take advantage of existing infrastructure.

6.3 Expand opportunities to create Accessory Dwelling Units in all Lawrence RS Zoning Districts.

6.4 Support Mixed-Use development when contextually appropriate.

Ensuring **new developments maintain and enhance the unique character** that makes Lawrence special is a key priority for future generations.

7. Create a functional and aesthetically unique residential environment for Lawrence.

7.1 Encourage a variety of housing types including single family residences, townhouses, zero-lot line homes, accessory dwellings, cluster housing, work/live housing, apartments, retirement, and supportive housing.

7.2 Intersperse affordable housing throughout Lawrence.

7.3 Provide options throughout Lawrence for smaller residential development lots.

7.4 Utilize appropriate access management standards in subdivision and residential development.

7.5 Include multiple points of access directing vehicles to higher capacity roadways in residential developments and subdivisions.

7.6 Provide compatible transitions from residential neighborhoods to more intensive uses for both established and new neighborhood areas.

7.7 Accommodate pedestrian use and neighborhood interaction through pedestrian easements, trails/bicycle paths, and sidewalks in subdivision design.

7.8 Locate open space/recreation areas within walking distance of all residential areas, and provide planned access to parks and open spaces in subdivisions.

7.9 Encourage usable open space by clustering buildings to minimize the creation of marginal-use areas on development sites.

7.10 Adopt advanced parking strategies in transit-served areas and for compact, mixed-use developments.



Photo by A. Shafer Photography

Integrating higher-density residential development can become an asset to a neighborhood if designed to fit within the environment properly.

8. Encourage integration of higher-density residential developments through compatible design.

8.1 Site design shall be oriented so that less compatible facets, such as trash, loading and parking areas, are located in the interior of the development and not in close proximity to low-density uses.

8.2 Transition areas between different housing types shall be designed and planned to ensure compatibility of uses with the surrounding area.

8.3 Integrate compatible community facilities, such as schools and religious institutions, within developments and subdivisions, and not at the edges.

8.4 Integrate medium and higher-density housing types so that uses are compatible in density, scale and aesthetics, and are appropriately mixed into the larger neighborhood context.

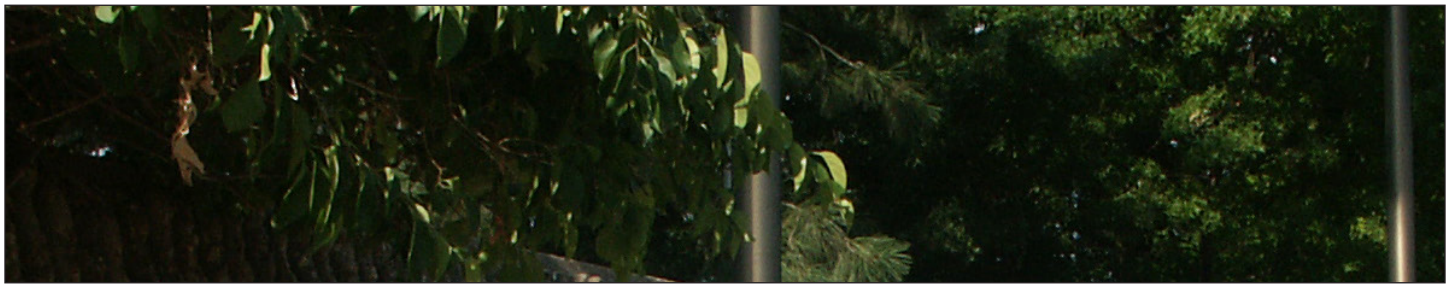
8.5 Require developments to be located to maximize the use of existing infrastructure, and minimize the cost of expanding facilities and services.





Photo by A. Shafer Photography






Welcome to


DOWNTOWN
LAWRENCE



C. Commercial

VISION

Strengthen and reinforce the role of commercial areas within Douglas County and Lawrence, promote economically sound and architecturally attractive new and redeveloped commercial properties in planned locations, and continue supporting Downtown Lawrence as the cultural and historical center of the community.

GOALS

Utilizing existing commercial centers and buildings helps create a **continuity of place, maximizes our existing resources and infrastructure, and maintains vibrant neighborhoods**.

1. **Encourage the retention and redevelopment of the community's established commercial areas.**

1.1 Emphasize Downtown Lawrence as the commercial, office, civic, and cultural center of the city.

1.2 Sustain and continue to develop Downtown Lawrence as a Mixed-Use activity center.

1.3 Encourage development and redevelopment to consider proportions, building forms, massing, and materials with the surrounding area in accordance with the Community Design Manual or adopted design guidelines.

1.4 Encourage improvement and redevelopment of existing commercial areas.

1.5 Require enhanced design elements at or along gateways to communicate a sense of place.

1.6 Encourage redevelopment and limited expansion of existing commercial areas in Unincorporated Douglas County on hard surfaced roads.

1.7 Promote access to established commercial areas by enhancing multi-modal transportation options in and between these existing areas.

One key element to create compatible arrangements of differing land uses is to **carefully develop transitions** between commercial and other types of uses.

2. **Require compatible transitions from commercial developments to other land uses.**



What is the Community Design Manual?

The manual provides a vision for a different approach to design that can be beneficial both the community and to developers. Design guidelines emphasize key concepts such as creating a unique sense of place within the development and along the streetscape, promoting pedestrian-scaled design and connectivity, and ensuring the aesthetic character of developments are compatible with the established neighborhood character.

Commercial Type	Zoning Districts
Rural	County: R-T B-1 B-2 B-3
Small Neighborhood	City: RSO RMO CN1
Large Neighborhood	City: CN1 CN2 CO
Mixed-Use	City: MU
Community	City: CC IL
Regional	City: CD CR

How is Gateway Defined?

Gateways are a major corridor or a point along a major corridor at which a person gains a sense of having entered the city. This impression can be imparted through such things as monuments, landscaping, architectural elements, or natural features.

How is Retail Defined?

Retail is defined within the Land Development Code as one whose primary coding under the North American Industrial Classification System (NAICS) falls into at least one of the following sectors:

Sector 44 - 55
"Retail Trade"

Subsector 722
"Food Service & Drinking Places"

Subsector 811
"Repair & Maintenance"

Subsector 812
"Personal and Laundry Services"

2.1 Ensure compatible transitions from commercial land uses to other, less intensive uses to mitigate impacts, which may include landscaping, transition yards, and open spaces.

2.2 Screen building services (loading docks, trash enclosures, mechanical equipment, etc.) through appropriate landscaping and architectural methods.

2.3 Require site placement and design to orient buildings in a compatible and appropriate manner.

2.4 Buildings shall be located adjacent to public rights-of-way, with parking screened by the buildings from view.

2.5 Evaluate commercial vehicle traffic impacts on the surrounding area, and minimize commercial traffic through residential neighborhoods.

Ensuring commercial sites are integrated within their surroundings is essential. Requiring **site design and architectural standards** ensures the quality and character of the overall community and incorporates elements familiar to the community's unique sense of place.

3. Utilize design standards for commercial site development.

3.1 Commercial nodes shall occur at intersections depending on the commercial center type.

3.2 Limit the expansion of commercial strip development by directing new developments into nodes.

3.3 Commercial development shall avoid substantial disruption of natural vegetation and drainage.

3.4 Encourage commercial nodes to maximize use of infrastructure and services, minimize adverse impacts, and effectively serve the community.

3.5 Ensure commercial development integrates multi-modal transportation options and provides connections to surrounding neighborhoods.

3.6 Utilize the Community Design Manual for new and redeveloping commercial development to ensure they are designed to fit into the surroundings, encourage pedestrian movement, and create a unique definable Lawrence architecture.

3.7 Encourage mixed-use projects that integrate residential and other uses.

3.8 Complete a Specific Land Use Plan for any new commercial area with the potential to create more

than 100,000 square feet of retail space.

3.9 Protect environmentally sensitive lands as new and existing areas develop or redevelop.



Understanding how new and redeveloping large commercial areas change the landscape is vital for Lawrence, especially in how it **impacts existing retail** developments.

4. Proposals that will create more than 100,000 square feet of retail space within Lawrence shall be analyzed by staff to determine the market impact.

4.1 All market impact analyses shall comply with the requirements as outlined in the *Land Development Code*.

4.2 Ensure that any proposal will not create detrimental impacts to the existing market.



The **intensity-specific site and design criteria** below, and in the Commercial Criteria Table, are the means by which the community expresses its vision for the differing levels of commercial use and intensity throughout the community.

5. Commercial Development Design Criteria

Rural Commercial

5.1 Existing commercial areas at the intersection of a hard-surfaced County route and designated highway may expand if utilities and infrastructure are available and if the expansion is compatible in scale with surrounding uses.

5.2 Allow new commercial developments to serve rural communities at an appropriate scale where infrastructure can support the intensity of the development.



5.3 Ensure Rural Commercial developments are compatible with surrounding environments and uses.

Small Neighborhood Commercial

5.4 Incorporate Small Neighborhood Commercial options into Specific Land Use Plans to increase opportunities for walkable neighborhood services.

5.5 Encourage appropriate development and redevelopment of local commercial areas to serve the

Commercial Type	Plan Level Required	Appropriate Site Location	Typical Site Size	Location Criteria (Map 2.2)	Maximum Retail Square Footage
Rural	Comprehensive Plan Policies	Rural	Context Sensitive	County route and designated highway	
Small Neighborhood	Comprehensive Plan Policies	Urban	1 to 3 acre		
Large Neighborhood	Nodal Plan per Policy 3.7	Urban	3 to 10 acres	Collector Street Frontage	
Commercial Strip	Comprehensive Plan Policies	Urban	Variable	Arterial Frontage	
CC 200	Nodal Plan	Urban	10 to 30 acres	Arterial Intersection	200,000
CC 400	Nodal Plan	Urban	20 to 80 acres	Arterial Intersection	400,000
CC 600	Nodal Plan	Urban	70 to 160 acres	2 State or Federal Highways	600,000
Regional	Nodal Plan	Urban	Variable	2 State or Federal Highways	
Mixed-Use	Comprehensive Plan Policies	Urban	Variable		50% of development

surrounding existing and future neighborhoods.

5.6 Utilize the Community Design Manual and appropriate design standards (multi-modal, pedestrian-scale, etc.), acknowledging that local commercial may require flexibility in design.

5.7 Encourage neighborhood-scale commercial uses to be integrated into residential areas.



Large Neighborhood Commercial

5.8 Integrate Large Neighborhood Commercial into the surrounding area with pedestrian access, transitional elements, open spaces, and appropriate scale, when possible.

5.9 Prioritize pedestrian access and mobility in site design.

5.10 Permit expansion of Large Neighborhood Commercial in ways that appropriately integrate into and respect the surrounding neighborhoods.



Commercial Strip Development

5.11 Expand commercial strip development only in limited instances along existing commercial corridors when compatible with surrounding zoning.

5.12 Coordinate access points and use cross-access easements as sites redevelop.

Community Commercial Center (200, 400, 600)

Develop per Commercial Criteria Table and locations on Map 2.2.

Regional Commercial

Develop per Commercial Criteria Table and locations on Map 2.2.



Downtown Lawrence

5.13 Highlight Downtown as the community's activity center.

5.14 Promote a broad mix of uses and activities in Downtown.

5.15 Maintain and increase the core concentration of residential, retail, office, civic, cultural, and recreational activities in Downtown.

5.16 Utilize the *Downtown Area Design Guidelines* to support the continued development of Downtown.

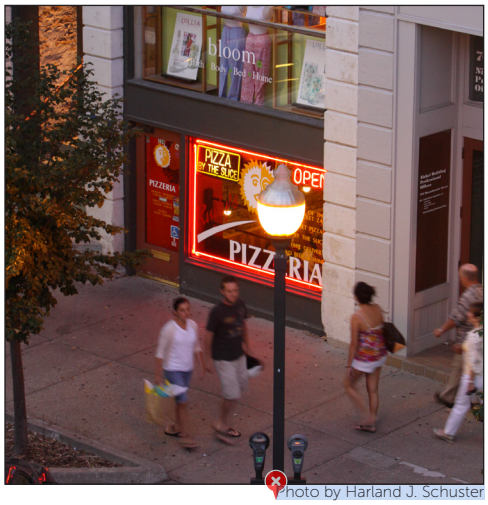


Photo by Harland J. Schuster

5.17 Enhance appropriate areas of the Kansas River as an urban amenity for the surrounding neighborhoods and Downtown Lawrence.

Mixed-Use

5.18 Promote mixed-use as an option where existing structures are underutilized, have a high turnover rate, or have been vacant for long periods of time.

5.19 Incorporate a mixture of uses within the development.

5.20 Incorporate existing structures and architecture when possible, and complement the design, massing, placement and other site design elements of the surrounding area to preserve the existing development context.

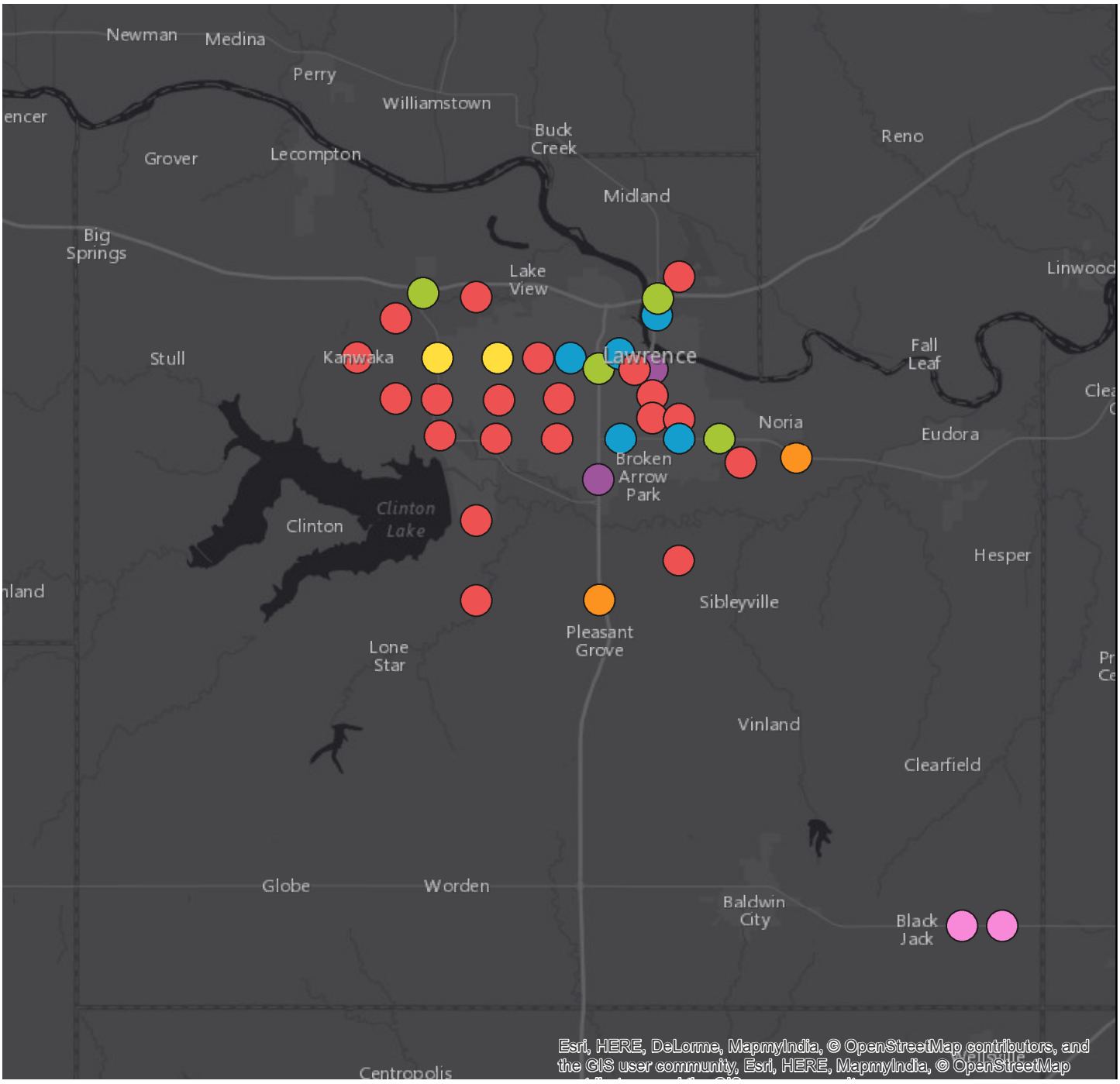


Home Occupations

5.21 Encourage and support entrepreneurs and home-based businesses

5.22 Review and revise the home occupation codes to encourage and support start-up businesses.





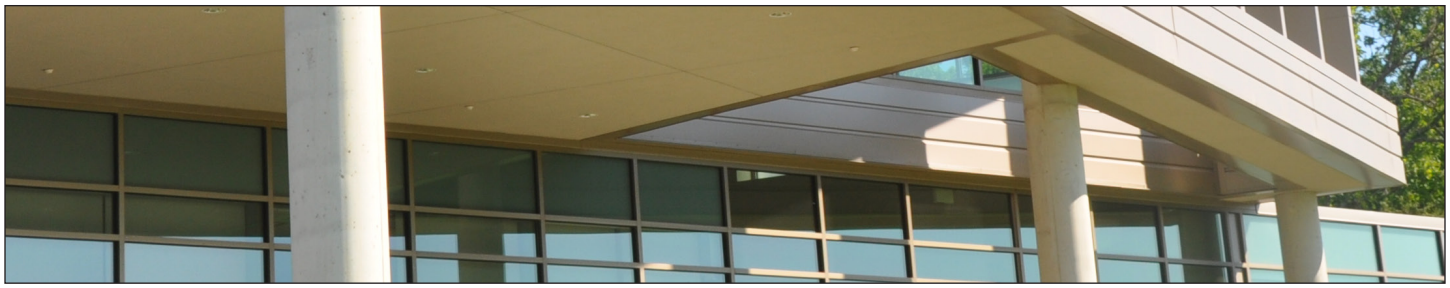
Map 2.2: Commercial Map

Click on Map Image to view Complete Map











D. Industrial

VISION

Reinforce the role of industrial areas in order to strengthen our local economy and diversify employment opportunities by planning for new areas and supporting existing areas. Maintain a robust inventory of appropriate locations that are compatible with surrounding land uses.

GOAL

Support industrial growth and expansion through **integrated design and compatibility** with surrounding uses.

1. **Industrial sites shall ensure integrated design and compatibility with surrounding uses by meeting the following criteria.**

1.1 Develop according to the locations identified on the Industrial Map (Map 2.3).

1.2 Sites shall have feasible access to Federal and State transportation networks.

1.3 Sites should be varied in size and location to accommodate a range of users.

1.4 Sites shall primarily be out of regulatory floodplains.

1.5 Sites shall contain minimal slopes.

1.6 Protect environmentally sensitive lands as new and existing areas develop or redevelop.

1.7 Natural stormwater management should be incorporated and designed into sites as appropriate.

1.8 Compatibility with existing and future land use patterns should be evaluated.

1.9 If adjacent to Lawrence, annexation shall occur prior to the submission or concurrent with a development proposal.

1.10 Promote transportation linkages, including multi-modal, and provide adequate and clear access and movement throughout the site.

1.11 All industrial development within Lawrence shall comply with the Community Design Manual's Industrial Development Design guidelines.



Intensity	Zoning Districts
Limited	County: I-1 City: IBP
Light	County: I-2 City: IL
Medium	City: IM
Heavy	County: I-3, I-4 City: IG

For more details on Economic Development

See Chapter 5: Economic Development



Protecting and enhancing existing developments helps retain the investment and the jobs that are integral parts of our community today, and in the future.

2. Retain established developments, and encourage redevelopment and expansion of existing sites.

2.1 Encourage parcel consolidation to provide land for infill development and expansion opportunities.

2.2 Incentivize existing facility expansion and redevelopment of vacant buildings and lands.

2.3 Maintain an appropriate supply of industrially-zoned sites to provide a variety of location and lot size options.

2.4 Upgrade infrastructure and services to support redevelopment opportunities.

2.5 Encourage partnerships for redevelopment opportunities.



Staying ahead of new trends and needs requires a **proactive market response for new developments** to a constantly changing environment.

3. Provide sites to meet the future needs of the community.

3.1 Develop existing planned industrial areas by annexing, platting, zoning, and extending infrastructure to enable immediate development.

3.2 Utilize appropriate locational criteria identified in Goal 1 for the use and site considerations for new or expanding areas.

3.3 Designate areas to support future industrial development needs.

3.4 Ensure developments are concentrated with compatible uses.

3.5 Monitor and maintain a site inventory to match a variety of potential users' needs that fit within our community goals.



Designing and planning for redeveloping and new industrial sites is critical to their utility and integration into the larger community.

4. **Ensure site design and architecture provide adequate separation and compatible development patterns.**

4.1 Encourage facilities and structures that have a positive impact on neighboring uses.

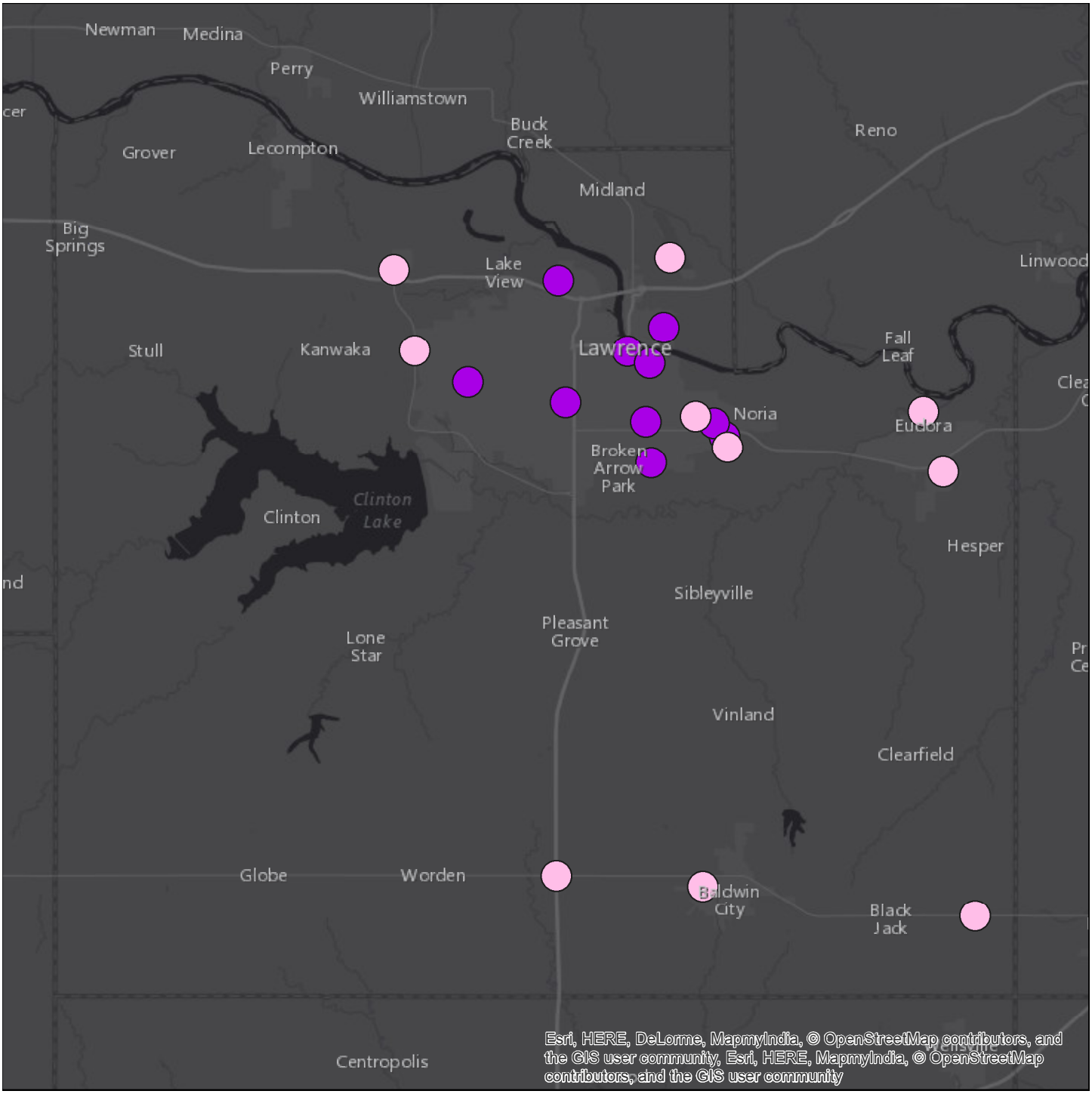
4.2 Protect environmentally sensitive lands as new and existing areas develop or redevelop.

4.3 Locate higher-intensity users and activities together in an industrial park when feasible.









Map 2.3: Industrial Map

Click on Map Image to view Complete Map



Photo by A. Shafer Photography





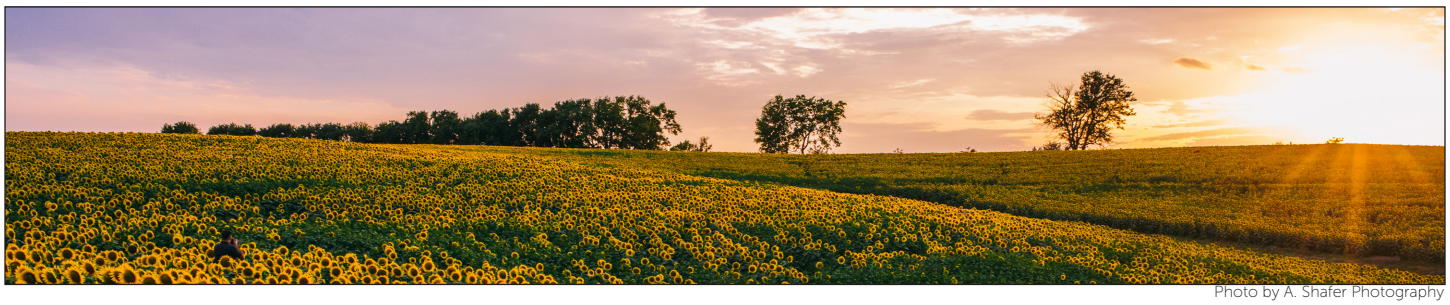
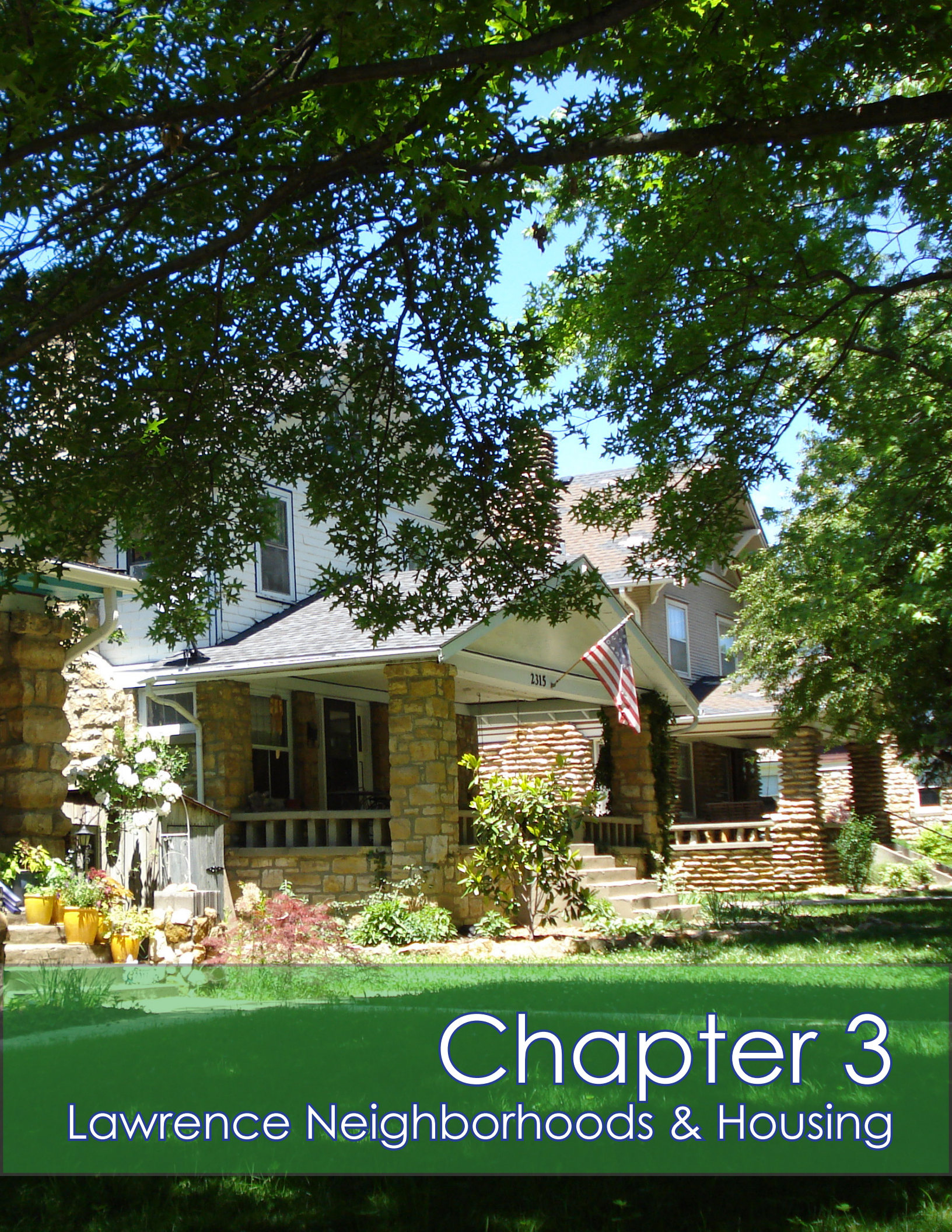


Photo by A. Shafer Photography





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Chapter 3

Lawrence Neighborhoods & Housing

ADVISORY BOARDS

- Affordable Housing Advisory Board
- Community Development Advisory Committee
- Homeless Issues Advisory Committee



Photo by A. Shafer Photography

What is Aging in Place?

It is the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level.

For more on Historic Preservation

See Chapter 7A Historic Resources

3. Lawrence Neighborhoods & Housing

VISION

Neighborhoods promote social interaction and provide residents of all ages and abilities with a safe, functional and aesthetically unique environment. They are where a sense of identity is created, historic features and cultural traditions are respected, attractive and affordable housing choices are offered, and connections to a common past maintained. Neighborhoods shape vibrant and strong communities.

GOALS

Lawrence is comprised of many distinct neighborhoods, each with different characteristics. Neighborhoods are components of the larger whole, and should be **integrated into the larger community**.

1. Strengthen neighborhoods' ties to the larger Lawrence community.

1.1 Provide alternative routes via connective road patterns to ease traffic congestion and help limit the use of cul-de-sacs.

1.2 Utilize alleys and short blocks to maximize connectivity.

1.3 Orient buildings to reflect the predominant neighborhood pattern.

1.4 Use open spaces, greenbelts, and trails to provide linkages throughout the neighborhood.

1.5 Integrate non-motorized transportation options when possible.

1.6 Plan for neighborhoods within all future Specific Land Use Plans.

1.7 Integrate public transportation throughout neighborhoods to ease traffic and parking congestion.

Lawrence has a remarkable heritage and unique history that **promotes the character of neighborhoods** throughout the city. Preserving the character of existing neighborhoods while encouraging creative and unique new neighborhoods will enhance Lawrence's identity.

2. Create and encourage vibrant neighborhoods that have distinctive identities that together make Lawrence unique.

2.1. Maintain the form and pattern of established neighborhoods.

2.2 Use innovative programs to minimize or eliminate conditions causing decline.

2.3 Create neighborhood identity through recognizing historic and cultural landmarks, integrating public art and wayfinding signs, arts and culture programming, and supporting policies that create neighborhood cohesion.

2.4 Clearly define neighborhood edges by either natural or constructed features.

Conserving and enhancing the characteristics and structures that define our neighborhoods is critical to defining the uniqueness of Lawrence.

3. Preserve and enhance the character elements of existing neighborhoods.

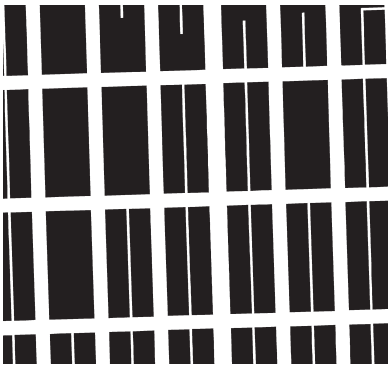
3.1 Protect and improve the character and appearance of existing residential neighborhoods to sustain their values and enhance the quality of life.

3.2 Maintain historic structures and elements to help conserve the unique aspects of the neighborhood, as well as the whole community.

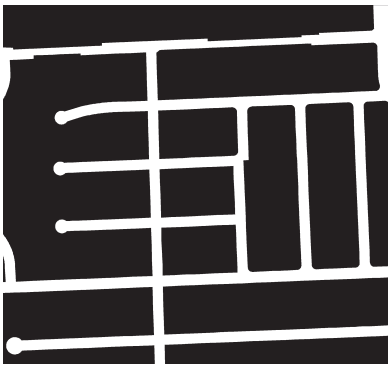
3.3 Define the character by highlighting places of meaning or the unique value of each neighborhood.

What are Connective Road Patterns?

Connectivity in and between neighborhoods is critical. Grid designs create an interconnected street system offering pedestrians and vehicles many choices in navigating through their neighborhood. Neighborhoods with limited connections force traffic onto collectors causing jams and access problems. Curvilinear streets should be avoided.



Grid Pattern



Disconnected Grid Pattern



Curvilinear Pattern

Lawrence Association of Neighborhoods Map



How is Affordable Housing Defined?

The Affordable Housing Advisory Board defines affordable housing generally as housing for which the occupants are paying no more than 30% of their income for gross housing costs, including utilities.

Renters

Housing units with monthly rent and utilities not exceeding 110% of the HUD defined Fair Market Rent, as determined yearly by the Lawrence Douglas County Housing Authority.

Owners

Housing units for those earning up to 80% of Median Family Income, as established yearly by HUD for the Lawrence, KS Metropolitan Statistical Area.

Redeveloping and new neighborhoods should be **designed to strengthen** the unique character that people associate with Lawrence.

4. **Create a safe, functional, and aesthetically unique residential environment for new and redeveloping neighborhoods in Lawrence.**

4.1 Create places to allow neighborhood residents to gather ensuring that future neighborhoods are connected to each other and the larger community.

4.2 Incorporate a mixture of housing types, styles, densities, and price ranges.

4.3 Design neighborhoods to a human scale, including building elements, street design and other design elements.

4.4 Include vehicular and non-vehicular connections within and to surrounding neighborhoods.

4.5 Incorporate safe routes to schools in neighborhood planning and design.

4.6 Create residential design guidelines to enhance the aesthetics of multi-dwelling development in neighborhoods.

4.7 Integrate small/large neighborhood commercial options into neighborhood designs.

4.8 Incorporate pocket parks and green spaces into new neighborhood developments that encourage connectivity and green corridors.

4.9 Account for the impact of land use planning on public health.

4.10 Work with neighborhoods to create, update, and maintain Specific Land Use Plans as appropriate.

4.11 Plan, develop, and incorporate an evolving multi-modal transportation system.

Designing neighborhoods to **allow residents to age in place** provides a higher quality of life and more choices.

5. **Create complete neighborhoods that mix compatible land uses, include varied housing types and prices, and provide services and amenities to residents of all ages.**

5.1 Design neighborhoods to provide a variety of walkable live, work, learn, and play options.

5.2 Design neighborhoods to accommodate aging in place.

5.3 Create high-quality pedestrian spaces and networks connecting neighborhoods and prioritizing the pedestrian experience.

5.4 Identify and plan for service needs and resources for residents of all ages and abilities.

5.5 Incorporate universal design principles into building codes, site design, and public improvements.

Ensuring that our community has **affordable and safe housing** is paramount to the quality of life we all enjoy.

6. Provide affordable housing for all segments throughout the community.

6.1 Consider the goals and policies of the Affordable Housing Advisory Board when creating land use plans and reviewing development applications.

6.2 Encourage consideration of all income ranges when creating new developments and subdivisions.

6.3 Promote partnerships to advance affordable and safe housing options.

What does Human Scale mean?

It means to create an environment that is designed to be comfortable to a person interacting with, traveling through, or using a space or building. It strives to create a built environment that respond to the size of the human body and that fits well with the human senses in terms of interest and aesthetic.

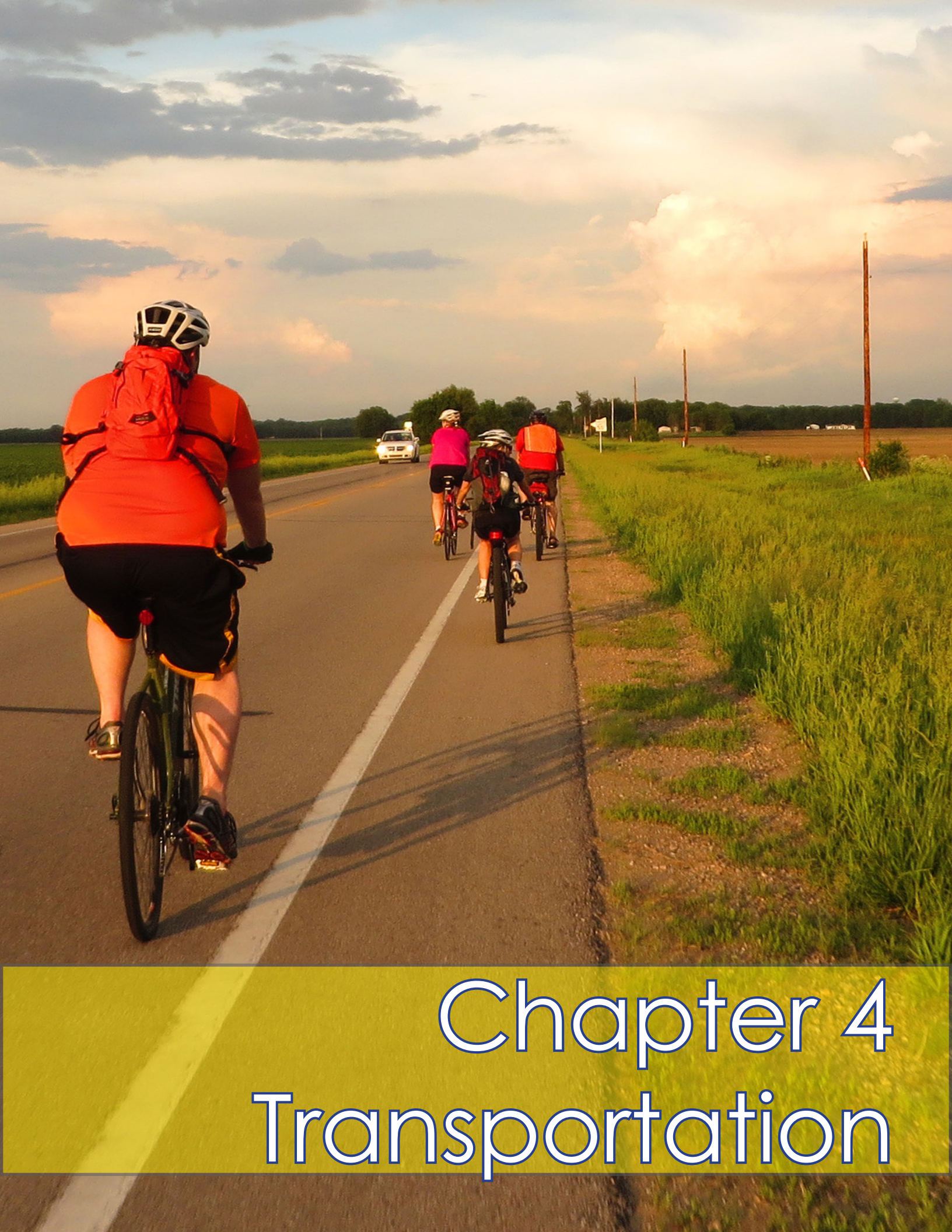


Photo by A. Shafer Photography

What is Universal Design?

It is the design and composition of the built environment meeting the needs of all people who wish to use it, regardless of age, ability, or other factors.


"Lawrence **has a wonderful hill** in it, with a university on top and the first time I ran away from home, I ran up the hill and looked across the world:
Kansas wheat fields and the Kaw River,
and I wanted to go some place, too."
-Langston Hughes



Chapter 4
Transportation

ADVISORY BOARDS

- Transportation Commission
- Public Transit Advisory Committee
- MPO Bicycle Advisory Committee
- MPO Regional Transit Advisory Committee

What is a MPO?

The Metropolitan Planning Organization is a federally designated agency responsible for coordinating transportation planning and programming for all of Douglas County. The MPO's mission is to provide planning and programming services for the safe and efficient movement of people and goods consistent with the region's overall goals.

Our region includes:

- Douglas Co.
- Lawrence
- Eudora
- Lecompton
- Baldwin City

4. Transportation

Metropolitan Transportation Plan

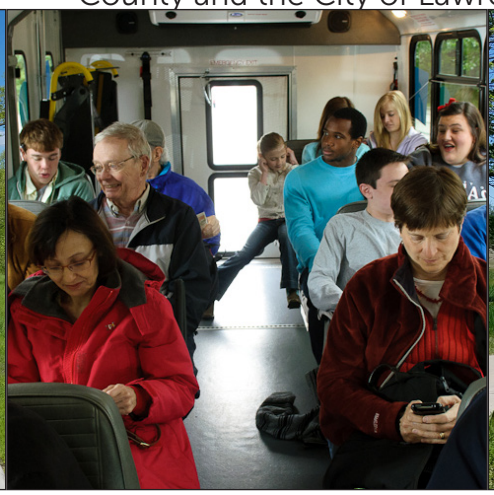
Transportation 2040 sets regional transportation policies, and articulates goals and objectives for the creation of a multi-modal transportation system complimenting the comprehensive plan's land use plans, economic development plans, environmental plans, and other plans for the region. It assists state and local government agencies with improving the quality of life for our community, while accounting for environmental justice.

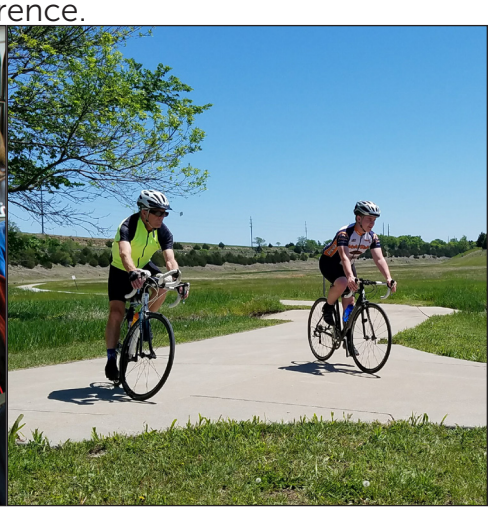
The creation of *Transportation 2040* is supported by an open public participation process, and the willingness of the local, state and federal officials involved in developing this document, to chart a comprehensive regional transportation system.

This plan reflects the short and long-term needs of the region; land use patterns; planning decisions impacting transportation systems; the desire to provide mobility for all users; and the relationships between the transportation system, the environment, and the economy.

This chapter references *Transportation 2040* as the key plan guiding our community's transportation network. This chapter reflects the goals of the transportation plan, and enhances key aspects related to unincorporated Douglas County and the City of Lawrence.







VISION

To enhance and maintain a complete, safe, and efficient multi-modal transportation system for users of all ages and abilities.

GOALS

Planning must consider **access and choices for all residents**. Individuals who cannot, or prefer not to, drive should have the same equal access to safe and efficient transportation choices as those that are offered to drivers.

1. **Enhance transportation options and choices for improved system performance.**

1.1 Provide viable transportation alternatives with stronger interconnectivity and multi-modal elements by considering transit, bikeway and pedestrian details in site planning, and also adhering to Complete Streets policies.

1.2 Create land development patterns and transportation designs allowing and encouraging people to use all transportation modes.

1.3 Enhance transit service, amenities, and facilities by establishing a transit center(s) within Lawrence.

1.4 Enhance the coordinated transit system, such as providing special services for senior citizens and persons with disabilities, and their connections to regional commuter services.

1.5 Build Americans with Disabilities Act (ADA) connections between rights-of-way and building entries, accessible transit stops, and implement the transit amenities policy.

The **interrelation of transportation and land use planning** is critical since the design of one directly affects the other. Understanding the linkage of these two aspects can produce positive impacts for residents and lead to more efficient systems.

2. **Focus efforts on the efficient movement of people and goods.**

2.1 Improve multi-modal connectivity between existing employment centers, retail activity areas, and regional destinations to foster continued growth and vitality of those areas.



What are Complete Streets?

Complete Streets are designed for safe access for all users (pedestrians, bicyclists, motorists, and transit riders), ages, and abilities.



What is Transportation 2040?

T2040 is the long-range transportation plan for Douglas County. It is a vision for a healthy, safe, and efficient transportation system that adequately serves the region's future. The plan identifies transportation needs and investments, and recommends system improvements for all modes of transportation: automobile, public transit, bicycle, pedestrian, etc.



What are Intelligent Transportation Systems?

ITS applies technology and communication systems to improve the multi-modal movement.

It includes traffic conditions detection systems and cameras, dynamic message signs providing real-time travel information, agency coordination, and a host of other technologies to improve the transportation infrastructure.

2.2 Develop in accordance with the Major Thoroughfares Map as designated on the Growth & Development Map (Map 2.1).

2.3 Coordinate transportation improvements with future land uses to minimize infrastructure costs.

2.4 Further maximize accessibility of the transportation system, and increase the mobility options for all residents and movement of goods.

2.5 Utilize techniques and technologies, such as Intelligent Transportation Systems, to maximize network capacity and increase efficiency.

While moving people and goods is one of the paramount concerns of a transportation network, the **safety and security** of the people using it is one of the overarching concerns for all aspects. One of the keys to good planning involves **efficiency and effectiveness** of the public transportation investments to further services and infrastructure consistent with the community's desires.

3. Prioritize preservation, safety, and security of the transportation network.

3.1 Preserve and enhance the condition of transportation infrastructure and assets.

3.2 Design streets and subdivisions for safe and secure transportation.

3.3 Review land development projects when they are initially submitted for safety and design implications.

3.4. Develop criteria focusing on the safety aspect of transportation projects requiring that safety be addressed before a project is approved.

3.5 Monitor and inventory the transportation system's physical condition for items such as asset management, pavement condition, sidewalk maintenance, Americans with Disabilities Act compliance, and other similar aspects.

3.6 Coordinate with local, state, and federal agencies to quickly respond during times of natural disasters, extreme accidents, or other emergencies.

One of the most important ways that transportation planning impacts our communities is in how we move about Lawrence and Douglas County. Minimizing issues is key to **creating an efficient and equitable transportation system**.

4. Minimize adverse social, economic, and environmental impacts created by transportation.

4.1 Create land development patterns that promote transportation efficiency, sustainability and livability through coordinated review of land use plans.

4.2 Reduce single occupancy vehicle trips through Travel Demand Management, multi-modal site design, policies, programs, and partnerships with employment centers.

4.3 Strengthen linkages between transportation planning and environmental planning.

4.4 Strengthen linkages between transportation planning and public health planning.

4.5 Implement actions to transition to the use of alternative transportation modes, low emissions vehicles, alternate transit energy sources, emerging technology, and market driven transportation (autonomous vehicles, electric vehicles, and ride-share).

What is Travel Demand Management (TDM)?

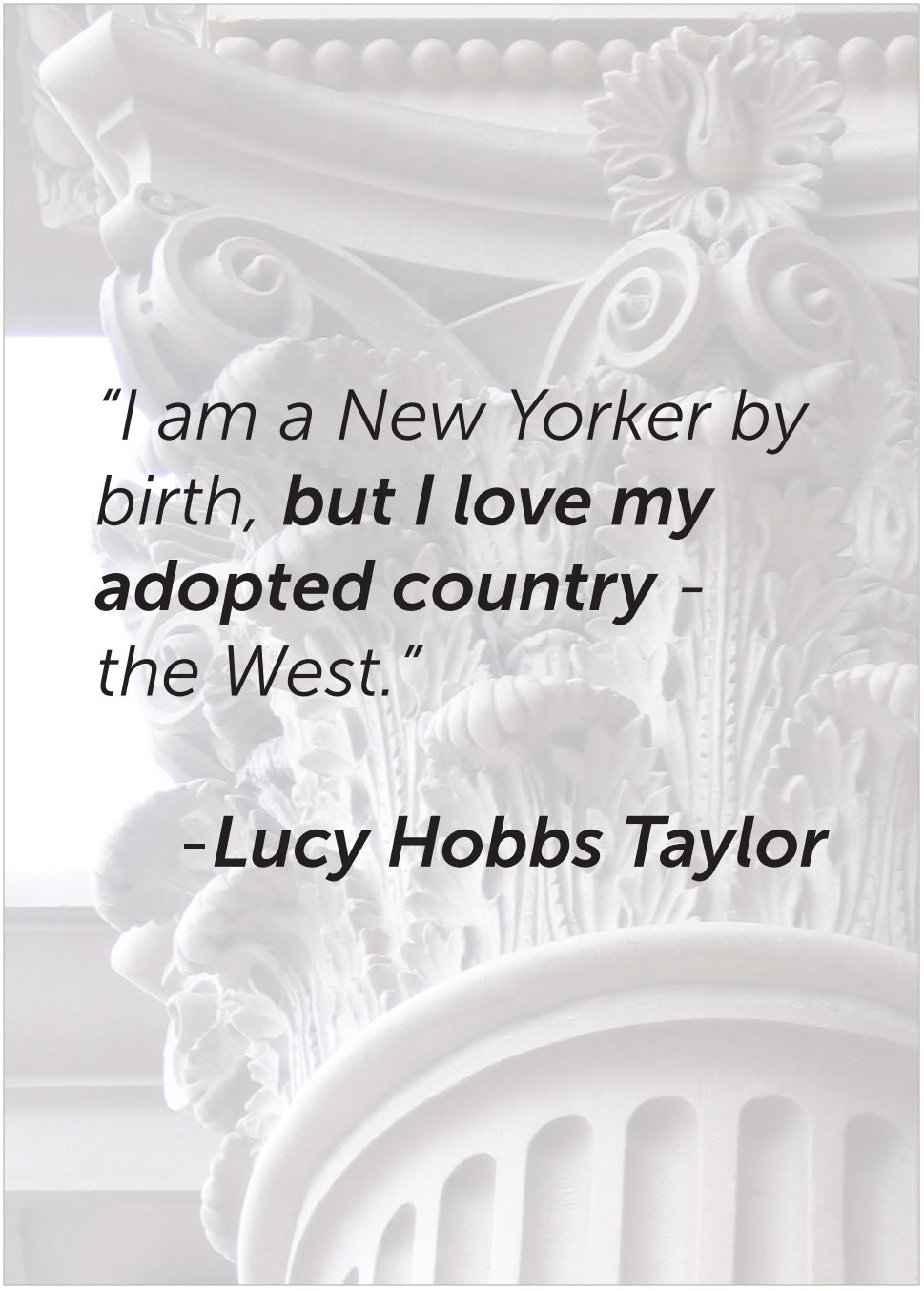
Travel Demand Management refers to strategies to help people use the infrastructure for transit, ridesharing, walking, bicycling that changes their travel behavior (how and when people travel) to increase transportation system efficiency and achieve specific objectives.



What is Environmental Justice?

The Environmental Protection Agency defines Environmental Justice as the fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies.

It requires that projects using Federal funds be selected and distributed fairly to all people regardless of income or race, and that all people have equal access to the benefits afforded by these projects, including equal access to the decision-making process for project selection.


"I am a New Yorker by birth, ***but I love my adopted country*** *- the West."*
-***Lucy Hobbs Taylor***



Chapter 5
Economic Development

ADVISORY BOARDS

- Public Incentives Review Committee

What does Economic Development mean?

Economic development is the sustained, concerted efforts of a community and its policymakers to improve the standard of living and economic health of an area.

Implementing economic development involves targeting activities and programs that improve the economic well-being and quality of life of a community by building local wealth, diversifying the economy, creating and retaining jobs, and building the local tax base.

5. Economic Development

VISION

Create a diverse range of employment opportunities by capitalizing on our highly-educated workforce, attracting new employers, encouraging and supporting entrepreneurs, retaining and growing existing business, and maximizing our potential through innovative technology sectors.

GOALS

Continuing to **diversify the range of jobs and employers** helps buffer our community from economic shifts, and provides greater opportunity for both employees and employers within Douglas County.

1. Diversify the community's economic base.

1.1 Identify strategies and pursue a dedicated funding source to attract, develop, and retain employers and jobs.

1.2 Enhance Downtown Lawrence as an employment destination.

1.3 Recruit and attract new and developing green/ environmentally friendly jobs.

1.4 Capitalize on local resources, such as the University of Kansas Small Business Development Center, Lawrence Metro E-Community, and the Bioscience and Technology Business Center at the University of Kansas, to help nurture and attract small and start-up businesses.

1.5 Attract career business by building on the existing economic and educational assets of Douglas County.

1.6 Monitor new and developing industries for their potential to add to our economic base.

1.7 Encourage and support diversifying the agricultural economy.

Encouraging collaborations with local colleges and schools, employers, and our community's workers helps **continue workforce retention and development** for future economic development.

2. Expand the pool of quality jobs, workforce retention, and new job advancement.

2.1 Develop housing options to meet the needs and

incomes of a diversified workforce.

2.2 Create quality working environments that foster a strong sense of place, and uniquely identify as being part of our community.

2.3 Foster educational partnerships with schools to help formalize career pathways throughout the community's job market.

2.4 Develop and expand educational facilities to provide job and skills training to the community's workforce.

2.5 Capitalize on Douglas County's educated workers to attract new and developing industries.

Strengthening the employment base and focusing on community development adds to the quality of life and attracts new opportunities to the community.

3. Strengthen and stabilize the tax base and existing businesses.

3.1 Support and grow small to medium sized businesses throughout our community.

3.2 Retain and promote expansion of existing businesses within the community.

3.3 Establish initiatives designed to encourage retention of businesses and employment.

Growing the primary employment inventory helps to diversify the economy and strengthen wages.

4. Expand opportunities to accommodate primary employers and employment centers.

4.1 Evaluate existing available large-lot locations for large-scale primary employers, and pursue as necessary locations for new industrial parks.

4.2 Create a strategy to provide development-ready sites for large-scale primary jobs employers.

4.3 Promote and support the redevelopment of underutilized employment sites.



What is a Quality Job?

The specific elements of a Quality Job vary by industry, business size, job function, and employee demographic, but typically a Quality Job provides a majority of the following:

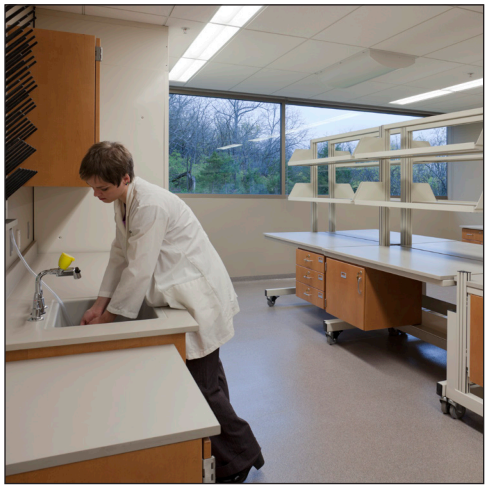
- Meeting or exceeding the community's average wages
- Basic employment benefits
- Career advancement options
- Wealth building opportunities
- A fair & engaging workplace
- Stable & predictable hours







Photo by A. Shafer Photography



Preparing for new technologies and innovations, while also capitalizing on the existing and developing resources available in our community, is key to growing our local economy.

5. **Pursue technology and advancements to expand our existing local economy, and attract new jobs and industries to our community.**

5.1 Support the community's ability to capitalize on high tech infrastructure and other emergent technologies.

5.2 Recruit and promote innovative technologies within industry sectors that foster the community's higher education institutions and industries, such as life sciences, information technology, engineering, math, software and communications, and others.

5.3 Consider providing seed and venture capital to high technology, start-up companies to establish operations in our community.

5.4 Identify and develop partnerships filling capital market and employment gaps to help start-ups, retain existing technology sector employers, and expand job opportunities.

5.5 Create and promote incentives for businesses transitioning to environmentally sustainable practices.

What are Economic Development Assistance Tools?

The City has a variety of economic development tools that can be implemented to achieve community goals. In most cases, the programs are implemented in a "pay-as-you-go" manner in which the property owner fronts the improvement expense and is reimbursed over time through project generated tax revenues.

The City also participates in other types of direct support such as assistance with infrastructure, relocation grants, employee training grants, etc. The primary "pay-as-you-go" tools include:

Industrial Revenue Bonds (IRB)

IRBs are a conduit financing tool used to obtain favorable rate financing for constructing or purchasing a facility or equipment, obtaining a sales tax exemption on project construction materials, or to get an exemption of real property taxes for business types that would not qualify for an Real Property Tax (EDX) abatement.

Real Property Tax Abatement (EDX Abatement)

An EDX real property tax abatement provides an exemption of real property taxes on improvements to land and buildings for businesses primarily involved in manufacturing articles of commerce, conducting research & development, or warehousing and distribution of goods used in interstate commerce.

Neighborhood Revitalization Areas (NRA)

The NRA is a revitalization tool used to help eliminate blight, correct health and safety issues, preserve historic properties, correct legal issues with the property, or convert under-productive properties to more productive use. Funding is provided via a property tax rebate based on the incremental increase in property value resulting from project improvements.

Tax Increment Financing District (TIF)

A TIF district is used to assist project redevelopment in blighted or challenging development areas by pledging future gains in sales and/or property taxes generated within the TIF district to finance improvements which will result in those tax gains.

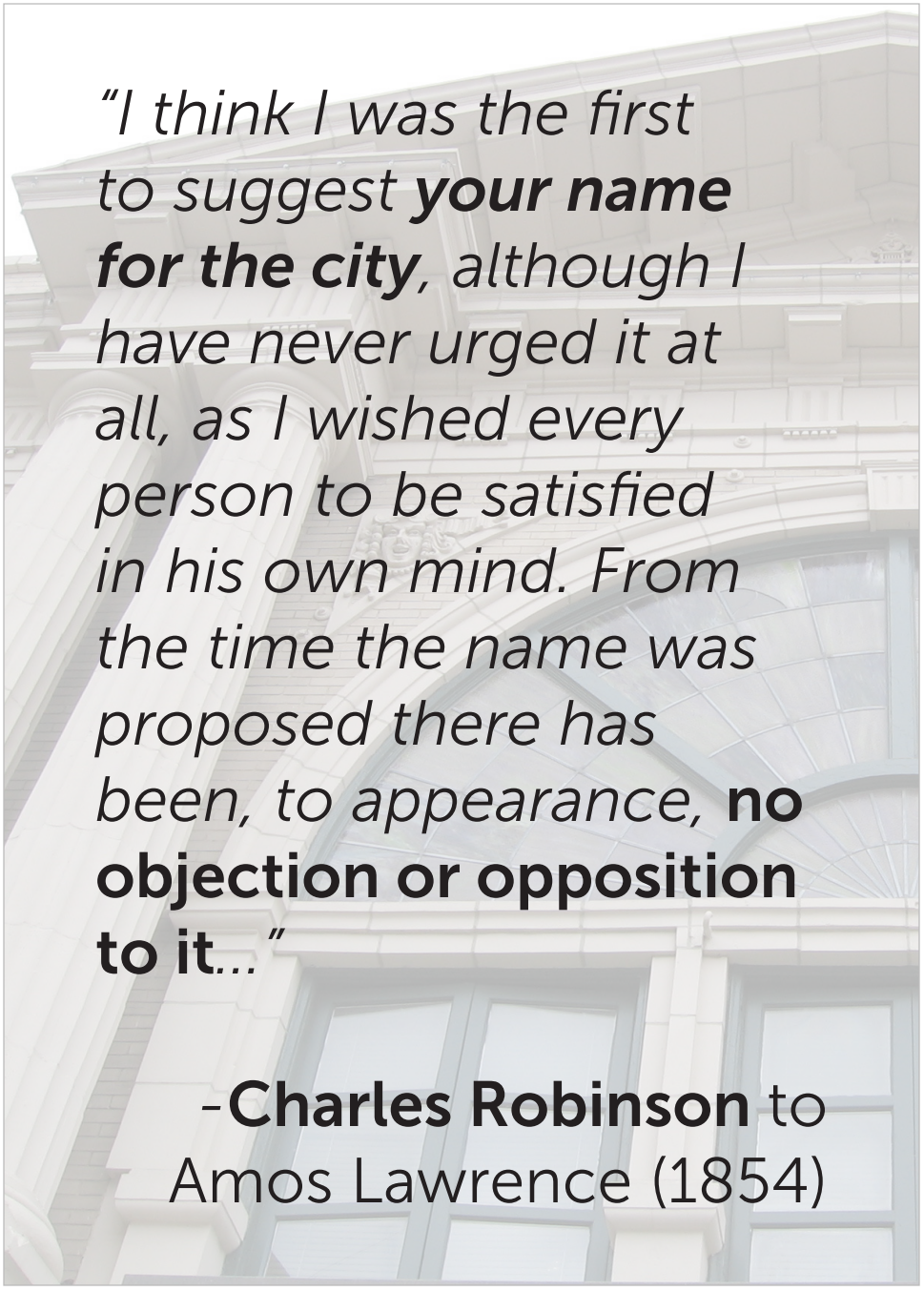
Transportation Development Districts (TDD)

TDDs are a funding tool used to support eligible, transportation-related improvements within a specified district through special assessments or a new transportation sales tax.

Community Improvement Districts (CID)

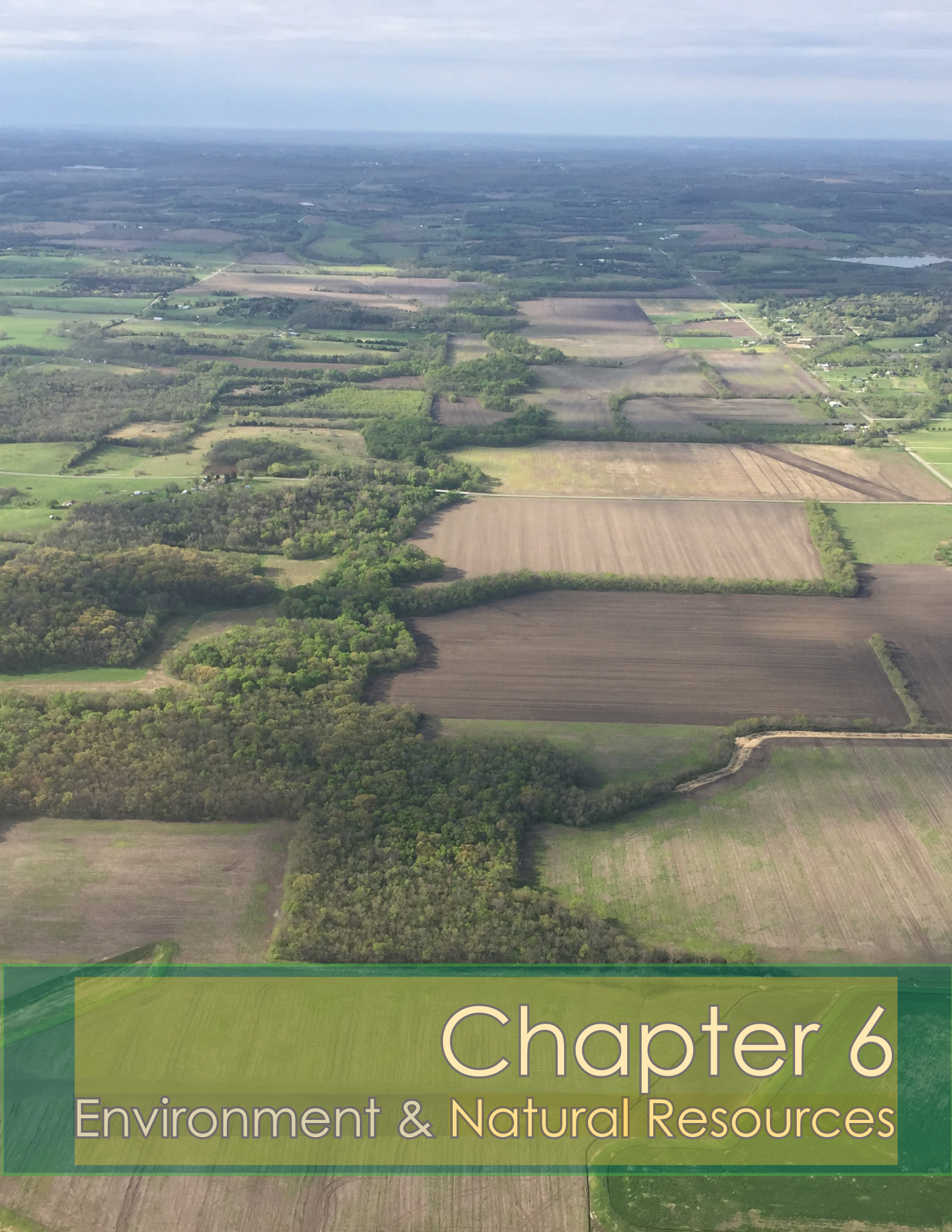
CIDs are an economic development tool designed to finance public or private facility improvements or services within a specified district through special assessments or a new district sales tax.

More can be found in the City of Lawrence's Economic Development Policy.



*"I think I was the first to suggest **your name for the city**, although I have never urged it at all, as I wished every person to be satisfied in his own mind. From the time the name was proposed there has been, to appearance,* **no objection or opposition to it**...*"*

-**Charles Robinson** to Amos Lawrence (1854)



Chapter 6
Environment & Natural Resources

ADVISORY BOARDS

- Sustainability Advisory Board
- Douglas County Conservation District
- KSU Research & Extension: Douglas County
- Heritage Conservation Council of Douglas County
- Food Policy Council

What are Ecosystem Services?

Ecosystem services are the set of known and unknown beneficial outcomes of healthy functioning biological systems.

They may include:.

- Flood Control
- Erosion Control
- Water Purification
- Pollination
- Refuge for Beneficial Insects
- Carbon Sequestration
- Nutrient Cycling
- Food Production



6. Environment & Natural Resources

VISION

To protect and enhance our rich natural heritage and environment. Lawrence and Douglas County shall strive to balance the needs of a vibrant economy, an equitable society, and a healthy, sustainable environment.

GOALS

Water plays a vital role in both our natural and built environments. Managing water resources ensures that water quantity and quality are maintained from drinking sources, and ecological and recreational purposes. It also is vital to help limit and mitigate flooding in areas throughout our community.

1. **Manage water resources to ensure continued natural habitat ecosystem services.**

1.1 Evaluate development proposals for their impacts on critical water sources providing drinking water for Lawrence and Douglas County.

1.2 Consider and mitigate development impacts on the watershed.

1.3 Preserve and protect natural surface streams and rivers.

1.4 Develop stream corridor buffers.

1.5 Encourage low-impact uses of riparian areas for parks and trail connections.

1.6 Encourage minimal and appropriate use of fertilizer, pesticides, and other chemicals.

1.7 Identify, preserve, and protect wetlands.

1.8 Strengthen floodplain regulations to mitigate flood hazards and decrease vulnerability of life and property.

1.9 Inventory and protect groundwater resources and their recharge lands.

1.10 Develop stormwater management policies for unincorporated Douglas County to evaluate development proposals to limit runoff and protect water quality.

1.11 Promote voluntary water usage reductions

1.12 Encourage site design best management practices.

Land resources, such as woodlands, prairies and soils, provide wildlife habitats and ecosystem services. Preserving and maintaining these resources provides both economic and quality of life benefits.

2. Manage land resources to maintain their natural functions and ensure their sustainability for the future.

2.1 Adopt regulations requiring grading permits to minimize grading and steep slope development when possible.

2.2 Preserve and restore native prairies, including utilizing conservation easements.

2.3 Protect the urban tree canopy throughout Lawrence.

2.4 Preserve and sustain native woodlands through the development of regulations and incentives providing protection.

2.5 Identify important wildlife habitats and prioritize them for protection and conservation to establish corridors.

Sensitive Lands

Sensitive lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of sensitive lands reduces vulnerability to natural hazards and enhances quality of life.

These include:

- Rare Plant and Animal Habitats
- Floodway and Floodplain
- High Quality Agricultural Soils
- Native Prairies
- Native Woodlands
- Urban Tree Canopy
- Wetlands & Stream Corridors
- Stream Corridors
- Steep Slopes

"Through the reduction of local GHG (greenhouse gas) emissions, the City of Lawrence can recognize cost savings, attract environmentally friendly businesses to the area, and help Lawrence establish a leadership role in climate risk mitigation in Kansas."

Climate Protection Task Force: Climate Protection Plan, p. 4



Photo by Harland J. Schuster

What is a Geologic Floodplain?

It encompasses the relatively flat area of ground adjacent to a river or stream stretching from the active channel to the outer edges of the valley. Floodplains are formed mainly of sediments deposited by moving water.

For discussion of flooding, this document will refer to the FEMA map delineating FEMA floodplain and FEMA floodways which will not always co-occur with the geologic floodplain.

What is Indoor Air Quality?

Many people associate air quality with emissions that are outside of buildings. However, indoor air quality can be equally as important. Air quality has a profound effect on the environment and human health.

Indoor Air Quality includes:

- Control of airborne pollutants, such as secondhand smoke, radon, paint fumes, etc.
- Introducing and distributing outdoor air adequately
- Proper temperature and relative humidity

2.6 Consider the complete natural system in identifying and preserving sensitive lands as individual developments occur to maintain continuity throughout the ecosystem.

2.7 Protect high-quality agricultural soils, as identified in each Specific Land Use Plan, as the community develops to urban densities.

2.8 Protect contiguous amounts of agricultural land in rural areas for continued productive future use.

2.9 Promote agricultural practices that mitigate erosion and preserve and enhance soil fertility for future productivity.

2.10 Protect native ecosystems by addressing invasive species, with preference given to non-chemical methods.

2.11 Develop programs to preserve and promote open spaces throughout Douglas County.

2.12 Encourage the use of native plantings.

Air pollution has a profound impact on the environment. It leads to water and soil contamination, impacts community health, and contributes to adding greenhouse gases to the environment.

3. Manage air quality in the community to limit outdoor air pollution, excessive greenhouse gases, and indoor air pollution.

3.1 Develop policies to reduce vehicle emissions by reducing the amount of vehicle miles traveled.

3.2 Develop land use regulations and incentives to reduce greenhouse gas emissions.

3.3 Reduce toxic emissions in the community and comply with regional, state, and federal clean air regulations.



3.4 Address sources of indoor air pollutants to improve community health.

3.5 Continue conducting the Lawrence-Douglas County Sustainability Office community-wide greenhouse gas inventory every 5 years.

3.6 Prioritize efforts to reduce greenhouse gas emissions in municipal operations.

Proper extraction and remediation of natural materials, such as sand, gravel, timber, oil, gas and stone, are essential to sustainable development activity.

4. Properly manage natural resources to ensure sustainability, marketability, environmental protection, and value for the community.

4.1 Work with partner agencies to develop sustainable harvesting standards and effective reclamation procedures.

4.2 Recognize the need for the extraction of local natural resources to keep construction costs economically reasonable, while mitigating impacts to the environment and surrounding land uses in the evaluation of new extraction proposals.

4.3 Document and map active and suspended quarries, and analyze their environmental impacts as operational levels evolve at the sites.

4.4 Work to move sand dredging out of the Kansas River and into the floodplain to protect riparian habitat and reduce upstream erosion of banks and destabilization of infrastructure.

4.5 Exceed state standards for reclaiming extraction operations.

Proper disposal of **daily, and hazardous, waste** can have dramatic impacts on the natural environment and community health, and can reduce numerous forms of pollution.

5. Reduce the amounts of waste sent to landfills.

5.1 Manage solid waste by emphasizing reducing, reusing, and recycling across all industries, households, and institutions.

5.2 Support proper disposal of household hazardous waste with the Lawrence - Douglas County Household Hazardous Waste Program.

What are High-Quality Agricultural Soils?

High Quality Agricultural Soils are locations that have been graded as being the best land for agricultural production. This includes 2 classes:

Class 1: Soils in this class are best suited for cultivated crops, pasture, range, woodland, and wildlife. They are deep, generally well drained, easily worked, and less prone to erosion. In Douglas County, soils of this class occur only in the geologic floodplain along larger drainages.

Class 2: They require careful management to prevent deterioration or to improve air and water relations when cultivated. The limitations are few, and the necessary management is easy to apply. The soils may be used for cultivated crops, pasture, range, woodland, or wildlife food and cover. These occur within the geologic floodplain of rivers and streams of all sizes in the county, and on level uplands where windblown silt is a major component.



What are Watersheds?

Watersheds consist of surface waters such as rivers, streams, lakes and wetlands, as well as all of the groundwater under the soil. A watershed is more than a drainage area in and around our communities, it provides drinking water for people and wildlife, diverse native landscapes, wildlife habitat, nourishes our gardens, produces energy and is the basic foundation for life. Protection of our natural resources and our watershed is essential to maintain the health of all living things.





Photo by A. Shafer Photography

5.3 Encourage composting, donations, and other efforts throughout Douglas County to reduce the amounts of food deposited in landfills.

Many of the factors that impact the natural environment in Douglas County are created by urban settings and climate change. Efforts to improve the **urban environment** can serve to protect and sustain our environment and natural resources.

6. Strengthen environmental protection through sustainable development of the built/urban environment.

6.1 Adopt a climate change adaptation and mitigation plan incorporating potential climate change scenarios and identifying specific actions to reduce greenhouse gas risk and exposure from hazards.

6.2 Mitigate impacts caused by noise and light pollution, and development activities.

6.3 Foster and encourage healthy lifestyle options through development and design of the built environment.

6.4 Develop a sustainable, interconnected multi-modal transportation system.

6.5 Promote sustainable building practices by leading and promoting green building standards and practices, and by creating incentives and reducing barriers to improve opportunities for distributed generation of renewable energy sources.

6.6 Promote responsible use and conservation of energy and natural resources for increasing energy efficiency of new construction and significant remodels.

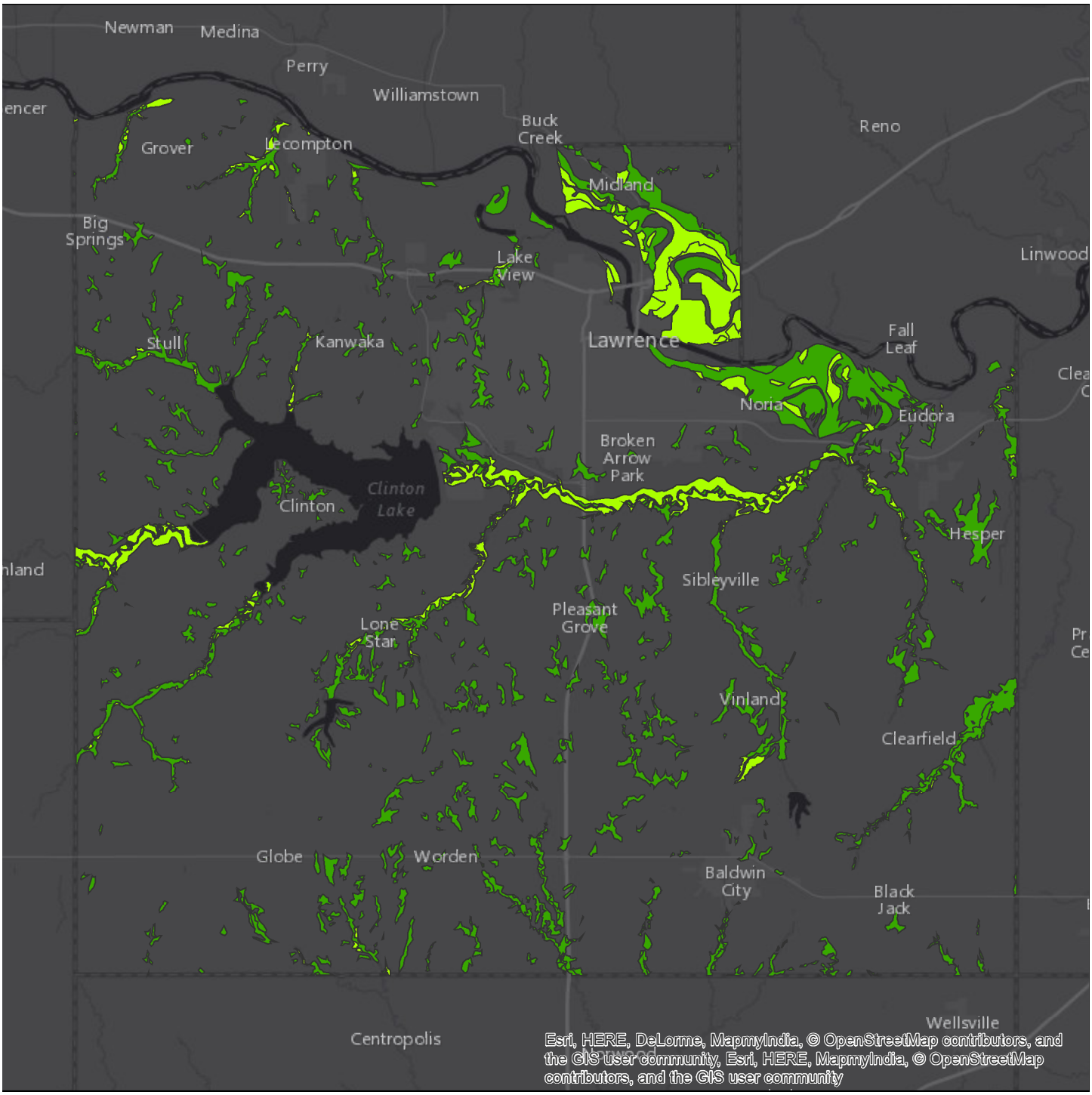
6.7 Continue developing local food programs and implement the Food System Plan throughout Douglas County and Lawrence.

6.8 Develop strategies for energy conservation in existing buildings.

6.9 Develop strategies for the adaptive reuse of existing structures.

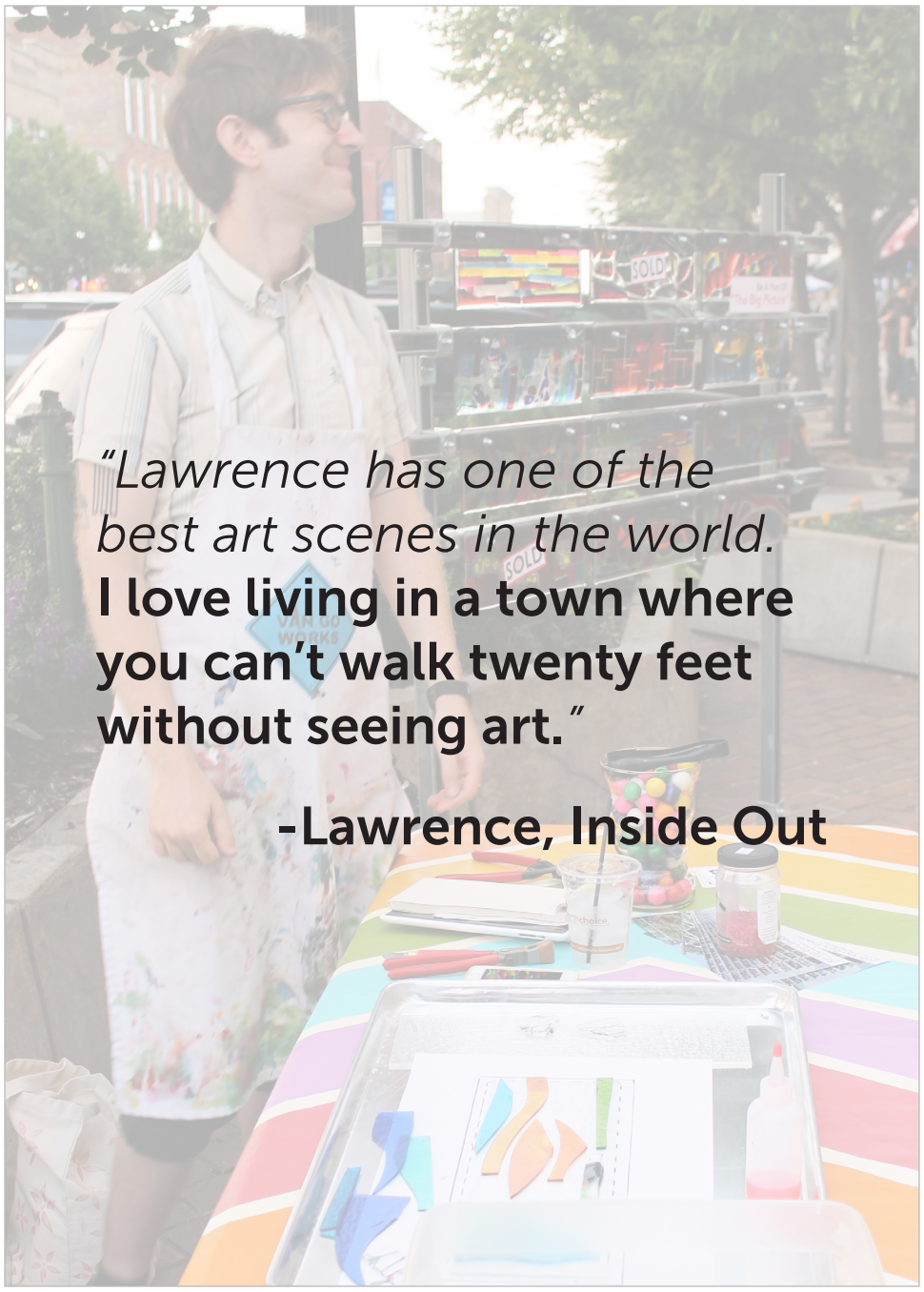
6.10 Utilize green infrastructure and best management practices to manage stormwater impacts.

6.11 Support state legislation giving local governments more authority to mitigate the potential environmental harm of large-scale agricultural and energy industries.



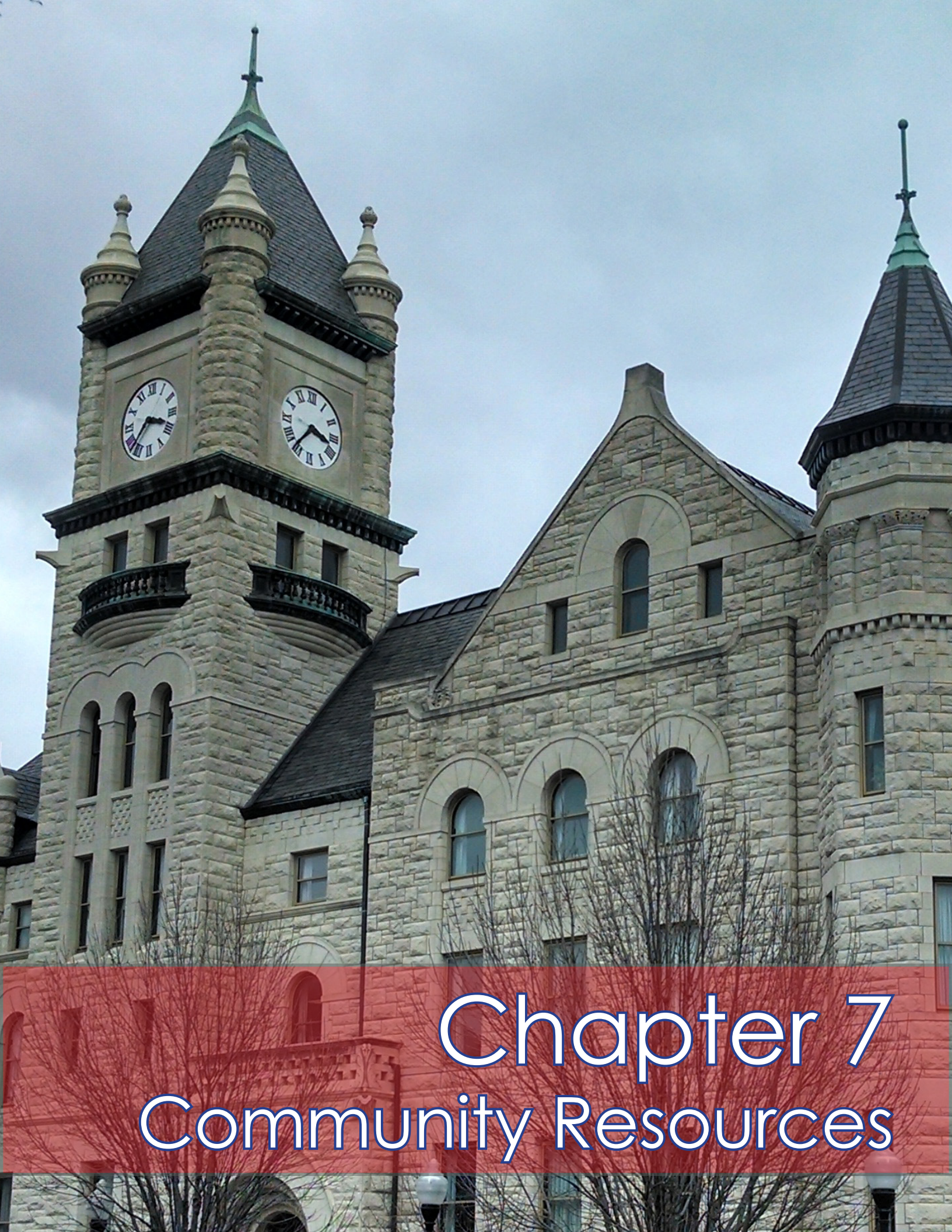
Map 6.1: Natural Resources Map

Click on Map Image to view Complete Map



"Lawrence has one of the best art scenes in the world. **I love living in a town where you can't walk twenty feet without seeing art."**

-Lawrence, Inside Out



Chapter 7
Community Resources

7. Community Resources

A. Historic Resources

VISION

We honor the city's and county's vibrant history by protecting appropriate historical assets, which contribute to our sense of place. Future growth will complement our community's historical assets and enhance our unique character.

GOALS

Working to **locate and study historic resources** is a large undertaking. This necessary process ensures these resources are retained for future generations.

1. Identify, evaluate, designate, and preserve our community's historic resources.

1.1 Maintain Certified Local Government status for both Douglas County and the City of Lawrence.

1.2 Maintain and strengthen the local preservation ordinances for both Douglas County and the City of Lawrence.

1.3 Adopt a comprehensive historic resources preservation plan.

1.4 Integrate historic preservation elements in Specific Land Use and Neighborhood plans.

1.5 Create incentives to encourage adaptive reuse of historic structures.

1.6 Encourage and facilitate adaptive reuse of historic structures.

1.7 Continue locating, surveying, and assessing historic resources throughout Douglas County and the City of Lawrence.

1.8 Establish funding priorities for evaluation and protection efforts.

1.9 Evaluate all structures over 50 years old for their historic significance and educate owners on the ways such structures could be protected as a historic asset.

ADVISORY BOARDS

- Heritage Conservation Council of Douglas County
- Historic Resources Commission

Design Guidelines

Design guidelines convey general policies about the design of alterations to existing structures, additions, new construction, and site work. They do not dictate solutions; instead, they define a range of appropriate responses to a variety of specific design issues. Lawrence has 3 sets of design guidelines tailored to specific areas of our community:

- Downtown Area Design Guidelines
- 8th & Penn Neighborhood Redevelopment Zone
- Oread Neighborhood Design Guidelines



While landmark structures and buildings are important in their own right, the **area and context** in which they sit also provides critical historical backing to fully illustrate their significance to the community.

2. Conserve and protect the visual context of historic resources.

2.1 Encourage infill development that is compatible with historic patterns and styles.

2.2 Maintain historic patterns and styles while accommodating accessory dwelling units in all Lawrence RS zoning districts.

2.3 Create appropriate transition areas between historic districts and structures, and adjacent development.

2.4 Support property owners who want to list eligible properties to the local, state, and/or national registers of historic places.

2.5 Expand the use of overlay districts and design guidelines to enhance unique places in our community.

2.6 Create conservation districts to protect historic environs.

2.7 Implement a demolition by neglect ordinance to protect significant historic structures from neglect.

2.8 Adopt rehabilitation building and fire codes.

2.9 Reuse and reinvest in existing structures to strengthen their longevity and use.

2.10 Develop historic district sustainability guidelines to encourage maintaining the historic fabric and resources invested in existing structures and sites.





What is Demolition by Neglect?

A term used to describe a situation where a property owner allows a structure to suffer severe deterioration, potentially beyond the point of repair, making demolition necessary to protect public health and safety, with the consequence of losing the otherwise usable property.

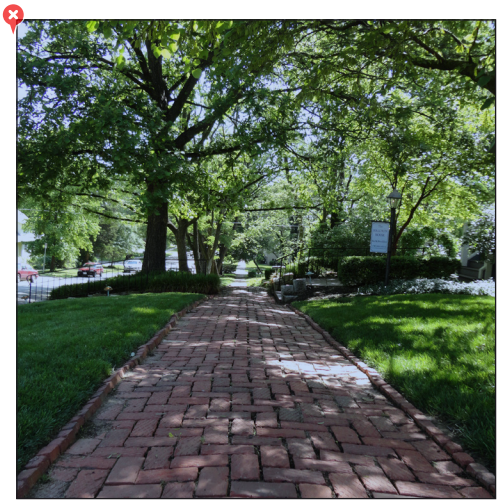
What is a Certified Local Government?

The Certified Local Government Program is a partnership between local, state, and federal government to promote the preservation of a wide range of historic resources. Participants act independently to develop and maintain a preservation program, showing their commitment to conserving significant resources from the past for future generations.

What is a Conservation District?

A conservation district is a local historic designation applied to a neighborhood or other defined geographic area to protect, revitalize, and enhance significant older areas within a community.

Guidance for each neighborhood or defined geographic area will differ depending on each neighborhood or area's unique characteristics and needs.





Some historic buildings and structures are owned and maintained by **local governments and agencies**. Ensuring their continued use and preservation provides longevity and character unique to these parts of our community.

3. Protect and maintain publicly owned historic resources.

3.1 Maintain, protect, and restore existing brick streets, sidewalks, and hitching posts within Lawrence.

3.2 Formalize a review process for all public improvements to determine potential effects on preservation efforts.

3.3 Evaluate community owned buildings for significance to the historic registers and promote appropriate repairs and maintenance to ensure compatibility with listings.

Providing financial relief is one of the best methods to help owners protect and continue using the historic buildings and places that make our community unique.

4. Incentivize the preservation of historic resources.

4.1 Incorporate historic conservation and preservation in Lawrence's and Douglas County's economic development programs.

4.2 Promote the utilization of existing tax credits, exemptions, and investment programs.

4.3 Promote the Historic Preservation Tax Incentives program to encourage compatible sustainability on historic structures and sites.

4.4 Create and promote tax incentives and abatements for the restoration, renovation, and re-use of historically designated buildings and structures.

4.5 Implement façade improvement grants and incentives for occupants of historic structures.

4.6 Implement incentives for conserving historically significant farming lands and structures.

4.7 Incentivize environmental hazards abatement in significant historic structures.

4.8 Retain and maintain historic single-family residences in residential historic and conservation districts.

4.9 Incentivize the appropriate reuse and revitalization of historic structures.

4.10 Maintain the Douglas County Natural and Cultural Heritage Grant Program.

B. Parks, Recreation, & Open Space

VISION

Create and maintain a variety of recreational opportunities and open spaces to protect sensitive lands and increase options for residents of all abilities and ages to lead a healthy and active lifestyle.

GOALS

Throughout Douglas County and Lawrence, there has been a **strong, beneficial relationship** between the city, the county, the school districts, and other public agencies to help create, use, and maintain parks and open spaces throughout the greater community.

1. **Maintain coordinated and cooperative planning and development opportunities with community partners.**

1.1 Establish a unincorporated Douglas County open space program.

1.2 Coordinate recreational services and facilities to maximize resources and minimize community expense.

1.3 Coordinate park and open space standards between Douglas County and Lawrence.

One of the most important facets of parks and open spaces is being able to **locate new spaces** that best serve community use, and protect key aspects of our community.

2. **Encourage innovative land acquisition and open space preservation.**

2.1 Incentivize land dedications, conservation easements, and other voluntary mechanisms to protect natural and historic areas of the community for public purposes.

2.2 Use easements, landowner agreements, and deed restrictions for multi-use trails and open spaces, especially key natural and historic areas.

2.3 Create awareness and education programs showing the benefits of natural and historic areas.

ADVISORY BOARDS

- Parks & Recreation Advisory Board



What are Open Spaces?

Open Spaces can take many forms, but generally, there are 2 types that are predominant in our community.

- Active:
  Playgrounds, ballfields, recreation centers
- Passive:
  Trails, nature preserves, scenic overlooks





Creating parkland and open space areas as the community grows is necessary to maintain a key component of our quality of life.

3. Identify new and expand existing park, recreation, and open space systems.

3.1 Ensure adequate and equitable access to park, recreation, and open spaces to all community residents.

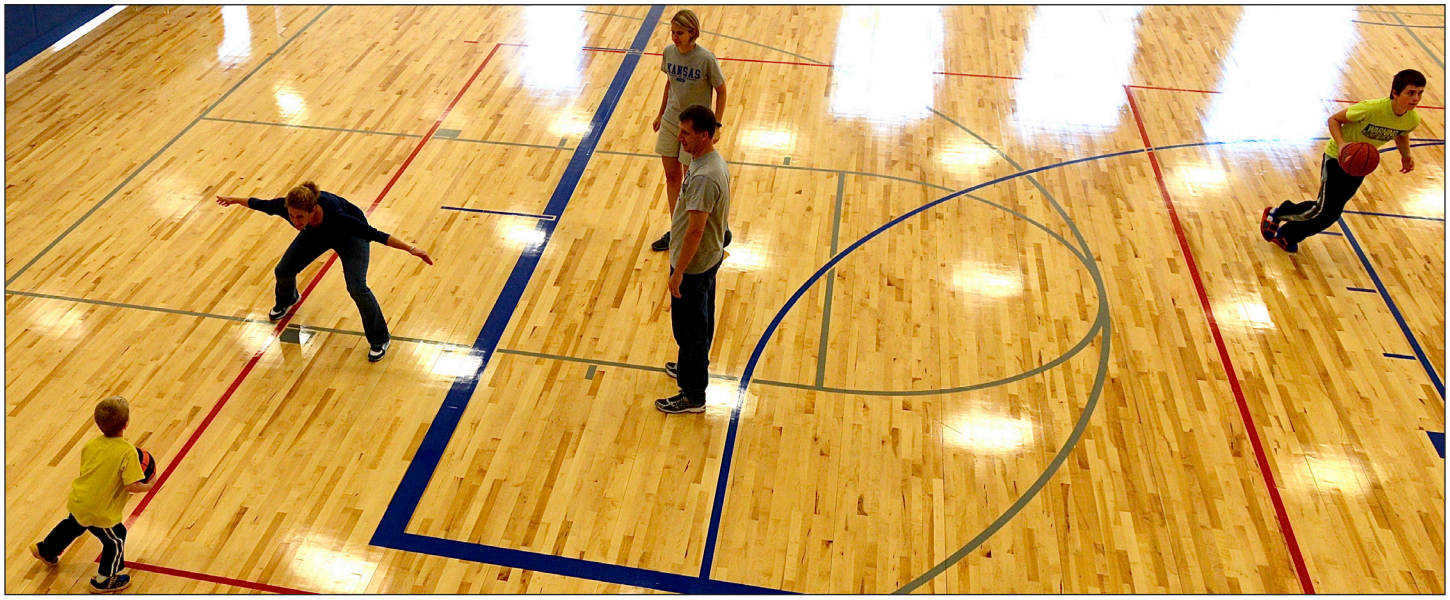
3.2 Plan and develop park, recreation, and open space locations consistent with the Lawrence Parks and Recreation Master Plan and other Specific Land Use Plans.

3.3 Facilitate new park, recreation, and open space locations in conjunction with the growth and development of the community.

3.4 Co-locate park, recreation, and open space systems with other community facilities, such as schools, when possible to maximize resources and minimize expenses.

3.5 Utilize floodplains for low-impact park, recreation, and open space uses, such as play fields, trails and passive recreation.

3.6 Facilitate open space preservation by working with property owners.



Linkages are equally as important as having park, recreation, and open space land available to the community. **Improving these linkages** via trails, sidewalks, and paths ensures accessibility to all residents to match transportation and recreation needs.

4. Connect and link parks, recreation, and open space locations.

4.1 Create connections throughout our community using existing and unique features to provide connections, such as parkways and boulevards, greenways, riparian corridors and other methods.

4.2 Capitalize on street and utility improvement projects as opportunities to include sidewalks, bikeways, and trails.

4.3 Provide linkages within Lawrence and unincorporated Douglas County connecting park, recreation, and open space locations.

4.4 Connect lands providing continuity for floodplains, watercourses, and wildlife corridors.

Some of the most valuable lands in our community are ones on which we don't build. **Preserving natural features and areas** throughout Douglas County for the community's benefit and enjoyment is critical to preserving our natural spaces.

5. Preserve and enhance natural areas of the community.

5.1 Promote sensitive land retention through programs such as conservation easements and other voluntary programs.

5.2 Incorporate natural elements such as floodplains, watercourses, wetlands, and steep slopes into development proposals as preserved features.

5.3 Design historic sites and historic ecosystems into spaces for conservation and enjoyment by future generations.

5.4 Prioritize inclusion of wildspaces in parks, recreation, and open space systems.





What is a Floodplain?

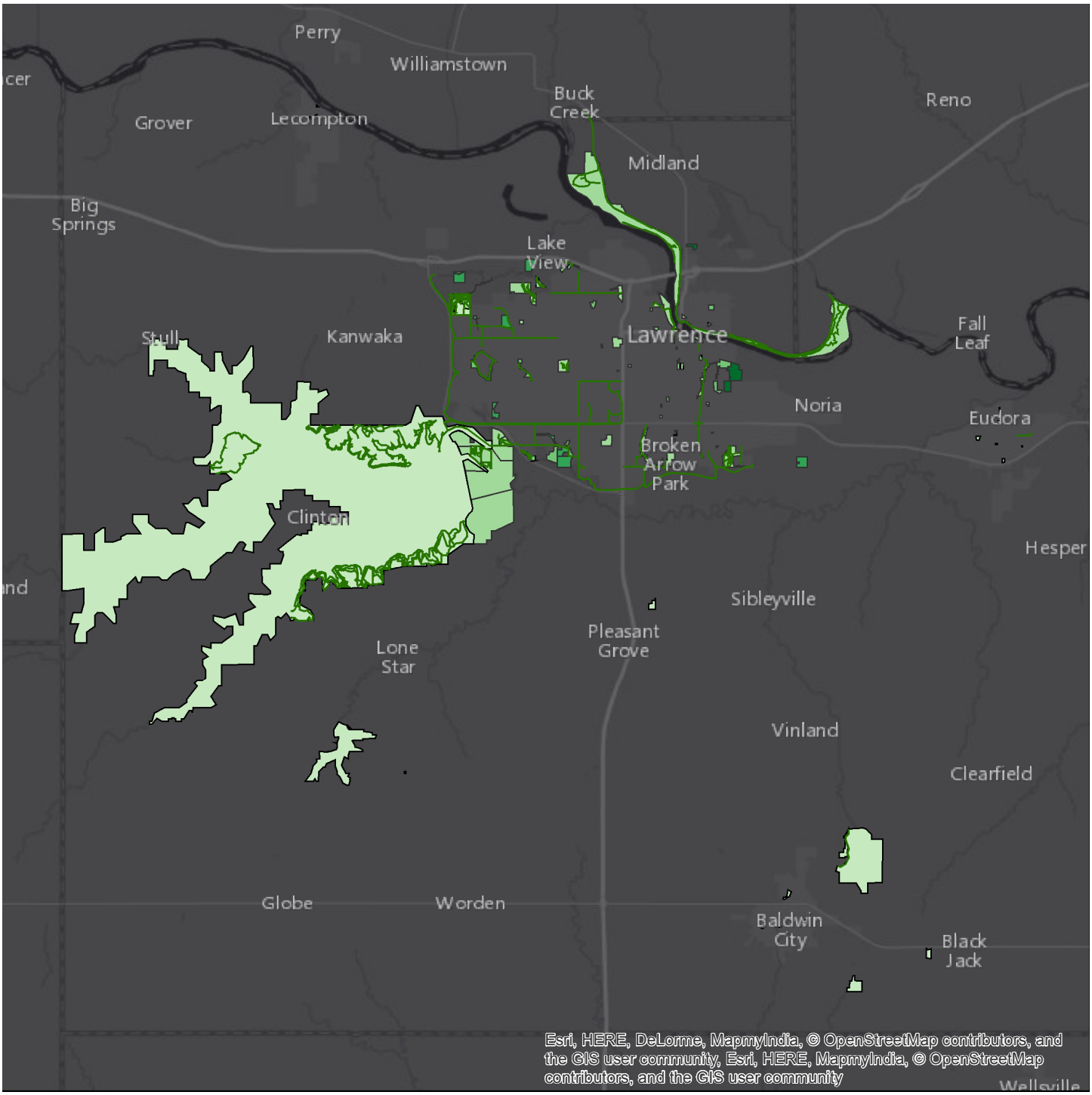
Any land area susceptible to being inundated by floodwaters from any source.



What is a Steep Slope?

Those areas of land characterized by a change in elevation of 15 percent.





Map 7.1: Parks & Open Space Map

Click on Map Image to view Complete Map

C. Community Facilities

VISION

We will be a community with facilities to serve our residents and enhance the quality of life in a sustainable and efficient manner.

GOALS

Responsible government ensures that **facilities and structures are maintained** and upgraded to maximize the life of these assets.

1. **Maintain and construct quality and sustainable community facilities.**

1.1 Identify appropriate locations for new facilities, and maintain existing locations throughout the community.

1.2 Collaborate with community partners (schools, hospitals, universities, etc.) on future efforts, including siting facilities that can be shared to maximize public investment.

1.3 Encourage combining or creating multiple use facilities when appropriate, such as schools/ community centers, Fire/Police stations, to improve accessibility and efficiency.

1.4 Incorporate multi-modal transportation elements into facility planning and design.

1.5 Promote sustainable building practices by leading and promoting green building standards and practices.

Siting community facilities can be difficult and dependent on a variety of factors. **Using locational criteria** helps ensure a best fit for the use and for the community.

2. **Consider the following Locational Criteria when siting community facilities.**

2.1 Locate and design sites to minimize impacts on adjacent areas.

2.2 Utilize innovative designs to enhance Lawrence and Douglas County.

2.3 Consider infill opportunities and reuse options for new community facilities.







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© Gayle Babcock, Architectural Imageworks L.L.C.



Ensure the long-term viability and service provision by supporting the **community's general hospital** in a changing health care market.

3. Maintain support for the community's public general hospital.

3.1 Review impacts of any new proposed hospital on the economic viability of the community's existing general hospital.

D. Arts & Culture

VISION

Promote and foster our community's pride and diversity through arts and culture to strengthen our sense of place, and reflect on our commitment to crafting our unique identity.

GOALS

With a strong foundation of work already completed in our community, continue to **incorporate existing plans and studies** to ensure our unique identity.

1. **Integrate arts and culture into the built environment through the planning process.**

1.1 Consider the goals and policies of the City-Wide Cultural Plan when creating land use plans and reviewing development applications.

With a well-developed community of artists, performer, and patrons, **building on these existing assets** helps create a stronger vision and place for the arts in our community.

2. **Build on existing assets our community enjoys to strengthen Lawrence's and Douglas County's unique arts atmosphere.**

2.1 Develop strategies for public-private partnerships for the arts.

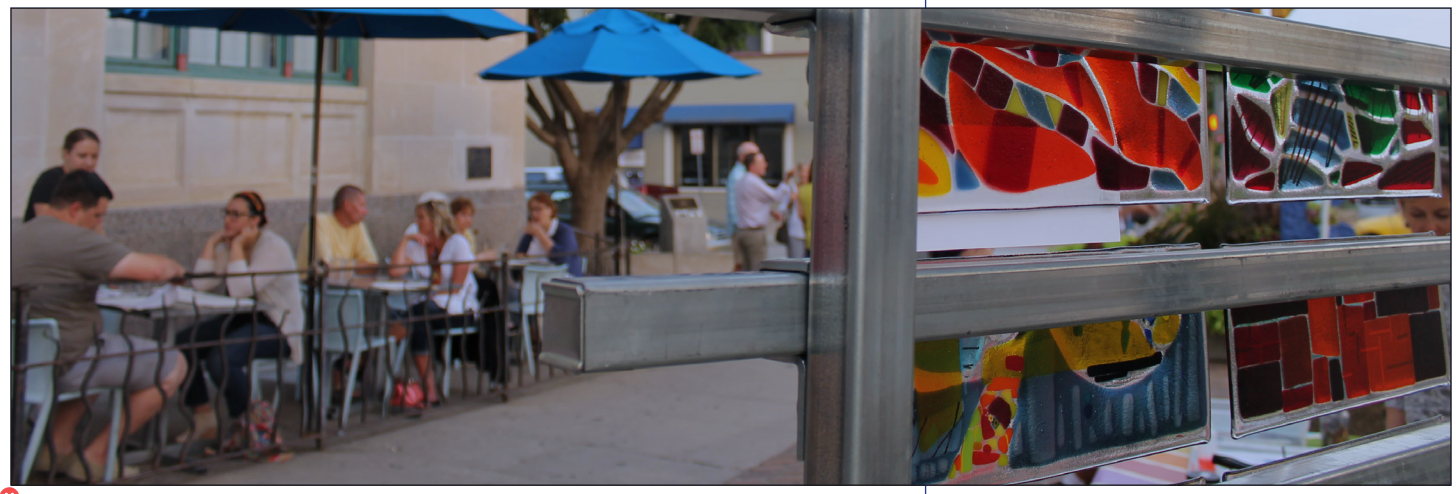
2.2 Prioritize cultural programming in civic life.

Weaving arts and culture elements cohesively into development is critical to retaining the distinctive qualities of older neighborhoods and fostering the emergence of

ADVISORY BOARDS

- Lawrence Cultural Arts Commission







cohesive identities for newer areas.

3. Expand the way that arts and cultural amenities can be incorporated and planned into our community.

3.1 Develop strategies for incorporating public art in built projects.

3.2 Incorporate public arts programming into all eligible City of Lawrence projects.

3.3 Design, maintain, and complement infrastructure for creative, cultural, and performance activities throughout the community.



"The mission of the Citywide Cultural Plan is to engage the Lawrence community in expressing its collective creative capacity in order to support and sustain a vibrant and robust community."

Building on Lawrence's Creative Capital: A City-Wide Cultural Plan for Lawrence, KS, p. 19



E. Food Systems Development

VISION

Create a robust local food system that enriches producers and consumers, and that bolsters our communities' health, wealth, and resilience.

GOALS

The **local food system is a large part of our culture and economy**. The Douglas County Food System Plan provides a framework for guiding food system development in our community.

1. **Build upon our community food system resources and assets.**

1.1 Consider the goals and policies of the Food Policy Council when creating land use plans and reviewing development applications.

1.2 Strengthen collaboration among public, private, and community partners to ensure a robust food system.

Ensuring agriculture's role in our community helps signify its importance in our local economy and shapes our local identity.

2. **Identify and encourage opportunities for growth in local agriculture and food-based enterprises, including employment, tax base, and income.**

2.1 Consider the goals and policies of the Food Policy Council when creating land use plans and reviewing development applications.

2.2 Develop support for economic development and business support services tailored to a diversified agricultural system, including infrastructure and value-based agricultural production.

A strong local food system includes **equitable healthy and local food access throughout Douglas County** that celebrates our cultural diversity.

3. **Enhance built environments connectivity to promote healthy food access through the planning process.**

3.1 Develop infrastructure to support food waste diversion and expand food rescue efforts to feed our community

ADVISORY BOARDS

- Food Policy Council



Photo by A. Shafer Photography

What is a Local Food System?

Local food and eating locally mean building new markets that connect area producers and consumers, keeping food dollars within our community.

Our local food system includes how we produce, buy, eat, and dispose of food in Douglas County. Food system development includes working together to strengthen connections between area producers and consumers to keep food dollars local and collaborating to promote healthy, local foods access.



Photo by A. Shafer Photography



Photo by A. Shafer Photography

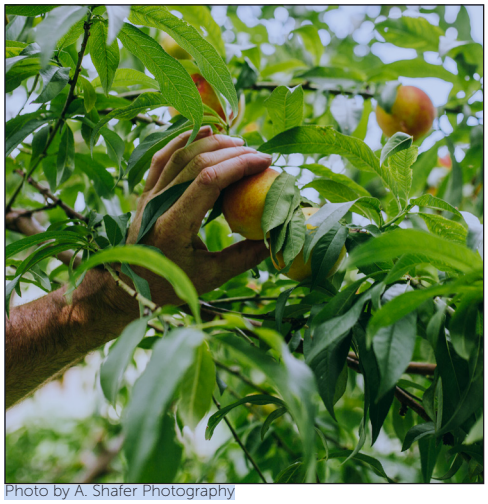


Photo by A. Shafer Photography

3.2 Support the availability and accessibility of culturally significant foods and traditions for all members of the community.

3.3 Expand integration of food production within communities, including community gardens and agriculture-based cluster subdivisions.

Our local food system depends on the i**ntegrity of our agricultural landscapes**, including healthy soils, clean water, and biodiversity, all of which will be impacted by climate change.

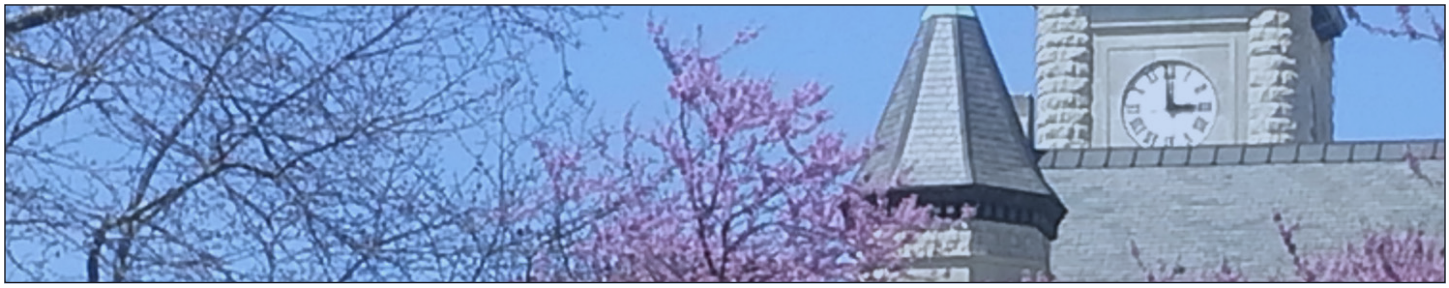
4. Ensure a resilient future for our food system.

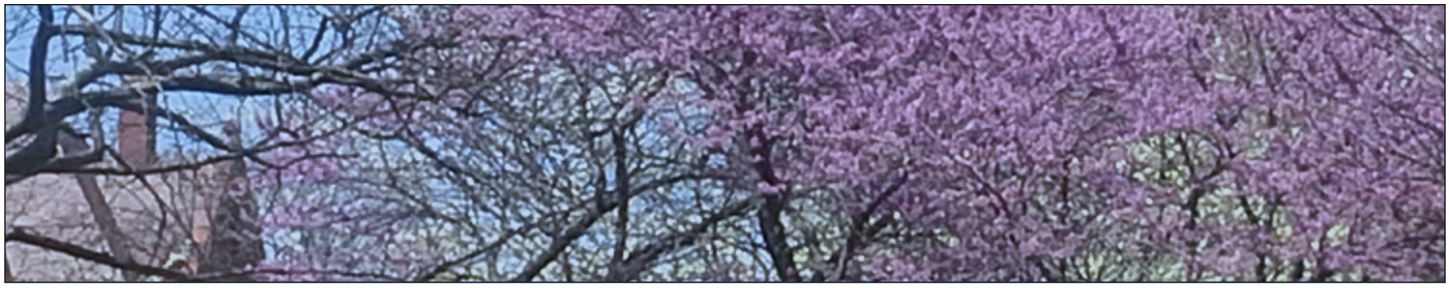
4.1 Adopt and implement a climate change adaptation and mitigation plan and open space plan promoting the resilience of our local food system.

4.2 Incentivize conservation and preservation for agricultural landscapes, pollinator habitats, and connected waterways.

4.3 Maintain and protect working lands and high-quality agricultural soils for future generations, including as part of Specific Land Use Plans.












"Than the coming of spring in Kansas nothing can be more beautiful.
***It is day after day of perfection**."*
-Kate Stephens
Life at Laurel Town



Chapter 8
Appendix

Photo by Harland J. Schuster

8. Appendix

A. Community Profile

Both Douglas County and Lawrence have experienced considerable population growth since the 1950s. Understanding the people of our community has direct effects on how we plan for housing, jobs, transportation, and many other services.

This portion of the comprehensive plan captures a snapshot of the key figures for population, housing, and economics within our community.

Applying the 2010 Census residence concept means that people will not always be counted at the place where they happen to be staying on Thursday, April 1, 2010. People who live at more than one residence during the week, month, or year should be counted at the place where they live most of the time. College students living away from their parental home while attending college in the U.S. (living either on-campus or off-campus) are counted at the on-campus or off-campus residence where they live and sleep most of the time.

Key Numbers

(Source: U.S. Census Bureau)

Population (2015)

Douglas Co.	118,053
Lawrence	93,917

Population: Under 18 (2015)

Douglas Co.	21,735
Lawrence	15,793

Population: Over 65 (2015)

Douglas Co.	11,500
Lawrence	8,070

Median Household Income (2015)

Douglas Co.	$50,939
Lawrence	$46,406

Housing Tenure (2015)

Douglas Co.
Own: 52%/Rent:48%
Lawrence
Own: 46%/Rent:54%

Persons in Poverty (2015)

Douglas Co.	19.4%
Lawrence	21.8%

Educational Attainment (2015)

High School graduate or higher

Douglas Co.	94.9%
Lawrence	95.2%

Median Housing Value (2015)

Douglas Co.	$179,800
Lawrence	$176,300

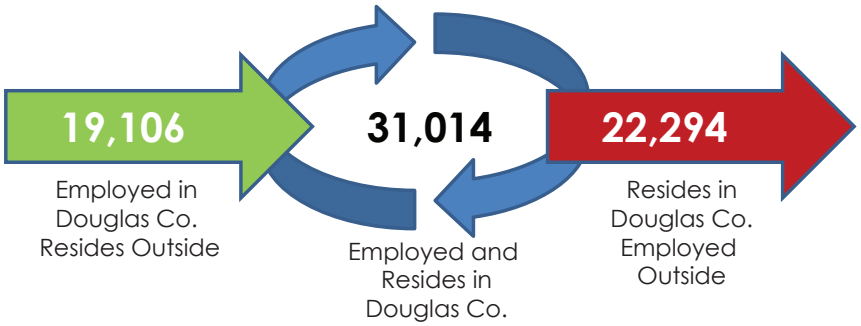
Total Housing Units (2015)

Douglas Co.	47,812
Lawrence	38,189

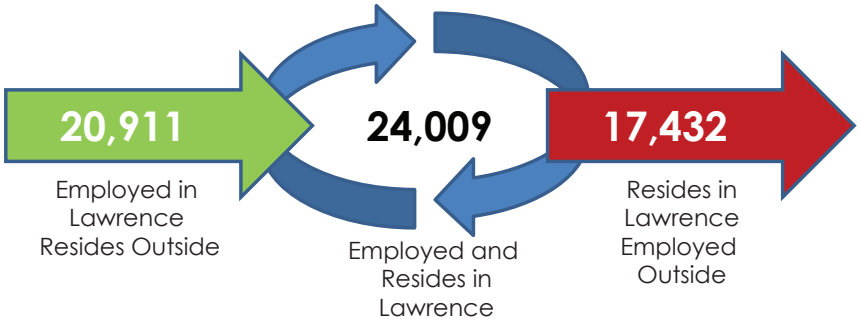
Number of Companies (2012)

Douglas Co.	10,121
Lawrence	8,238

2015 Employment Inflow/Outflow Analysis



2015 Employment Inflow/Outflow Analysis



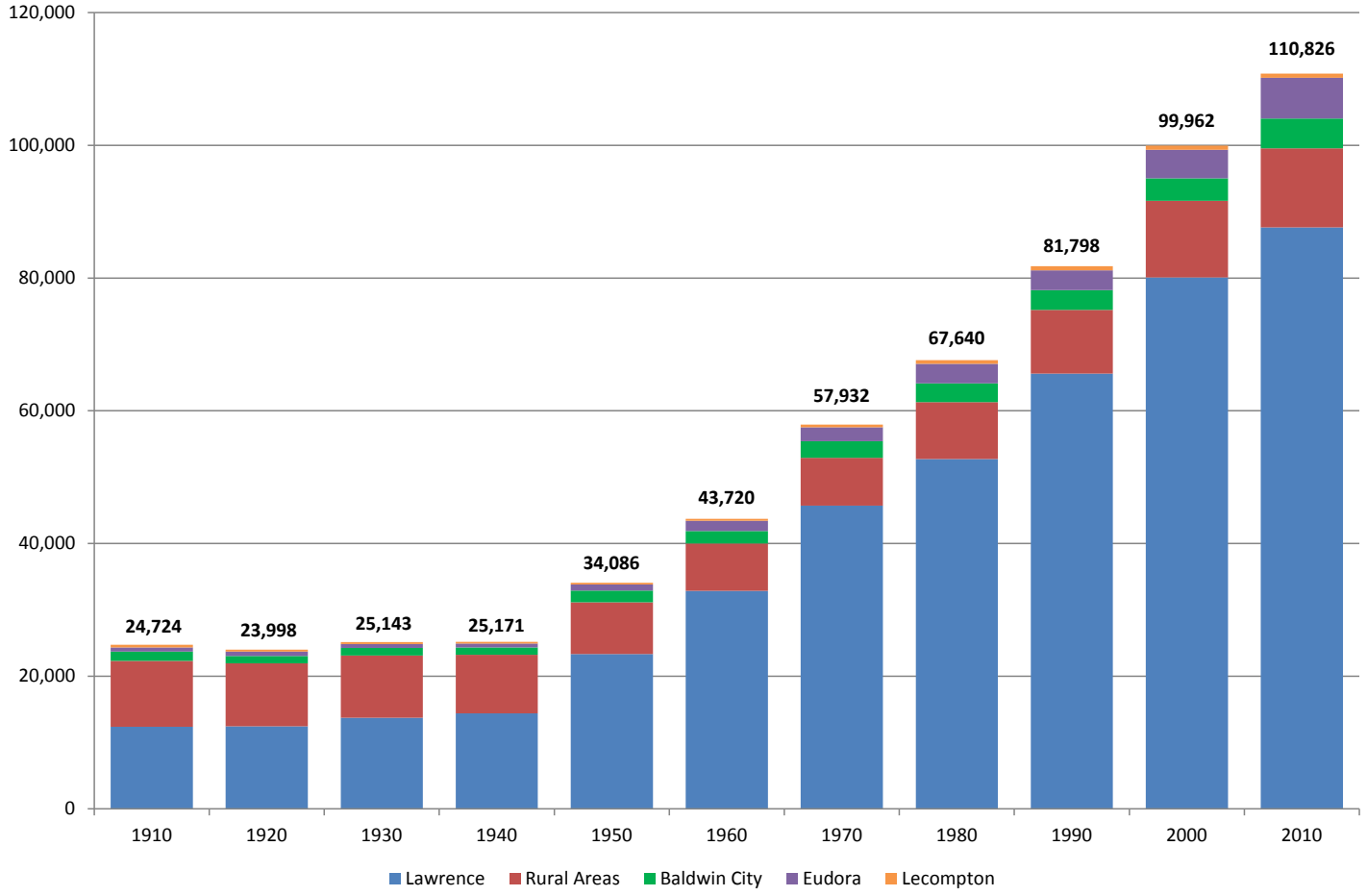
Source: U.S. Census

	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010
Douglas County	24,724	23,998	25,143	25,171	34,086	43,720	57,932	67,640	81,798	99,962	110,826
Baldwin City	1,386	1,137	1,127	1,096	1,741	1,877	2,520	2,829	2,961	3,400	4,515
Eudora	640	627	599	603	929	1,526	2,071	2,934	3,006	4,307	6,136
Lawrence	12,374	12,456	13,726	14,390	23,351	32,858	45,698	52,738	65,608	80,098	87,643
Lecompton	386	310	288	250	263	304	434	576	619	608	625
Rural Areas	9,938	9,468	9,403	8,832	7,802	7,155	7,209	8,563	9,604	11,549	11,907

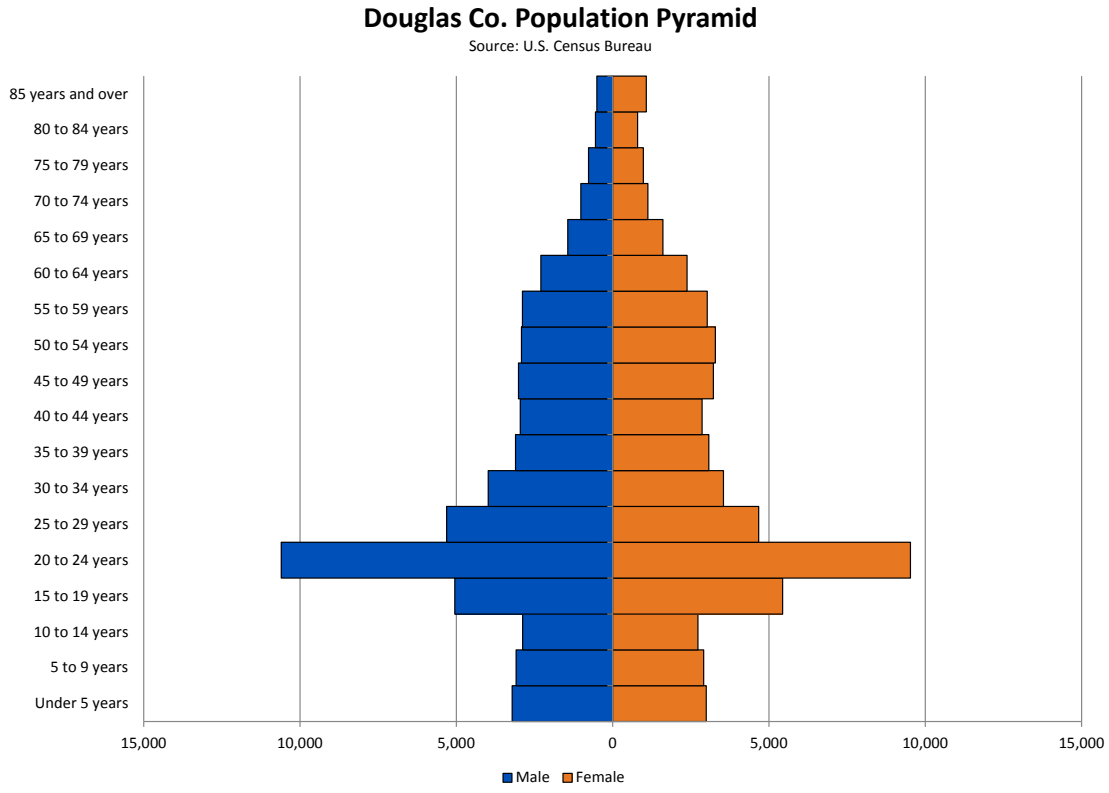
Source: U.S. Census

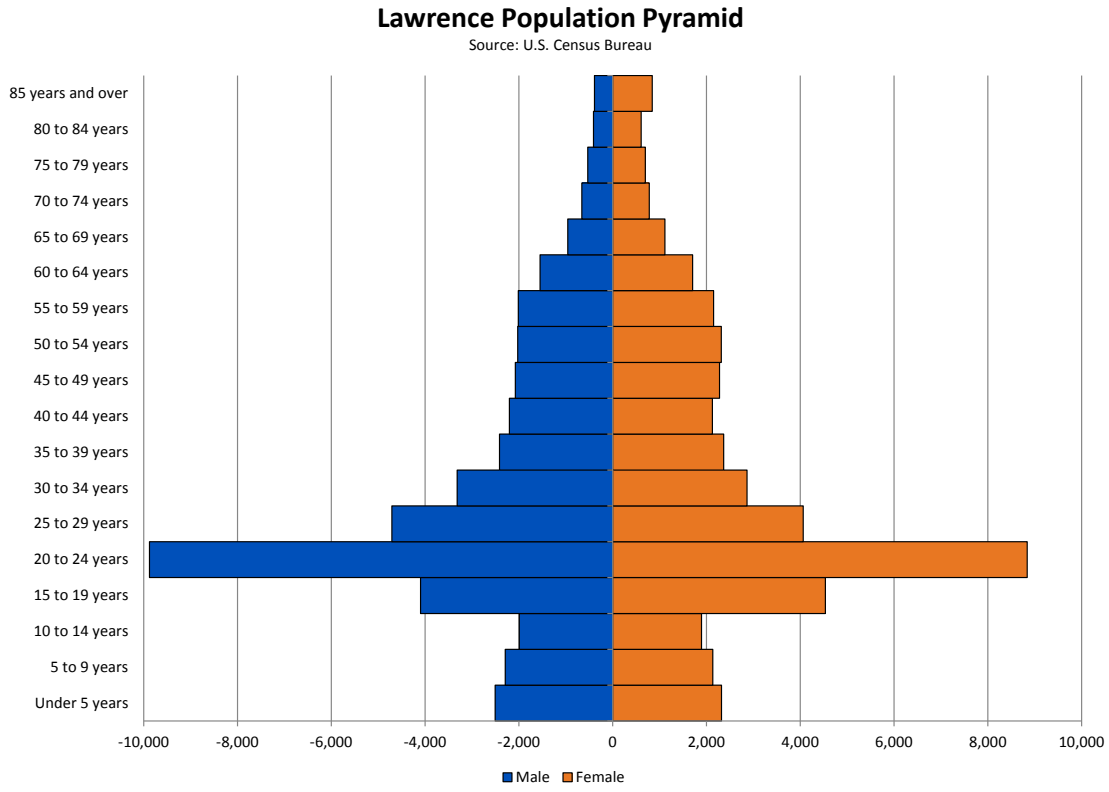
Decennial Population: Douglas County by Municipality

Source: U.S. Census Bureau

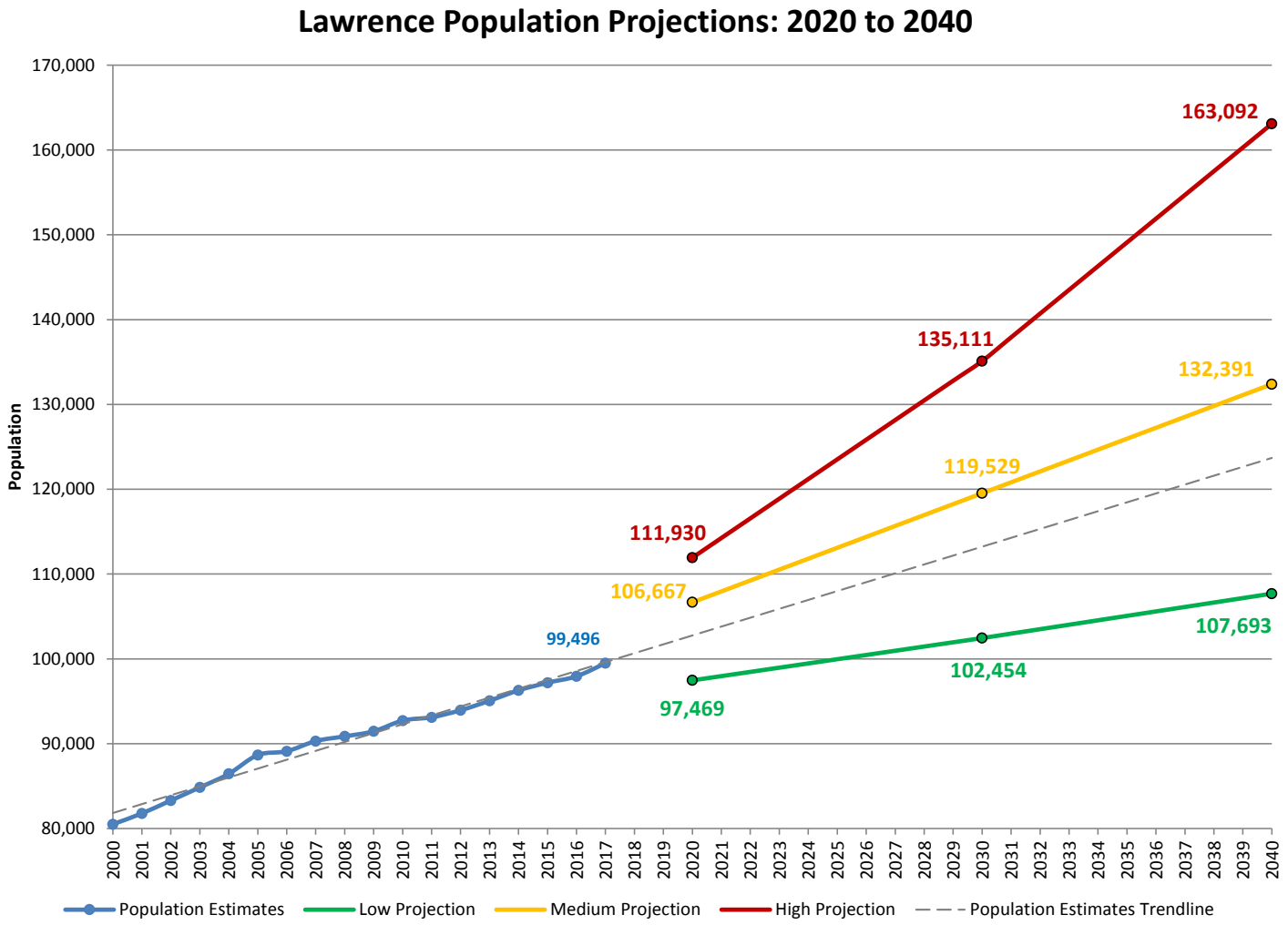


Population Pyramids



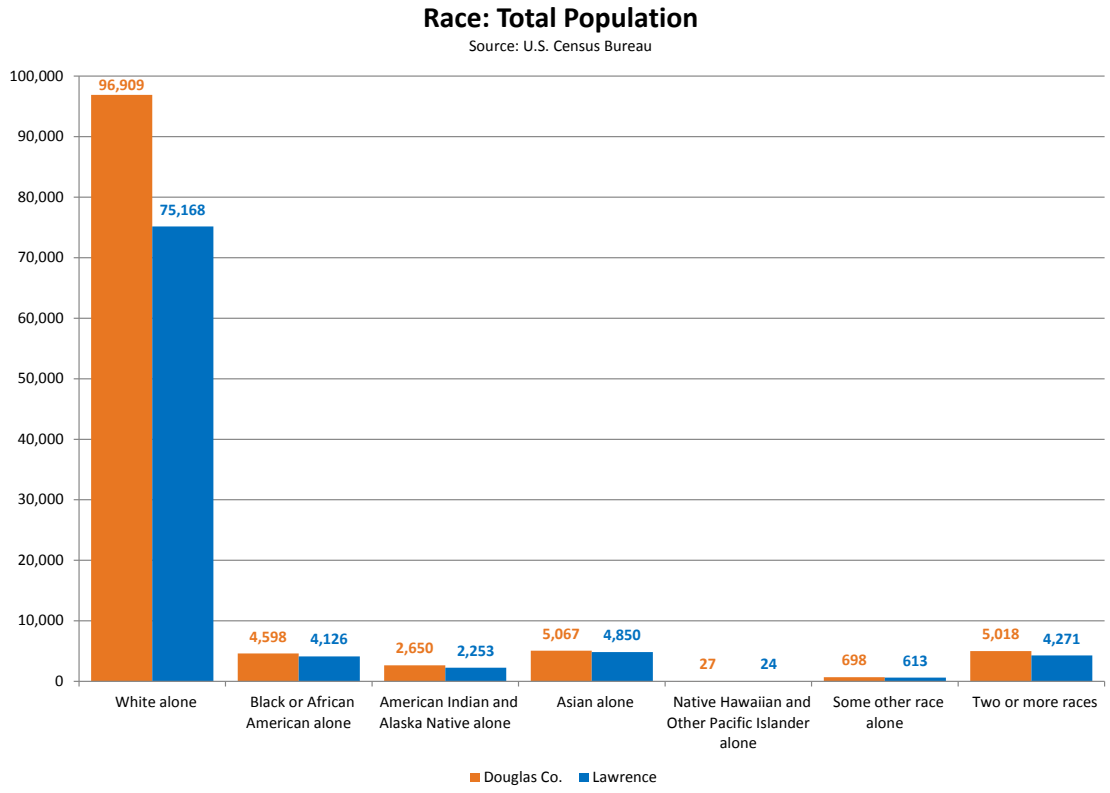


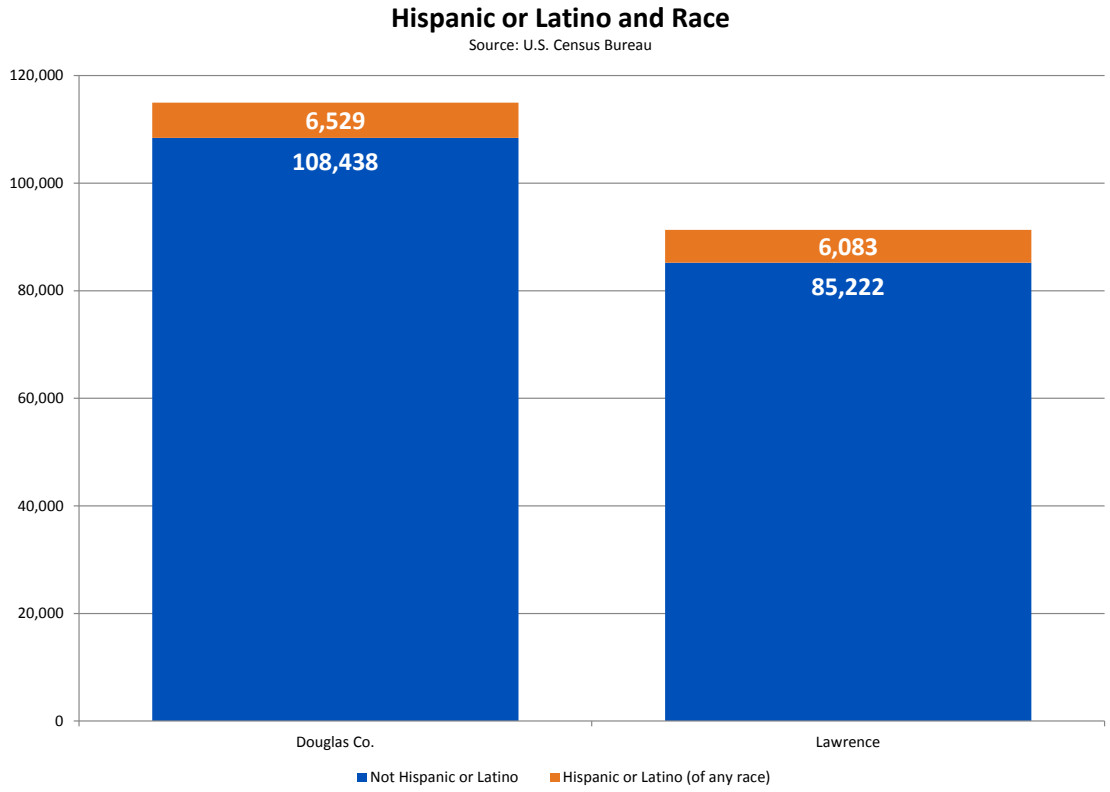
Population projections are a means of providing a picture of Lawrence as it may develop in future years, under varying sets of real-world growth conditions. Population projection methods are primarily based on trend data, and the most accurate projections can only be completed every 10 years after sufficient trend data has been established.



2011 Population Projections - City of Lawrence			
Projections	**2020**	**2030**	**2040**
Low *Average Growth Rate 2005 - 0.5%*	97,469	102,454	107,693
Medium *Linear Regression 2000-2009*	106,667	119,529	132,391
High *Average Growth Rate 2000-2005 - 1.9%*	111,930	135,111	163,092

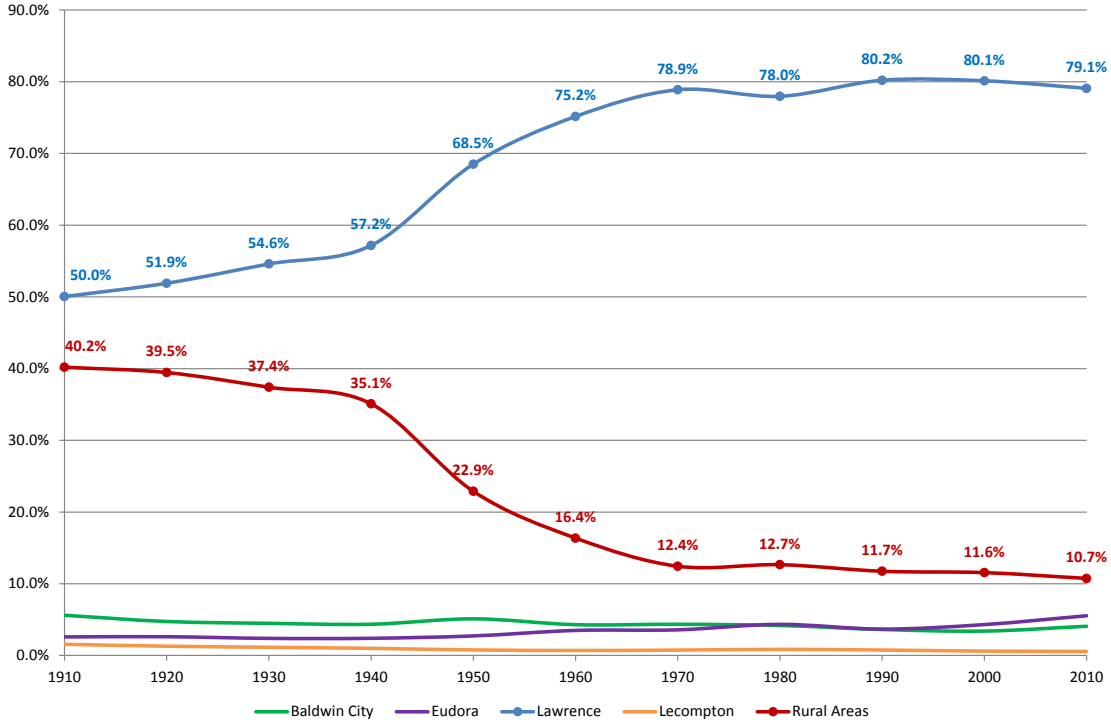
Source: Lawrence / Douglas County Planning Office


Race: Total Population
Source: U.S. Census Bureau
100,000
90,000
80,000
70,000
60,000
50,000
40,000
30,000
20,000
10,000
0
96,909
75,168
4,598
4,126
2,650
2,253
5,067
4,850
27
24
698
613
5,018
4,271
White alone
Black or African American alone
American Indian and Alaska Native alone
Asian alone
Native Hawaiian and Other Pacific Islander alone
Some other race alone
Two or more races
Douglas Co.
Lawrence


Hispanic or Latino and Race
Source: U.S. Census Bureau
120,000
100,000
80,000
60,000
40,000
20,000
0
6,529
108,438
6,083
85,222
Douglas Co.
Lawrence
Not Hispanic or Latino
Hispanic or Latino (of any race)

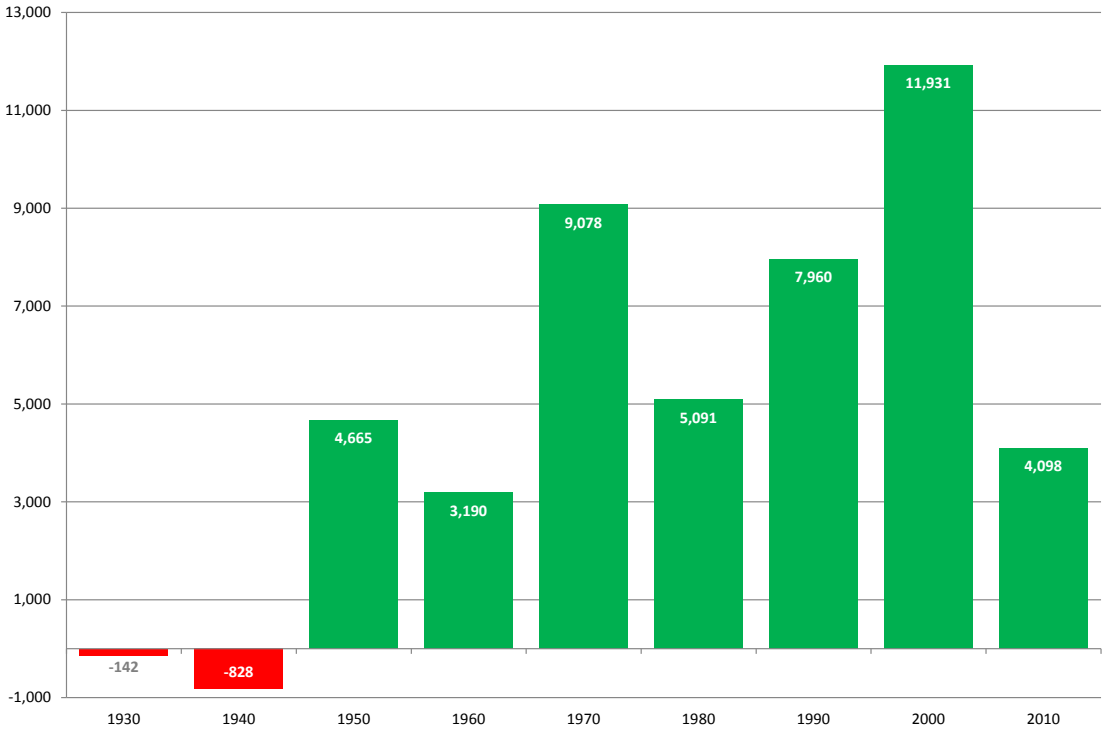
Decennial Population: Percent of Douglas County

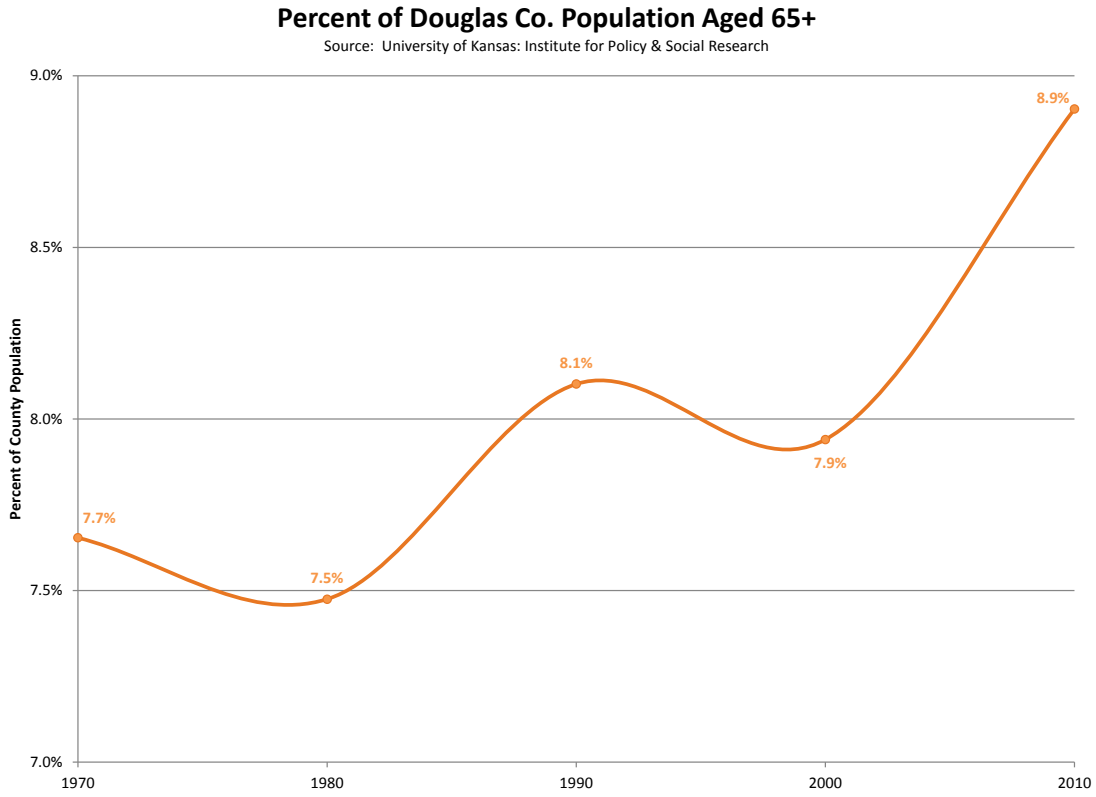
Source: U.S. Census Bureau

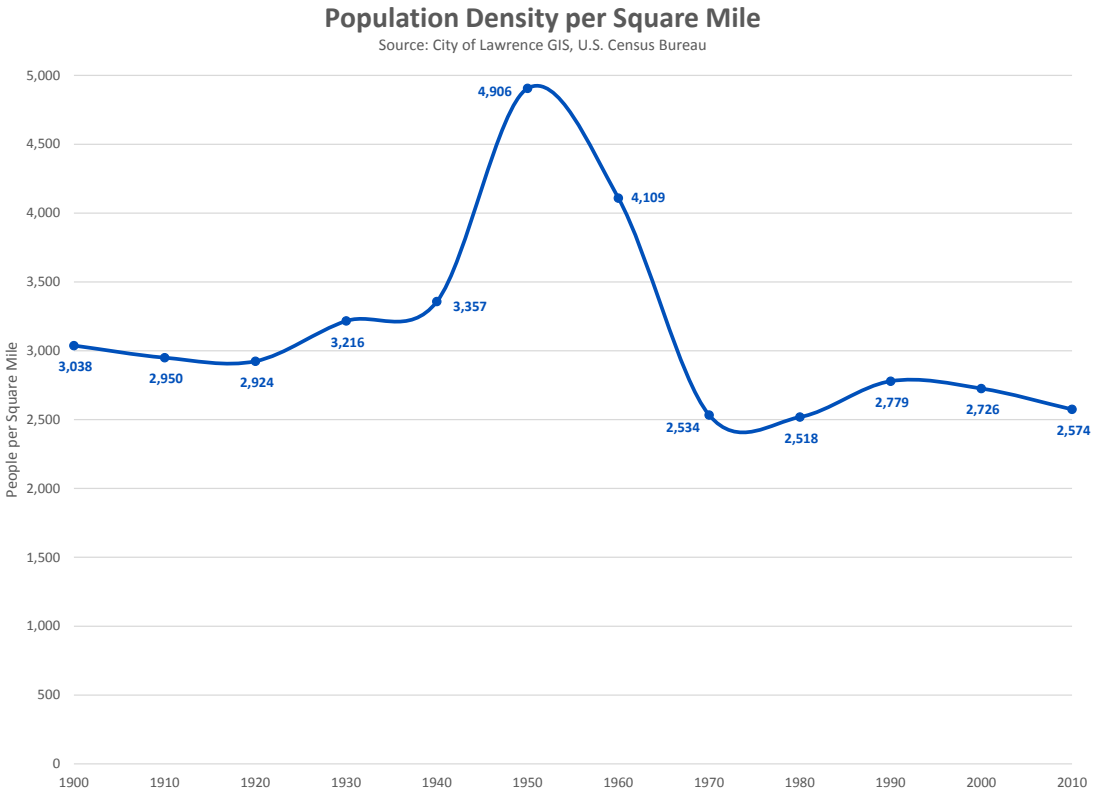


Douglas County: Net Migration Decade Ending

Source: Institute for Policy and Social Research, The University of Kansas

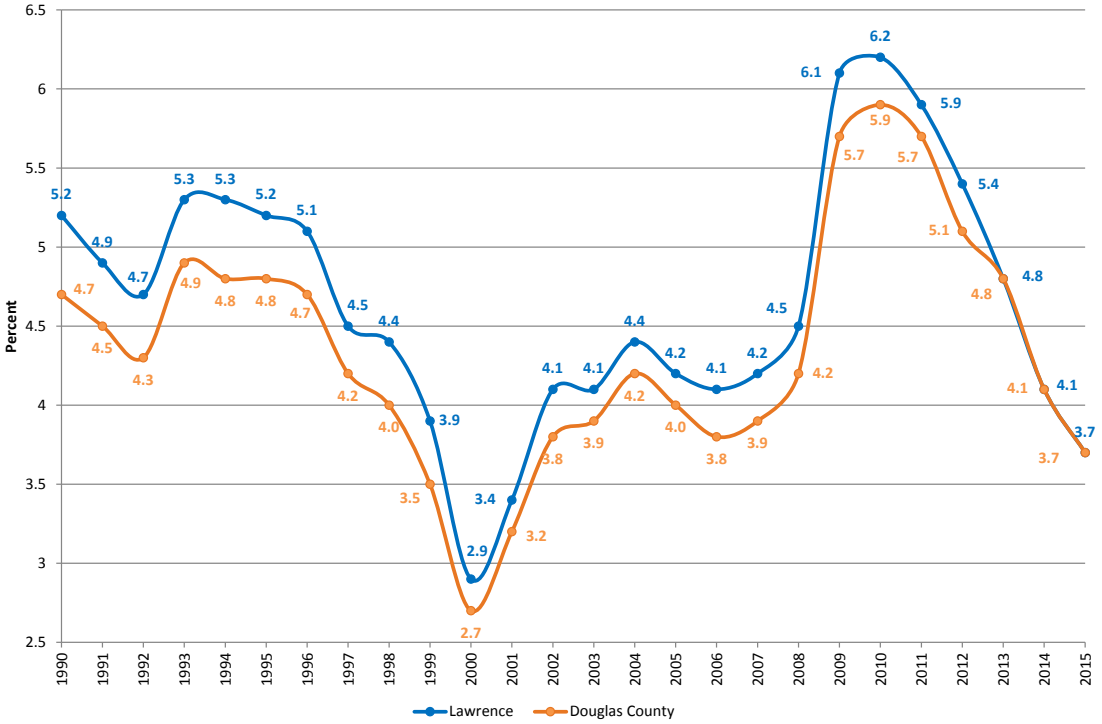



Percent of Douglas Co. Population Aged 65+
Source: University of Kansas: Institute for Policy & Social Research
Percent of County Population
9.0%
8.5%
8.0%
7.5%
7.0%
1970
1980
1990
2000
2010
7.7%
7.5%
8.1%
7.9%
8.9%


Population Density per Square Mile
Source: City of Lawrence GIS, U.S. Census Bureau
People per Square Mile
5,000
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
0
1900
1910
1920
1930
1940
1950
1960
1970
1980
1990
2000
2010
3,038
2,950
2,924
3,216
3,357
4,906
4,109
2,534
2,518
2,779
2,726
2,574

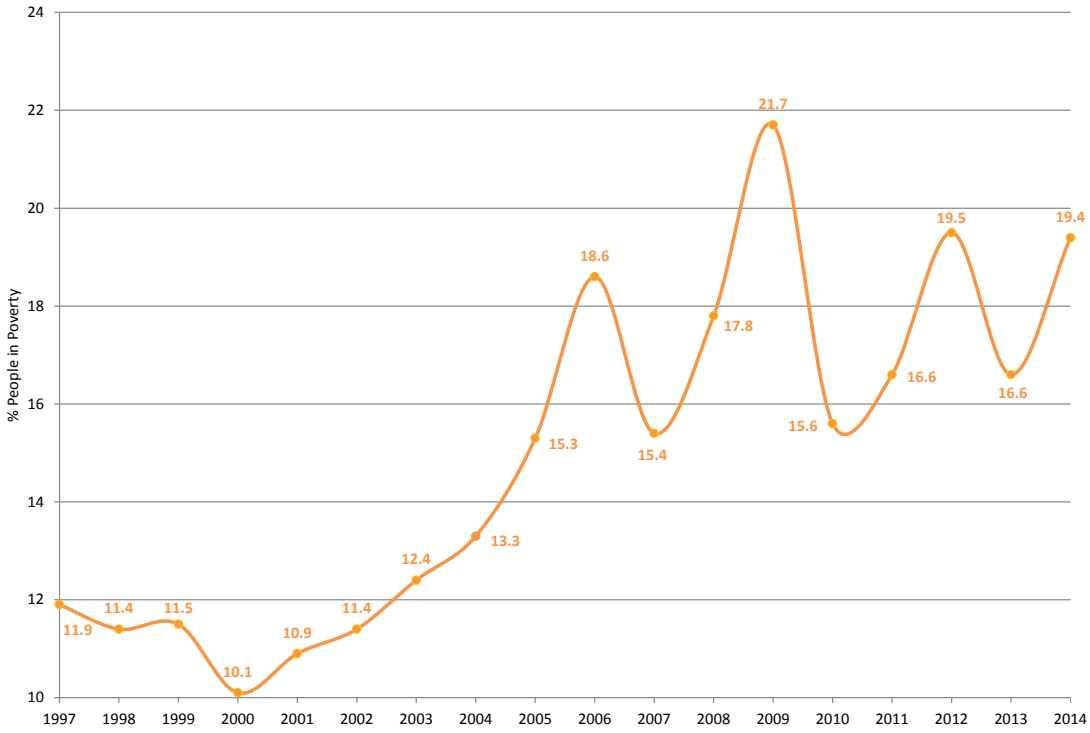
Local Area Unemployment Statistics (Not Seasonally Adjusted)

Source: U.S. Bureau of Labor Statistics



DouglasCounty: Estimate Percent of People in Poverty

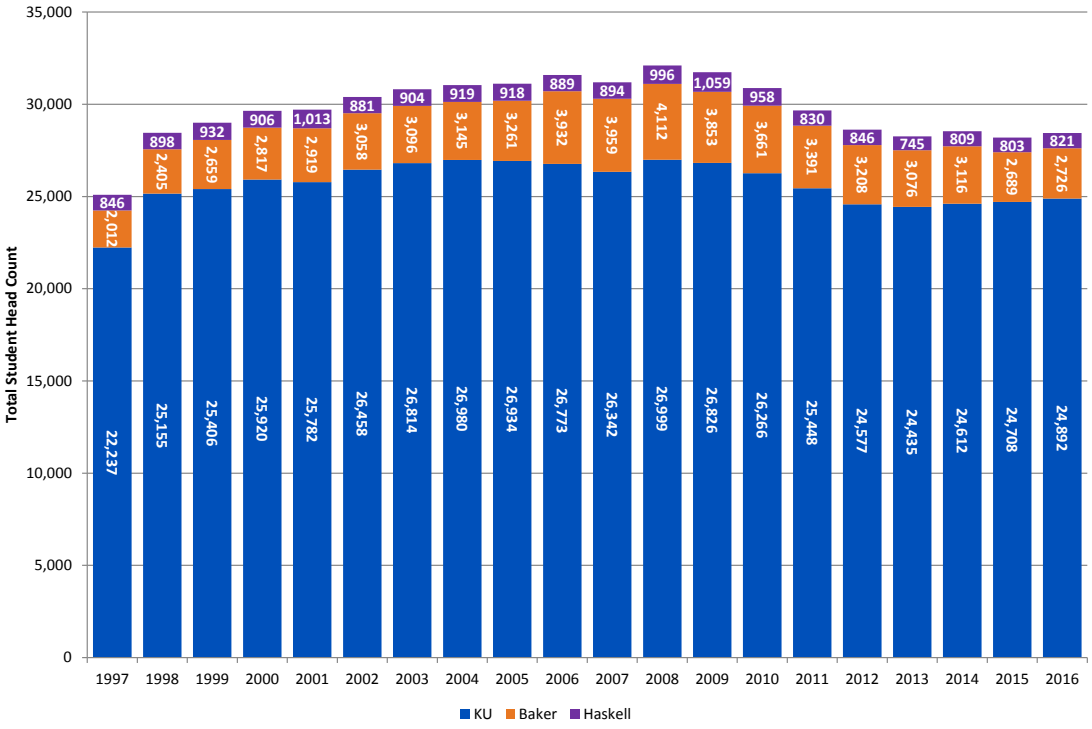
Source: University of Kansas: Institute for Policy & Social Research



Education

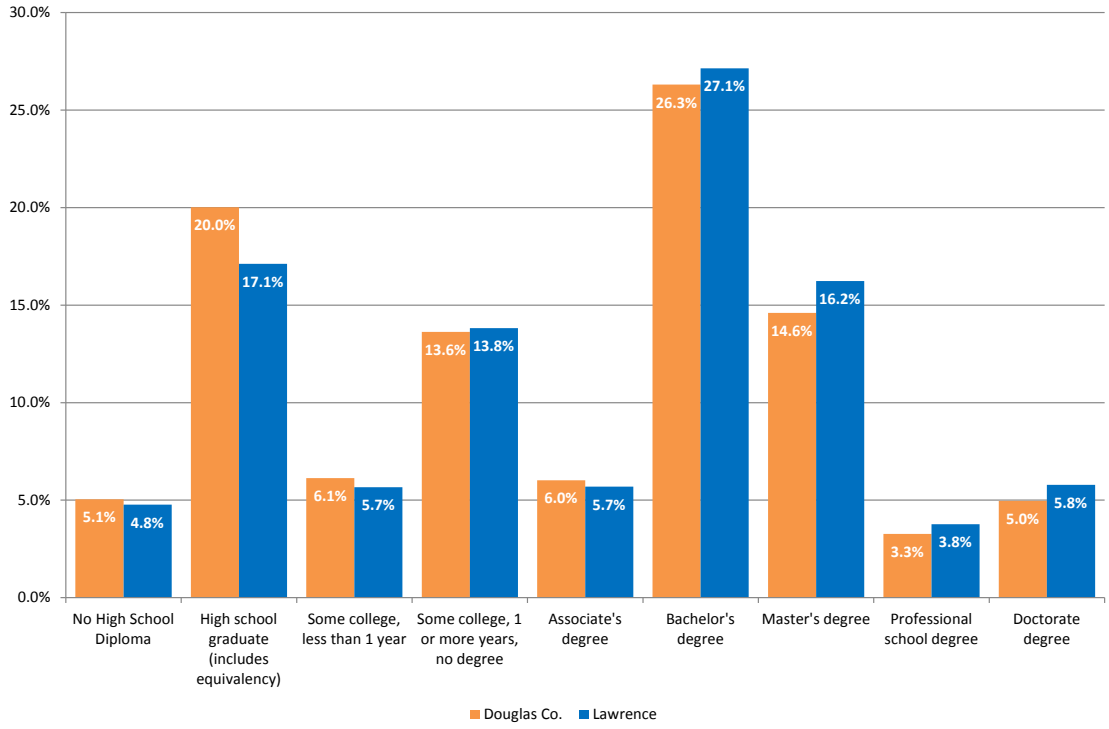
Enrollment in Douglas Co. Colleges and Universities

Source: KU Institute for Policy & Social Research / Kansas Board of Regents



Educational Attainment: Population 25 years and over

Source: U.S. Census Bureau

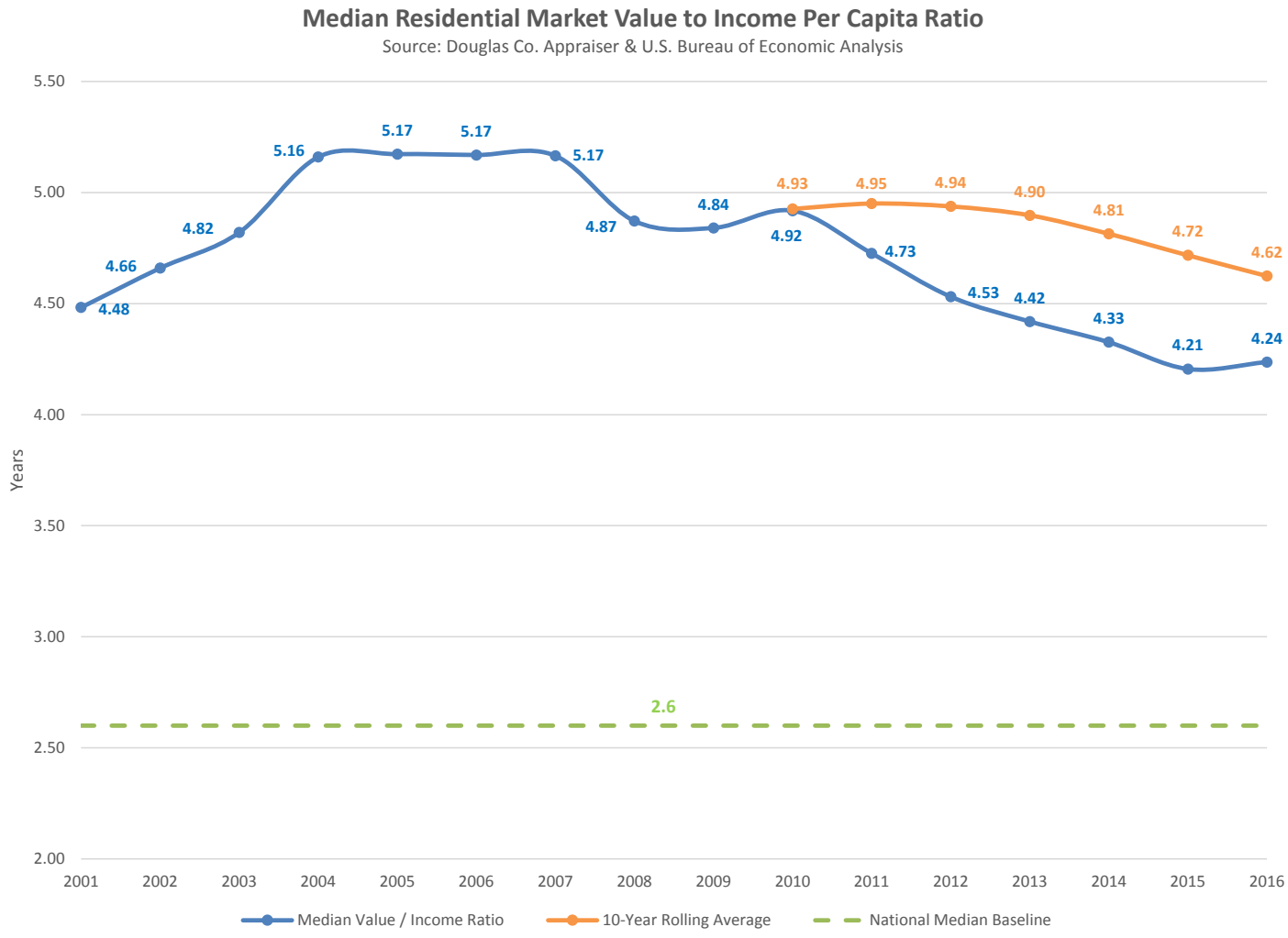


Median Residential Market Value to Personal Income per Capita Ratio

This ratio reflects the years of income an average Lawrence resident would need to make in order to purchase a home at Lawrence's median residential market value, excluding interest, insurance, and other related purchasing costs. Personal income per capita is provided by the U.S. Department of Commerce, Bureau of Economic Analysis and the median residential housing market values are provided by the Douglas County Appraiser's Office.

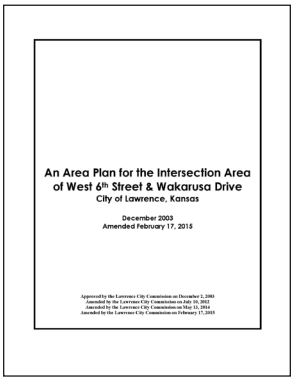
The value-to-income ratio looks at the property value/price of a home relative to median annual incomes of Lawrence residents. Historically, the typical median home in the United States cost 2.6 times as much as the median annual income.

This means that homes in Lawrence are relatively more expensive to own versus the national average.



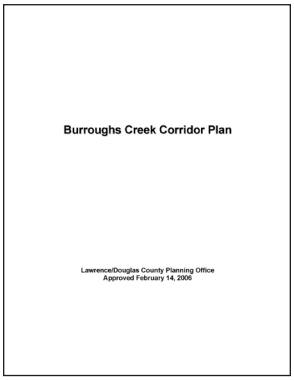
B. Specific Land Use Plans

Specific Land Use Plans provide a detailed land use vision for future development or redevelopment within a study area. The scope and area studied vary and utilize context-based data and public input to determine land use recommendations. When adopted, such plans become the primary guide for land use decisions. The following plans are hereby incorporated by reference.



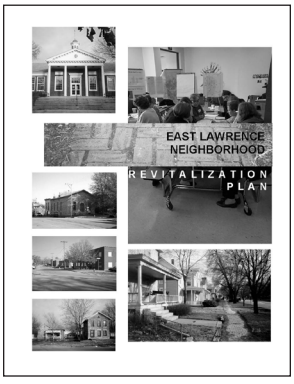
An Area Plan for the Intersection of W. 6th Street and Wakarusa Drive
Adopted: 2003 | Amended: 2015

This small area plan ensures appropriate and compatible development of the W. 6th Street and Wakarusa Drive intersection. Initially anticipated to evolve into one of the more prominent commercial centers of the community, this intersection is recommended as most appropriate for commercial development.



Burroughs Creek Corridor Plan
Adopted: 2006

Until the 1960s, this portion of Lawrence was beyond the eastern most city limits. After the railroad line was abandoned in 1987, almost all of the industrial uses and zonings have remained. The purpose of this plan is to provide guidelines for using the abandoned railroad corridor as a linear park and recreational trail, emphasizing residential infill and neighborhood friendly redevelopment of existing industrial and commercial uses.



East Lawrence Neighborhood Revitalization Plan
Adopted: 2000

The East Lawrence Neighborhood Revitalization Plan includes initiatives in virtually every area of neighborhood life. This neighborhood revitalization plan is not a land use plan but a preservation and social action strategy to maintain features that are most important to the homeowners, property owners, business owners, and tenants.

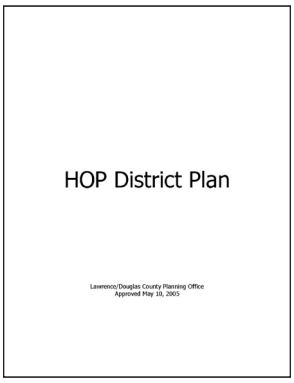


Farmland Industries Redevelopment Plan
Adopted: 2008 | Amended: 2016

The former Farmland Nitrogen Manufacturing plant began operations in 1954 and closed in 2001. This plan brings together the community goals of creating additional employment and open space by providing a plan to redevelop an approximately 467 acre brownfield site into a community asset.

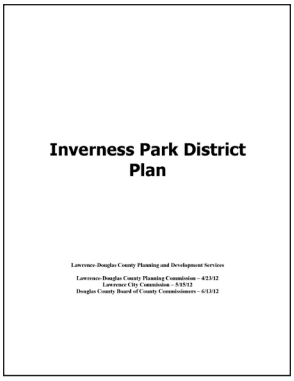
HOP District Plan
Adopted: 2005

The Hillcrest, Old West Lawrence and Pinckney Neighborhood Associations jointly requested this plan which includes portions of each neighborhood. This district plan was named the HOP (Hillcrest, Old West Lawrence, and Pinckney) District Plan. This plan provides direction for residential and commercial infill and redevelopment, while preserving the character of the area, its historic environs and properties.



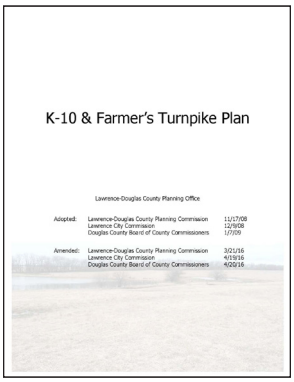
Inverness Park District Plan
Adopted: 2013

The Inverness Park area began developing when annexation was approved in 1999. The Inverness Park District Plan is the official land use guide for the remaining undeveloped property within the planning area.



K-10 and Farmer's Turnpike Plan
Adopted: 2009 | Amended: 2016

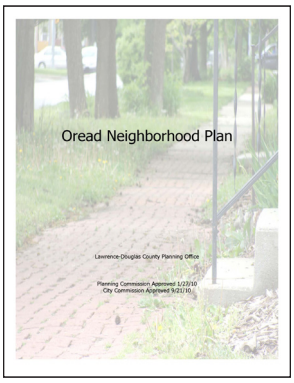
Located northwest of Lawrence and southeast of Lecompton, this planning area is anticipated to develop with a wide range of uses and intensities extending from very low-density residential to industrial uses as Lawrence grows into this planning area.



Northeast Sector Plan
Adopted: 2003 | Amended: 2015

The dominant character of this portion of Douglas County is rural, although there are a variety of uses within the area. This area is agriculturally used throughout the majority of the planning area, which is not anticipated to urbanize in the foreseeable future.

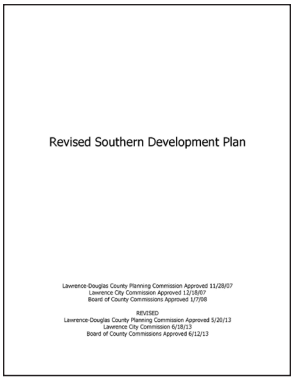




Oread Neighborhood Plan

Adopted: 2010

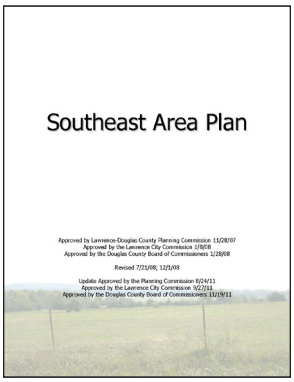
Today this planning area is primarily residential, with a variety of housing types to accommodate the diversity of people calling the neighborhood home. Addressing compatibility, maintaining housing variety, and continuing neighborhood-scale commercial areas are addressed by this plan. Creative solutions to address crime, owner occupants, landlords and structural neglect are recommended.



Revised Southern Development Plan

Adopted: 2007 | Amended: 2013

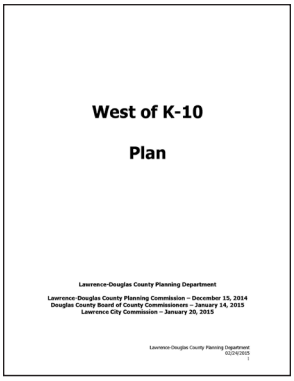
The original Southern Development Plan was adopted in 1994, at a time when this part of the community was principally agriculture. As Lawrence grew south and west, a development guide was needed. Growth did not develop to the extent that the original plan anticipated; therefore, the 2013 revision updated the boundary, land use policies, and future land use maps to reflect the current conditions and community visions.



Southeast Area Plan

Adopted: 2008 | Amended: 2019

The development of a Southeast Area Plan began in 1997, with the primary issues at that time being the timing of development, the completion of the South Lawrence Trafficway, and the extension of city utilities. This area is anticipated to develop with a wide-range of uses with more intensive industrial and commercial use areas in close proximity to E. 23rd Street/K-10 Highway, and residential uses generally located in the southern portion of the planning area.



West of K-10 Plan

Adopted: 2008 | Amended: 2015

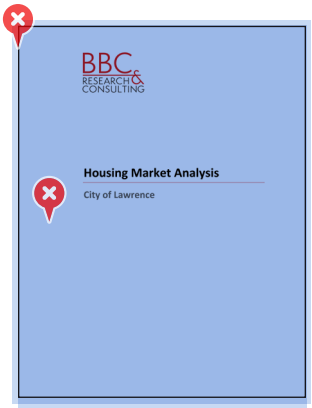
This plan initially started with the W. 6th Street and K-10 Nodal Plan in 2003, but soon an expanded scope was needed for growth in this area. This revision supersedes the former plan, and provides guidance for urban density growth in the area west of K-10.

C. Reference Plans

The comprehensive plan establishes the overall future vision for the community; it can't match the subject detail or expertise that is found in specific community plans. Because of this, the comprehensive plan incorporates these plans and studies by reference to provide land use guidance, where appropriate.

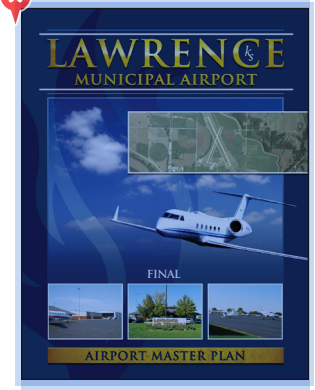
Lawrence Housing Market Analysis
Adopted: 2018

The primary purpose of this study was to conduct a comprehensive housing market study, updating and expanding the 2005 Community Housing Assessment Team (CHAT) report. The study highlights expected demographic trends, future demands for housing, regulations, and obstacles preventing the market from effectively responding to this demand, and an inventory of the assets and programs currently available to help the community address these challenges.



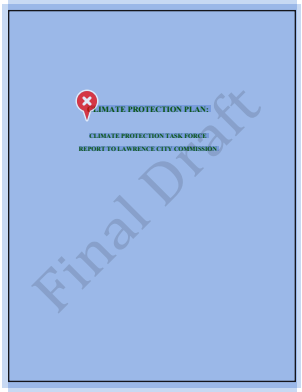
Airport Master Plan
Adopted: 2012

The Airport Master Plan was undertaken to evaluate the airport's capabilities and role, to forecast future aviation demand, and to plan for the timely development of new or expanded facilities that may be required to meet that demand. The master plan is intended to be proactive in identifying and planning for future facility needs in advance of the actual need for the facilities.



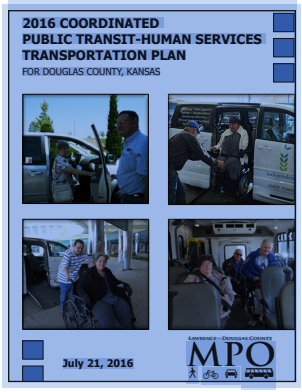
Climate Protection Task Force Report
Adopted: 2009

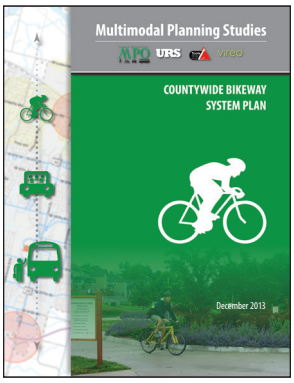
Recognizing a need for action, Lawrence signed on to the U.S. Conference of Mayors Climate Protection Agreement in March 2006. This report developed a goal to reduce Lawrence's greenhouse gas emissions by 80% by 2050, establishing Lawrence as a leader in climate risk mitigation in Kansas.



Coordinated Public Transit – Human Services Transportation Plan
Adopted: 2016

The CPT-HSTP for Douglas County is required by federal laws and regulations governing the MPO planning process. This plan outlines how providers can most efficiently and effectively work together to improve mobility for individuals with special transportation needs.





Countywide Bikeway Plan

Adopted: 2013

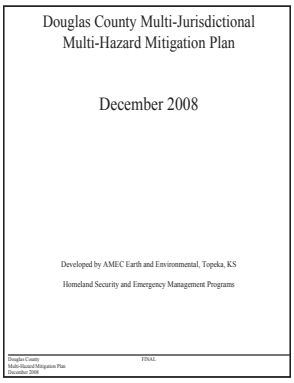
The Countywide Bikeway System Plan serves to update and expand the existing bikeway system planning initiated in T2040. This plan provides updates to the existing and planned T2040 bikeway network for Lawrence and proposes bikeway connections throughout Douglas County, including Eudora, Baldwin City and Lecompton.



Lawrence Cultural Plan

Adopted: 2015

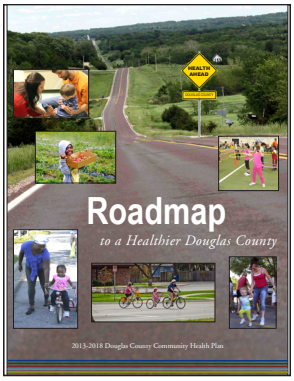
This plan calls on Lawrence to build on the multitude of assets the city enjoys and in ways that address challenges unique to Lawrence, some or which are common among smaller cities. It also calls on the community's robust creative sector to contribute to the vision for Lawrence set forth in the City's comprehensive plan: to make Lawrence and Douglas County a place where creativity thrives, sustainability is a way of life, and community pride is contagious.



Douglas Co. All Hazards Mitigation Plan

Adopted: 2008

This plan identifies proactive mitigation planning at the local level that can help reduce the cost of disaster response and recovery for property owners and government by protecting critical community facilities, reducing liability exposure, and minimizing overall community impacts and disruption.

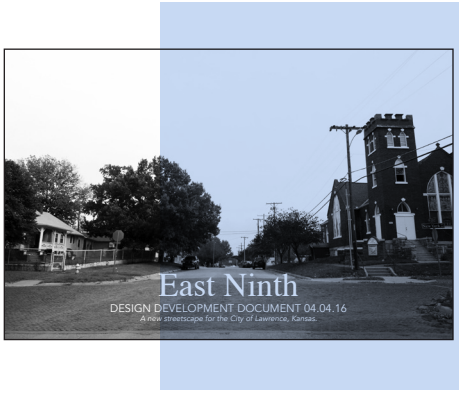


Community Health Plan

Adopted: 2013

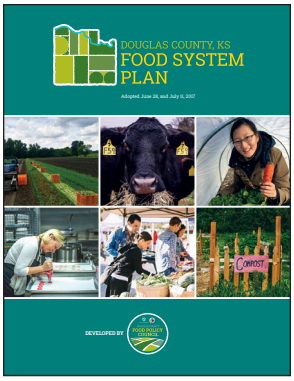
The plan provides a comprehensive look at the health of our community through a process known as the Community Health Assessment. The findings of the assessment are used to create a five-year Community Health Plan that will be used to address community priorities and promote the health of residents throughout Douglas County.

East Ninth: A New Streetscape for the City of Lawrence
Adopted: 2016



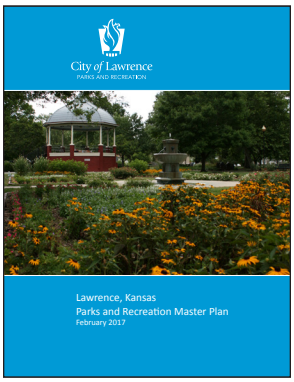
Downtown Lawrence and East Lawrence have historically been a regional hub for arts and culture. Anchored by a strong business district, multiple significant cultural institutions and a rich arts history, these vital communities have long served as a cultural center for Lawrence. This plan identifies a right-of-way improvement project that includes integrated artworks and new multi-modal transportation strategies.

Food System Plan
Adopted: 2017



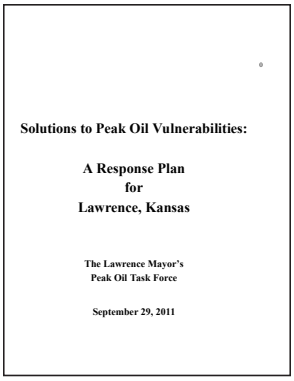
This plan provides strategic recommendations to help guide the development of the local food system and enhance agricultural uses and rural character in Douglas County. The plan develops a set of goals, objectives, and policies to ensure the master plan is fitting the true needs of the community for the next 10 years.

Parks and Recreation Master Plan
Adopted: 2017



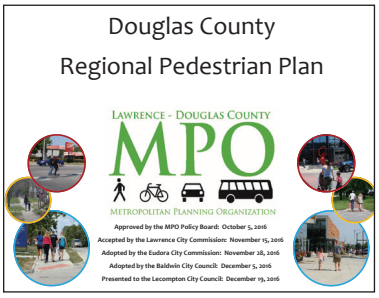
For over 70 years, Lawrence Parks and Recreation has grown and developed programs, activities, parks, and its trail system to accommodate the growth and expanding needs of our community. With these factors in mind, a new master plan was critical to guide the department in its future development and assist in defining its role within the community.

Solutions to Peak Oil Vulnerabilities: A Response Plan for Lawrence
Adopted: 2011



Peak oil does not mean the end of oil, but the end of cheap oil. This report anticipates the negative consequences and plans for energy conservation, identifies beneficial energy and related land use policies, and addresses peak oil-related threats to emergency preparedness. The plan recommends tactics both for long-term and short-term time-frames.

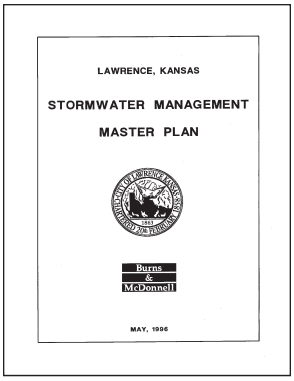
Regional Pedestrian Plan



Adopted: 2016

The Regional Pedestrian Plan presents a vision of safe and accessible pedestrian environments for all users. This plan aims to help guide the planning of our diverse communities so that they develop into places where people are allowed the choice to get to their destinations on foot. The plan recommends priorities for projects and programs to improve the regions' walkability.

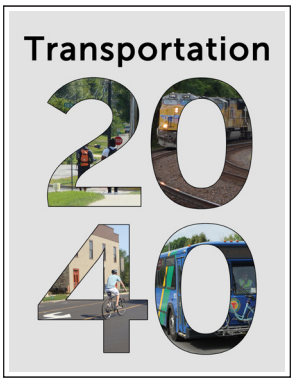
Stormwater Master Plan



Adopted: 1996

Initially completed in 1994, this plan presents the detailed report from studying the city's major drainage system completed by the 1993 Stormwater Task Force report. The report provides guidance on key capital improvements to be made throughout the stormwater system.

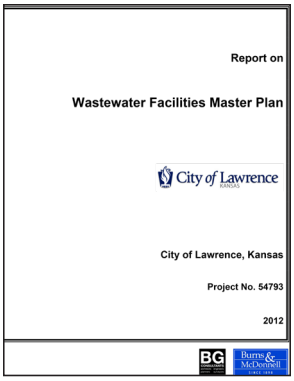
Transportation 2040



Adopted: 2018

T2040 is the long-range transportation blueprint for our future transportation system. It envisions a healthy, safe, and efficient transportation system adequately serving our region into the future. The plan identifies transportation needs, investments, and improvement recommendations for all modes of transportation (automobile, public transit, bicycle, pedestrian, etc.). The plan is updated every 5 years.

Integrated Wastewater Utilities Plan

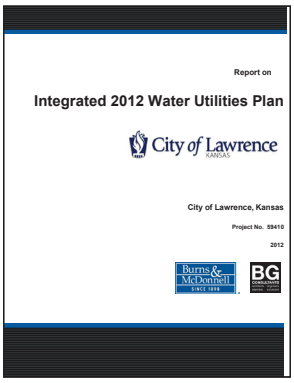


Adopted: 2012

The purpose of the master plan is to evaluate the wastewater treatment and collections systems for improvements to address regulatory requirements, system maintenance and improvements, and potential development planning through 2030. The City uses the master plan to guide decisions in construction including timing, location, and size, based on these factors.

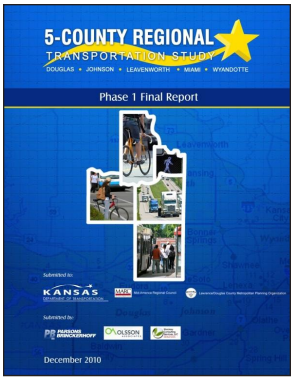
Integrated Water Utilities Plan
Adopted: 2012

The purpose of the master plan is to evaluate the water treatment and collections systems for improvements to address regulatory requirements, system maintenance and improvements, and potential development planning through 2030. The City uses the master plan to guide decisions in construction including timing, location, and size, based on these factors.



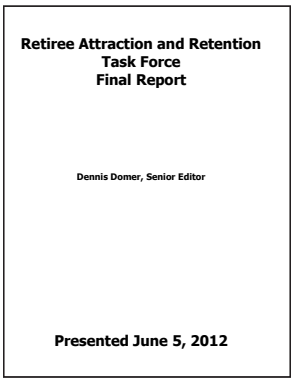
5-County Regional Transportation Planning Study
Adopted: 2013

A 2-phase study was completed by the Kansas Department of Transportation, the Mid-America Regional Council and the Lawrence-Douglas County Metropolitan Planning Organization assessing the transportation needs in Douglas, Johnson, Leavenworth, Miami, and Wyandotte Counties. The study recommends strategies to improve the region's transportation system through 2040.



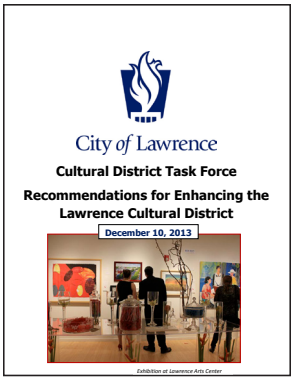
Retiree Attraction and Retention Task Force
Adopted: 2012

Created by Lawrence and Douglas County in July 2011, this report makes recommendations to assist efforts to retain and attract retirees to our community. The plan developed 3 immediate action steps and 5 near-term recommendations to consider.



Recommendations for Enhancing the Lawrence Cultural District
Adopted: 2013

The Cultural District Task Force was created by the City Commission by Resolution 7021 and charged with identifying 3 cultural arts district models to support improvements in cultural districts and make recommendations.



North Lawrence
Watershed Drainage Study

Completed: 2005

North Lawrence Drainage Study
Adopted: 2005

The City of Lawrence embarked on a program to develop a stormwater management plan for the North Lawrence watershed, based on a recognized need to upgrade existing facilities to modern design standards and to provide coordinated facilities in developing areas. The Lawrence-Douglas County Planning Commission proposed this study to address repeated concerns from residents of the North Lawrence area.

PLACEHOLDER

Downtown Lawrence Master Plan
Adopted: 0000

<PLACEHOLDER>











Photos by A. Shafer Photography



Photo by A. Shafer Photography





D. Implementation

A key to the Comprehensive Plan is how it will be implemented after adoption. Implementation translates a plan's vision, goals and actions into the City Land Development Code, County Zoning Code, Joint Subdivision Regulations, and other regulatory documents.

This section provides direction and process for implementing new action items and an on-going review of Plan 2040. Status for each Action Item will be updated as steps are taken outside of the Comprehensive Planning process.

The following represents discussion on action item, but does not establish priorities. The Planning Commission, Board of County Commissioners, and the City Commission will prioritize the action items annually as they deem appropriate.

Chapter 2: Growth & Development

A. Growth Management

3.5 Annexations shall maximize the return on the City's infrastructure investments and business incentives, while protecting and expanding the tax base. (P: 13)

STATUS: <Not initiated, Completed, In-Progress, Determined to not be pursued> | As of: 00 June 0000

3.8 Annexation requests shall include a community benefit(s) identified in consultation with staff based on the needs of the community, which may include offsetting incentives to the requester, and in the context of what the annexation request can support. Collaboration between the developer and governmental and community partners and programs is encouraged in the implementation of providing the community benefit(s). The community benefit(s), including the provision method, shall be considered by the Planning Commission, approved by the City Commission, and included in an annexation agreement. (P: 14)

B. Residential

1.4 Create zoning regulations to provide guidance and protection for the County's historic unincorporated

towns. (P: 17)

STATUS:

2.8 Review and revise Douglas County agritourism and agricultural heritage tourism policies. (P: 18)

STATUS:



Photo by A. Shafer Photography

4.3 Preserve sensitive lands through Specific Land Use Plans, site planning, platting, and design. (P: 19)

STATUS:

5.6 Strengthen screening and landscaping requirements to utilize landscaping and existing natural vegetation to integrate the natural landscape into the residential environment. (P: 19)

STATUS:



6.2 Increase the overall height and density of certain zoning districts in Lawrence to accommodate sustainable growth in areas that can take advantage of existing infrastructure. (P: 20)

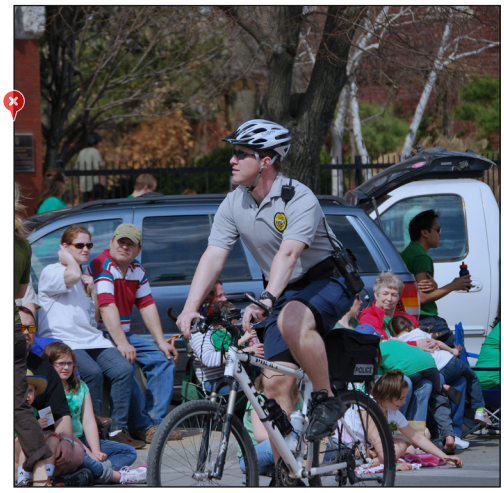
STATUS:

6.3 Expand opportunities to create Accessory Dwelling Units in all Lawrence RS Zoning Districts. (P: 20)

STATUS:

7.10 Adopt advanced parking strategies in transit-served areas and for compact, mixed-use developments. (P: 21)

STATUS:



8.4 Integrate medium and higher-density housing types so that uses are compatible in density, scale and aesthetics, and are appropriately mixed into the larger neighborhood context. (P: 21)

STATUS:

C. Commercial

3.9 Protect environmentally sensitive lands as new and existing areas develop or redevelop. (P: 25)







Photo by A. Shafer Photography

STATUS:

5.4 Incorporate Small Neighborhood Commercial options into Specific Land Use Plans to increase opportunities for walkable neighborhood services. (P: 25)

STATUS:

5.17 Enhance appropriate areas of the Kansas River as an urban amenity for the surrounding neighborhoods and Downtown Lawrence. (P: 28)

STATUS:

D. Industrial

2.2 Incentivize existing facility expansion and redevelopment of vacant buildings and lands. (P: 32)

STATUS:

3.5 Monitor and maintain a site inventory to match a variety of potential users' needs that fit within our community goals. (P: 32)

STATUS:

4.2 Protect environmentally sensitive lands as new and existing areas develop or redevelop. (P: 33)

STATUS:

Chapter 3: Neighborhoods & Housing

2.2 Use innovative programs to minimize or eliminate conditions causing decline. (P: 39)

STATUS:

4.1 Create places to allow neighborhood residents to gather ensuring that future neighborhoods are connected to each other and the larger community. (P: 40)

STATUS:

4.6 Create residential design guidelines to enhance the aesthetics of multi-dwelling development in

neighborhoods. (P: 40)

STATUS:

4.7 Integrate small/large neighborhood commercial options into neighborhood designs. (P: 40)

STATUS:

5.2 Design neighborhoods to accommodate aging in place. (P: 40)

STATUS:



Photo by A. Shafer Photography

5.5 Incorporate universal design principles into building codes, site design, and public improvements. (P: 41)

STATUS:

6.1 Consider the goals and policies of the Affordable Housing Advisory Board when creating land use plans and reviewing development applications. (P: 41)

STATUS:



Chapter 4: Transportation

1.4 Enhance the coordinated transit system, such as providing special services for senior citizens and persons with disabilities, and their connections to regional commuter services. (P: 45)

STATUS:

2.1 Improve multi-modal connectivity between existing employment centers, retail activity areas, and regional destinations to foster continued growth and vitality of those areas. (P: 45)

STATUS:



3.3 Set high priority areas for safety improvement through available data sources. (P: 100)

STATUS:

3.5 Facilitate, develop, and distribute safety education



materials. (P: 100)

STATUS:

4.3 Strengthen linkages between transportation planning and environmental planning. (P: 47)

STATUS:

4.4 Strengthen linkages between transportation planning and public health planning. (P: 47)

STATUS:

4.5 Implement actions to transition to the use of alternative transportation modes, low emissions vehicles, alternate transit energy sources, emerging technology, and market driven transportation (autonomous vehicles, electric vehicles, and ride-share). (P: 47)

STATUS:



Photo by A. Shafer Photography

Chapter 5: Economic Development

1.1 Identify strategies and pursue a dedicated funding source to attract, develop, and retain employers and jobs. (P: 50)

STATUS:

1.2 Enhance Downtown Lawrence as an employment destination. (P: 50)

STATUS:



1.3 Recruit and attract new and developing green/ environmentally friendly jobs. (P: 50)

STATUS:

Chapter 6: Natural Resources

1.1 Evaluate development proposals for their impacts on critical water sources providing drinking water for Lawrence and Douglas County. (P: 56)

STATUS:

1.2 Consider and mitigate development impacts on the

watershed. (P: 56)

STATUS:

1.4 Develop stream corridor buffers. (P: 56)

STATUS:

1.5 Encourage low-impact uses of riparian areas for parks and trail connections. (P: 56)

STATUS:



Photo by A. Shafer Photography

1.7 Identify, preserve, and protect wetlands. (P: 56)

STATUS:

1.8 Strengthen floodplain regulations to mitigate flood hazards and decrease vulnerability of life and property. (P: 56)

STATUS:

1.9 Inventory and protect groundwater resources and their recharge lands. (P: 56)

STATUS:



1.10 Develop stormwater management policies for unincorporated Douglas County to evaluate development proposals to limit runoff and protect water quality. (P: 56)

STATUS:

1.11 Promote voluntary water usage reductions. (P: 56)

STATUS:



2.2 Preserve and restore native prairies, including utilizing conservation easements. (P: 57)

STATUS:

2.3 Protect the urban tree canopy throughout Lawrence. (P: 57)

STATUS:

2.4 Preserve and sustain native woodlands through the development of regulations and incentives providing







protection. (P: 57)

STATUS:

2.5 Identify important wildlife habitats and prioritize them for protection and conservation to establish corridors. (P: 57)

STATUS:

2.7 Protect high-quality agricultural soils, as identified in each Specific Land Use Plan, as the community develops to urban densities. (P: 58)

STATUS:

2.8 Protect contiguous amounts of agricultural land in rural areas for continued productive future use. (P: 58)

STATUS:

3.1 Develop policies to reduce vehicle emissions by reducing the amount of vehicle miles traveled. (P: 58)

STATUS:

3.2 Develop land use regulations and incentives to reduce greenhouse gas emissions. (P: 58)

STATUS:

4.3 Document and map active and suspended quarries, and analyze their environmental impacts as operational levels evolve at the sites. (P: 59)

STATUS:

6.1 Adopt a climate change adaptation and mitigation plan incorporating potential climate change scenarios and identifying specific actions to reduce greenhouse gas risk and exposure from hazards. (P: 60)

STATUS:

6.6 Promote responsible use and conservation of energy and natural resources for increasing energy efficiency of new construction and significant remodels. (P:

60)

STATUS:

6.7 Continue developing local food programs and implement the Food System Plan throughout Douglas County and Lawrence. (P: 60)

STATUS:

6.8 Develop strategies for energy conservation in existing buildings. (P: 60)

STATUS:

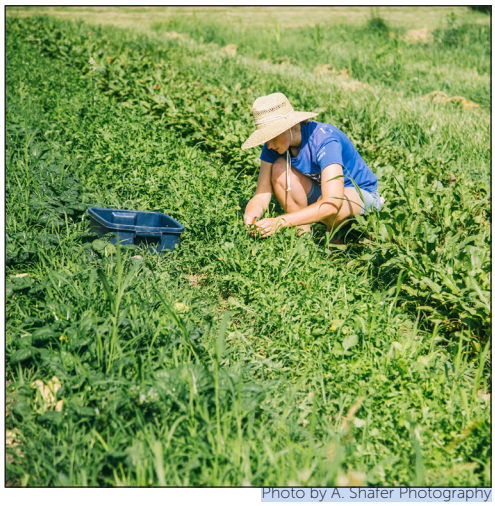


Photo by A. Shafer Photography

Chapter 7: Community Resources

A. Historic Resources

1.2 Maintain and strengthen the local preservation ordinances for both Douglas County and the City of Lawrence. (P: 64)

STATUS:

1.3 Adopt a comprehensive historic resources preservation plan. (P: 64)

STATUS:

1.5 Create incentives to encourage adaptive reuse of historic structures. (P: 64)

STATUS:



1.6 Encourage and facilitate adaptive reuse of historic structures. (P: 64)

STATUS:

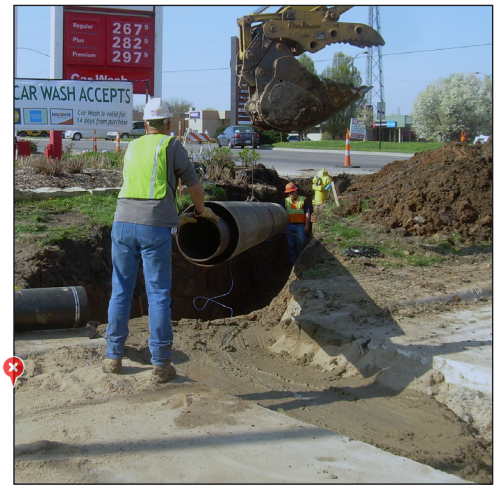
1.8 Establish funding priorities for evaluation and protection efforts. (P: 64)

STATUS:

1.9 Evaluate all structures over 50 years old for their historic significance and educate owners on the ways such structures could be protected as a historic asset. (P: 64)

STATUS:





2.5 Expand the use of overlay districts and design guidelines to enhance unique places in our community. (P: 65)

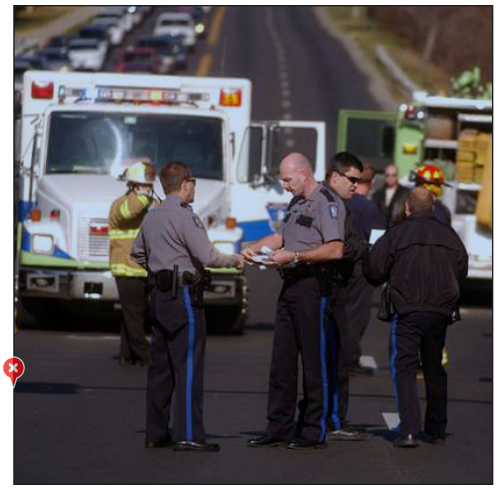
STATUS:

2.6 Create conservation districts to protect historic environs. (P: 65)

STATUS:

2.7 Implement a demolition by neglect ordinance to protect significant historic structures from neglect. (P: 65)

STATUS:



2.8 Adopt rehabilitation building and fire codes. (P: 65)

STATUS:

2.10 Develop historic district sustainability guidelines to encourage maintaining the historic fabric and resources invested in existing structures and sites. (P: 65)

STATUS:

3.2 Formalize a review process for all public improvements to determine potential effects on preservation efforts. (P: 66)

STATUS:



3.3 Evaluate community owned buildings for significance to the historic registers and promote appropriate repairs and maintenance to ensure compatibility with listings. (P: 66)

STATUS:

4.1 Incorporate historic conservation and preservation in Lawrence's and Douglas County's economic development programs. (P: 66)

STATUS:

4.4 Create and promote tax incentives and abatements for the restoration, renovation, and re-use of historically designated buildings and structures. (P: 66)

STATUS:

4.5 Implement façade improvement grants and incentives for occupants of historic structures. (P: 66)

STATUS:

4.6 Implement incentives for conserving historically significant farming lands and structures. (P: 66)

STATUS:



4.7 Incentivize environmental hazards abatement in significant historic structures. (P: 66)

STATUS:

4.8 Retain and maintain historic single-family residences in residential historic and conservation districts. (P: 66)

STATUS:



Photo by A. Shafer Photography

4.9 Incentivize the appropriate reuse and revitalization of historic structures. (P: 66)

STATUS:

B. Parks, Recreation, & Open Space

1.3 Coordinate park and open space standards between Douglas County and Lawrence. (P: 67)

STATUS:



Photo by A. Shafer Photography

2.1 Incentivize land dedications, conservation easements, and other voluntary mechanisms to protect natural and historic areas of the community for public purposes. (P: 67)

STATUS:

2.3 Create awareness and education programs showing the benefits of natural and historic areas. (P: 67)

STATUS:



5.1 Promote sensitive land retention through programs such as conservation easements and other voluntary programs. (P: 69)

STATUS:

C. Community Facilities

1.1 Identify appropriate locations for new facilities, and maintain existing locations throughout the community. (P: 71)

STATUS:

1.3 Encourage combining or creating multiple use facilities when appropriate, such as schools/ community centers, Fire/Police stations, to improve accessibility and efficiency. (P: 71)

STATUS:



D. Arts & Culture

1.1 Consider the goals and policies of the City-Wide Cultural Plan when creating land use plans and reviewing development applications. (P: 73)

STATUS:

2.1 Develop strategies for public-private partnerships for the arts. (P: 73)

STATUS:

3.1 Develop strategies for incorporating public art in built projects. (P: 74)

STATUS:



E. Food System Development



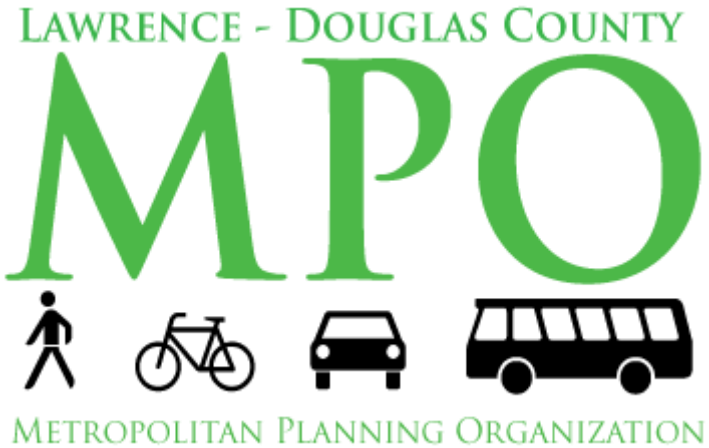
City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

Horizon 2020: Ch. 8
Transportation

April 24, 2019
Planning Commission

Previous Hearings

- *Horizon 2020,* Ch. 8: Transportation
  - Linked since 2011
  - Major Thoroughfares Map
- MPO Policy Board
  - Adopted 5-0 on March 15th, 2018
- *Planning Commission*
  - Approved 9-1 on June 27th, 2018

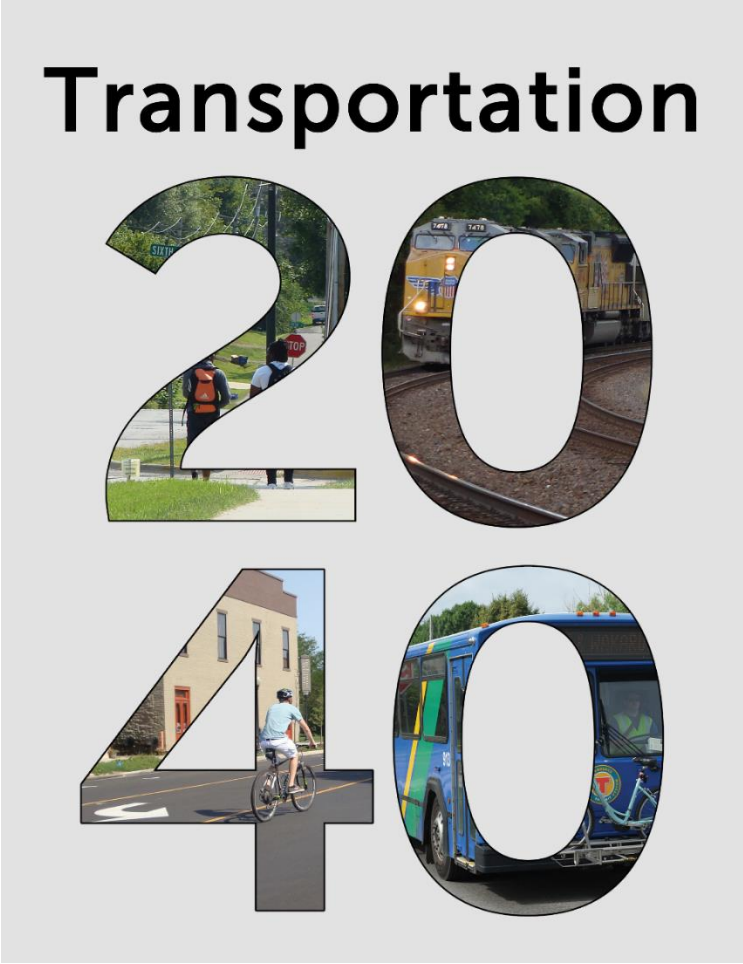


Transportation 2040

Metropolitan Transportation Plan

Lawrence – Douglas County

What is Transportation 2040?



Overview

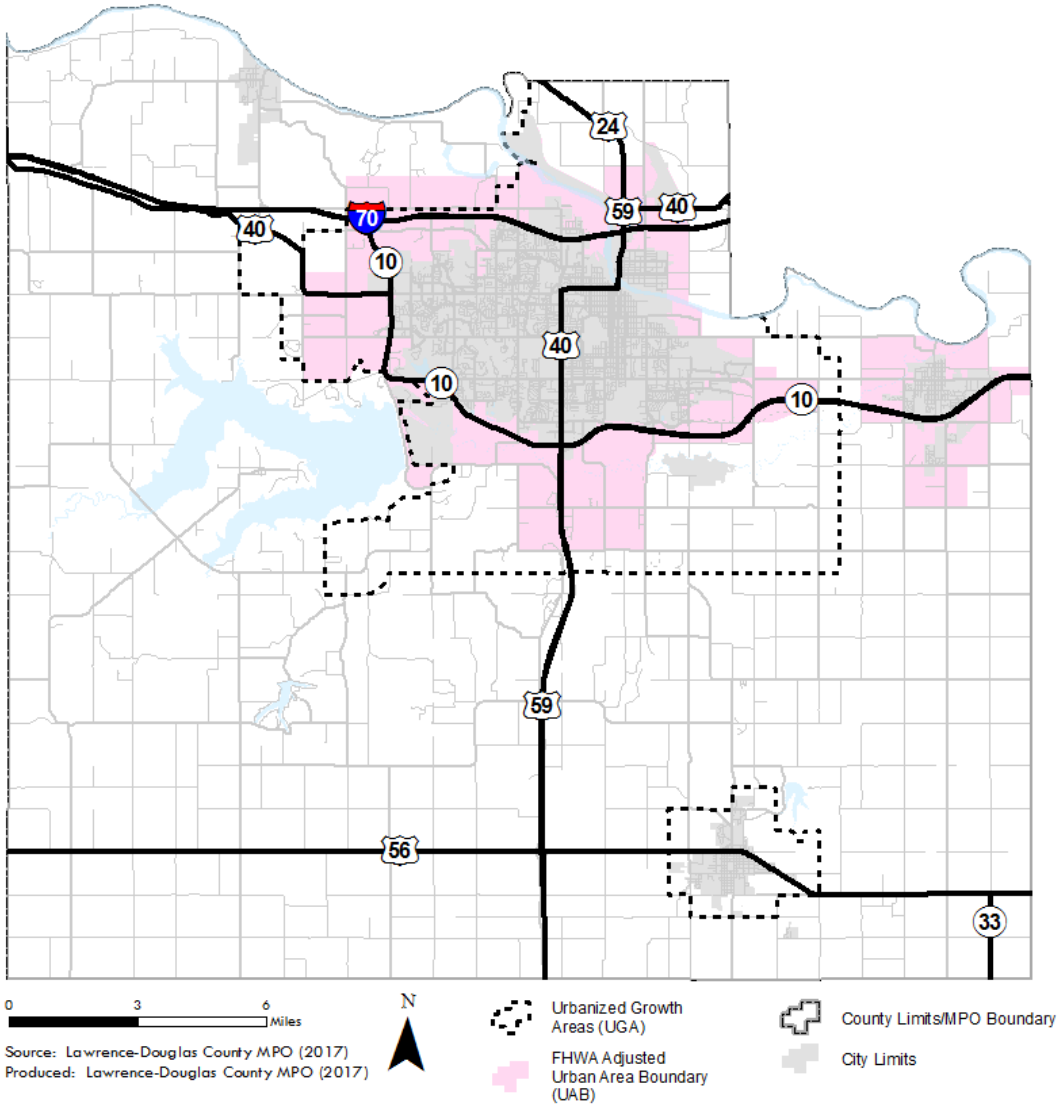
- Region's long range transportation plan looking out to the year 2040
- Projects are evaluated by how they fit into the multimodal system
- Working to fill gaps in the system
- Incorporates other modal plans, for example
  - Regional Pedestrian Plan
  - Countywide Bikeway Plan
  - Comprehensive Transit Operations Analysis and other transit plans
- Performance based plan

Metropolitan Transportation Plan – Federal Requirements

- Considers Planning Factors
- Collaborative Process
- Serves as the defining vision for transportation systems and services
- Plan covers 20 years
- Updated every 5 years
- Includes Federal Performance Measures
- **Fiscally Constrained**



Douglas County Planning Area



Population

2016 Fact Finder

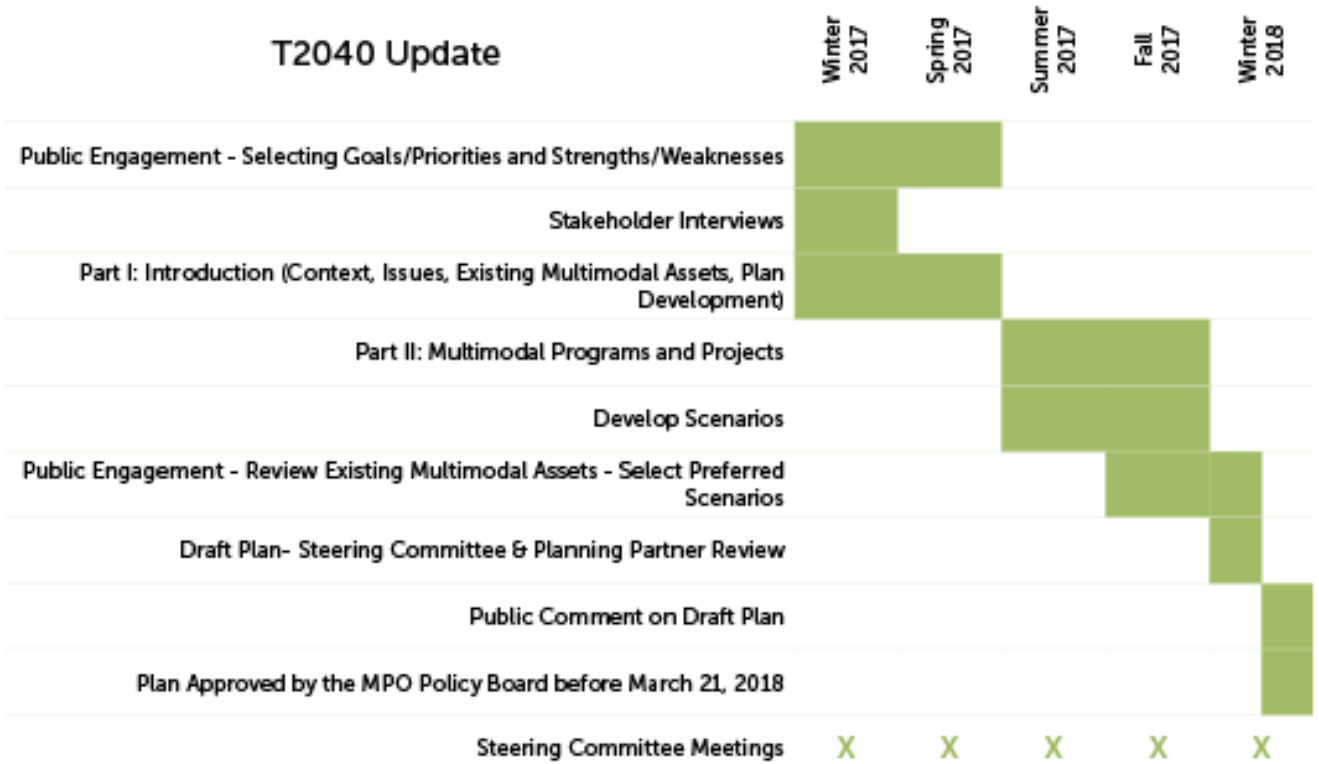
Total DG County:

119,440

Lawrence:	95,358
Eudora:	6,379
Baldwin City:	4,677
Lecompton:	638



Plan Development





Public Involvement

Public engagement by the numbers

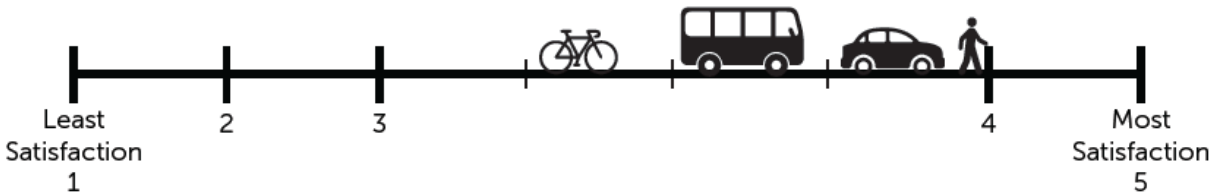
1.5	36	38	9	1,600+
Years	Stakeholder Interviews	Mobile Meetings	Open Houses	Survey Responses

Community members were asked *"What should be the Lawrence-Douglas County MPO's priorities for planning a regional comprehensive transportation system?"* Respondents were asked to rank each of the following responses from 1-4 and identify the top strategy to support that priority.

Priority	Strategy
1st Priority – To move people -	**Maintain existing roads, sidewalks and bikeways**
2nd Priority -To create jobs -	**Improve employees' access to current employment centers**
3rd Priority – To strengthen neighborhoods-	**Provide streets/sidewalks that are comfortable for bicycles and pedestrians**
4th Priority - To protect the environment -	**Reduce reliance on fossil fuels**







Goals & Objectives

Access & Choices



Mobility & Prosperity



Preservation, Safety, & Security



Sustain & Enhance



Goals	Objectives
Enhance Transportation options and choices for improved system performance	Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations.
	Enhance transit service, amenities and facilities.
Efficient movement of people, goods, and freight	Implement strategies that address system performance & improve reliability, capacity and competitiveness for regional freight.
Prioritize preservation, safety, and security of the transportation network	Support projects and policies that improve safety and security.
	Preserve and enhance transportation infrastructure and assets.
Minimize adverse social, economic, and environmental impacts created by transportation	Promote density to reduce transportation costs & reduce environmental impacts of transportation.
	Reduce single occupancy vehicle trips.

Existing Conditions & Identified Needs

	Estimated Need	Entity	Description
People who bicycle	$ 31,209,926	Countywide	Bicycle infrastructure
	$ 2,397,000	Lawrence	Identified programmed bikeway projects
People who walk	$ 4,770,810	Countywide	Sidewalk maintenance on the priority network
	$ 14,776,590	Countywide	Sidewalk installation on both sides of the street on the priority network
	$ 2,497,000	Countywide	Sidewalk installation on one side of the street on the priority network
	$ 4,428,000	Countywide	Repair or construct ADA curb ramps
	$ 533,000	Lawrence	Identified programmed pedestrian projects
People who ride transit	$ 193,282,400	Lawrence	24 yrs of $6.75 million annual Lawrence Transit operations at current level of service
	$ 14,315,500	Lawrence	24 yrs of $500,000 annual Lawrence Transit night service operations
	$ 28,634,500	Lawrence	24 yrs of $1 million annual Lawrence Transit Sunday service operations
	$ 86,400,000	Lawrence	24 yrs of $3.6 million annual KU on Wheels operations
	$ 5,000,000	Lawrence	Bus transfer hub development
	$ 4,000,000	Lawrence	Transit technology for Lawrence Transit/KU on Wheels
	$ 12,000,000	Lawrence	Lawrence Transit vehicle replacement
	$ 37,223,700	Lawrence	KU on Wheels vehicle replacement
	$ 21,781,600	Countywide	24 yrs of $760,700 annual other human service transportation providers operations & capital expenses
People who drive	$ 480,000	Lawrence	Currently identified and approved unfunded traffic calming
	$ 15,167,065	Lawrence	Minor/major pavement rehabilitation (improve 55-65 PCI to ideal 100 PCI)
	$ 30,020,683	Lawrence	Pavement preservation work (improve 66-85 PCI to ideal 100 PCI)
	$ 35,000,000	Lawrence	Intelligent Transportation Systems (ITS) implementation
	$ 2,700,000	Countywide	Replace 4 functionally obsolete bridges
	$ 1,102,216,405	Countywide	Identified programmed roadway projects
	$ 98,719,242	Countywide	Identified illustrative roadway projects
Total	**$ 1,747,553,421**		

Note: Transit operations includes a 1.5% annual inflation rate. These estimates are not exclusive, but have been identified in the planning process.
Source: Lawrence-Douglas County MPO (2017), Regional Pedestrian Plan (2016), Countywide Bikeway System Plan (2014), Lawrence Transit (2017), and Lawrence Public Works Department (2017)

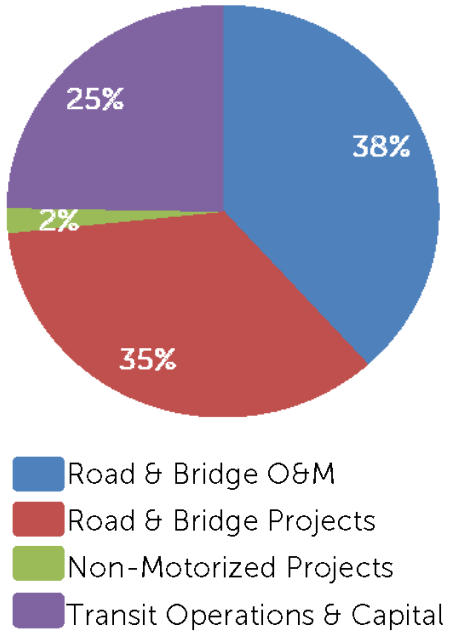
Financial Analysis

What are Operations & Maintenance (O&M)

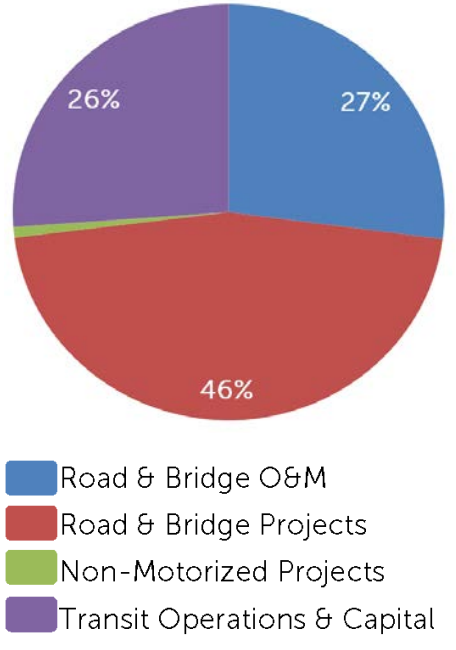
Operations & maintenance (O&M) refers to the running & preservation of the transportation system, including roadways, sidewalks, bike routes, and transit vehicles.



T2040
FY2017-2040 Total Revenues



Old T2040
FY2012-2040 Total Revenues



Projected Revenues

$1.503 Billion

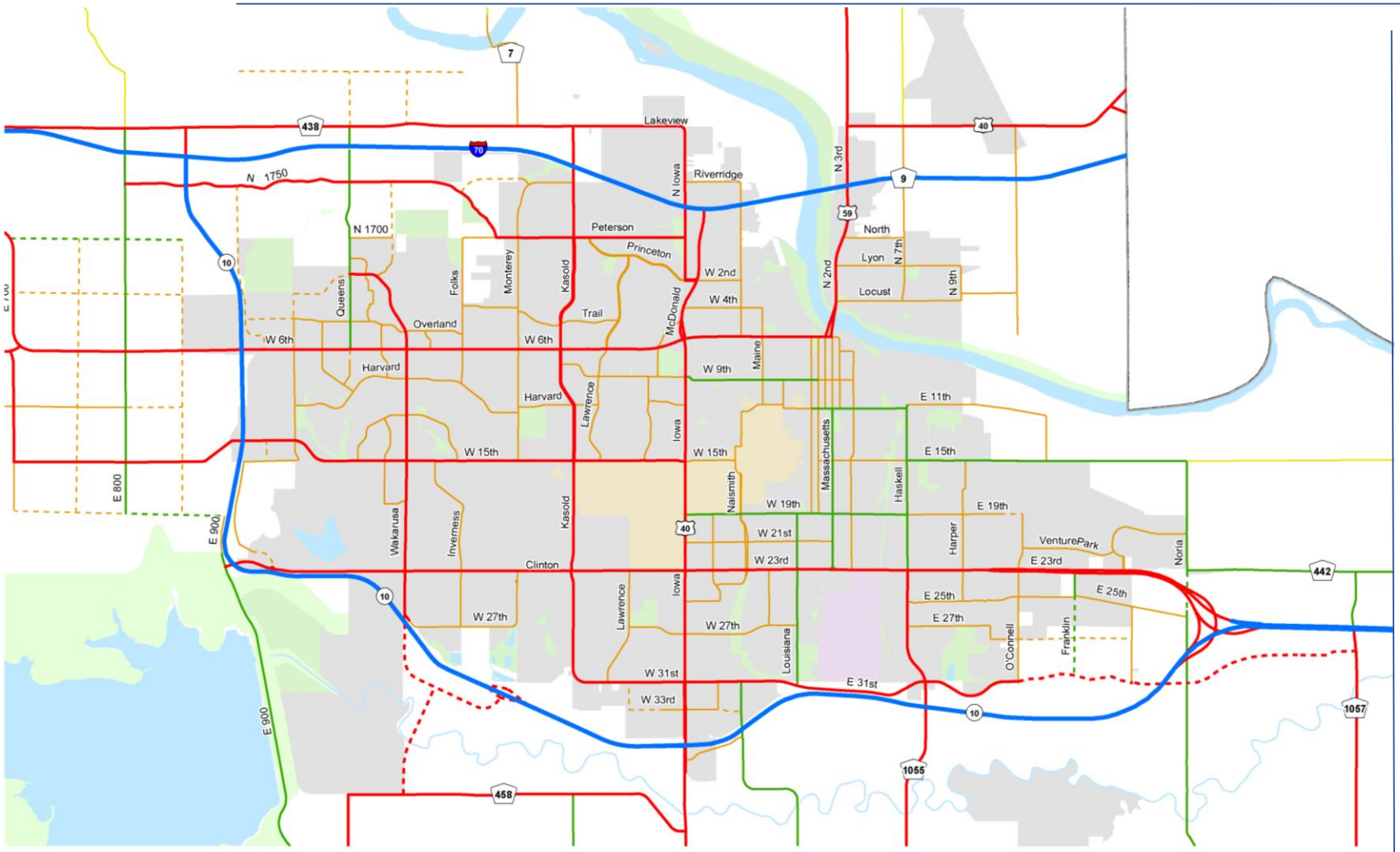
Operations & Maintenance (O&M)

$576.4 Million

Funding Available for Projects

$926.6 Million

Major Thoroughfares Map



Source: Lawrence-Douglas County MPO (2017)
Produced: Lawrence-Douglas County MPO (2017)

Federal Functional Classification & Major Thoroughfares

The Federal Functional Classification Map is a federally mandated map with certain requirements & is used on a state and national level for funding eligibility.

The Major Thoroughfares Map is used by Lawrence and Douglas County to balance land access and thru movement of traffic for network level planning. Network planning ensures connectivity and access, as well as guides local decisions on corridor preservation, access management, and roadway design.

Projects & Strategies - Multimodal

Encourage safe and efficient traveling through the multimodal networks

- Integrate multimodal elements in project planning, design, construction, and maintenance, consistent with the Complete Streets Policy
- Plan and implement citywide multimodal wayfinding
- Prioritize crash (vehicle and non-motorized) hot spots for safety improvements
- Strength and implement access management for all users
- Facilitate, develop, and distribute safety education programming/materials for all users

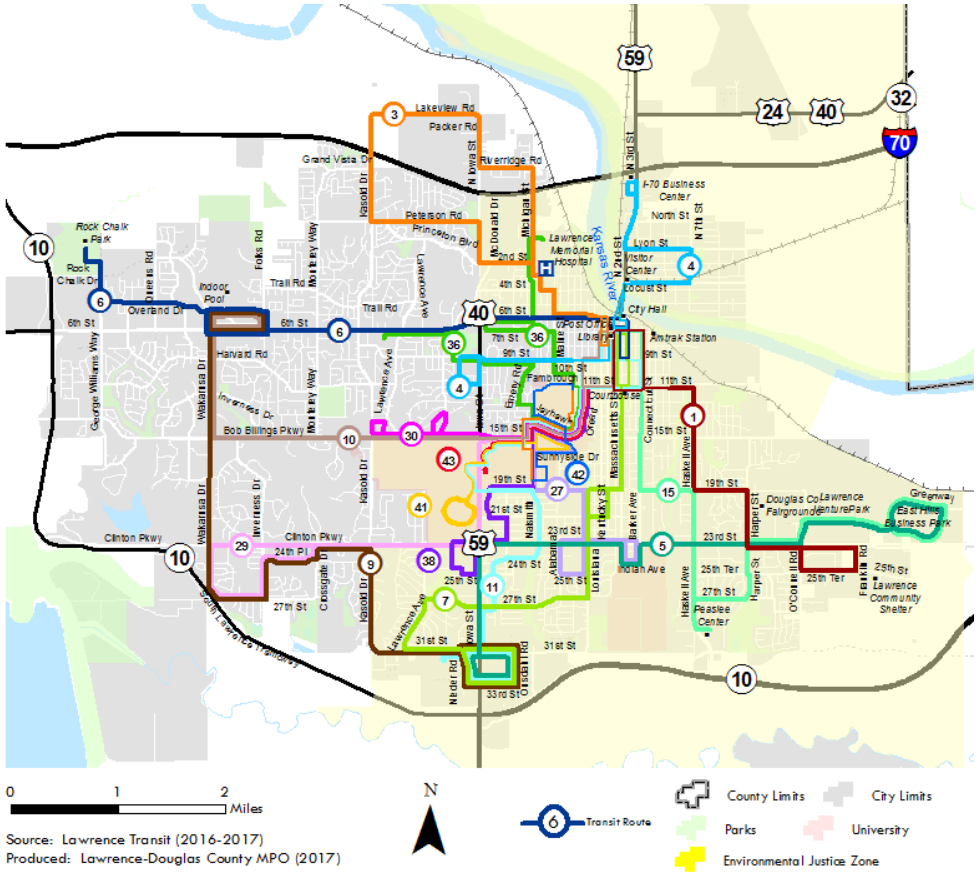
Continue a transparent and coordinated transportation planning process that encourages participation and performance based planning

- Incorporate and evaluate the distribution and impacts of transportation programs, projects, and services during planning, design, and construction.

Coordinate decision making to balance land use and environmental impacts

- Employ site design requirements that encourage pedestrian travel and non-single occupancy vehicle trips
- Continue to follow emerging technologies and market driven transportation (automatic vehicles, electric vehicles, rideshare).

Projects & Strategies- Transit

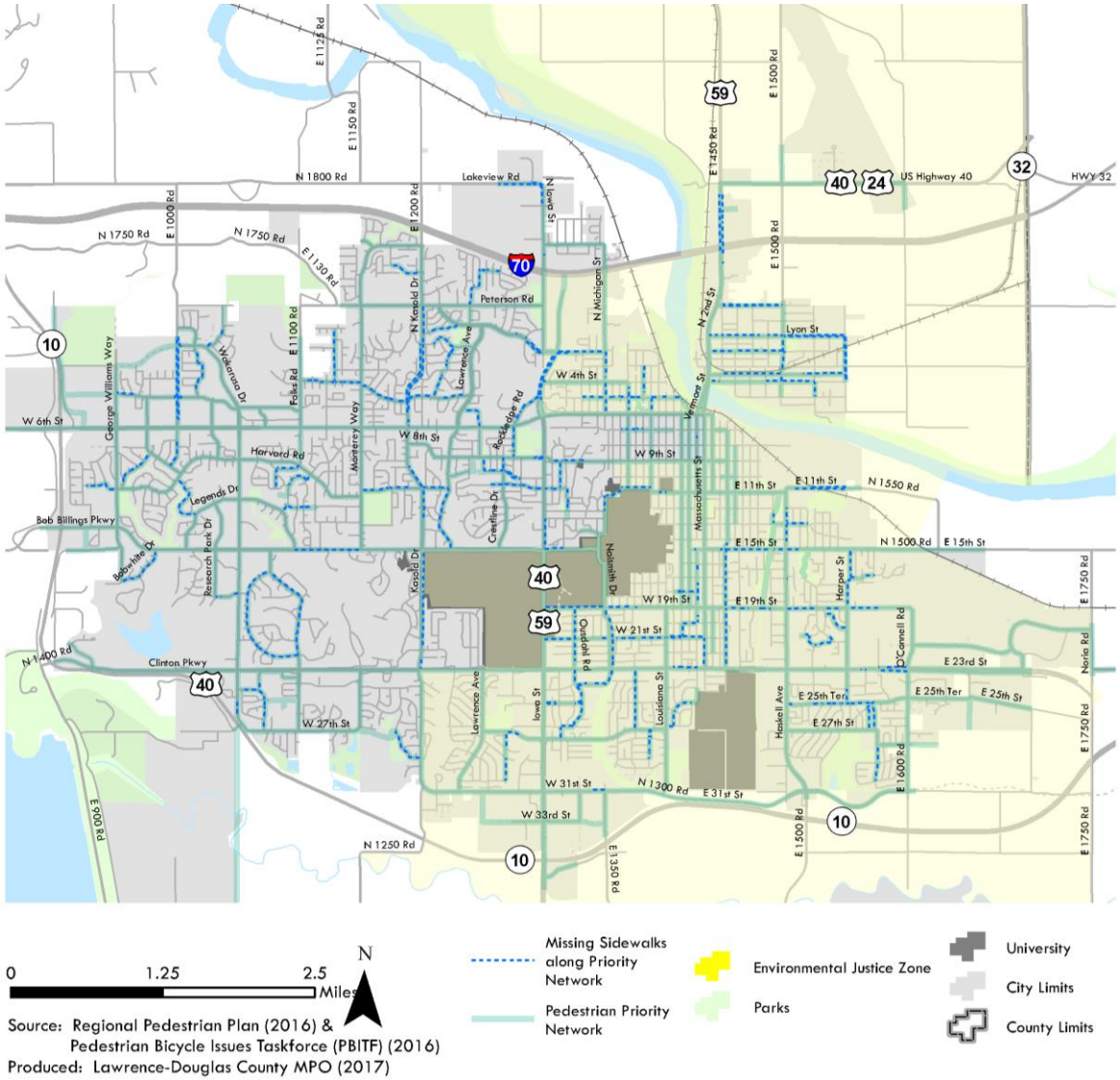


Implement the Transit Comprehensive Operations Analysis (COA) and Bus Transfer Location Analysis

- Providing responsive transit service reflective of demand
- Continue deployment transit amenities (shelters, benches, real time information, etc.) based on the Transit Amenities Policy
- Invest in technology supporting transit operations (ex: passenger counters, automatic vehicle location, etc.).
- Maintain and replace transit vehicles
- Establish permanent primary and secondary bus transfer locations

Operator	Bert Nash CMHC	Cottonwood, Inc.	Independence, Inc.	KU on Wheels Fixed Route	KU on Wheels JayLift	Lawrence - Douglas County Housing Authority Babcock Bus	Lawrence Transit Fixed Route	Lawrence Transit T-Lift	RideKC: K-10 Connector	Senior Resource Center for Douglas County	Total
Annual Ridership (2016)	4,639	1,838	4,481	1,898,884	3,410	1,986	1,120,805	66,934	104,969	5,959	3,213,905

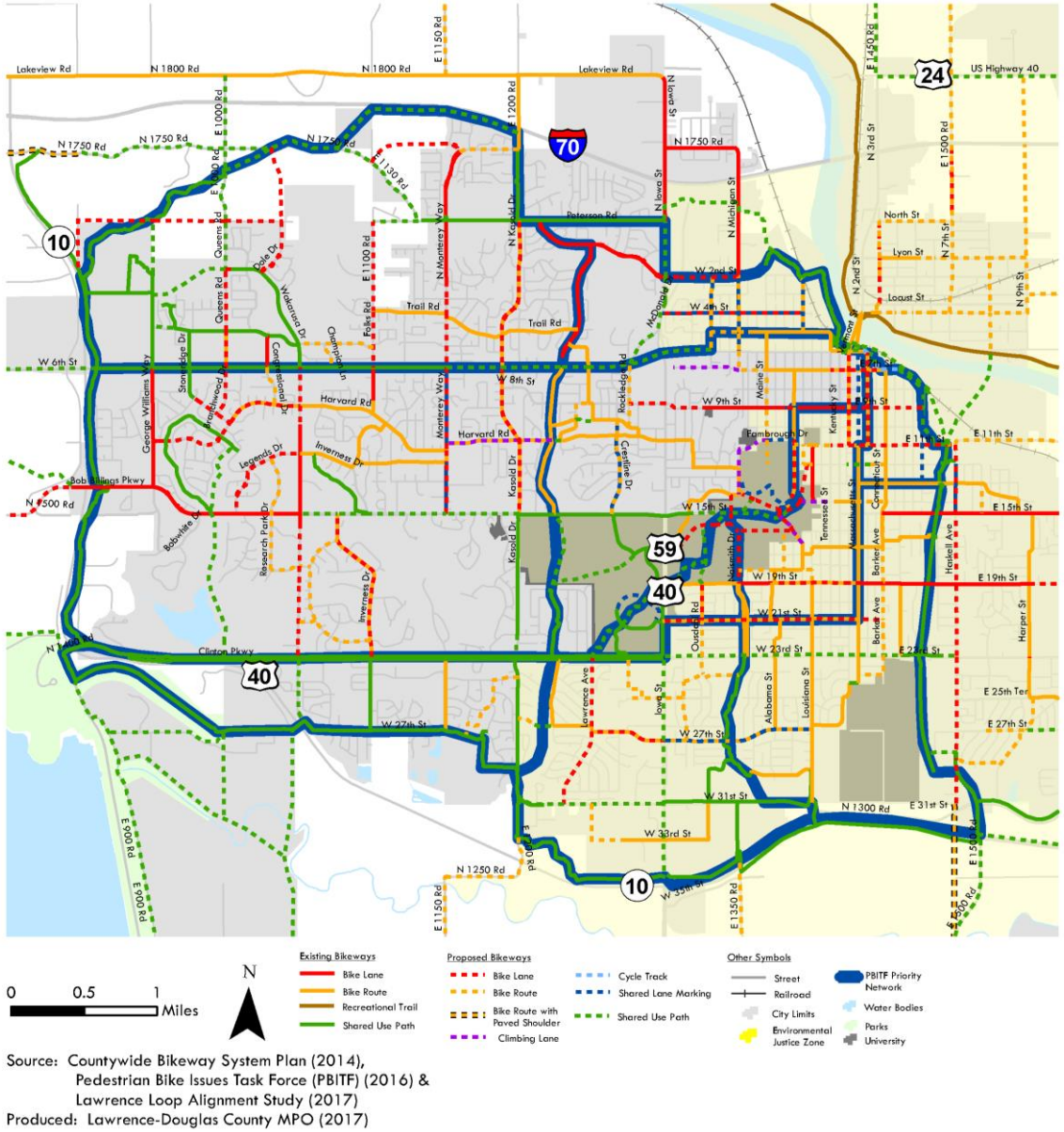
Projects & Strategies - Pedestrian



Implement the Regional Pedestrian Plan

- Prioritize pedestrian improvements to construct the priority pedestrian networks.
- Maintain and improve the existing pedestrian networks conditions and enforce sidewalk repair policy or establish a sidewalk maintenance program
- Maintain and Implement Safe Routes to School
- Use traffic calming to improve safety and implement a traffic safety campaign
- Develop tools to educate and encourage trips by walking through programs like wayfinding signage or open streets events

Projects & Strategies - Bikeway

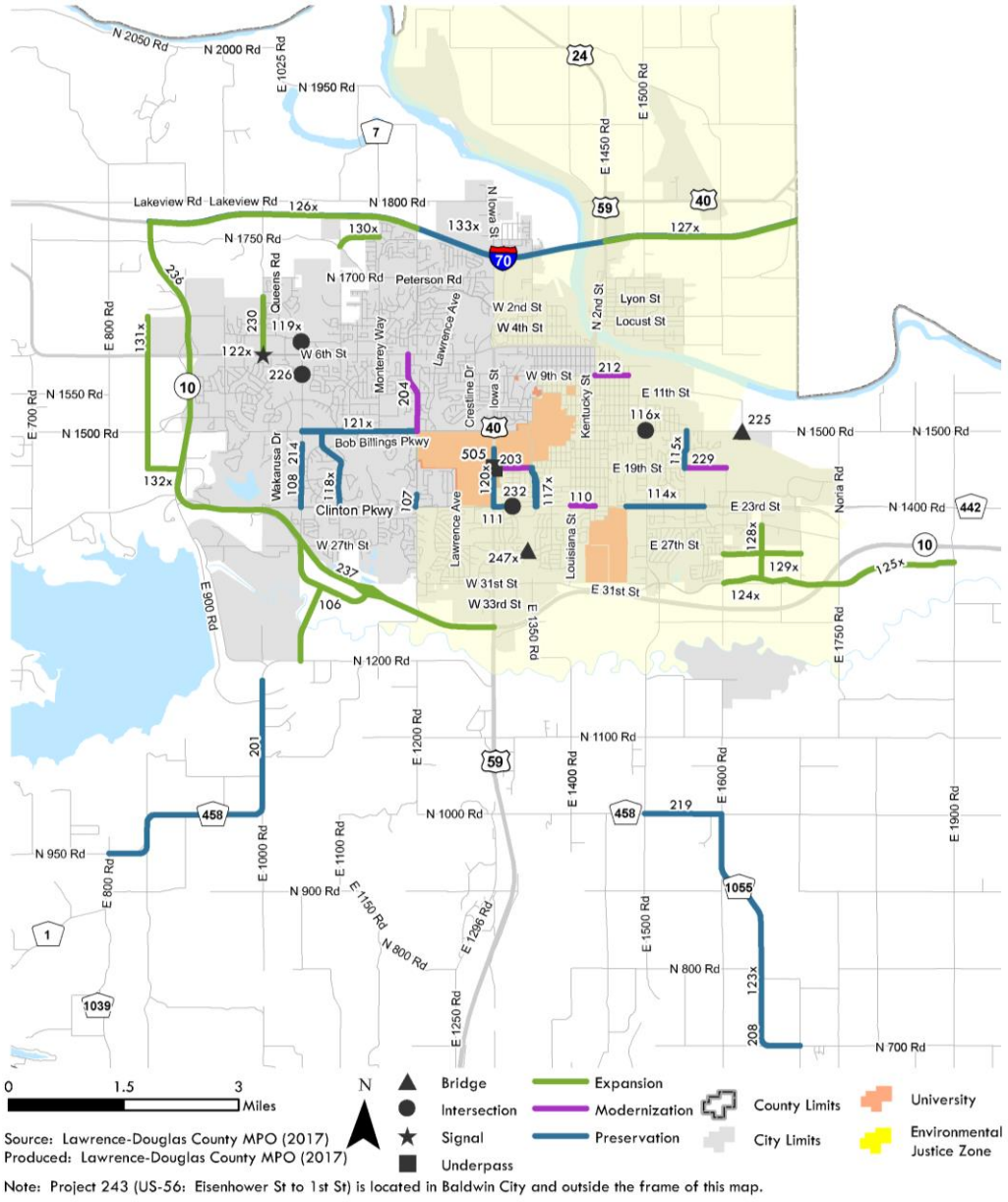


Source: Countywide Bikeway System Plan (2014), Pedestrian Bike Issues Task Force (PBITF) (2016) & Lawrence Loop Alignment Study (2017)
Produced: Lawrence-Douglas County MPO (2017)

Implement the Countywide Bikeway Plan

- Enhance multimodal friendliness and minimize crashes and injuries of bicyclists through design.
- Prioritize bicycle improvements based on plan priorities to construct the bikeway networks.
- Maintain and improve bikeway networks conditions
- Develop tools and educational programs to encourage trips by bicycle such as the Bicycle Rideability Map

Projects & Strategies - Roadways



At a minimum maintain existing conditions

Design and build roadways for the safety of all users

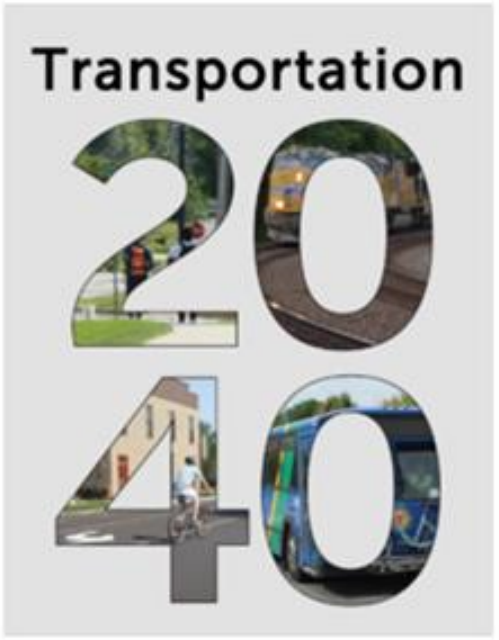
- Design or retrofit collector and local streets for the safety of all users
- Regularly analyze crash data to address hot spots and implement countermeasure to improve safety

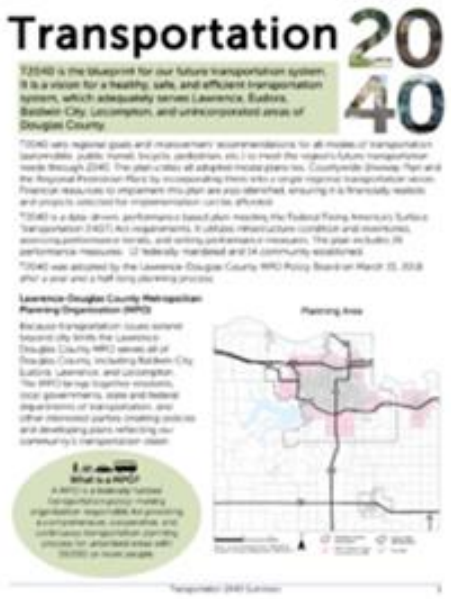
Deploy technology and other alternative strategies to relieve congestion

- Implement the Regional Intelligent Transportation System Plan strategies to maximize network capacity and improve efficiencies
- Implement Travel Demand Management (TDM) strategies to reduce single occupancy vehicle trips

Transportation 2040

Transportation 2040 (T2040) is the blueprint for our future transportation system. It is a vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County.







[Transportation 2040 Plan]

[Transportation 2040 Summary]

[Interactive T2040 Mapping Portal]

Transportation 2040 was adopted by the MPO Policy Board on March 15, 2018.

Planning Process

http://lawrenceks.org/mpo/t2040



Appendix F
System Performance Report

ACCESS AND CHOICES



Goal:
Enhance Transportation options and choices for improved system performance.

Objective:
Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations.

1



Desired Trend

Percentage of people who have access within a ¼ mile to the bikeway network

	2015 Population Estimate	Bike Route	Bike Boulevard	Bike Lane	Protected Bike Lane	Shared Use Path	Total Bikeway Network Access
Lawrence	95,096	62%	0%	35%	0%	38%	87%
EJ Zone	50,627	76%	0%	37%	0%	33%	87%
Eudora	5,685	0%	0%	0%	0%	39%	39%
Baldwin City	4,677	0%	0%	0%	0%	17%	17%
Lecompton	611	0%	0%	0%	0%	0%	0%
Unincorporated Douglas County	13,822	0%	0%	0%	0%	0%	0%

Note: EJ zone percentage includes only the EJ zone, not all of Lawrence
Source: 2015 Population Estimate and Bikeway Network (2017)

2



Desired Trend

Percentage of public streets with sidewalks on at least one side

	Miles	%
Lawrence	294.5	72%
EJ Zone	130.1	48%
Eudora	14.8	34%
Baldwin City	15.5	44%
Lecompton	1.4	14%

Note: EJ zone percentage includes only the EJ zone, not all of Lawrence
Source: Lawrence-Douglas County MPO: Lawrence (2017), Eudora (2014), Baldwin City (2014), Lecompton (2015)

3



Desired Trend

Percentage of public streets with bikeway network

	Bike Route	Bike Boulevard	Bike Lane	Protected Bike Lane	Shared Use Path	Total Bikeway Network Access
Lawrence	11%	0%	4%	0%	7%	22%
EJ Zone	12%	0%	4%	0%	5%	20%
Eudora	0%	0%	0%	0%	2%	2%
Baldwin City	0%	0%	0%	0%	3%	3%
Lecompton	0%	0%	0%	0%	0%	0%
Unincorporated Douglas County	1%	0%	0%	0%	0%	1%

Note: EJ zone percentage includes only the EJ zone, not all of Lawrence
Source: Lawrence-Douglas County MPO (2017)

Goal:
Enhance Transportation options and choices for improved system performance.

Objective:
Enhance transit service, amenities and facilities.

ACCESS AND CHOICES



Unlinked Passenger Trips per Vehicle Revenue Hour for demand response & fixed route service

4

Desired Trend

T Lift

	Total Unlinked Passenger Trips	Total Vehicle Revenue Hours	Average Passenger per Revenue Hour
2013	60,418	29,391	2.06
2014	61,444	26,933	2.28
2015	79,364	37,419	2.12
2016	84,369	40,943	2.06

Source: Lawrence Transit (2017)

Fixed Route

	Total Unlinked Passenger Trips	Total Vehicle Revenue Hours	Average Passenger per Revenue Hour
2013	2,916,833	89,049	32.76
2014	3,025,738	90,514	33.43
2015	2,913,606	95,827	30.40
2016	3,282,422	105,996	30.97

Source: Lawrence Transit and KU on Wheels (2017)

Percentage of population with access within a ¼ mile to a bus stop for fixed route transit

5

Desired Trend

	2015 Population Estimate	Within a 1/4 mile of a Bus Stop	
Lawrence	95,096	66,820	70%
EJ Zone	50,627	44,359	88%

Note: EJ zone percentage includes only the EJ zone, not all of Lawrence
Source: 2015 Population Estimate and Lawrence Transit Stops 2016-17

MOBILITY AND PROSPERITY

Goal:
Efficient movement of people, goods, and freight.

Objective:
Implement strategies that address system performance & Improve reliability, capacity and competitiveness for regional freight.

6

Percent of the Person-Miles Traveled on the Interstate & Non-Interstate NHS That Are Reliable

	Interstate	Non-Interstate NHS*
2016	100.0%	97.0%
2017	100.0%	99.4%

Note: Inaccurate NHS designations - utilizes best available data.
Source: NPMRDS (2018)

Targets for Douglas County		
	Interstate	Non-Interstate NHS
2018	99.0%	99.0%
2019	99.0%	99.0%
2020	99.0%	99.0%
2021	99.0%	99.0%
2022	99.0%	99.0%

7

Average Travel Time to Work (Minutes)

Desired Trend

Entity	2013	2014	2015
Lawrence	18.4	18.9	19.2
Baldwin City	28.2	26.4	24.3
Eudora	26.5	27.4	26.6
Lecompton	26.6	26.0	25.5
Douglas County	20.1	20.3	20.4

Source: ACS 5-year estimates (S0801)

8

Truck Travel Time Reliability (TTTR) Index on the Interstate system

	Interstate
2016	1.07
2017	1.07

Note: Inaccurate NHS designations - utilizes best available data.
Source: NPMRDS (2018)

Targets for Douglas County	
	Interstate
2018	1.07
2019	1.07
2020	1.07
2021	1.07
2022	1.07

Goal:
Prioritize preservation, safety, and security of the transportation network.

Objective:
Support projects and policies that improve safety and security.

PRESERVATION, SAFETY, AND SECURITY



Number of fatalities (All public roads) 9

Rolling Averages	Baldwin City	Eudora	Lawrence	Lecompton	Unincorporated Douglas County	Douglas County
2007-2011	0.0	0.0	3.2	0.0	4.4	7.6
2008-2012	0.0	0.0	3.6	0.0	5.2	8.8
2009-2013	0.0	0.0	3.0	0.0	4.2	7.2
2010-2014	0.0	0.0	2.2	0.0	5.2	7.4
2011-2015	0.0	0.0	1.8	0.0	6.4	8.2
2012-2016	0.0	0.0	1.6	0.0	5.6	7.4

Note: Includes vehicles, bicycle, and pedestrian crashes.
Source: KDOT (2017)

5-Yr Rolling Avg Targets for Douglas County	
2018	6.2
2019	5.8
2020	5.6

Rate of fatalities per 100 million VMT (All public roads) 10

Rolling Averages	Baldwin City	Eudora	Lawrence	Lecompton	Unincorporated Douglas County	Douglas County
2007-2011	0.0	0.0	0.8	0.0	0.9	0.8
2008-2012	0.0	0.0	0.9	0.0	1.0	0.9
2009-2013	0.0	0.0	0.7	0.0	0.8	0.8
2010-2014	0.0	0.0	0.5	0.0	1.0	0.8
2011-2015	0.0	0.0	0.4	0.0	1.2	0.8
2012-2016	0.0	0.0	0.4	0.0	1.1	0.8

Note: Includes vehicles, bicycle, and pedestrian crashes.
Source: KDOT (2017)

5-Yr Rolling Avg Targets for Douglas County	
2018	0.8
2019	0.8
2020	0.8

Number of serious injuries (All public roads) 11

Rolling Averages	Baldwin City	Eudora	Lawrence	Lecompton	Unincorporated Douglas County	Douglas County
2007-2011	0.6	2.2	35.2	0.0	27.0	65.0
2008-2012	0.6	2.6	31.6	0.0	24.6	59.4
2009-2013	0.6	2.6	27.8	0.0	23.4	54.4
2010-2014	0.6	1.8	26.0	0.0	21.8	50.2
2011-2015	0.6	0.8	22.0	0.0	18.8	42.2
2012-2016	0.0	0.4	20.0	0.0	15.4	35.8

Note: Includes vehicle, bicycle, and pedestrian crashes.
Source: KDOT (2017)

5-Yr Rolling Avg Targets for Douglas County	
2018	26.2
2019	25.0
2020	25.7

PRESERVATION, SAFETY, AND SECURITY

Goal:
Prioritize preservation, safety, and security of the transportation network.

Objective:
Support projects and policies that improve safety and security.

12 Rate of serious injuries per 100 million VMT (All public roads)

Rolling Averages	Baldwin City	Eudora	Lawrence	Lecompton	Unincorporated Douglas County	Douglas County
2007-2011	6.8	14.4	8.6	0.0	5.2	6.8
2008-2012	6.7	17.0	7.7	0.0	4.8	6.2
2009-2013	6.8	17.2	6.7	0.0	4.5	5.7
2010-2014	7.0	12.1	6.3	0.0	4.2	5.2
2011-2015	7.2	4.6	5.2	0.0	3.6	4.4
2012-2016	0.0	1.9	4.7	0.0	2.9	3.6

5-Yr Rolling Avg Targets for Douglas County	
2018	2.6
2019	2.4
2020	2.4

Note: Includes vehicle, bicycle, and pedestrian crashes.
Source: KDOT (2017)

13 Number of non-motorized fatalities and serious injuries (All public roads)

Rolling Averages	Baldwin City	Eudora	Lawrence	Lecompton	Douglas County Unincorporated	Douglas County
2007-2011	0.4	0.0	6.2	0.0	1.2	7.8
2008-2012	0.4	0.0	6.4	0.0	0.8	7.6
2009-2013	0.4	0.0	6.8	0.0	0.6	7.8
2010-2014	0.4	0.0	6.2	0.0	1.0	7.6
2011-2015	0.4	0.0	6.0	0.0	1.0	7.4
2012-2016	0.0	0.0	6.6	0.0	0.8	7.4

5-Yr Rolling Avg Targets for Douglas County	
2018	7.2
2019	7.1
2020	7.8

Source: KDOT (2017)

Goal:
Prioritize preservation, safety, and security of the transportation network.

Objective:
Preserve and enhance transportation infrastructure and assets.

PRESERVATION, SAFETY, AND SECURITY

Targets for Douglas County Good Condition	
2018	93.2%
2019	93.8%
2020	94.5%
2021	95.1%
2022	95.8%

Percentage of NHS bridges by deck area classified as in Good condition

14

	2012	2013	2014	2015	2016
KDOT	85.8%	88.9%	83.4%	83.6%	85.0%
Lawrence/Eudora	-	69.1%	69.1%	-	-
KTA	98.0%	99.3%	98.6%	98.6%	99.3%
Total	92.7%	94.7%	91.9%	92.2%	92.5%

Source: KDOT (2017)

Targets for Douglas County Poor Condition	
2018	0.0%
2019	0.0%
2020	0.0%
2021	0.0%
2022	0.0%

Percentage of NHS bridges by deck area classified as in Poor condition

14

	2012	2013	2014	2015	2016
KDOT	3.8%	0.5%	0.0%	0.0%	0.0%
Lawrence/Eudora	-	0.0%	0.0%	-	-
KTA	0.0%	0.0%	0.0%	0.0%	0.0%
Total	1.6%	0.2%	0.0%	0.0%	0.0%

Source: KDOT (2017)

Percentage of Non-NHS bridges by deck area classified as in Good condition

15

	2012	2013	2014	2015	2016
State Highway System	78.0%	79.4%	83.7%	88.4%	95.8%
Lawrence/Eudora	60.1%	62.8%	64.4%	65.6%	60.7%
County	79.1%	71.0%	68.6%	68.8%	79.9%
KTA	96.3%	96.3%	96.3%	96.3%	96.3%
Total	81.1%	75.7%	74.6%	75.9%	85.9%

Source: KDOT (2017)



Desired Trend

Percentage of Non-NHS bridges by deck area classified as in Poor condition

15

	2012	2013	2014	2015	2016
State Highway System	6.8%	5.2%	0.0%	0.0%	0.0%
Lawrence/Eudora	0.0%	0.0%	0.0%	0.0%	0.0%
County	0.1%	0.1%	0.2%	0.2%	0.0%
KTA	0.0%	3.7%	3.7%	3.7%	3.7%
Total	1.0%	1.3%	0.7%	0.7%	0.4%

Source: KDOT (2017)



Desired Trend

The federal government is moving towards evaluating bridges, utilizing a new metric that includes the deck, superstructure, and substructure. The rating is then weighted based on the deck area.

PRESERVATION, SAFETY, AND SECURITY

Goal:
Prioritize preservation, safety, and security of the transportation network.

Objective:
Preserve and enhance transportation infrastructure and assets.

16

Desired Trend

Percentage of non-revenue and revenue vehicles met or exceeded their Useful Life Benchmark (ULB)

Category	Class	ULB	Ku on Wheels (15-YR ULB)	Lawrence Transit	Other Human Service Providers	% of Vehicles at or Exceeding ULB	L-DC MPO Target
Revenue Vehicles	Full-sized bus	14	53%	0%	-	34%	25%
	Cutaway bus	10	-	30%	33%	32%	25%
	Van	8	-	-	29%	27%	25%
	Minivan	8	-	-	36%	33%	25%
Non-Revenue Vehicles	Minivan	8	-	-	0%	0%	75%
	SUV	8	-	-	100%	100%	75%
	Automobile	8		100%	67%	75%	75%

Note: Target is to meet or exceeded FTA Useful Life Benchmark (ULB). Targets set in the State TAM Plan are used for federal reporting. The L-DC MPO Target are for local planning purposes only.
Source: Lawrence Transit, KU on Wheels, Other Human Service Providers (2017)

Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model (TERM) scale

17

There are no federally funded facilities.

Goal:
Prioritize preservation, safety, and security of the transportation network.

Objective:
Preserve and enhance transportation infrastructure and assets.

PRESERVATION, SAFETY, AND SECURITY

Percentage of pavements of the Interstate System in Good and Poor condition

18

Targets for Douglas County Interstate		
	Good	Poor
2018	96.0%	0.0%
2019	96.0%	0.0%
2020	96.0%	0.0%
2021	96.0%	0.0%
2022	96.0%	0.0%

	Good	Poor
2016	76.4%	0.0%
2017	96.0%	0.0%

Source: KDOT (2018)

Percentage of pavements of the non-Interstate NHS in Good and Poor condition

19

Targets for Douglas County Non-Interstate NHS		
	Good	Poor
2018	58.0%	3.0%
2019	58.0%	3.0%
2020	58.0%	3.0%
2021	58.0%	3.0%
2022	58.0%	3.0%

	Good	Poor
2016	58.1%	4.3%
2017	58.5%	2.6%

Source: KDOT (2018)

Percentage of pavement of non-NHS major roads (collector and above) in Good & Poor condition

20

Desired Trend for Good

Desired Trend for Poor

Lawrence						
	PCI Rating	2012	2013	2014	2015	2016
Arterial	Good (>= 65)	70.50%	66.51%	68.06%	71.64%	66.75%
	Poor (< 65)	29.50%	33.49%	31.94%	28.36%	33.25%
Collector	Good (>= 60)	76.43%	75.84%	78.22%	80.92%	79.40%
	Poor (< 60)	23.57%	24.16%	21.78%	19.08%	20.60%

Source: Lawrence (2017)

Douglas County						Eudora	
PCI Rating	2012	2013	2014	2015	2016	PCI Rating	2016
Good (>= 80)	53.08%	57.91%	63.46%	74.02%	87.72%	Good (>= 6)	78.30%
Fair (60 - 79.9)	45.14%	41.73%	33.98%	25.98%	12.28%	Poor (< 6)	21.70%
Poor (< 59.9)	1.78%	0.36%	2.56%	0.00%	0.00%	Source: Eudora (2017)	

Source: Douglas County (2017)

SUSTAIN AND ENHANCE



Goal:
Minimize adverse social, economic, and environmental impacts created by transportation.

Objectives:
Promote density to reduce transportation costs & Reduce environmental impacts of transportation.

21



Desired Trend

Percentage Change in Density of Urban Area

	2014	2015	2016
Eudora	NA	3.37	3.32
Lawrence	4.16	4.22	4.28

Source: Lawrence-Douglas County GIS (2017)

22



Desired Trend

Average cost of transportation per household

Annual Household Income: $50,939
15% of Income for Transportation = Affordable: $7,641

	Total Annual Transportation Costs	Annual Transportation Costs % Over Affordable
Lawrence	$11,728	153%
Eudora	$13,649	179%
Baldwin City	$13,806	181%
Lecompton	$15,344	201%
Douglas County	$12,475	163%

Transportation costs are considered affordable if they are 15% or less of household income; This calculation used gas priced at $2.50 and Regional Typical Household Characteristics.

Source: https://htaindex.cnt.org/total-driving-costs

Low-density land use increases vehicle use and reduces the viability of other modes of travel. Therefore, transportation costs are reduced by promoting density.

23



Desired Trend

Daily Vehicles Miles Traveled (VMT) per Capita

	Baldwin City	Eudora	Lawrence	Lecompton	Unincorporated Douglas County	Douglas County
2010	5.70	6.58	12.84	7.47	118.46	23.52
2011	5.51	6.55	12.73	7.93	118.73	23.34
2012	5.26	6.85	12.86	8.23	122.06	23.74
2013	4.67	6.58	12.35	3.33	115.75	22.58
2014	4.72	6.21	12.28	11.22	116.45	22.56
2015	4.76	11.98	12.69	2.92	115.26	23.03
2016	5.36	13.57	12.94	3.50	121.53	23.89

Source: KDOT (2017) and US Census (2017)

24

Percentage of sensitive lands (e.g., parkland, habitat, wetlands) allocated within public rights-of-way

	2017
Douglas County right-of-way Sensitive Lands	4%

Source: Lawrence GIS (August 2017)

Goal:
Minimize adverse social, economic, and environmental impacts created by transportation.

Objective:
Reduce single occupancy vehicle trips.

SUSTAIN AND ENHANCE



Percentage of single occupancy vehicles

25



Desired Trend

Entity	2013	2014	2015
Lawrence	74.6%	74.3%	75.4%
Baldwin City	72.1%	75.4%	74.8%
Eudora	86.5%	89.0%	89.3%
Lecompton	81.2%	93.4%	92.1%
Douglas County	75.9%	76.4%	76.8%

Source: ACS 5-year estimates (S0801)

Gas costs are only a fraction of total driving costs. Car maintenance and use combine for the true cost of car ownership.

Percentage of mode choice

26



Desired Trend for Drove Alone

2013	Drove Alone	Carpooled	Bus	Walked	Biked	Taxicab, Motorcycle or Other
Lawrence	74.6%	10.7%	2.3%	6.0%	1.6%	0.8%
Baldwin City	72.1%	16.5%	0.0%	4.9%	0.2%	2.2%
Eudora	86.5%	8.0%	0.0%	2.6%	0.0%	2.7%
Lecompton	81.2%	10.6%	0.0%	1.0%	0.0%	0.0%
Douglas County	75.9%	10.7%	1.9%	5.2%	1.4%	0.9%

2014	Drove Alone	Carpooled	Bus	Walked	Biked	Taxicab, Motorcycle or Other
Lawrence	74.3%	10.9%	2.4%	6.1%	1.3%	0.8%
Baldwin City	75.4%	12.3%	0.0%	4.5%	0.1%	2.4%
Eudora	89.0%	6.0%	0.0%	3.0%	0.0%	0.6%
Lecompton	93.4%	4.9%	0.0%	0.0%	0.0%	1.0%
Douglas County	76.4%	10.5%	2.0%	5.3%	1.0%	0.8%

2015	Drove Alone	Carpooled	Bus	Walked	Biked	Taxicab, Motorcycle or Other
Lawrence	75.4%	10.7%	2.4%	5.7%	1.0%	0.8%
Baldwin City	74.8%	12.0%	0.0%	5.4%	0.1%	2.1%
Eudora	89.3%	5.5%	0.0%	3.3%	0.0%	0.5%
Lecompton	92.1%	5.9%	0.0%	0.0%	0.0%	0.7%
Douglas County	76.8%	10.2%	2.0%	5.1%	0.9%	0.8%

Source: ACS 5-year estimates (S0801)

Transportation 2040



T2040 is the blueprint for our future transportation system. It is a vision for a healthy, safe, and efficient transportation system, which adequately serves Lawrence, Eudora, Baldwin City, Lecompton, and unincorporated areas of Douglas County.

T2040 sets regional goals and improvement recommendations for all modes of transportation (automobile, public transit, bicycle, pedestrian, etc.) to meet the region's future transportation needs through 2040. The plan unites all adopted modal plans (ex. Countywide Bikeway Plan and the Regional Pedestrian Plan) by incorporating them into a single regional transportation vision. Financial resources to implement this plan are also identified, ensuring it is financially realistic and projects selected for implementation can be afforded.

T2040 is a data-driven, performance based plan meeting the Federal Fixing America's Surface Transportation (FAST) Act requirements. It utilizes infrastructure condition and inventories, assessing performance trends, and setting performance measures. The plan includes 26 performance measures: 12 federally mandated and 14 community established.

T2040 was adopted by the Lawrence-Douglas County MPO Policy Board on March 15, 2018 after a year and a half long planning process.

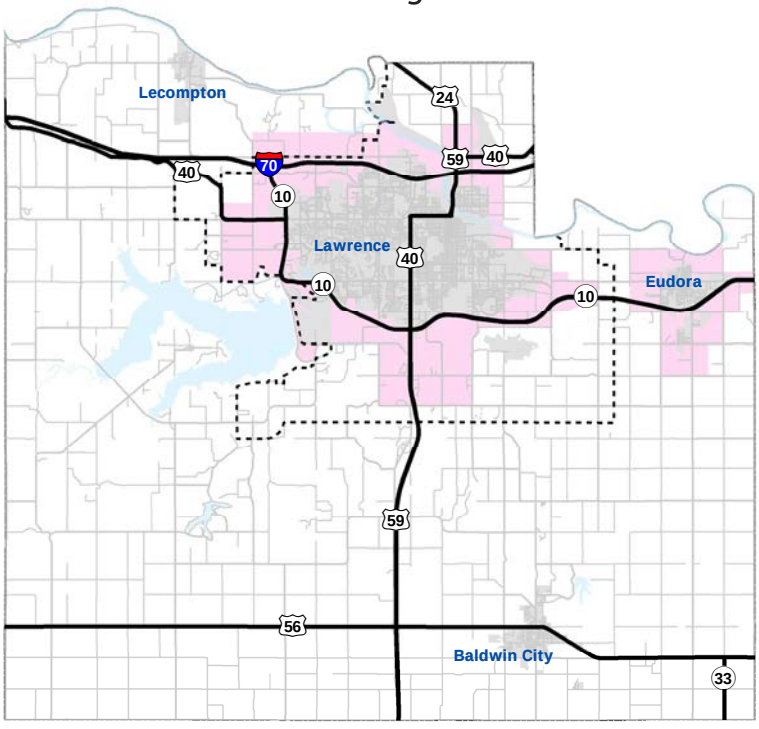
Lawrence-Douglas County Metropolitan Planning Organization (MPO)

Because transportation issues extend beyond city limits the Lawrence-Douglas County MPO serves all of Douglas County, including Baldwin City, Eudora, Lawrence, and Lecompton. The MPO brings together residents, local governments, state and federal departments of transportation, and other interested parties creating policies and developing plans reflecting our community's transportation vision.

What is a MPO?

A MPO is a federally funded transportation policy-making organization responsible for providing a comprehensive, cooperative, and continuous transportation planning process for urbanized areas with 50,000 or more people.

Planning Area



Source: Lawrence-Douglas County MPO (2018)
Produced: Lawrence-Douglas County MPO (2018)

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Public engagement by the numbers

1.5	36	38	9	1,600+
Years	Stakeholder Interviews	Mobile Meetings	Open Houses	Survey Responses

Community input led to the transportation vision and priorities. The community desires more transportation choices, better transportation networks, improved transit frequency, safety improvements for all users, and improvements to existing conditions of sidewalks, roadway and bicycle networks. The goals and objectives of T2040 reflect this transportation vision.



Existing conditions and identified needs

Regional land use and development patterns provide insights into the community's economic health, environmental sustainability, and transportation needs. Land use impacts travel demand; higher intensity land uses generate more trips on the transportation networks. Travel demand guides necessary transportation investments.

The region is comprised of many forms of transportation including non-motorized (bicycle and pedestrian), transit, road and bridge, and freight.



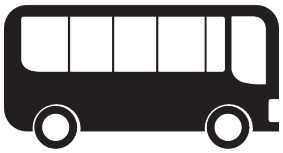
Estimates	Population	Employment
2016	119,891	62,045
2040	161,935	81,985



Bicycle
16 miles of bike lanes, 43 miles of bike routes, 5 miles of shared lane markings, 50 miles of shared use path throughout the county



Pedestrian
428 miles of sidewalk, 8,798 curb ramps throughout the county



Transit
Over 3 million fixed route riders in 2016 throughout Lawrence on the combined Lawrence Transit/KU on Wheels system



Road & Bridge
1,463 roadway centerline miles, 293 bridges throughout the county

Planned and Identified Needs

	Estimated Need	Entity	Description
People who bicycle	$31,209,926	Countywide	Bicycle infrastructure
	$2,397,000	Lawrence	Identified programmed bikeway projects
People who walk	$4,770,810	Countywide	Sidewalk maintenance on the priority network
	$14,776,590	Countywide	Sidewalk installation on both sides of the street on the priority network
	$2,497,000	Countywide	Sidewalk installation on one side of the street on the priority network
	$4,428,000	Countywide	Repair or construct ADA curb ramps
	$533,000	Lawrence	Identified programmed pedestrian projects
People who ride transit	$193,282,400	Lawrence	24 yrs of $6.75 million annual Lawrence Transit operations at current level of service
	$14,315,500	Lawrence	24 yrs of $500,000 annual Lawrence Transit night service operations
	$28,634,500	Lawrence	24 yrs of $1 million annual Lawrence Transit Sunday service operations
	$86,400,000	Lawrence	24 yrs of $3.6 million annual KU on Wheels operations
	$5,000,000	Lawrence	Bus transfer hub development
	$4,000,000	Lawrence	Transit technology for Lawrence Transit/KU on Wheels
	$12,000,000	Lawrence	Lawrence Transit vehicle replacement
	$37,223,700	Lawrence	KU on Wheels vehicle replacement
	$21,781,600	Countywide	24 yrs of $760,700 annual other human service transportation providers operations & capital expenses
People who drive	$480,000	Lawrence	Currently identified and approved unfunded traffic calming
	$15,167,065	Lawrence	Minor/major pavement rehabilitation (improve 55-65 PCI to ideal 100 PCI)
	$30,020,683	Lawrence	Pavement preservation work (improve 66-85 PCI to ideal 100 PCI)
	$35,000,000	Lawrence	Intelligent Transportation Systems (ITS) implementation
	$2,700,000	Countywide	Replace 4 functionally obsolete bridges
	$1,102,216,405	Countywide	Identified programmed roadway projects
	$98,719,242	Countywide	Identified illustrative roadway projects
Total	$1,747,553,421		

Note: Transit operations includes a 1.5% annual inflation rate. These estimates are not exclusive, but have been identified in the planning process.
Source: Lawrence-Douglas County MPO (2017), Regional Pedestrian Plan (2016), Countywide Bikeway System Plan (2014), Lawrence Transit (2017), and Lawrence Public Works Department (2017)



Access & Choices

Goal

Enhance transportation options and choices for improved system performance

Objectives

- Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations
- Enhance transit service, amenities and facilities

Strategies

- Continue deployment transit amenities (shelters, benches, real time information, etc.) based on the Transit Amenities Policy
- Coordinate land use and transportation planning to reduce transportation costs and develop land that encourages multimodal transportation through coordinated review of land use plans
- Develop tools to educate and encourage trips by walking through programs like wayfinding signage or open streets events
- Ensure the multimodal networks provide access to employment and commercial opportunities
- Implement existing plans:
    - Bus Transfer Location Analysis
    - Coordinated Public Transit-Human Services Transportation Plan (CPT-HTSP)
    - Countywide Bikeway Plan and Regional Pedestrian Plan
    - Safe Routes to School program
    - Transit Comprehensive Operations Analysis (COA)
- Develop in accordance with the Major Thoroughfares map including improving East/West connections throughout Lawrence
- Improve multimodal facilities and amenities to improve connections between modes
- Integrate multimodal elements in project planning, design, construction, and maintenance, consistent with the Complete Streets Policy
- Plan and implement an Americans with Disabilities Act (ADA) Transition Plan to reduce barriers to access
- Prioritize bicycle and pedestrian improvements based on plan priorities
- Provide meaningful public involvement in the transportation planning process.
- Track and measure progress of infrastructure, amenities, and programming related to bikeability and walkability.

Performance Measures

1. Percentage of people who have access within a ¼ mile to the bikeway network
2. Percentage of public streets with sidewalks on at least one side
3. Percentage of public streets with bikeway network
4. Unlinked Passenger Trips per Vehicle Revenue Hour for demand response and fixed route service
5. Percentage of population with access within a ¼ mile to a bus stop for fixed route transit



Mobility & Prosperity

Goal

Efficient movement of people, goods, and freight

Objectives

- Implement strategies that address system performance
- Improve reliability, capacity and competitiveness for regional freight

Strategies

- Deploy technology and other alternative strategies to relieve congestion
- Encourage safe and efficient traveling through the multimodal networks
- Establish a Right of Way management process that reduces the impacts to mobility
- Expand intercity and commuter transit options based on demand
- Implement relevant portions of the Statewide Freight Plan
- Implement the 10-Year Parking Operations and Development Plan
- Implement the Regional Intelligent Transportation System Strategic Deployment Plan strategies to maximize network capacity and improve efficiencies
- Plan and implement citywide multimodal wayfinding
- Revise and strengthen Traffic Impact Study requirements to include multimodal analysis
- Strengthen and implement access management for all users
- Improve project development processes between local, regional, state and federal agencies to reduce costs and increase project delivery time.

Performance Measures

6. *Percent of the person-miles traveled on the Interstate and Non-Instate NHS that are reliable
7. Average commute times

Note: See Chapter 6 for detailed strategies and Appendix F for the System Performance Report. * indicates a federally required performance measure.



Preservation, Safety, & Security

Goal

Prioritize preservation, safety, and security of the transportation network

Objectives

- Support projects and policies that improve safety and security
- Preserve and enhance transportation infrastructure and assets

Strategies

- At a minimum maintain existing conditions
- Continue a transparent and coordinated transportation planning process that encourages participation and performance based planning
- Design and build roadways for the safety of all users
- Design or retrofit collector and local streets for the safety of all users
- Enhance multimodal friendliness and minimize crashes and injuries of bicyclists through design
- Facilitate, develop, and distribute safety education programming/materials for all users
- Maintain an inventory of transportation infrastructure and assets and track transportation system performance
- Maintain and improve roadway pavement and bridge conditions
- Maintain and improve bikeway networks conditions
- Prioritize crash (vehicle and non-motorized) hot spots for safety improvements
- Maintain and improve the existing pedestrian networks conditions and enforce sidewalk repair policy or establish a sidewalk maintenance program
- Use traffic calming to improve safety and implement a traffic safety campaign

Performance Measures

9. *Number of fatalities
10. *Rate of fatalities per 100 million VMT
11. *Number of serious injuries
12. *Rate of serious injuries per 100 million VMT
13. *Number of non-motorized fatalities & non-motorized serious injuries
14/15. *Percentage of NHS & Non-NHS bridges by deck area classified as in Good and Poor condition
16. *Percentage of revenue and non-revenue vehicles met or exceeded their Useful Life Benchmark
17. *Percentage of assets with a condition rating below 3 on the FTA Transit Economic Requirements Model scale
18/19. *Percentage of pavements of the Interstate System & Non-Interstate NHS in Good and Poor condition
20. Percentage of pavement of non-NHS major roads (collector and above) in Good and Poor condition



Sustain & Enhance

Goal

Minimize adverse social, economic, and environmental impacts created by transportation

Objectives

- Promote density to reduce transportation costs
- Reduce environmental impacts of transportation
- Reduce single occupancy vehicle trips

Strategies

- Continue to follow emerging technologies and market driven transportation (automatic vehicles, electric vehicles, rideshare)
- Coordinate decision making to balance land use and environmental impacts
- Employ site design requirements that encourage pedestrian travel and non-single occupancy vehicle trips
- Explore alternative transit energy sources
- Explore transit operations and technologies that minimize environmental impacts
- Implement Travel Demand Management (TDM) strategies to reduce single occupancy vehicle trips
- Incorporate and evaluate the distribution and impacts of transportation programs, projects, and services

Performance Measures

21. Percentage change in density of urban area
22. Average cost of transportation per household
23. Daily Vehicles Miles Traveled (VMT) per Capita
24. Percentage of sensitive lands
25. Percentage of single occupancy vehicles
26. Percentage of mode choice

Note: See Chapter 6 for detailed strategies and Appendix F for the System Performance Report. * indicates a federally required performance measure.

Funding

T2040 includes a financial analysis demonstrating how the plan can be implemented with available resources. The plan places a high priority on Operations and Maintenance (O&M) and preservation of the existing transportation system; therefore, the plan subtracts the O&M expenses "off the top" from the available revenue before projects are selected.

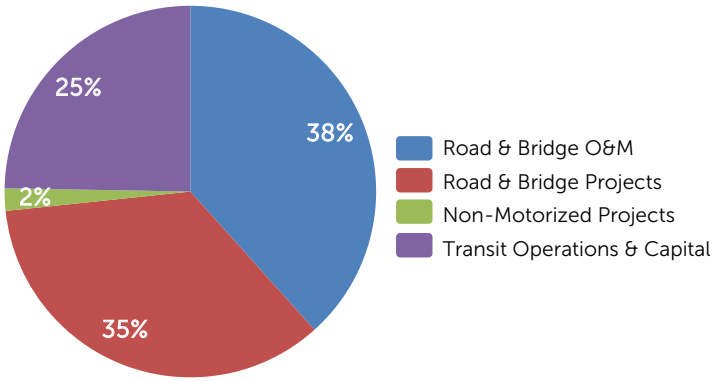
This financial analysis sets funding priorities for three separate categories: non-motorized, transit, and road and bridge. Each category includes an analysis of historical revenues, historical O&M expenditures, and projections based on the historic values adjusted for inflation.



T2040 projects $1.503 billion in funding for transportation O&M and projects addressing transportation needs throughout Douglas County between 2017 and 2040. Road & bridge O&M accounts for the largest percentage of funding programmed in this plan displaying the community's commitment to preserve our existing transportation network.

Projected Transportation Revenues 2017-2040

Road & Bridge O&M	$576,441,148
Road & Bridge Projects	$525,775,257
Non-Motorized Projects	$29,251,069
Transit Operations & Capital	$371,532,800
Total	$1,503,000,274

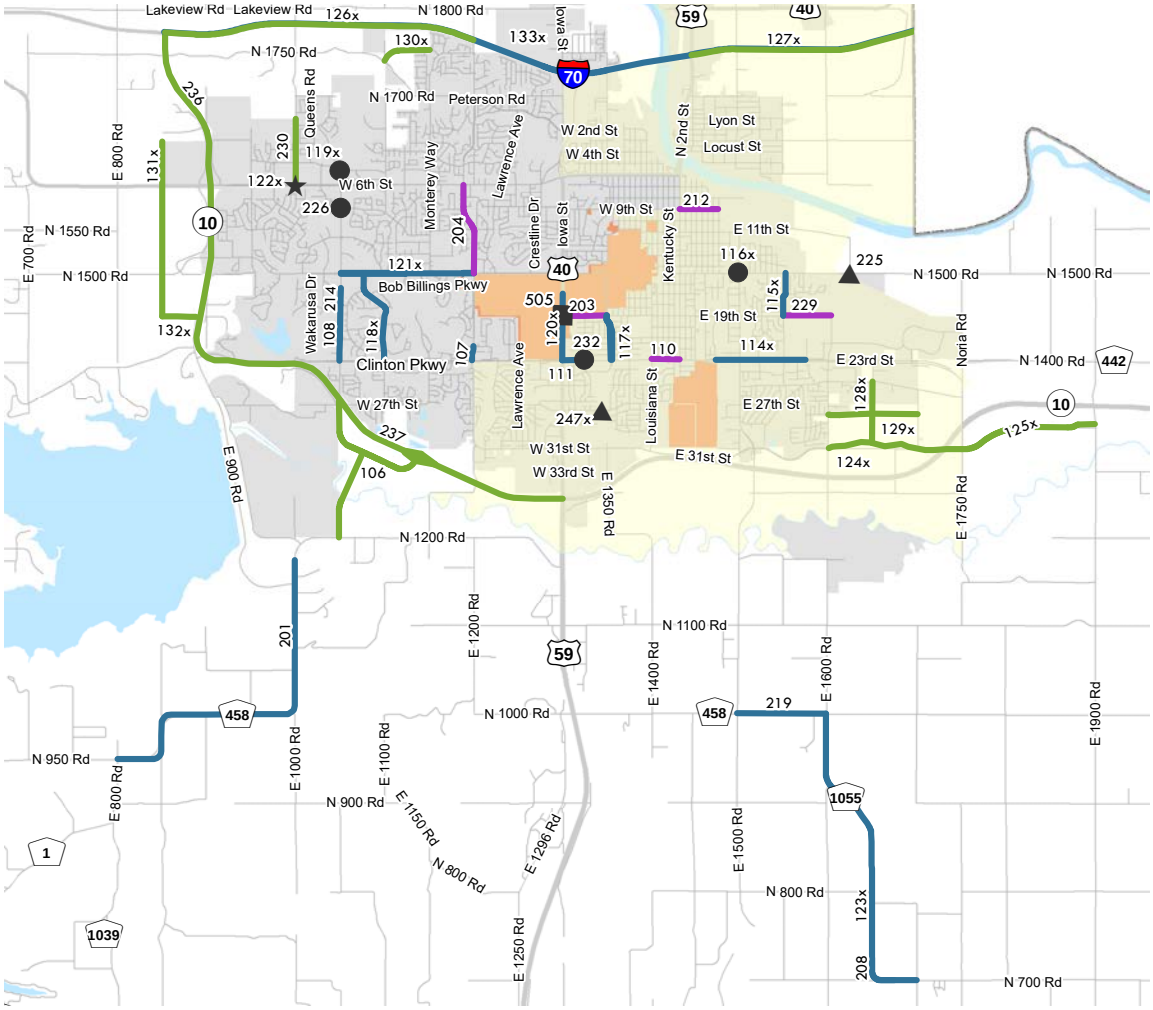


Prioritizing transportation needs

Our transportation needs ($1.7 billion) exceed the anticipated available funding for transportation projects ($1.5 billion). The following factors were used to evaluate transportation needs and in selecting projects:

- Outputs from the travel demand model forecasting daily traffic volumes testing the potential effects of roadway projects.
- Plan 2040 (the comprehensive plan for Lawrence and unincorporated Douglas County) and transportation mode specific plans to understand transportation improvements that coordinate with land use and development.
- Input and feedback from residents, stakeholders, and local governments to understand project preferences.

Regional Mapped Projects



Source: Lawrence-Douglas County MPO (2017)
Produced: Lawrence-Douglas County MPO (2017)

Note: Project 243 (US-56: Eisenhower St to 1st St) is located in Baldwin City and outside the frame of this map.

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106 - Wakarusa Drive Extension

107 - Kasold Reconstruction (Clinton Pkwy to HyVee)

108 - Wakarusa Drive Reconstruction (18th to Clinton Pkwy)

110 - W 23rd Street 2-Way Left Turn Lane (Louisiana St to Massachusetts St)

111 - 23rd Street Resurfacing (Iowa St to Ousdahl Rd)

201 - Route 458 3-R Improvements (E 800 Rd. and N 1175 Rd.)

203 - 19th St. Reconstruction (Naismith Dr. to Iowa St.)

204 - Kasold Dr. (W. 6th St. to Bob Billings Pkwy.)

208 - Route 1055 at North 700 Curve

212 - 9th St. Reconstruction (Massachusetts St. to Delaware St.)

214 - Wakarusa Dr. Reconstruction (South)

219 - Route 458 Improvements (E 1500 Rd. to E 1600 Rd.)

225 - Culvert 1500-1624 Replacement

226 - Harvard Rd & Wakarusa Dr Roundabout

229 - 19th St. Reconstruction (O'Connell Rd. to Harper St.)

230 - Queens Rd. (W. 6th St to North City Limits)

232 - W 23rd St & Ousdahl Rd Intersection

236 - K-10/South Lawrence Trfwy West Leg (KA-3634-02)

237 - K-10/South Lawrence Trfwy West Leg (KA-3634-03)

243 - US-56 Improvements from Eisenhower St. to 1st St.

505 - 19th St. & Iowa St. Pedestrian and Bicycle Underpass

114x - 23rd St (Haskell Bridge to FF St)

115x - Harper St (15th to 19th St)

116x - 15th & Haskell Intersection

117x - Naismith Dr (19th to 23rd St)

118x - Inverness Dr (Bob Billings Pkwy to Clinton Pkwy)

119x - Overland & Wakarusa Intersection

120x - Iowa St. (Irving Hill to 23rd St.)

121x - Bob Billings Pkwy. (Kasold Dr. to Wakarusa Dr.)

122x - 6th St & Queens Rd Intersection: New Traffic Signal

123x - Route 1055 3-R Improvements (Vinland to Rte. 458)

124x - 31st St. Extension (O'Connell Rd. to Noria Rd.)

125x - 31st St. Extension (Noria Rd./E 1750 Rd. to Rte. 1057/E 1900 Rd.)

126x - I-70/Kansas Turnpike Widening to 6 Lanes (K10/ Lecompton Interchange E - MM197 to MM201)

127x - I-70/Kansas Turnpike Widening to 6 Lanes (Eastern Interchange - MM204 - to DG/LV Line - MM 206)

128x - Franklin Rd. Extension (E 25th. St to E 31st St.)

129x - E 28th St. Extension (O'Connell Rd. to E 1700 Rd.)

130x - Hunters Hill Dr. Extension (Hill Song Cir. to N 1750 Rd.)

131x - E 850 Rd. Construction (Future N 1650 Rd. to Future N 1457 Rd.)

132x - N 1457 Rd. Construction (E 900 Rd to E 850 Rd)

133x - I-70/Kansas Turnpike Surfacing (K10/Lecompton Interchange E - MM 197 to to DG/LV Line - MM 206)

247x - 27th St Bridge @ Naismith Valley Park

Environmental justice and environmental mitigation evaluation

Desired transportation investment priorities were evaluated to ensure they are not disproportionately affecting the environmental justice (EJ) populations (minority and/or low-income populations) and the environment. 19 mapped investment priorities are located within the EJ zone. 6 projects include a multimodal aspect, whether it is bike lanes, sidewalk, shared use path or a pedestrian/bicycle underpass. Unprogrammed, non-motorized funding will be spent on projects not included in the EJ analysis, but that continue to improve access, mobility, and safety for bicyclists and pedestrians.

54% of the mapped project investments are in the EJ zone. Transit access (households living within a ¼ mile of a bus stop), zero vehicle households, and easy access to the bikeway network (live within a ¼ mile of the network) in the EJ zone were reviewed to determine if there are any disparate or adverse impacts resulting from transit services included in T2040.

The environmental impacts of the road and bridge projects were evaluated based on their potential infringement on floodplains, wetlands, threatened and endangered species, historic resources, or other environmentally sensitive areas. A deeper evaluation of potential environmental impacts will be conducted by local governments as projects are designed and implemented.

Next steps

Local governments will implement the multimodal projects and strategies. KDOT will use T2040 to guide future investment priorities within Douglas County when developing its statewide transportation program.

The MPO staff will conduct annual performance reporting to track progress towards meeting our goals and can be found in Appendix F.

T2040 will be updated every 5 years assuring it remains relevant for our region. The plan will be updated or amended by 2023 to reflect completed projects or changes in priorities.

For more information

- Visit our website: www.lawrenceks.org/mpo
- Email us: mpo@lawrenceks.org
- Sign up to receive email updates: www.lawrenceks.org/subscriptions (Transportation Planning List)

LAWRENCE - DOUGLAS COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

From: JoAnn F <sepiaspirit@hotmail.com>
Sent: Sunday, November 4, 2018 5:02 PM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: Please IMPROVE Horizon 2040

To the Planning Commission:

I have some concerns about the new Horizon 2040 plan.

Before we bought land to build a home in rural Douglas County, I met with staff in the planning department to see what might be planned in terms of development that could impact the area we wanted to buy and build on and we counted on clear, specific and detailed plans laid out in Horizon 2020 to inform the biggest investment most of us ever make.

Several years later, I came to further appreciate just how important these long term planning documents are when Lawrence developers sought to island annex and then zone heavy industrial, a parcel of land near my home in rural Douglas county. The developers sought to do this, even though it was actually outside the planned area of growth as outlined in H2020 and they very nearly got away with this.

Had they been successful THEY ALONE would have altered the direction of growth in the county in a way that would have diverted resources from things that made much more long term sense for the county as a whole, while costing taxpayers a lot-- not to mention this would have been extremely unjust to those who already built homes and would have seen their value plummet.

Given the new Kansas Law that seeks to dis-empower residents trying to protect their property value and quality of life from large animal confinement operations setting up next door, (The "tyson Law") which also makes it easier for such operations to unfairly use egregious amounts of limited resources like water, while forcing taxpayers to subsidize extra infrastructure and services that become necessary as a result, while contaminating and dirtying the air, water and soil, it is even more important than ever before, that Horizon 2040 contain extremely detailed, specific, and forward thinking measures to help our community have the best chance of having a livable, just place for those who have already moved here...or those considering moving here -- who want a safe healthy home and assurances that the largest investment they may ever make, won't take a huge economic hit, because a CAFO suddenly came to town.

The 2040 plan appears to have only a fraction of the details spelled out in H2020...when it is more important than ever, that the environmental section be EXPANDED.

Please make sure H2040 has extremely detailed goals articulated that will protect streams, forests, air quality, prevent noise, air and light pollution in rural residential neighborhoods. Encourage conservation of all natural resources, encourage home gardening and local organic plant-farming and use of native plant species for restoration and landscaping, reduce erosion -- and whatever other things help to make places livable and loved by those who actually live there and raise families.

Also --- even if some details as I request may be located in other sections, I urge you to ALSO have these things spelled out in the environment section as that will be the most user friendly and accessible to citizens seeking to understand the goals and scope.

Thank you,
JoAnn Farb

November 5, 2018

Memorandum

To: Lawrence/Douglas County Metropolitan Planning Commission
From: Douglas County Heritage Conservation Council
Cathy Dwigans (Chair), Lindsay Crick (Vice-Chair), Michael Delaney, Shelley Hickman-Clark, Kimberly Mahanna-Bellemere, Julia Manglitz, Douglas McKean
Re: **Plan 2040: A Comprehensive Plan for Unincorporated Douglas County and the City of Lawrence**

The members of the Douglas County Heritage Conservation Council have reviewed the August 2018 Draft of Plan 2040, particularly Chapter 6, Natural Resources, and Chapter 7, Community Resources.

The Heritage Conservation Council (HCC) was established by the Douglas County Board of Commissioners in 2011 (Resolution No. 11-19), with authority and responsibilities set forth in the Douglas County Heritage Conservation Plan (HR-13-11-4). The purposes of the Heritage Conservation Plan are to:

(A) Ensure the conservation of the County's natural and cultural resources.
(B) Identify, conserve and promote the County's natural resources, prehistoric, historic and cultural heritage through ongoing surveys and studies of natural and cultural heritage resources.
(C) Implement the strategies and goals contained in Chapter 11 of Horizon 2020 for the protection, development and utilization of historic resources.
(D) Foster civic pride and promote tourism, particularly as related to the natural resources, pre-settlement history, settlement history, and the themes encompassed in Freedom's Frontier National Heritage area.
(E) Work in concert with the State Historic Preservation Officer and observe the State Preservation Act, contained at K.S.A. 75-2701 et seq., as amended.
(F) Support education programs to increase public awareness of and support for the County's historic environment.

As part of the Heritage Conservation Plan, the HCC is responsible for complying with all requirements of the State Historic Preservation Officer to maintain its status as a Certified Local Government.

To further the purposes of the Heritage Conservation Plan, we believe the Douglas County Heritage Conservation Council should be included as an advisory board for Chapter 6, Natural Resources, and Chapter 7, Community Resources, A. Historic Resources and B. Parks, Recreation and Open Space. The HCC also should be notified of other activities governed by Plan 2040 and affecting natural and cultural resources in unincorporated Douglas County.

Thank you for your consideration of these changes.

Cc: Jan Shupert-Arick, Heritage Coordinator, Douglas County

From: Thad Holcombe <tjholcombe@gmail.com>
Sent: Tuesday, November 6, 2018 4:23 PM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: Submission of Comments regarding 2040 Comprehensive Plan

To: Planning Commission
From: Thad Holcombe
Moderator for LETUS (Lawrence Ecology Teams United in Solidarity - an interfaith network of eight "green" teams representing Muslim, Jewish, Catholic,Protestant faith communities)Lawrence faith communities

I will be elaborating my request for amendments when presenting at either November or December dates established for public comment. I do want to express appreciation for the time, effort, and expertise demonstrated in the 2040 Comprehensive Plan. I will be asking that the Commission consider re-visiting the 2020 Comprehensive Plan. particularly the Environment section. My remarks will focus on rationale for the Commission to consider replacing the 2040 chapter on Environment and section on land, with an amended version of the 2020 Overview on the Environment and Land Resource and Management.

Briefly, my reasons for such an amendment are as follows:

+ The context for a Comprehensive Plan would be strengthened by affirming priority being given to the natural environment as having integral value and not "resource".

+ The Environment Overview is especially relevant given our present need to address the consequences of climate change.

+ The Environment Overview, as amended, provides a more substantial basis for making decisions that effect the land, water and air. Granted, it does ask the reader to spend more time and effort, but the importance of understanding why land, air and water have intrinsic value and not simple "commodities" may begin re-consideation of the way predominant culture has neglected such an affirmation.

+ My request is based on science as well as philosophical and theological rationale.

+ Moving the Environment Section to be in first part of Comprehensive Plan sends a message that the environment is important.

CHAPTER SIXTEEN - ENVIRONMENT

"The care of the earth is the most ancient and most worthy, and after all our most pleasing responsibility. To cherish what remains of it and to foster its renewal is our only hope."
- Wendell Berry -

OVERVIEW
Douglas County has a rich and valuable heritage that is characterized by a variety of environmental and natural conditions. Prairies, rivers, forests, wetlands, agricultural soils, and other natural features provide scenic beauty, recreation, natural habitats, flood protection, and opportunities for interpretation, appreciation, and education.
Protecting and enhancing Douglas County's environment, including its built environment, is the focus of this chapter. A livable community must first of all give the protection of the natural environment as first priority. If not, there is the risk of the land, water and air becoming simply "resources" and treated as commodities to be traded. The built environment that is developed is therefore secondary to protecting and enhancing the natural conditions described. The recommendations are intended to foster a healthy environment that contributes to a a livable community for all species of life. This concept provides a more comprehensive understanding of sustainability that was stated as the goal

of Horizon 2020 (see Chapter 1): "We will strive to ensure the sustainability of our physical environment, both natural and built, the health of our economy and the efficient and effective functioning of our community."
Environmental quality and the built environment can be at odds if if the physical environment is given priority in planning. Appropriate use of natural "resources" with this understanding can mitigate unnecessary negative effect on natural environment, thus practicing sustainability in practical way that encourages a quality of life for all, including. Douglas County residents. Protection and preservation of natural environment is an important component in planning for growth and development in Douglas County since all development activities create some level of impact on the air, water and land mentioned in this chapter. While land development is important to economic vitality, land, water and air and climate protection are increasingly recognized as equally important to the health and vitality of the community and must be protected for future generations. The responsible way to achieve the mutual goals of environmental protection and planned growth is to develop in a sustainable manner, one that is capable of being continued with minimal long term effects on the environment.

There are already a few programs in place that aim to achieve some of the sustainability goals of this chapter, such as the county-wide ECO_2 program which is a tool used to promote the dual goal of open space preservation and economic development. The program uses a concept of net equity that states an amount equal to a portion of the investment of public funds for industrial development be used for open space preservation. In addition, the City of Lawrence adopted a Land Development Code in 2006 which addresses some recommendations of this chapter, including standards for impervious surface coverage, open space requirements, and landscaping. The City and Douglas County also have recently revised the subdivision regulations which include provisions for land divisions which contain environmentally sensitive features. The City of Lawrence also has multiple efforts currently underway with similar goals as presented in this chapter, including work by the Sustainability Advisory Board, the Mayor's Climate Protection Task Force, and the Peak Oil Task Force. These advisory boards review issues and make recommendations to the Lawrence City Commission. Douglas County has recently established a ? (incomplete sentence in PDF)

My focus is on 16-11 in Horizon 2020 and can be compared to 2040 draft.....Horizon 2020 is a more adequate and informative chapter than in the 2040 draft. Serious consideration of adopting this chapter instead of proposed one in 2040 is being asked.

LAND MANAGEMENT

"We shall never achieve harmony with land, anymore than we shall achieve absolute justice or liberty for people in there higher aspirations. The important thing is not to achieve, but to strive."
- Aldo Leopold -

This section discusses Douglas County's various land features, which consist of rural woodlands and urban forests, native prairies, and agricultural soils. These ..... provide wildlife habitats, viewsheds, and open spaces, as well as, serving as 'Green Infrastructure', as they provide benefits to the natural and built environments. Like many other parts of the country, land ..... within Douglas County is being impacted by development pressures and agricultural practices. Benefits of preserving and managing diversity of land ..... include growth management, flood control, improved water quality, protection of wildlife habitat, and economic advantages to the community, such as a lower cost to the community for development.
Summary of Issues:
1) Open space network. The creation of an open space network or green infrastructure system minimizes the fragmentation of natural areas and benefits the community by protecting natural habitats, providing appropriate stormwater management, providing open-air recreation areas and promoting sustainable development practices. Open space networks can include:

Topography: Developing on steep slopes can be costly and permanently alters the natural slope of the land which may have detrimental effects on other natural features, stormwater runoff and habitats.
Rural Woodlands and Urban Forests: The trees in rural woodlands and urban forests provide many valuable benefits ranging from:
- Ecological (improving air and water quality),
- Biological (providing wildlife habitat),
- Physical (serving as 'green infrastructure' by providing shade and screening),
- Social (providing areas of scenic beauty and areas for recreation), and
- Cultural (establishing and maintaining the character of the area).

Native Prairies: The tallgrass prairie has an intrinsic value as an endangered ecosystem which is a feature of our national heritage. The prairies provide recreational and educational opportunities, as well as providing habitats for wildlife and plant species. In addition, native prairies play a valuable role in controlling sedimentation, aiding groundwater recharge, and absorbing stormwater runoff.
Endangered Species and Wildlife Habitats: The protection of critical habitats is a principal means of protecting rare and endangered species and also serves to protect other species that use the same habitat. Because development has resulted in fragmentation of wildlife habitats, corridors connecting them should be maintained and protected. The Kansas Wildlife Conservation Plan2 includes protection measures for rare and endangered species and is geared toward practices and policies that would help keep common species from being endangered.
2 http://www.kdwp.state.ks.us/news/Other-Services/Wildlife-Conservation-Plan

2) Agricultural soils. High Quality Agricultural Land is recognized as having exceptional quality and fertility, and in Douglas County is generally described as having Capability Class (non-irrigated) I and II soils as defined by the National Resources Conservation Service. This High Quality Agricultural Land is a finite resource that is important to the regional economy. This land requires less intervention to produce high yields of crops with high nutrition and should be protected, preferably for food production.

Goals and Policies:
Goal 2: Properly manage all..... soils, woodlands, native prairies, wildlife habitats, viewsheds and open spaces, to maintain the functions they provide, ensure their sustainability ....., and improve the environmental quality of the City of Lawrence and unincorporated Douglas County.

Policy 2.1 Development should maintain the natural benefits of existing topography. Development on steep slopes (above 15%) should be done in a manner that encourages the use of the existing topography with minimal grading to minimize adverse effects.

Policy 2.2 Preserve and sustain woodlands within Douglas County.

a. The City and County shall partner with other agencies and institutions to inventory and map woodlands within the county. The inventory and map should identify the different types of woodlands ('high quality natural areas', woodlands which form, or could form, corridors or greenways and riparian woodlands) and provide a ranking system in priority order for protection.

a.1 Develop regulations and incentives that provide different levels of protection for the different types of woodlands.

a.2 Encourage environmentally sensitive site design practices which minimize the unnecessary physical and visual impacts upon the surrounding landscape caused by removal of woodlands.

a.3 Develop regulations and incentives for the protection, maintenance, and improvement of riparian woodlands which include an ordinance defining the stream setbacks and the activity which may occur in the riparian area.

a.4 Develop public outreach and educational programs to increase public awareness concerning the importance of woodlands.

b. Protect and increase the urban forest in Lawrence.

b.1 The City shall conduct an inventory of the Urban Forest.

b.2 Adopt an Urban Forestry Master Plan and associated policies, programs, and incentives for the preservation and enhancement of Lawrence's urban forest on both public and private property, through development and zoning codes, emphasizing the use of trees appropriate to the climate of this region.

b.3 Adopt standards for tree care activities and the regulation of tree maintenance contractors that will prevent the serious damage that inappropriate pruning practices cause to Lawrence's trees. Partner with utility agencies regarding appropriate tree location and pruning practices.

b.4 Establish educational programs to foster public/community awareness of, support for, and contribution to Lawrence's urban forestry initiatives, which are directed at establishing the maximum urban tree canopy, maintaining it in a healthy condition and promoting its conservation.

Policy 2.3 Preserve and protect native prairie.

a. Partner with the Kansas Biological Survey, other agencies, and individuals to inventory and map the remaining native prairie remnants within Douglas County.

b. Develop regulations, planning guidelines, management techniques, and incentives for preserving native prairies. The native prairie should be preserved and used as parks and/or open space either through purchase or the use of conservation easements.

Policy 2.4 Preserve and protect natural habitats.

a. Identify and map areas of 'critical habitat', key habitats, and wildlife corridors, including areas that could link together to increase connectivity throughout the City and County.

b. Develop incentives to encourage on-site and off-site habitat connections and/or enhancement of natural areas as part of development projects.

c. Develop regulations that permit only low-impact development with environmentally sensitive design in areas of 'critical habitat'.

d. Increase awareness of the species and loss of habitat through educational and outreach programs.

e. Treat areas identified as key habitats as high priority areas for preservation and protection in the development of regulations, protection standards, and incentives.

f. Develop regulations and incentive programs for the protection and maintenance of wildlife corridors and key habitat areas.

g. Regulate the placement of roads, trails and utilities with development or infrastructure projects to minimize creation of fragmented natural areas.

h. Develop a program to encourage and incentivize the connectivity of natural areas whether they are on a particular development site or off-site.

i. Develop a combination of educational programs, incentives, and development standards that recognize and promote sound management practices by private land owners to maintain the health of natural habitats on private property.

Policy 2.5 Along with community members in Douglas County, identify and define important features that contribute to viewsheds, as well as establish possible protections for viewsheds. At such time, further policies relating to viewsheds may need to be addressed.

Policy 2.6 Preserve existing open space and create new open space areas to preserve and expand a sustainable green infrastructure system.

a. To maximize the advantages to the community that the natural and built environments provide, open space preservation shall remain a goal especially as it relates to protecting and preserving natural features discussed in the comprehensive plan. This should be done through:

a.1 Maintaining and enhancing existing open space.

a.2 Creating new designated open space areas.

a.3 Creating a large interconnected network of open space.

b. Incorporate open space evaluation into long range plans to determine in advance of development proposals what areas are suitable for development and what areas would serve better as open space.

c. The acquisition and continued maintenance of open space that is publicly accessible shall be strongly encouraged.

d. Promote and encourage eco-tourism to sustain open space and natural areas.

Policy 2.7 Encourage the protection of High Quality Agricultural Land in Douglas County for current and future agricultural use.

a. The protection of High Quality Agricultural Land shall be used as a key assumption in the sector planning process.

b. Establish tools to protect High Quality Agricultural Land for farming and make its protection economically feasible for the land owner, such as an agricultural easement program, development incentives that encourage the protection of this resource, public/private partnerships, or other funding mechanisms.

c. Maintain an inventory of High Quality Agricultural Land in Douglas County and track the amount lost to urbanization.

d. Encourage and develop policies that support agri- and eco-tourism, as well as sustainable local/regional food supply.

From: Pat Miller <urvilemiller@gmail.com>
Sent: Monday, November 5, 2018 7:54 PM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: Comments on Plan 2040

Lawrence/Douglas County Planning Office:

I am writing this letter to comment on Chapter 6, Section 3 of Plan 2040: A Comprehensive Plan for Unincorporated Douglas County & Lawrence Kansas. This section addresses air quality.

With the exception of subsection 3.5 "Continue conducting the Lawrence-Douglas County Sustainability Office community-wide greenhouse gas inventory every 5 years." the subsections of this section do not state specific actions for meeting the goals.

I would like to see the actions recommended in Horizon 2020, Chapter 16 pages 18-20 that pertain to the appropriate subsections of Section 3 added to them. Policy 3.1 a-g could be added to subsection 3.1, Policy 3.5 a-f to subsection 3.2, Policy 3.3 a-b and Policy 3.4 to subsection 3.3 and Policy 3.6 to subsection 3.4.

I hope you will consider these changes.

Pat Miller
255 N. Michigan St. Apt 25
Lawrence, KS

Sara L. Taliaferro
2145 New Hampshire Street, Lawrence, KS 66046 | 785-842-9754 | saratally.st@gmail.com

November 5, 2018

Comprehensive Plan Committee Members
c/o Jeff Crick, Planner
Lawrence-Douglas County Planning Commission
6 East Sixth Street, Lawrence KS 66044

Dear Comprehensive Plan Committee Members:

The need for water affects every aspect of life in Kansas, from the irrigation that supports agriculture to the drinking water that people use daily in their homes and places of work. The future of the state is tied up in sustainability of safe and accessible water sources, and the Governor's *50-Year Vision For The Future of Water in Kansas* reflects a state-level acknowledgement of the vital role of water in our lives. But even this recognition of a great need for sustainable and safe water sources has only yielded a long-term policy that is mostly voluntary. If we are to reach goals of sustainable water use within Douglas County, it is paramount that we craft a clear, structured, and well-defined planning vision that allows us to be good stewards locally, even if the plan is to serve as a guideline rather than a policy.

The current version of Plan 2040 has reduced thirty-one goals and actions down to eleven general recommendations or suggestions. **None of the suggestions have measurable, quantifiable outcomes, which are of critical importance in defining local policy going forward.** Without measurable, actionable goals, any deliberation over a disputed project will not be informed by strong and specific plan language to help resolve differences. Horizon 2020 has often been cited or referred to by policy makers, planners, developers, and community members when discussing proposed projects, and in instances where language was weak or clear policy definition was lacking, we as a community struggled and got bogged down in dispute. Therefore, we must make every effort to ensure we add more definition rather than trend toward more generalities in our guidelines as we plan for the future of our community.

Here follows some examples:

Horizon 2020, Policy 1.2 aims to "[p]reserve and protect natural surface watercourses". Examples of specific goals to support this policy are Policy 1.2a, "[d]evelop stream setback regulations for both the City of Lawrence and Douglas County to establish stream corridors which provide a buffer that stabilizes stream banks, reduces erosion, preserves riparian areas, mitigates flood hazards, and ensures water quality." Also, Policy 1.2d, "[e]ncourage continued alignment with the Kansa Water Plan, which lists the following measures:…", and then lists specific actions for landscape plants, chemical and water use on lawns, and vegetative filters and distances of livestock operations from watercourses.

Horizon 2020, Policy 1.3 states the intention to "Improve and maintain water quality, particularly sources of public drinking water, though watershed protection measures". It follows with such important and specific goals as Policy 1.3a: "The City and County shall participate in applicable Watershed Restoration and Protection Strategy (WRAPS) programs, focusing on the protection of the Upper Wakarusa and Lower Kansas Watersheds." And, Policy 1.3b, "The City and County shall identify and map priority wetlands, surface water buffer areas, and riparian areas within each watershed." Policy 1.3c is a specific action, namely that "[t]he City of Lawrence should continue participation in the Community Rating System (CRS) program and increase their level of participation in order to achieve a greater discount to citizens on their flood insurance rates. Douglas County should investigate participating in the program as well."

Horizon 2020, Policy 1.7 tasks the community to "[d]evelop stormwater management policies and programs in a manner that ensures water quality and properly controls runoff." Policy 1.7c makes a specific regulatory reference, recommending that, "[a]s part of the City of Lawrence's overall stormwater management strategy, maintain regulations and policies that are consistent with the provisions and goals of the Clean Water Act, including its National Pollutant Discharge Elimination System (NPDES) Program, and other federal, state, and local requirements for water quality and environmental preservation."

These are very specific goals and actions that support clearly defined and crucial policy pieces. Any pertinent regulatory documents or policies are cited.

Compare this to Plan 2040's Chapter 6 on Natural Resources. Goal 1 states: "Manage all water resources to protect natural habitats, mitigate hazards, and ensure water quality". More specific policies governing all aspects of water stewardship outlined in Horizon 2020 have been condensed under this more all-encompassing and more general heading. The list of goals that follow lack any specificity or definition for any of the terms listed and give no clear guidelines on how these goals might be accomplished or measured.

Consider, for example, Goal 1.1, which states that, presumably, the Lawrence-Douglas County Planning Commission will "[e]valuate development proposals for their impacts on critical water sources providing drinking water for Lawrence and Douglas County." What are the evaluation criteria? Are they already in existence, and are they updated regularly? What, if any, regulations exist to govern this? Where would we find them? Could they be referenced here, or could links be provided?

Or consider Goal 1.7, "[i]dentify, preserve, and protect wetlands". First, did the City and County identify and map wetlands, surface water buffer areas, and riparian areas as stated in Policy 1.3b of Horizon 2020? If so, this should be referenced. And, clearly, if some assessment already exists, then we have clearer action items that should be referenced.

While I understand the desire to create a stand-alone plan that is easy to read, I feel that it is imperative a new comprehensive plan acknowledges the context of its existence on a continuum that includes the document and works that came before it. What goals, if any, remain undone from Horizon 2020? What accomplishments and resources were created under Horizon 2020's tenure? These should be referenced and documented.

Especially when people's livelihoods are so tied up in water use, instituting a comprehensive plan that is overly general or with guidelines that are obscure or vague will encourage the tendency of people making decisions with short-term personal benefits. As benefits accrue for the individual, costs are incurred by the environment and by the community as a whole. Therefore, it is critical that any replacement for Horizon 2020 be detailed and clear enough to chart the way forward. I heartily encourage you to take these next weeks to do a constructively critical "walk" around this plan and carefully consider and incorporate the recommendations and concerns of the public rather than simply assure us that our concerns are already addressed. We have an opportunity to create a living document that will guide us well and thoughtfully. Thank you for your stewardship of this process, for the sake of our community.

Most sincerely,

Sara L. Taliaferro

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

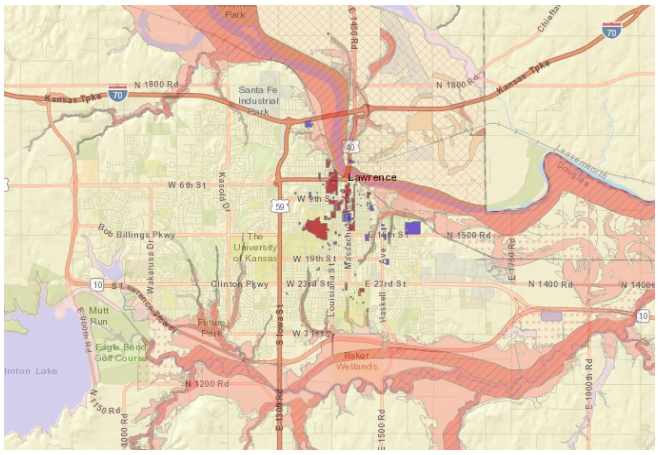
Karen Willey, Chair
Lawrence-Douglas County Planning Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

12 November 2018

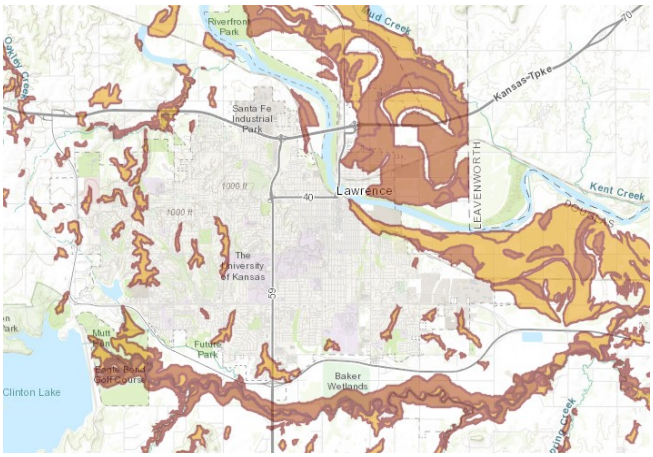
re: Horizon 2040 update

Chair Willey and Commission:
I would like to reiterate our concern that the previously unvetted or reviewed "3-tier growth map" is an inappropriate depiction of the Lawrence future urban growth area. While a 3-tier methodology is an interesting construct, the problem with it is how it places the second tier at a level of disproportionate importance. The first tier is a given; the third tier is nothing more than the current UGA. But the second tier is specifically targeted for urban expansion to take place.

This becomes problematic in areas of 100 year flood plain and the Capability I and II prime soils. Let me point out the shift in prevailing attitudes and actions in recent years regarding flood plain and prime soils protections. First of all, consider how the maps below show how the "peninsula" of Lawrence is constrained on three sides – north, east, and south – by flood plain and prime soils.



FEMA Regulatory Flood Plain & Floodway



Douglas County Capability I and II Soils

It is admirable, in two notable instances, how Lawrence and Douglas County officials have disapproved major urban developments in these sensitive lands.

- North of the Kansas River, the 145 acre Airport Industrial Park proposal met with opposition by citizens concerned about flooding, wetlands, and loss of prime soils. The plan was not approved. From it came the Prime Agricultural Soils Map and a Northeast Sector Plan protecting these natural assets.
- And just east of Lawrence, the case of the 94 acre expansion of the East Hills Business Park into the 100 year floodplain and prime soils illustrates even more dramatically the change of official attitudes to protect flood plains and soils. Initially approved in 2000, officials de-annexed and downzoned the 94 acres in 2014, committing Lawrence to growth out of the flood plain.

I hope you fully grasp how these decisions have changed fundamental values from that of bottom lands being readily developable to that of protecting them as ecological services and economic assets. Because the "3-tier growth map" flies in the face of this new-found wisdom where it earmarks about 215 acres of the Wakarusa floodplain, wetlands, and prime soils as "Tier 2 – planned and expected to urbanize", south from K-10 Hwy all the way to the Wakarusa River (Plan 2040 draft, Chapter 2 goals, page 18).

The current 2017 edition of Horizon 2020 categorically prohibits expansion of the south Iowa commercial area south of K-10 Hwy – "K-10 provides a physical barrier and edge to the commercial corridor that has developed. Additional retail commercial uses shall not occur south of the highway, except for the possible location of an Auto-Related Commercial Center" (page 6-15).

The 215 acres of Tier 2 opens the floodgates south of K-10 Hwy for "planned and expected urbanization", completely reversing the Horizon 2020 protections, as well as recent historical precedent that would protect 100 year flood plain and prime soils on the south edge of Lawrence.

The Planning Director has demurred on the threat of the 3-Tier Growth Map, claiming that Tier 2 indicates only "a potential for growth", that flood plains are "protected by Federal Flood Plain Regulations" as well as "sensitive lands are protected through the site planning process", and that "the Southern Development Plan (SDP) has land use protections built into it" (27 June 2018 Planning Comm). Not true.

- Tier 2 as "planned and expected to urbanize" says far more than a mere "potential for growth".
- As Flood Plain Administrator, the Planning Director himself can administratively grant a fill permit under the Federal Flood Plain Regulations.
- As Planning Director, again he himself can administratively issue a site plan, with or without any protections of sensitive lands.
- The Southern Development Plan proved to be no protection at all when the 2015 Planning Commission amended the SDP and H2020, granting regional commercial zoning south of K-10 Hwy.

Please reject the 3-Tier Growth Map as a part of Plan 2040. It has not been authorized in public hearing by either the Planning Commission, the City Commission, nor the County Commission. Just because the 3-Tier Growth Map was accepted as unnecessarily detailed growth projections in Transportation 2040 does not mean that action validates this map for use in Plan 2040. It's role in Plan 2040 to target areas for "planned and expected urbanization" has far reaching implications that need full vetting and review on it's own merits (or lack thereof).

Please set aside the 3-Tier Growth Map for a later discussion, as several Commissioners requested at the 27 June 2018 Planning Commission meeting.

Thank you,

Michael Almon

GRASSLAND HERITAGE FOUNDATION
P.O. Box 394 • Shawnee Mission, Kansas 66201

Commission members developing PLAN 2040: A Comprehensive Plan for Unincorporated Douglas County & the City of Lawrence:

Our comment on the plan follows:

Grassland Heritage Foundation preserves prairies in eastern Kansas through education, stewardship, and land protection. We believe that prairies are fundamental elements of our ecological, cultural, and economic heritage. As unique reservoirs of biological diversity and providers of ecological services, prairies must be maintained for future generations.

We applaud the intentions of the Plan 2040 to better manage future development and ensure continued quality of life for the residents, which includes protecting the area's natural resources using concrete actions, as opposed to vague principals. We believe that Plan 2040 should include the following:

--measures to have the city and county identify high-quality prairies and other sensitive natural areas. Such information may be acquired from the Kansas Biological Survey, or other sources.

-- measures to ensure that planning staff at both the city and county level are aware of available information identifying high-quality prairies and other sensitive natural areas and use that information to limit developments that would damage or destroy such areas

Board of Governors of Grassland Heritage Foundation

www.grasslandheritage.org

From: Delisle, Jennifer <jdelisle@ku.edu>
Sent: Thursday, November 08, 2018 10:33 AM
To: Jeff Crick <jcrick@lawrenceks.org>
Cc: Karen Willey <karenwilley1@gmail.com>
Subject: Comments on Comprehensive Plan

Hi Jeff;

I have attached our comments on Plan 2040.

I hope you will find these comments useful. Let me know if you have any questions about them.

Jennifer

Jennifer M. Delisle, Research Associate
Kansas Biological Survey
Takeru Higuchi Bldg.
2101 Constant Ave.
Lawrence, KS 66047
785-864-1538
jdelisle@ku.edu

Chapter	Goal	Action item	Suggested changes	Comments about the suggested change
2A	1	1.5	Add '**and other sensitive lands**' after '... agricultural lands'	
2A	1	1.6	Add '**and other sensitive lands**' after '... high-quality agricultural soils'	
2B	1	1.5	(new) add "**Revise residential development regulations to better protect sensitive lands**.'	
6	1	Intro	Reword: '**Water plays a vital role in both our natural and built environments. Managing water resources ensures that water quality is maintained for drinking sources, for wildlife, and for recreational purposes. It also is vital to manage water quantity to limit and mitigate flooding throughout our community**'	Bold type indicates two concepts to include in statement. Complete sentences provided as suggestion.
6	1	1.4	Reword: '**Develop stream corridor buffers to preserve riparian habitat, protect water quality, and reduce soil erosion**.'	These are the usual benefits of stream buffers.
6	2	Intro	Add: '**and ecosystem services such as flood control, climate regulation, water purification, and pollination**' after ... 'wildlife habitats and open space...'	
6	2	2.2	Remove the word 'sustain'	meaning is vague; does it mean 'manage'? If so, who is doing the management?
6	2	2.4	Change to 'P**reserve native prairies through the development of regulations and incentives**.'	uses same wording as 2.2.
6	2	2.5	Change to '**Establish corridors of wildlife habitat connecting parks and open spaces**.'	
6	Sensitive Lands sidebar		See definition below	
6	2	2.9	Possible wording: '**Address invasive species on municipal and county lands, with priority given to non-chemical methods**'	Invasive species are a problem in areas other than 'native ecosystems.' But surely the Plan doesn't mean to address the issue of invasives on private lands?
6	2	2.10	Add new item: '**Establish a Douglas County Open Space program to protect sensitive lands**.'	
6	4	4.1	Change 'harvesting' to '**extraction**'	
6	4	4.2	Change first instance of the word 'extraction' to '**use**'	
7B		Vision	Change to '**Create and maintain a variety of active and passive open spaces to protect sensitive lands and to provide options for residents of all ages to lead a healthy and active lifestyle**'	Mimics definition of open Spaces in sidebar; refers to a defined term "sensitive lands"
7B	2	2.1	Replace 'land dedications' with '**conservation easements**'	meaning of 'land dedications' is vague.
7B	2	2.2	Change '...key natural and historic areas' to '**sensitive lands and key historic areas**.'	key natural areas' is not defined. Use 'sensitive lands' which is defined in the document.
7B	2	2.4	Add new item: '**Establish a Douglas County Open Space program to protect sensitive lands**.'	
7B	3	Intro	Change to '**Creating active and passive open spaces as the community grows is necessary**..'	Mimics use of the defined term 'Open Spaces' rather than introducing the term 'parkland'.
7B	3	3	Change to '**Expand existing active and passive open space systems**'	Remove 'identify' because presumably these areas already are known. Provides continuity by using terms already defined. Park and recreation areas are included in the definition of Activ
7B	3	3.4	Reword: '**Locate active open spaces near community facilities**..'	It is not desireable to locate passive open spaces such as nature preserves and scenic overlooks near community facilities.
7B	4	4.1	Define '**community**'.	Does 'community' refer only to Lawrence? Should it?
7B	4	4.4	Change to '**Connect lands that provide continuity for floodplains and watercourses and as wildlife corridors**.'	
7B	5	5	Change to '**Preserve and restore**...'	
7B	5	5.1	Change to '**Promote sensitive land protection through conservation easements and other voluntary mechanisms**'	Conservation easements are not a program.
7B	5	5.2	Change to '**Incorporate sensitive lands into development proposals as preserved features**.'	provides continuity throughout the document by using the defined term 'sensitive lands'.
7B	5	What is a Steep Slope?	Add '**or more**' after 15 percent.	

Sensitive Lands definition

Sensitive Lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of Sensitive Lands reduces vulnerability to natural hazards, and enhances the quality of places where people live, work, and play. These lands include:

- Floodways and floodplains
- High quality agricultural soils
- Steep slopes
- Wetlands and stream corridors
- Habitats for rare plants and animals
- Native prairies
- Urban forests and rural, high-quality, native woodlands

Dear Chairwoman Willey and Lawrence Douglas County Planning Commissioners,

I would like to commend Jeff Crick and the Plan 2040 Steering Committee for all their efforts and long hours spent on the Comprehensive Plan revision. However, I do have concerns.

My comments are restricted to Chapter 6, "Natural Resources", although I think some could be applied to other chapters as well.

My concerns stem not so much from what is IN Chapter 6, 2040, as from what is NOT in it. On the face of it, Ch. 6 may seem adequate. However, when compared to what is being lost from Horizon 2020, concerns may become more apparent.

My concerns fall into five categories:

1. **LACK OF SPECIFICITY**: Despite Plan 2040's own explanation in Ch.1, that "…. action items "Are more *specific statements providing measureable strategies"* , the action items are often vague, broadly written and incomplete. As written, many are actually goals, with no specific means to achieve them. They rarely "provide measureable strategies". This lack of specificity and clarity will likely result in conflicts between various stakeholders, since they are open to interpretation.

2**. IMPORTANT POLICIES AND STRATEGIES OMITTED**: A number of important policies and action strategies from Horizon 2020 were omitted from 2040. The following are a few of many examples:

A. H2020 Policy 1.2d1: "Use native plants in yards and gardens: they need fewer chemicals and water". (Additionally we now understand that using native plants in landscaping is essential for the food web in a world of diminishing natural areas).

B. H2020 Policy 1.2d3: "Separate livestock operations from streams with a vegetated filter and adequate distance".

C. H2020 Policy 1.3b: "…identify and map priority wetlands, surface water buffer areas, and riparian areas within each watershed".

D. H2020 Policy 1.4b: "Develop a wetland policy which promotes protection, enhancement and restoration…".

E. H2020 Policy 1.7e: "Use nonstructural or natural approaches to storm water system design…rain barrels, rain gardens, bio-retention swales, pervious paving materials and limit use of impervious paving surfaces".

F. H2020 Policy 1.7g: "Encourage environmentally sensitive farming methods, such as terracing, buffering, the use of no-till farming practices, etc., near surface watercourses to reduce pollution, stabilize stream banks and prevent erosion".

G. H2020 Policy 2.4g: "Regulate placement of roads, trails and utilities…to minimize creation of fragmented natural areas".

3. **INFORMATION SCATTERED AND DIFFICULT TO ACCESS**: In a letter I submitted to the steering committee in October, 2017, I expressed my concerns that the draft plan removed "specific policies, strategies for implementation and recommendations for incentives, regulations and education….". The Planning Office responded that "Special Land Use Plans and incorporated policy plans were used to a higher degree, thus reducing the number of policies required in the main body of the Plan." I wholeheartedly agree that this information should be incorporated in other relevant plans, chapters and documents. But they should not be removed from this chapter. To do so makes it next to impossible to follow the thread from vision to goal to implementation strategy. I could not find any of the Ch 6 related information I sought in Special Land Use Plans. One of the primary goals of this Comp

Plan revision was that it be more accessible to the general public. However this manner of organizing, which scatters related information between chapters and different documents, makes it next to impossible to find the information one seeks. If one is looking for information on Natural Resources, they should be able to find it in the Natural Resources chapter. It should be included in the Natural Resources chapter *as well as* incorporated in other relevant chapters and plans.

4**. OVERVIEW INFORMATION OMITTED**: Horizon 2020 included an Overview at the beginning of each chapter giving background, context and rationale of that chapter. It also contained useful strategies . Some of this was highly valuable in understanding the chapter, but have been completely eliminated from 2040.

Strategies listed in the Overview included "Establish effective incentives and regulations that promote sustainable and efficient management of environmental resources", and "Develop educational programs to foster community awareness…..". The next page states "Code regulations shall be developed to achieve the policies discussed in this chapter". I doubt many incentives or regulations or educational programs have been developed at this time, and yet, while occasionally mentioned in 2040, they are largely omitted. Have we abandoned those necessary goals?

5**. NEED FOR ROBUST CLIMATE CHANGE PLAN:** Within the past month, the U.N. International Panel on Climate Change was released. It revealed a grim prognosis for the planet, worse than previously thought. It concluded that if we don't cut our greenhouse gasses emissions by 46% in the next 12 years the cost to humanity is enormous and irreversible. The effort needed to limit global warming requires aggressive action at all governmental levels. Action item 6.1 recommends adopting a climate change adaptation plan. This plan should include prevention as well as adaptation. And it should be initiated immediately!

I encourage you to compare Ch 16 "Environment" of Horizon 2020 with Ch 6 "Natural Resources", of Plan 2040. Which is truly "Comprehensive"? If you learned that a large development was proposed to be built next door to your home, which would be most helpful to you? Which would be most helpful to you as a Planning Commissioner? Horizon 2020 isn't perfect. Plan 2040 has much to commend. I'm not suggesting we keep H2020, nor that we disregard 2040, but I am suggesting that in an attempt to abbreviate the Plan we have gutted some important guidelines and strategies, while at the same time created a plan that is difficult for the general public to navigate. I fear that many substantial environmental protections have been lost.

The Environment chapter of H2020, went further than any other such document had ever gone to outline the need for environmental protection in Douglas County. It suggested necessary goals and the concrete means to achieve them. It was imperfect but it was an enormous step in "Consider(ing) the impact upon environmental and natural resources in planning and development efforts".* Approval of that chapter was a contentious, hard fought battle. Let's not lose what was so difficult to achieve.

Sincerely,
Pennie von Achen

Horizon 2020, Chapter 16, page 16-2.

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

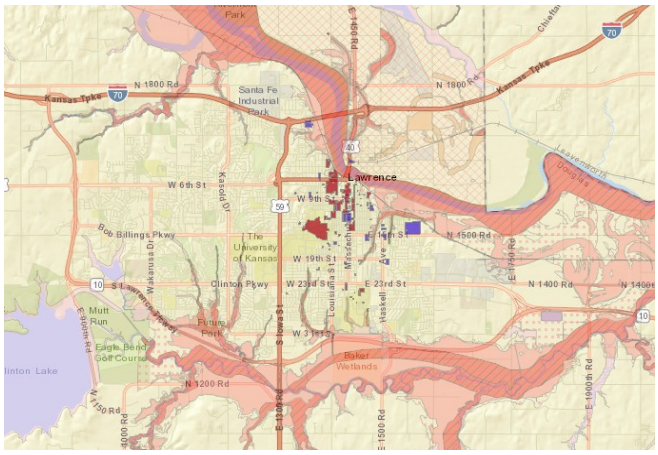
Karen Willey, Chair
Lawrence-Douglas County Planning Commission
Lawrence City Hall
6 East 6th St.
Lawrence KS 66044

12 November 2018

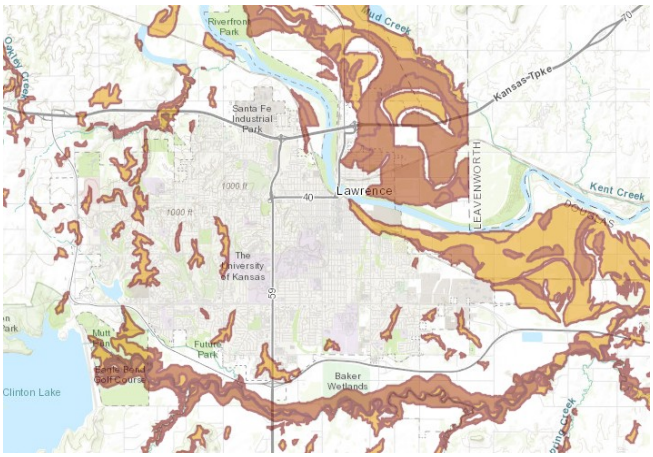
re: Horizon 2040 update, combined 2017 and 2018 comments

Chair Willey and Commission:
I would like to reiterate our concern that the previously unvetted or reviewed "3-tier growth map" is an inappropriate depiction of the Lawrence future urban growth area. While a 3-tier methodology is an interesting construct, the problem with it is how it places the second tier at a level of disproportionate importance. The first tier is a given; the third tier is nothing more than the current UGA. But the second tier is specifically targeted for urban expansion to take place.

This becomes problematic in areas of 100 year flood plain and the Capability I and II prime soils. Let me point out the shift in prevailing attitudes and actions in recent years regarding flood plain and prime soils protections. First of all, consider how the maps below show how the "peninsula" of Lawrence is constrained on three sides – north, east, and south – by flood plain and prime soils.



FEMA Regulatory Flood Plain & Floodway



Douglas County Capability I and II Soils

It is admirable, in two notable instances, how Lawrence and Douglas County officials have disapproved major urban developments in these sensitive lands.

- North of the Kansas River, the 145 acre Airport Industrial Park proposal met with opposition by citizens concerned about flooding, wetlands, and loss of prime soils. The plan was not approved. From it came the Prime Agricultural Soils Map and a Northeast Sector Plan protecting these natural assets.
- And just east of Lawrence, the case of the 94 acre expansion of the East Hills Business Park into the 100 year floodplain and prime soils illustrates even more dramatically the change of official attitudes to protect flood plains and soils. Initially approved in 2000, officials de-annexed and downzoned the 94 acres in 2014, committing Lawrence to growth out of the flood plain.

I hope you fully grasp how these decisions have changed fundamental values from that of bottom lands being readily developable to that of protecting them as ecological services and economic assets. Because the "3-tier growth map" flies in the face of this new-found wisdom where it earmarks about 215 acres of the Wakarusa floodplain, wetlands, and prime soils as "Tier 2 – planned and expected to urbanize", south from K-10 Hwy all the way to the Wakarusa River (Plan 2040 draft, Chapter 2 goals, page 18).

The current 2017 edition of Horizon 2020 categorically prohibits expansion of the south Iowa commercial area south of K-10 Hwy – "K-10 provides a physical barrier and edge to the commercial corridor that has developed. Additional retail commercial uses shall not occur south of the highway, except for the possible location of an Auto-Related Commercial Center" (page 6-15).

The 215 acres of Tier 2 opens the floodgates south of K-10 Hwy for "planned and expected urbanization", completely reversing the Horizon 2020 protections, as well as recent historical precedent that would protect 100 year flood plain and prime soils on the south edge of Lawrence.

The Planning Director has demurred on the threat of the 3-Tier Growth Map, claiming that Tier 2 indicates only "a potential for growth", that flood plains are "protected by Federal Flood Plain Regulations" as well as "sensitive lands are protected through the site planning process", and that "the Southern Development Plan (SDP) has land use protections built into it" (27 June 2018 Planning Comm). Not true.

- Tier 2 as "planned and expected to urbanize" says far more than a mere "potential for growth".
- As Flood Plain Administrator, the Planning Director himself can administratively grant a fill permit under the Federal Flood Plain Regulations.
- As Planning Director, again he himself can administratively issue a site plan, with or without any protections of sensitive lands.
- The Southern Development Plan proved to be no protection at all when the 2015 Planning Commission amended the SDP and H2020, granting regional commercial zoning south of K-10 Hwy.

Please reject the 3-Tier Growth Map as a part of Plan 2040. It has not been authorized in public hearing by either the Planning Commission, the City Commission, nor the County Commission. Just because the 3-Tier Growth Map was accepted as unnecessarily detailed growth projections in Transportation 2040 does not mean that action validates this map for use in Plan 2040. It's role in Plan 2040 to target areas for "planned and expected urbanization" has far reaching implications that need full vetting and review on it's own merits (or lack thereof).

Please set aside the 3-Tier Growth Map for a later discussion, as several Commissioners requested at the 27 June 2018 Planning Commission meeting.

Thank you,

Michael Almon

Comprehensive Plan Committee 23 October 2017
C/O Jeff Crick, Planner
Lawrence Douglas County Planning Commission
6 East 6th St.
Lawrence KS 66044

re: H2020 Update Draft, comments

Committee Members:
I do not find this draft document to be a plan as much as a vision statement and promotional piece. While it has the typical plan elements of vision and goals, it lacks the effective means to accomplish those goals. Unlike the existing Horizon 2020 which, for the most part, contains clear and detailed policies and protections to promote equitable development and avoid damaging consequences, this 2017 draft is heavy on generalities, which can readily be nuanced in ways that give a free hand to to do almost anything that land speculators choose to do.

For one thing, the draft writers chose to "streamline" this draft, ostensibly to make it more accessible than the existing "cluttered" Comprehensive Plan, by gutting the content by 75%. The new draft is a "manageable" 116 pages, while the existing Plan is 321 pages. On the face of it, that is a 64% cut to the Plan. But a good 33% of those 116 pages consist of lovely "vision" photos, which instill in the reader a sense of purpose that is little reflected in the actual depleted text. That fragment of remaining text equals a 75.7% reduction from the existing Horizon 2020 Plan.

The word "shall", which means that a stated provision of the Plan must be adhered to, appears only 24 times in the H2020 draft, whereas in the current H2020, the word "shall" requires compliance a total of 377 times. This one aspect of the new draft might be the single most significant change. The vast majority of goals and action items in the already greatly diminished draft Plan are essentially optional. Without enumerating all the ways the draft is toothless, I will give one example.
In the current H2020 Plan, Chapter Six: Commercial Land Use, page 6-15 refers to the existing commercial area of "South Iowa St., 23rd St. to the South Lawrence Trafficway". The wording clearly states:

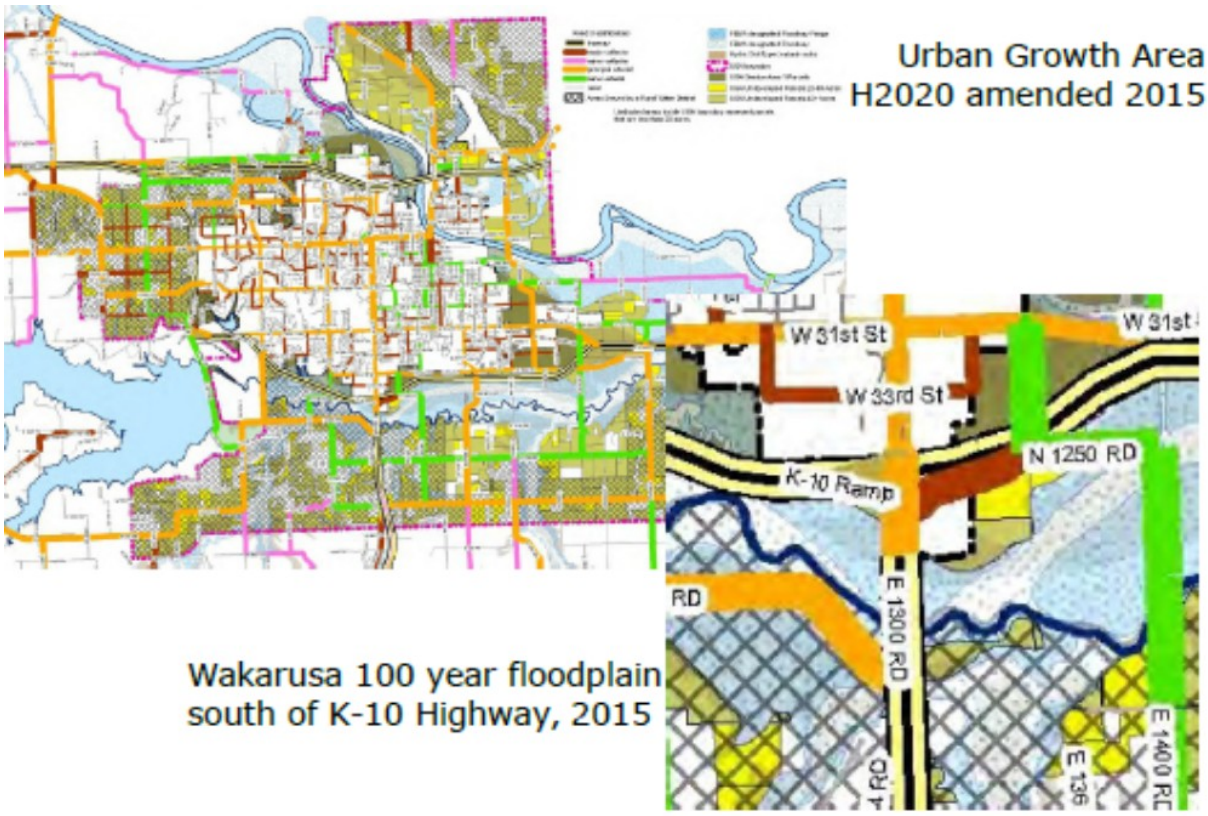
> K-10 provides a physical barrier and edge to the commercial corridor that has developed. Additional retail commercial uses shall not occur south of the highway, except for the possible location of an Auto-Related Commercial Center. Two of the four corners of the intersection have existing auto-related uses. Located at the northwest corner is a hotel and an automobile dealership is located on the northeast corner. Because of access to two major highways (K-10 and US-59) the area south of K-10 could be a location for an Auto-Related Commercial Center.

Both corners are an appropriate location for an Auto-Related Commercial Center, provided that the floodplain issues for the southwest corner can be addressed.

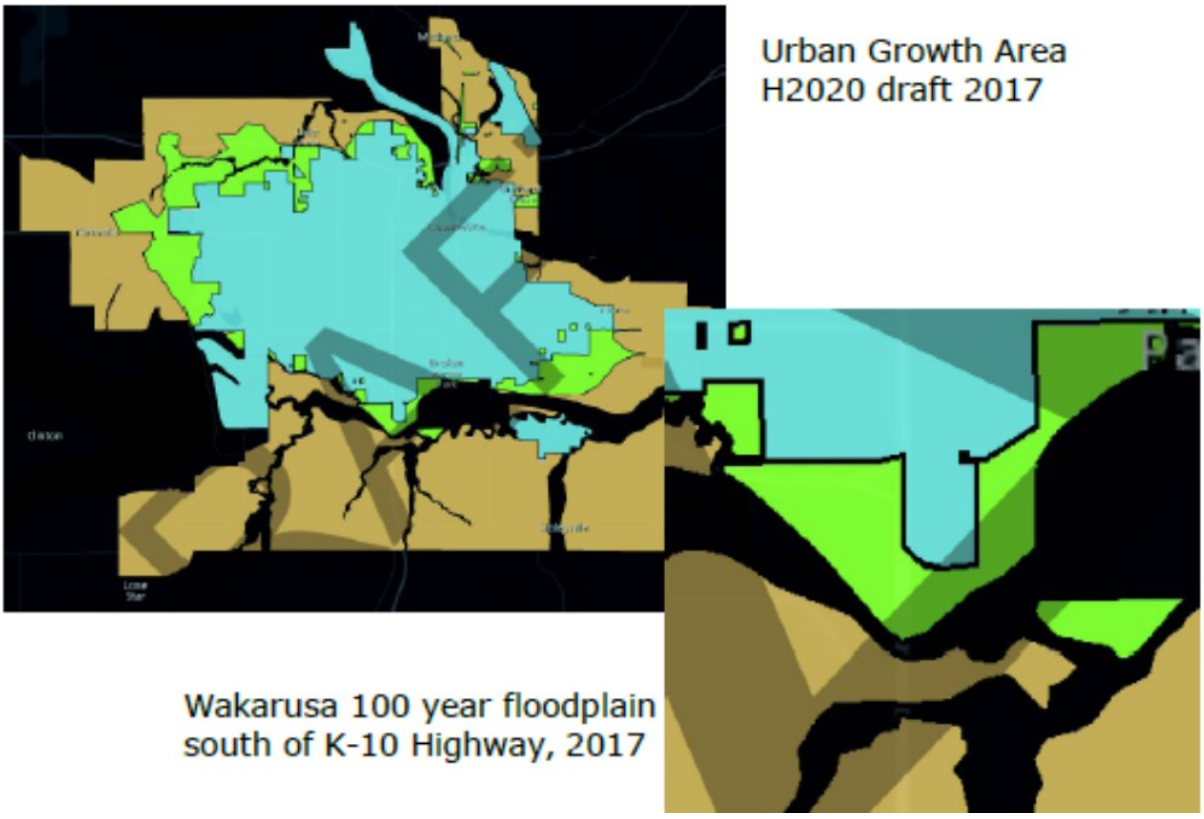
The KTen Crossing Regional Commercial Center proposes to build 2.7 million square foot of retail south of the South Lawrence Trafficway (K-10 Highway). Because the proposal is in direct violation of the above restriction to such a use south of K-10, they unabashedly want to delete the entire paragraph from the Comprehensive Plan.

Although Policy 1.6 of the current H2020 Plan calls for limiting new development from encroaching into the regulatory floodplain, and says that floodplains and riparian ways are a constraint to urban development, the key phrase prohibiting the KTen Crossing is "commercial uses shall not occur south of the highway". This development has been proposed four times since 2014, has been litigated in court, and has not succeeded in having the "south of K-10 barrier" deleted from H2020. The newly proposed H2020 draft does delete that phrase, and conveniently will open the floodgates for excessive intrusion into the 100-year floodplain and the Wakarusa Wetlands.

These implications of the new H2020 draft are not idle speculation, but are backed up by the new Urban Growth Area (UGA) map. The area along South Iowa St. south of K-10 Highway is targeted for urban expansion of Tier 2 growth all the way to the Wakarusa River. Below is a comparison of the current UGA map which mostly keeps growth out of the floodplain, and the new UGA map which calls for paving over hundreds of acres of wetlands.



Wakarusa 100 year floodplain south of K-10 Highway, 2015



2017 H2020 Draft Plan: Tier 2 of Urban Growth Area –

Regardless of any other elements in the draft H2020 that claim to manage and safeguard our community assets, such as protecting sensitive lands, maintaining floodplains, promoting central city density rather than sprawling into rural areas, or ensuring that any new proposal will not negatively impact the existing market, this map demonstrates how deleting that one phrase "commercial uses shall not occur south of the highway" changes the entire thrust of urban expansion.

Please remove all but 1% of the pretty pictures from the draft document, and reinstate the policies and protections that have been deleted from the existing version of Horizon 2020. Re-establish a liberal use of the admonition "shall" in the document so the Plan has some hope of accomplishing the lofty vision and goals that are well represented throughout.

thank you,

Michael Almon

From: Sandy Beverly <sbeverly@sunflower.com>
Sent: Wednesday, December 12, 2018 9:04 AM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: To Planning Commission re: Plan 2040

Dear Planning Commissioners:

I'm writing to express concerns about the Natural Resources chapter in Plan 2040. The new chapter lacks specific goals, implementation strategies, and recommendations for regulations, incentives, and education. It is very incomplete and will be ineffective. In short, it lacks specificity and "teeth." I stand with LETUS, whose representatives will speak at the Dec 17 meeting. I will be in the audience to show my solidarity with LETUS.

For contextual information, I urge you to read the following:

https://streets.mn/2018/11/07/everyones-2040-plan-sucks/?utm_source=Sightline%20Institute&utm_medium=web-email&utm_campaign=Sightline%20News%20Selections

https://www.newyorker.com/magazine/2018/11/26/how-extreme-weather-is-shrinking-the-planet

Thank you for your volunteer service to Lawrence and Douglas County.

Sincerely,

Sandy Beverly

Denny Ewert

From: Delisle, Jennifer <jdelisle@ku.edu>
Sent: Thursday, January 17, 2019 5:48 PM
To: Denny Ewert
Cc: Karen Willey
Subject: comments on Plan 2040 from the Kansas Biological Survey
Attachments: DG_County_Comp_plan_suggestions_KBS-15Oct2018.xlsx

Hi Denny;

Karen Willey asked that I send you our comments on Plan 2040; see attached. Let me know if you need any more information from me!

Jennifer

Jennifer M. Delisle, Research Associate
Kansas Biological Survey
Takeru Higuchi Bldg.
2101 Constant Ave.
Lawrence, KS 66047
785-864-1538
jdelisle@ku.edu

Chapter	Goal	Action item	Suggested changes	Comments about the suggested change
2A	1	1.5	Add '**and other sensitive lands**' after '… agricultural lands'	
2A	1	1.6	Add '**and other sensitive lands**' after '… high-quality agricultural soils'	
2B	1	1.5 (new)	add "**Revise residential development regulations to better**	
6	1	Intro	Reword: '**Water plays a vital role in both our natural and built environments. Managing water resources ensures that water**	Bold type indicates two concepts to include in statement. Complete sentences provided as suggestion.
6	1	1.4	Reword: '**Develop stream corridor buffers to preserve riparian**	These are the usual benefits of stream buffers.
6	2	Intro	Add: '**and ecosystem services such as flood control, climate regulation, water purification, and pollination**.' after … 'wildlife habitats and open space…'	
6	2	2.2	Remove the word 'sustain'	meaning is vague; does it mean 'manage'? If so, who is doing the management?
6	2	2.4	Change to 'P**reserve native prairies through the development**	uses same wording as 2.2.
6	2	2.5	Change to '**Establish corridors of wildlife habitat connecting**	
6	Sensitive Lands sidebar		See definition below	
6	2	2.9	Possible wording: '**Address invasive species on municipal and county lands, with priority given to non-chemical methods**.'	Invasive species are a problem in areas other than 'native ecosystems.' But surely the Plan doesn't mean to address the issue of invasives on private lands?
6	2	2.10	Add new item: **'Establish a Douglas County Open Space**	
6	4	4.1	Change 'harvesting' to '**extraction**'	
6	4	4.2	Change first instance of the word 'extraction' to **'use**'	
7B		Vision	Change to '**Create and maintain a variety of active and passive open spaces to protect sensitive lands and to provide options**	Mimics definition of open Spaces in sidebar; refers to a defined term "sensitive lands"
7B	2	2.1	Replace 'land dedications' with '**conservation easements**'	meaning of 'land dedications' is vague.
7B	2	2.2	Change '…key natural and historic areas' to '**sensitive lands and key historic areas**.'	key natural areas' is not defined. Use 'sensitive lands' which is defined in the document.
7B	2	2.4	Add new item: **'Establish a Douglas County Open Space**	
7B	3	Intro	Change to '**Creating active and passive open spaces as the community grows is necessary**…'	Mimics use of the defined term 'Open Spaces' rather than introducing the term 'parkland'.
7B	3	3	Change to '**Expand existing active and passive open space systems**.'	Remove 'Identify' because presumably these areas already are known. Provides continuity by using terms already defined. Park and recreation areas are included in the definition of
7B	3	3.4	Reword: '**Locate active open spaces near community facilities**…'	It is not desireable to locate passive open spaces such as nature preserves and scenic overlooks near community facilities.

Chapter	Goal	Action item	Suggested changes	Comments about the suggested change
7B	4	4.1	Define '**community**'.	Does 'community' refer only to Lawrence? Should it?
7B	4	4.4	Change to '**Connect lands that provide continuity for**	
7B	5	5	Change to '**Preserve and restore**…'	
7B	5	5.1	Change to '**Promote sensitive land protection through**	Conservation easements are not a program.
7B	5	5.2	Change to '**Incorporate sensitive lands into development proposals as preserved features**.'	provides continuity throughout the document by using the defined term 'sensitive lands'.
7B	5	What is a Steep Slope?	Add '**or more**' after 15 percent.	
Sensitive Lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of Sensitive Lands reduces vulnerability to natural hazards, and enhances the quality of places where people live, work, and play. These lands include:				
• Floodways and floodplains				
• High quality agricultural soils				
• Steep slopes				
• Wetlands and stream corridors				
• Habitats for rare plants and animals				
• Native prairies				
• Urban forests and rural, high-quality, native woodlands				

From: Tom Birt <birt.tom@gmail.com>
Sent: Sunday, December 16, 2018 10:21 PM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: P2040 + oil and gas in NE sector

see attached
or
December 15, 2018

Planning Commissioners,

Please consider that the Introduction and Growth chapters of P2040 should demonstrate our town's commitment to get us off fossil fuels and commit to 100% reliance upon renewable energy. Why? It's good for growth and good Press. Also, it demonstrates our commitment to being a resilient community in the face of Climate Chaos.

It would be bad for all of us (and bad Press) if the City of Lawrence and Douglas County ignored the danger posed by current and past activities of the oil and gas industry. For example, according to Kansas Geological Service maps, there are oil wells (http://maps.kgs.ku.edu/oilgas/index.cfm) within the boundary of Plan 2040's NE Sector. As you can see from the KGS map, these wells are ESE of the intersection N 1620 Rd and E 1600 Rd which is very close to the Kansas river. These wells are in the "Lawrence Oil Field" of the now infamous Squirrel formation. The KGS map shows four currently producing oil wells. Additionally, the map shows one "inactive" well (with no plugging date), a dry and abandoned well (with no plugging date) and a *gas* well on a lease named "Community" that was completed in 1945 (again, no plugging date).

In Douglas county SE of Lawrence the density of oil and gas wells increases. And if you look at the KGS map you'll see that this is an issue throughout east central Kansas. After all, the first oil well west of the Mississippi was drilled one mile east of Paola in 1860 (https://aoghs.org/petroleum-pioneers/kansas-mid-continent-oil-fields/).

Finally, page 6 of P2040's introduction states: "If a [development] proposal does not comply with Comprehensive Plan requirements, then the applicant must pursue a plan amendment". Does this mean that a developer would only "pursue a plan amendment" if their plan didn't comply with a P2040 **requirement**?

Our town's Sustainability Advisory Board, the Climate Protection Task Force, and LETUS suggest a *shared* vision for Lawrence and Douglas County.

Thank you for your consideration,

Tom Birt
930 Missouri St.
Lawrence, Ks

Commissioners,
Page 6 of P2040's introduction states: "If a (development) proposal does not comply with Comprehensive Plan **requirements** (emphasis added), then the applicant must pursue a plan amendment".

Does this mean that a developer would only "pursue a plan amendment" if their plan didn't comply with a P2040 **requirement**? This draft of P2040 requires very little but it does have a lot suggestive language.

According to the Kansas Geological Survey there are oil wells within the boundary of the NE Sector. there are 5 are oil
http://maps.kgs.ku.edu/oilgas/index.cfm
The Lawrence Oil Field within the Squirrel formation
Tufte Enterprises, LLC operates 1 "recompleted well".
Circle E Investments operates 4 producing wells./
1 dry and abandoned well (Chas Wise lease) that was spudded in 1940.

http://www2.ljworld.com/weblogs/town_talk/2018/feb/02/to-the-surprise-of-neighbors-bulldozer-b/

get the town off fossil fuels by building local food, energy, and economic infrastructure
toward this revolutionary notion of resilience and being ab le to bounce back from
unexpected changes.
environmentally responsible manner" page 14

"Sensitive Lands are part of the natural environment that provide habitat for wildlife, endangered ecosystems, or presently unique settings that are rare in Douglas County. By protecting these designated spaces we can protect natural habitats, provide recreation areas, and help minimize development impacts in sensitive areas. These include: • Endangered Species Habitats • Floodway and Floodplain • High Quality Agricultural Soils • Native Prairies • Rural Woodlands and Urban Forests • Wetlands & Stream Corridors • Steep Slopes" page 67

2.6 Consider the complete natural system in identifying and preserving sensitive lands as individual developments occur to maintain continuity throughout the ecosystem. page 68

3.9 Protect environmentally sensitive lands as new and existing areas develop or redevelop.

1.4 Sites shall primarily be out of regulatory floodplains. 1.5 Sites shall contain minimal slopes. 1.6 Protect environmentally sensitive lands as new and existing areas develop or redevelop. Chap 2 page 31

Staying ahead of new trends and needs requires a proactive market response for new developments to a constantly changing environment. Chapter 2 page 32.

From page 24 of the Climate Protection Task Force Plan: This CPTF Climate Protection Report was modeled on the Climate Action Plan for Norman, OK, a city of similar size and demographics to Lawrence, KS. Norman Oklahoma is working towards having 100% of its energy come from renewable sources.

Chapter 8 Appendix
page 102 Implementation of Chapter 6 Natural Resource

D: Implementation

From: Thad Holcombe <tjholcombe@gmail.com>
Sent: Friday, December 14, 2018 11:57 AM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: To Planning Commission - Comments one 2040 Comprehensive Plan for Dec. 17 Meeting

To Planning Commission Members:

I will be speaking during public comment at the Dec. 17 meeting. At that time, I hope to again elaborate on these comments and some of the concerns that LETUS (Lawrence Ecology Teams United in Sustainability) has regarding the 2040 Comprehensive Plan. I will repeat to some extent what was presented at the November meeting of the Planning Commission. Since that meeting, the information on how urgent it is to act regarding consequences of climate change has seemed to exponentially increased! Most likely you have all been sent the following essays and newspaper articles:

https://streets.mn/2018/11/07/everyones-2040-plan-sucks/?utm_source=Sightline%20Institute&utm_medium=web-email&utm_campaign=Sightline%20News%20Selections

https://www.newyorker.com/magazine/2018/11/26/how-extreme-weather-is-shrinking-the-planet

(This is a difficult read...I had to take a break to finish it. I would like to lift up a very small portion of it, but one that is very important -

"Humans share the planet with many other creatures, of course. We have already managed to kill off sixty per-cent of the world's wildlife since 1970 by destroying their habitats, and now higher temperatures are starting to take their toll." (pages50-51) This statement is certainly worth of consideration when planning for "growth".

I would also like to add the comments made by the Sustainability Advisory Board (These were sent to you previously.):

SAB Comments on Comp Plan.pdf

LETUS would like to be in support of these comments. We particularly would like to emphasize the following suggestions made by SAB:

Adoption of a Climate Adaptation Plan

Additional goals for "Natural Resource" ("Environmental Stewardship) - Chapter 6:
- Make Lawrence 100% renewable energy city
- Promote deconstruction industry and more efficient recycling of building materials

Understand "role of sustainability in our community's development"along with inclusion of "sustainability" . For a definition go to https://lawrenceks.org/sustainability/about.

We also agree that a major concern in growth are threats of unsustainable traffic congestion and affordable housing - these need to be addressed.

The rest of the SAB report is important as well, esp. comments on Chapter 7: Community Resources and Chapter 8: Implementation.

Certainly the task of the Planning Commission is occurring at a historic time, given the growing recognition of climate change consequences. We would like to continue supporting your endeavor.

Thad Holcombe
Moderator of LETUs

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

Plan 2040, Chapter 6, Natural Resources, August 2018 draft
Proposed amendments (in red)

6. Strengthen environmental protection through ecologically sustainable development of the built/urban environment.

[existing language]
6.1 ~~Adopt a climate change adaptation plan incorporating potential climate change scenarios and identifying specific actions to reduce risk and exposure from hazards~~.

[proposed fact based correction]
6.1 Accept the global scientific consensus that Earth's life support ecosystems are at risk of collapse within a generation, and follow the recommendations to reduce risk and exposure as enumerated in the Climate Protection Plan and the Peak Oil Response Plan, adopted respectively on 31 March 2009 and 30 September 2011.

[here are the links]
https://assets.lawrenceks.org/assets/agendas/cc/2009/03-31-09/03-31-09h/cptf_final_draft_report.pdf (NOTE: staff has never bothered to upload a version without the "draft" watermark across the pages)

https://assets.lawrenceks.org/assets/agendas/cc/2011/12-13-11/Peak_Oil_Final_Report_93011.pdf

Proposed changes of critical linguistics and concept framing In this chapter, and the balance of the document.

Substitute the word "ecology" for "~~environment~~" and "ecological" for "~~environmental~~" in all instances that refer to natural ecosystems.

Explanation:
In many City of Lawrence documents, including the Land Development Code, the word "environment" or environmental" is used to mean "surrounds" as in the area around a building or a site. This is either intentionally or inadvertently confusing, and should not continue.

Proposed change to the name of this Chapter.

Substitute the title "Food Production and Ecosystem Services" for "~~Natural Resources~~".

Explanation:
The Earth is not a resource to be solely exploited by the human species. Earth is life support for us and all species, providing innumerable ecosystem services for our survival, such as water purification, pollination, coral reefs, and ocean phytoplankton which is the foundation of the food chain for all marine life, and produces 50% of planetary oxygen.

Food production is not a natural resource, but rather the largest human construct, interrupting natural ecosystems, and being responsible for between 31% and 37% of global greenhouse gas emissions.

From: Tom Birt <birt.tom@gmail.com>
Sent: Monday, February 18, 2019 11:38 AM
To: City Hall email <CityHallemail@lawrenceks.org>
Subject: Lawrence Douglas County Joint Planning Commission

February 18, 2019

Commissioners,

According to Kansas Geological Survey maps, there are oil wells (http://maps.kgs.ku.edu/oilgas/index.cfm) within the boundary of Plan 2040. For example, ESE of the intersection N 1620 Rd and E 1600 Rd there are wells quite close to the Kansas river. These wells are in the "Lawrence Oil Field" of the now infamous Squirrel formation. The KGS map shows four currently producing oil wells. Additionally, the map shows one "inactive" well (with no plugging date), a dry and abandoned well (with no plugging date) and a *gas* well on a lease named "Community" that was completed in 1945 (again, no plugging date). Southeast of Lawrence and directly south of the Crown Lake Ski Club there are numerous active and abandoned oil and gas wells.

The city of Paola has an active pump jack on a well that was spudded in 1913. It is surrounded by houses. Did they plan for this? I don't know.
By Kansas statute counties can not regulate the oil and gas industry. Cities in Kansas are constitutionally guaranteed the the right to "home rule". We need a plan that considers the impact of the oil and gas industry on the part of the ecosphere into which we are growing.

Our Sustainability Advisory Board, the Climate Protection Task Force, and LETUS suggest a *shared* vision for Lawrence and Douglas County. P2040 should demonstrate our town's commitment to get us off fossil fuels and commit to 100% reliance upon renewable energy. Why? It's good for growth and good Press. Also, it demonstrates our commitment to being a resilient community in the face of climate chaos.

Sincerely,

Tom Birt
930 Missouri St.
Lawrence, Ks

From: Clark Coan <clarkcoan@yahoo.com>
Sent: Thursday, February 21, 2019 1:27 PM
To: Jeff Crick <jcrick@lawrenceks.org>
Subject: Plan 2040: A Comprehensive Plan for Unincorporated Douglas County and the City of Lawrence

To Whom it May Concern:

Please accept these comments on Plan 2040.

Over the last three decades Douglas County has lost most of its remaining native prairie due to development and lack of proper prairie management. Woodlands are also under the threat by exurban development. As the population continues to grow in the region and county over the next two decades, the remaining tracts of prairie and woodland will disappear unless something is now. That is why I would like to urge that a Douglas County Open Space Program be inserted in the plan.

Perhaps the best way to protect sensitive lands and provide public lands for recreation is the creation of a conservation district with taxing authority or a dedicated funding source. McHenry County, Illinois has such a conservation district and it has conserved over 25,000 acres since its inception in the early 1970s.

Thank you for paying attention to my comments.

Clark Coan

114 Pawnee Ave.

Lawrence, KS 66046

From: Becki DeRusseau <becki.derusseau@gmail.com>
Sent: Thursday, February 21, 2019 7:29 AM
To: Jeff Crick <jcrick@lawrenceks.org>
Subject: Comment on Comprehensive Plan

Dear Planning Committee Members and Commissioners:

Please consider the importance of natural areas such as old growth forest and prairie remnants when creating the Comprehensive Plan and include strong language to protect them. These natural areas are important to me, personally, and to the wildlife of our county, including bees and other pollinators.

Thank you,

Becki Farrell DeRusseau
66044

-----Original Message-----
From: Dan Huffman <lifes4livin@me.com>
Sent: Monday, February 18, 2019 9:45 AM
To: Jeff Crick <jcrick@lawrenceks.org>
Subject: Native prairie importance to Kansas residents

Dear Lawrence-Douglas County Metropolitan Planning Commission:

I am contacting you to express my thoughts regarding the inclusion of protections in your long-range plan for the preservation of natural undisturbed areas in Douglas County, especially remnant or native Kansas prairie areas. My wife,Susie, and I are fortunate to have native prairie on our 3-acre property at 898 N.1850 Road, in the northwest corner of Douglas County about a mile south of the Kansas River,with approximately half of our 3-acres native prairie. Our prairie site has had Kansas biological surveys for plant species done by botanists from KU over the years, called for both by the previous owners of our ground, and now my wife and I, who purchased our home and the land in 2013. The surveys have all confirmed the dozens upon dozens of plant species and plant communities that are unique, and we've been told,irreplaceable, given the interdependent relationships existing where the plant species and native soil have never been disturbed by a plow. I cannot overemphasize how meaningful and humbling it is for my wife and I to be able to enjoy the four seasons of change that sweep across our prairie meadow, while knowing the sights we enjoy are a glimpse into the wild beauty of Kansas that greeted Native Americans in their journeys across the plains, and later, the settlers who chose Kansas for the possibilities of a better life on its prairies.In a real sense, my wife and I feel we have been allowed to become stewards of a vital piece of Kansas natural history, one that should be preserved for its own sake as a piece of Kansas's biological identity. We've read that only 3% of the original Great Plains native prairie remains, and as a former elderly neighbor stated, "they're not making any more of it". My wife and I have shared our prairie with friends as well as faculty and students from KU and plan to continue to do so and wish to extend an invitation (please call us at 785-842-6779) to any members of the Metropolitan Planning Commission who would be interested, though it might be best to wait until late Spring and early summer when the wildflowers are in bloom.

We are also fortunate as our two new neighboring families, who in the past four years have purchased over 160 acres surrounding our 3-acre property, have both made commitments to preserving and even restoring some of the native plants that once covered their ground. Our neighbor to the northeast has an even larger acreage than ours of native prairie, as well as a beautiful stand of old-growth Kansas forest. He has invested "sweat-equity" as well as considerable expense to clear additional non-remnant acres and replant them with native plants and wildflowers. Our neighbor to the northwest is interested in preserving areas of his 90-plus acres for wildlife habitat, and last year he and his wife had the rare opportunity to spy a mountain lion crossing his old-growth forest ground in the northern reach of his land, one of many wild Kansas species that live within range of the Kansas River just a mile north.

I remain uncertain how many future generations in Douglas County will be able to visit, let alone own remnant prairie or old-growth forest, but I believe with proper planning by the owners of such natural areas, as well as the thoughtful attention by groups such as yours, all future generations of Douglas County will be able to visit and thus appreciate these wild, undisturbed places that are like precious gems within one of the most beautiful counties in Kansas. I humbly request that you prioritize the protection and long-term preservation of such natural ares in Douglas County in your planning efforts.

Respectfully,
Dan and Susie Huffman

Pennie von Achen
1346 E. 2350 Road
Eudora, Kansas
February 21, 2019

Lawrence Douglas County Metropolitan Planning Commission
Lawrence City Hall
6th & Massachusetts St
Lawrence, Ks

Dear Chairwoman Willey and Commissioners,

The primary purpose of writing new comprehensive plans every few years is to update it. Each plan should build on its predecessor, developing new goals and new strategies to meet the current conditions and needs. But there is very little that's new in Chapter 6 of Plan 2040. Most of the goals and action items are simply abbreviated versions of those in H 2020. And in many cases, vital information was lost in the abbreviated form. So while we have gained little we have lost much in the way of substance.

This comes at a time when the problems facing our environment, and therefore us, have never been greater. The stunning and ongoing loss of biodiversity, the dual problems of water: quality and scarcity, and the grim impacts of climate change are just three examples that pose unprecedented threats. The UN Intergovernmental Panel on Climate Change recently issued a report that says we must reduce our greenhouse gas emissions by 40-50% by 2030 to avoid a humanitarian crisis like the planet has never known. Many say it can't be done. It requires aggressive and creative action. What role can the new Comprehensive Plan serve in addressing these problems?

First, we must look to the goals and strategies we already have in H 2020 and Plan 2040. Surprisingly, several strategies from H2020 that could help mitigate climate change have been omitted from Plan 2040. A few of those are listed:

Policy 3.1a: Recommend land use and transportation design standards that encourage the use of alternative forms of transportation, encourage development in areas that are served or could be served by transit facilities and provide efficient connections from one mode of transportation to another.
Policy 3.1b: Encourage and provide incentives for mixed use districts which provide live/work/shop opportunities within walkable distance.
Policy 3.1g: Develop a walkable complete street program, stressing connectivity and street design that safely accommodates all users including non-motorized vehicular traffic.
Policy 3.3a: The City and County should strive to minimize power usage, promote alternate fuel sources, and use environmentally friendly building design and mechanical systems (often referred to as "green building") in their government buildings to serve as a model to the community.
Policy 3.5a: Develop and implement policies to inventory and INCREASE (my emphasis) the amount of urban forest that will help reduce the amount of CO2 in the air.
Policy 6.4b: In a fiscally responsible manner, the City and County shall use the most environmentally friendly (i.e. fuel efficient) vehicles available on the market for government vehicles, including the publicly-owned transit fleet.
Policy 6.5a: The City of Lawrence and Douglas County should lead the way by REQUIRING (my emphasis) that all new public facilities and substantial remodels of existing public facilities be built according to sustainable or green industry accepted standards and programs.

Policy 6.6f: The City and County governments shall take the lead and set an example of reducing energy consumption for the community in a fiscally responsible manner, and examples may include:

f.4: Taking steps to reduce energy consumption in governmental buildings (using an energy audit system).

f.5: Utilizing energy efficient building materials and designs on new facilities.

But these goals and strategies are only the starting place. We as a community and you as leaders, must heed the sense of urgency in these growing ecological crises and recognize that our traditional solutions are inadequate to meet the challenges we now face. With that in mind, I recommend the following:

1. Re-examine the language in H2020 and find where abbreviating sentences or paragraphs has resulted in lost information. Incorporate that omitted language into Plan 2040. (see the last page for more of those examples)
2. Prioritize the adoption of the Climate Change PREVENTION (my addition) and Adaptation Plan in Plan 2040 (6.1). Set a date for its implementation. Ideally at least some of the participants should have expertise in this area.
3. Finally, given the gravity, complexity, and urgency of these multi-faceted concerns, I would urge you to solicit the assistance of a person with professional expertise to advise us on what further steps we should include in Plan 2040. Hopefully he/she could help us find those creative, nontraditional strategies we may be missing. It would be well worth it to be sure we are doing all we can to build a healthy, vibrant and sustainable community.

Due to recent surgery I may be unable to attend Monday's meeting. Thank you for the long hours you are spending on the Comprehensive Plan!

Sincerely,
Pennie von Achen

Following are a few examples of goals or action steps found in H2020 that did not make it into Plan 2040, or some important parts were omitted :

Policy 1.2d.1 Use native plants in yards and gardens: they need fewer chemicals and water. (This could be encouraged on projects that come before the Planning Commission, and on government landscapes)

Policy 1.4b: Develop a wetland policy which promotes protection, enhancement, and restoration of existing high priority wetlands and effective mitigation of wetlands when disturbed.

Policy 1.5c: If important areas of groundwater recharge are identified through the inventory, prepare a wellhead protection plan.

Policy 1.6a. .....Consider further limiting new development from encroaching into the regulatory floodplain by adopting regulations that promote no adverse impact in flood hazard areas.

Policy 1.7E: Use nonstructural or natural approaches to storm water system design and management. Encourage storm water management that uses natural features, rain barrels, rain gardens, bio-retention swales, pervious paving materials, and limits the use of imperious surfaces, etc.

Policy 2.2a: Develop regulations and incentives that provide DIFFERENT LEVELS (my emphasis) of protection for the different types of woodlands.

Policy 2.4g: Regulate the placement of roads, trails and utilities with development or infrastructure projects to minimize creation of fragmented natural areas.

Policy 2.4h: Develop a program to encourage and incentivize the connectivity of natural areas whether they are on a particular development site or off-site.

Policy 5.1c: Encourage the recycling of construction and demolition debris.

Policy 6.6d: Provide incentives for building and facility design which minimizes water usage such as water efficient plumbing fixtures, and reuse of gray water for irrigation.

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

25 February 2019

re: Plan2040 draft

Chair Willey and Commission:
For anyone interested in looking, there are innumerable scientific references to be found describing how humanity is fouling our own nest, to our own detriment and that of all other species. Ocean fisheries are collapsing, the Brazilian rainforest is being decimated, agriculture runoff is causing a 5,780 square mile dead zone in the Gulf of Mexico, and we have entered the sixth mass extinction on the Earth, with 16-33 percent of invertebrates now endangered.

It's sometimes difficult to put these facts into a local perspective, but much of the global damage to ecosystems is caused by land use conversion by humanity. In that regard, I want to share with you some observations by Dr. Hope Jahren, a full professor of Geobiology at the University of Oslo. Please include strong protections for wetlands and prime soils in the Growth and Development chapter and the Natural Resources chapter of the Plan2040 draft.

> "A forest experiences many disturbances like lightening kills, windfalls, death from aging, and fires. Humans can disturb like nothing else. We plow, pave, burn, chop, and dig. The edges and disturbances of our cities support only one kind of plant, a weed, which grows fast and reproduces aggressively. A plant living where we don't want it is a pest. A plant thriving where we don't want it is a weed. Humans are actively creating a world where only weeds can live, and then feigning shock and outrage at finding so many.
>
> "For several billion years, the whole of the Earth's land surface was completely barren. After the first jawed and jawless fish appeared, sixty million more years passed before there was life on land that constituted any more than a few single cells stuck together within the cracks of a rock. Once the first plant did somehow make its way onto land, however, it took only a few million years for all of the continents to turn green, first with wetlands, and then with forests.
>
> "Three billion years of evolution have produced only one life form that can reverse this process and make our planet significantly less green. Urbanization is decolonizing the surface that plants painstakingly colonized four hundred million years ago, turning them back into hard and barren lands. The amount of urban area in the U.S. is expected to double during the next forty years, displacing a total area of protected forest the size of Pennsylvania."

thank you,

Michael Almon

Kansas Riverkeeper® & Executive Director
Dawn Buehler

Development Director
Michael Norris

Education Director
Laura Calwell

Education Specialist
Denise Kidder

2019 Board of Directors

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Friends of the Kaw
P.O. Box 1612
Lawrence, KS 66044
785-312-7200

Report River Pollution:
1-866-RIV-KEEP

Email: riverkeeper@kansasriver.org

Website:
www.kansasriver.org

KANSAS RIVERKEEPER®

WATERKEEPER® ALLIANCE

February 21, 2019

City of Lawrence
Unincorporated Douglas County
CompPlanUpdate@lawrenceks.org

Re: Comprehensive Plan Public Comment

City of Lawrence & Unincorporated Douglas County:

I represent the Friends of the Kaw, Inc., a 501(c)(3), grassroots, conservation organization, the mission of which is to protect and preserve the Kansas River (locally known as the Kaw) for present and future generations. I am also an active member of the Kansas Basin Regional Advisory Committee for the Kansas Water Plan and Vision, which involves the efforts of many people across Kansas to address the water problems of our state.

It is very important that we take this opportunity to comment on the Comprehensive Plan for the City of Lawrence and Unincorporated Douglas County. We are providing public comment in regards to the Natural Resources section. Please find our comments attached to this letter.

The Kansas River is a drinking water source for over 800,000 Kansans and is a National Water Trail. We all must do what we can to protect the watershed and this valuable resource. Thank you for your time, thank you for serving your community, and thank you for your hard work to set a plan for the future.

Sincerely,
FRIENDS OF THE KAW

Dawn Buehler
Kansas Riverkeeper® & Executive Director

Public Comment from Friends of the Kaw

City of Lawrence & Unincorporate Douglas County
Comprehensive Plan 2040
February 21, 2019

Chapter	Goal	Action Item	Suggest Changes	Comment about suggest change
6			Sidebar: Definition of Watershed: A watershed is an area of land that drains to a single point.	Current example is not entirely accurate
6			Sidebar: Watersheds are important….needs to be rewritten. Suggestion: We all live in a watershed. Watersheds consist of surface waters such as rivers, streams, lakes and wetlands, as well as all of the groundwater under the soil. Watershed protection is a means of protecting all of those waters that drain into the watershed. A watershed is more than a drainage area in and around our communities, it provides drinking water for people and wildlife, diverse native landscapes, wildlife habitat, nourishes our gardens, produces energy and is the basic foundation for life. Protection of our natural resources and our watershed is essential to maintain the health of all living things.	Watersheds are more inclusive.
6	Vision		Suggested revision: To protect, enhance and restore our rich natural heritage and environment.	
6	1	Intro	Suggested revision: Managing all water resources to ensure that water quality is maintained for a health watershed, drinking water, and recreational purposes.	We must think holistically and look at the entire system.
6	1		Suggested revision: Manage the watershed and all water resources to protect natural habitats, mitigate hazards and ensure water quality.	
6	1	1.1	Comment: in order to evaluate development proposals that impact the drinking water for Lawrence & Douglas Co., that will require that the entire watershed is monitored.	The watershed extends far beyond Douglas County.
6	1	1.4	Suggested revision rewrite: Develop a stream setback policy that works to protect, preserve and enhance the hydrologic, biological, ecological, aesthetic, and recreation functions that river and stream corridor buffers provide to the community.	The County could really take a step here and become the leader across the state on the protection of water.

6	1	1.6	Suggested revision: Encourage minimal and appropriate use of fertilizer, pesticides and other chemicals within the watershed. Train city and county staff on appropriate use of these chemicals, especially surrounding water bodies and during wet weather conditions.	Would like to see the County & City stop spraying on the bridges over waterways.
6	1	1.9	Suggested revision: Inventory and protect groundwater resources, their recharge lands, and understand their connections to surface streams.	
6	1	1.11	Suggested revision: Promote voluntary water usage reductions. (by itself)	
6	1	1.12	Suggested addition: Encourage best management practices in all work that touches sensitive lands, lands and water.	
6	2		Suggested revision: Manage land resources to maintain or restore their native, historical functions and ensure their sustainabiltiy for the future.	We don't want to maintain lands as they are if they have invasives and don't hold soil, we want to restore them.
6	2	2.1	Suggested revision: Adopt regulations requiring grading permits and require best management practices in all development.	Best Management Practices are critical to protecting the watershed
6	4		Suggested revision: Properly manage natural resources to ensure sustainability, marketability, environmental protection, and value for the community.	Make sure the community receives the best value when the mining is from a community asset
6	4	4.1	Suggested revision: Work with partner agencies and the community to develop sustainable harvesting standards and an effective reclamation plan that benefits the community.	Need community involvement when we destroy lands
6	4	4.3	Suggested addition: and involve the community	Make sure there is appropriate public comment periods

Lawrence Board of REALTORS®
3838 W. SIXTH ST., LAWRENCE, KANSAS 66049 / (785) 842-1843
www.LawrenceRealtor.com

February 22, 2019

Lawrence-Douglas County Metropolitan Planning Commission

Dear Planning Commissioners,

Thank you for the opportunity to speak, albeit very briefly, at the December 17, 2018 meeting about the Lawrence Board of Realtors® concerns regarding the community benefit policy contained in Chapter 2 of Plan 2040. Unfortunately, due to time and format constraints, there remains much more that went unsaid but should be considered.

City staff summarily claimed that many other jurisdictions have had success with policies similar to the community benefit policy in Chapter 2. However, after extensive research, including requesting assistance from our national organization, we are unable to locate any jurisdiction in the country that has instituted a policy like the community benefit mandate in Chapter 2.

City staff also referred to successes Boulder, Colorado has experienced in creating additional affordable housing. However, what staff failed to mention is that Boulder's plan is an inclusionary housing program that requires 25% of all housing development within the city limits to be set aside as permanently affordable housing, or a payment-in-lieu of $18,000 per unit. First, this kind of inclusionary housing program has been expressly prohibited by statute in Kansas so Boulder's system is not comparable. Further, as reported in a 2014 Boulder newspaper article (attached), developers acknowledge passing on the costs of complying with Boulder's inclusionary housing program to market buyers by building more expensive market rate housing. This is precisely the result LBOR and others have been warning against. When developers incur additional costs and pass those on by building more expensive market rate housing it adds inventory to a price point that is already sufficiently represented in the Lawrence market and does absolutely nothing to address the established need for moderately priced workforce housing in Lawrence.

This underscores the semantic problem that exists when we are talking about affordable housing. Most of us think of affordable housing in terms of housing that is publicly subsidized through rent vouchers, down payment assistance, or development of permanently affordable housing through grant funding with assistance of agencies like Tenants to Homeowners. This is undoubtedly an important public need and requires our attention.

But when we focus on this definition of affordable housing, we lose sight of a growing population of residents who make too much to qualify for public assistance, but not enough to afford a house that costs more than $250,000. These people make up a significant portion of

the Lawrence workforce and we know from the recent housing study that there are nearly 3,000 of these residents who currently rent and want to own but Lawrence simply doesn't have enough affordable inventory to accommodate them. As a result, we have a population of employed, tax paying Lawrence residents who are being priced out of home ownership. So when LBOR talks about housing affordability, we are talking about both the population that qualifies for public subsidy and this more moderate income population that is being left behind.

It is also worth noting that of the 25% of housing required by Boulder's program to be permanently affordable, 80% should be affordable to low/moderate income households and 20% affordable to middle income households. That allotment of housing to meet middle income housing needs is noticeably absent from Lawrence's proposal and City staff have expressly indicated that meeting a community housing need is not, in and of itself, a sufficient community benefit under this policy.

In short, Boulder obtained their success through an enforcement mechanism that is not available to us in Kansas and experienced the very consequence that LBOR and others have been cautioning against for months.

The median sales price for housing in Lawrence has already jumped over 13% in 2018. Affordable housing is quickly becoming out of reach for more and more Lawrence residents. The Lawrence Board of Realtors® believes that everyone in Lawrence should have access to safe, affordable housing and that everyone should be able to experience home ownership within their means. To that end, we would encourage City Leadership to look at housing affordability in Lawrence as it pertains to all Lawrence residents and adopt policies which will incentivize and encourage the growth that Lawrence needs rather than deterring it with additional costly requirements.

Thank you for your consideration of these issues.

Sincerely,

Danielle N. Davey
Governmental Affairs Director
Lawrence Board of Realtors®

Boulder: Is affordable housing working?

Strategy to provide more workforce housing expected to be finalized next year

By Erica Meltzer

Camera Staff Writer
Boulder Daily Camera

Posted:Sat Dec 13 11:00:00 MST 2014

Back in 2000, Cecily Wilson was a newly divorced single mother with limited education and not much work experience.

Through Boulder Housing Partners, she was able to find a three-bedroom apartment where she could pay a percentage of her limited income and maintain some consistency for her children, keeping them in their schools.

A lot has changed in Wilson's life since then. She went back to school. Her boys grew up and went off to college. She is now an orthopedic nurse manager at a local surgery center where she earns roughly $55,000 a year. But she still lives in housing managed by Boulder Housing Partners, a two-bedroom in the Foothills Community in northwest Boulder for which she pays $1,010 a month.

"It's a great job," she said of her nurse manager position. "It might sound like enough to move into market-rate housing, but you add up school loans, college assistance for my kids; I'm not in any position to jump into market-rate for the same size."

Wilson belongs to the large "middle-income" population that works in Boulder but increasingly struggles to find housing here that doesn't break the bank.

Affordable housing in Boulder

There are now 3,336 permanently affordable housing units in the city of Boulder. Another 283 affordable units have received city funding and are in various stages of development. Boulder also has more than 900 Section 8 vouchers, which are available through a lottery system.

Boulder's affordable housing stock includes 203 shelter beds, 300 public housing units, 1,857 rental units and 822 ownership units.

The city has a goal of having 10 percent of its housing stock be permanently affordable.

"Affordable" means that a resident would not have to spend more than 30 percent of his or her income on housing. Rents and prices on affordable units are designed to meet a variety of income levels, depending on the type of housing project and the funding sources.

Area median income in Boulder is $67,750 for a single adult and $96,800 for a family of four. Most affordable housing is restricted to 80 percent of area median income or lower, or $44,750 for a single adult and $63,900 for a family of four. There are 99 ownership units available to people earning up to 120 percent of AMI.

Boulder Housing Partners has a variety of housing types, from public housing and Section 8 communities, where residents pay 30 percent of their income in rent, to affordable apartments available at reduced rent, to market-rate apartments open to all. Of a total 1,112 housing units, 345 are reserved for the elderly or disabled, and 31 are for the chronically homeless.

The wait list for public housing is closed. Section 8 vouchers are available through an annual lottery. Affordable rental units are listed as they become available.

For more information, go to boulderhousing.org.

Thistle Communities is a developer and property manager of affordable housing in Boulder. Thistle manages affordable rental units, usually for people at 60 percent of AMI or lower, and develops deed-restricted ownership units that sell for amounts that would be affordable to people at moderate and low incomes.

For more information, go to thistlecommunities.org.

Boulder's inclusionary housing ordinance, in place since 2000, requires that new residential projects make at least 20 percent of the units permanently affordable or pay cash-in-lieu to the city's affordable housing fund, which uses those funds as well as federal, state and local money to pay for affordable housing projects.

For more information, go to bouldercolorado.gov

Affordable housing projects are usually developed through a combination of public and private financing.

Boulder is in the midst of developing a comprehensive housing strategy that would identify policy changes, whether in the provision of affordable housing or in the city's land use policies, that would provide more "workforce" housing. The strategy is expected to be finalized in 2015.

That discussion has run smack into the broader debate about growth and development, with many on both sides seeing the call for more affordable housing as a proxy for density and urbanization.

Proponents of greater urbanism — from John Tayer at the Boulder Chamber to Sue Prant at Community Cycles — have said new development provides housing for workers and reduces in-commuting. Opponents of development point to the high price points of new units and ask what, exactly, the city is getting from all this building.

"In our new development, are we truly getting development that houses our workforce? I don't think we are," Councilwoman Lisa Morzel said in September as the City Council briefly considered a moratorium on new development.

Requiring affordability

A centerpiece of the city's affordable housing policy since 2000 has been the inclusionary housing ordinance, which requires that developers of residential projects make 20 percent of their units permanently affordable through deed restriction or pay cash to the city instead. Developers also have the option of building affordable units off-site in a separate project.

The stated preference of the program is that developers build on-site housing so that affordable units are integrated with other housing, but developers have flexibility in how they comply.

Of the 24 major residential projects to come through the site review process since 2009, 13 have paid cash to the city, three have done a combination of on-site housing and cash, three have built off-site affordable housing and five have built affordable housing on-site, according to information provided by the city of Boulder's Housing Division.

Of those five, four were developed by Boulder Housing Partners, the city's housing authority, or Thistle Communities, a developer and manager of affordable housing projects, or were annexations, in which the city has more leverage and usually requires at least 50 percent affordable housing on-site. Kalmia Estate Residences, for example, includes 26 affordable homes out of 57.

Just one did not meet those conditions: Depot Square in Boulder Junction. That project is 100 percent affordable through an agreement with Pedersen Development by which the $5.4 million cash-in-lieu paid by the Solana, on the other side of Pearl Parkway, goes to subsidize the affordable units in Depot Square.

Three projects still in the early stages of moving through the process — two as part of Boulder Junction and the other the proposed redevelopment of the Armory site in north Boulder — call for on-site affordable housing.

Housing Division Manager Jeff Yegian said that overall, the inclusionary housing ordinance is serving its purpose, but the lack of on-site affordable housing has been a concern for several years.

"One challenge of the program, with the legal environment we are operating in, is having the affordable housing integrated on-site," he said. "Having housing on-site creates a more cohesive community. Through the program design, there is a strong preference for having on-site units, and developers have to pay an increased cash-in-lieu amount if fewer than half the required units are built on-site."

Nonetheless, developers have opted to pay almost $19 million to the city since 2009 instead of building on-site.

Why have so many developers made that choice?

Michelle Allen, Boulder's inclusionary housing program manager, said cash isn't the easy choice it might look like from the outside. That money is due when developers pull their building permits, which means they have to find a way to finance it before they've sold or leased a single unit.

However, lenders and investors often balk at including permanently affordable units on-site because it changes a project's profit margin significantly. Allen said there have been numerous projects that started out calling for on-site affordable units, only to change because they couldn't get financing that way.

A more significant barrier in recent years has been the state's prohibition on rent control. Most of the large projects coming through the site review process in recent years have been apartment buildings, not condos, and the city cannot require the units to be rented for a set amount.

"It's much harder to do rental units on-site," she said. "It's nearly impossible."

More recently, the city has developed certain workarounds. If the developer enters into a voluntary agreement with the city, if the city provides a subsidy for the affordable units, if the developer provides more units or deeper affordability than strictly required by the ordinance, if the developer can find an affordable housing partner to take over the units after completion, then the project can include permanently affordable rental units with capped rents on-site.

"Almost all developers are willing to talk with us," Allen said. "They want to get their project built. What's changed is the evolution of how we can make it happen."

Off-site options

Off-site housing has been the least-used option because it would require having land and taking a separate project with its own affordable housing obligation through the city's approval process.

Two recent projects in Gunbarrel have been able to piggyback on land and plans that were already in the works to add 130 units of permanently affordable housing that would be managed by Thistle Communities.

Gunbarrel Center, a 251-unit mixed-use development at 6685 Gunpark Drive, contributed toward the construction of 69 affordable apartments at 2685 28th St.

Apex 5510, a 232-unit apartment project at 5460 Spine Road, contributed toward the construction of 61 affordable apartments at 2810 and 2850 29th St.

Brad Blash, manager partner of Crossbeam Concierge, which developed the Apex project, said his company is used to working with affordable housing requirements in expensive cities. There's always a way to make it work.

"Our company has been in the workforce housing business for 40 years," he said. "We understand and have done mixed-income housing for years. The concept is not unfamiliar. We understand that a lot of high-cost markets, it's a program that you're going to have to deal with to get your project off the drawing board."

Apex put up 10 percent of its per-unit project cost to fill a financing gap in an affordable housing project being put together by Andy Allison, an affordable housing developer who frequently works with Thistle Communities. If the project came in under budget, Apex would get back any extra money.

Asked if Apex ended up paying less money than it would have if it had done straight cash-in-lieu, Blash said building off-site was "more efficient."

"The city's ability to look at all three options allows the private market to be creative, and in this case, produced more units than we would have otherwise built," he said. "I think it's a win-win."

And when developers do pay cash-in-lieu, that money goes to other affordable housing projects.

With a few exceptions, it's hard to draw a direct line between specific market-rate projects' contributions and specific affordable housing projects. The cash-in-lieu is mingled with federal, state and local affordable housing money in one budgetary pool.

Between 2009 and 2014, the city has given out more than $22 million for 481 new permanently affordable housing units, both ownership and rental. Another $11.7 million has gone toward rehabilitation of 827 existing affordable housing units.

The city has a total of 3,336 affordable housing units and has roughly $7 million available for new projects in 2015.

'We can develop so much more'

Asked if the inclusionary housing ordinance is working, Betsey Martens, Boulder Housing Partners executive director, answered with an emphatic: "I do."

Martens said affordable housing developers such as Boulder Housing Partners and Thistle Communities can leverage $4 to $6 in other financing for every dollar they receive from the cash-in-lieu contributions.

"We can develop so much more affordable housing than we would get if it were built on-site," she said.

Since 2009, Boulder Housing Partners has created 79 units of family housing at Red Oak Park, the former site of Boulder Mobile Manor; 59 units of senior housing at High Mar in south Boulder; 31 units for the chronically homeless on Lee Hill Drive; and 34 units of rental housing through the acquisition of West View Apartments. Another 62 units are planned at Twin Lakes in Gunbarrel. City money went to help acquire the land.

Martens said Boulder Housing Partners historically has provided housing for very low-income people and "hard-to-house" populations, such as the disabled and the formerly homeless, as well as administering Section 8 vouchers through a lottery. The waiting list for public housing is closed because there are so many people on it.

The organization constantly tries to balance the need for housing for working families with those more specialized populations, Martens said.

"We could do nothing but build housing for seniors for the next 10 years, and we wouldn't come close to meeting the needs," Martens said.

Mary Golden, 70, one of the residents of High Mar, said she had been looking for a roommate when she had the opportunity to move into a two-bedroom apartment there.

Two years earlier, she gave up her condo after getting laid off and not finding new full-time work. She moved in with a relative who needed medical care and was searching for a new place when a spot opened up at High Mar.

Now she uses the second bedroom at her High Mar apartment as an office for her part-time contract work and volunteer job encouraging low-income children to pursue science.

The unit isn't cheap. At almost $1,000 a month, it's two-thirds of her income. But she feels much more secure.

"It doesn't sound secure, but I feel more secure," she said. "When you're in shared housing, unless you're the one on the lease who goes out and finds the other people, your housing situation is not secure."

She has found a new community at High Mar and also been able to maintain the connections she developed in Boulder since moving here in 1999 to be near her daughter and grandchildren.

She said she hopes the city finds a way to support more housing for working people and renters.

"You don't want this to be a city where you can't afford to live here if you work here," she said.

As Boulder Housing Partners develops a new long-term strategy in conjunction with the city's comprehensive housing strategy, Martens said the most important thing is to know what the community wants.

Building housing for families will cost more because the units need to be larger. Some expensive cities limit their subsidies to the more needy, and middle-income professionals move to less expensive suburbs.

"There is an undeniable tension between maximizing assistance and supporting community," Martens said.

Yegian said the comprehensive housing strategy may identify priorities for the use of city affordable housing dollars or continue the current approach. Building more "market-affordable" housing — housing that isn't subsidized but is relatively affordable for professionals — will most likely have to come from changing land use regulations, not spending city money, he said.

Developers pass on the costs

Developer Lou Della Cava said he believes the inclusionary housing ordinance itself contributes to the higher cost of housing.

Lenders want a certain return on investment, and if developers can't show a certain profit margin — one that can absorb some uncertainty — they won't get financing. To absorb the inclusionary housing requirements, developers build more expensive market-rate units than they otherwise would have, he said.

"Some people think by this mechanism you are getting developers to pay for it," he said. "Developers are not paying anything that they can't pass on to someone else."

Della Cava said developers' opposition to building on-site is overstated. He pointed to three projects he is involved with currently: Kalmia Estate, Northfield Commons, with 86 of its 192 homes being affordable, and Northfield Village, with 60 of its 132 homes being affordable. All three projects were annexations where the city insisted on high levels of affordability. The city is also contributing toward Habitat for Humanity homes within Northfield Village.

Nonetheless, the price of the market-rate homes is higher to offset the cost of the affordable units, he said.

Della Cava said other public goods such as streets and sewers are paid for collectively. It would be fairer and produce few unintended consequences if affordable housing were funded through a citywide tax, he said. Such a tax has never made it to the ballot.

"The city's voters never bought into the idea of paying for housing for poor people," Della Cava said.

Mary Duvall, CEO of Thistle Communities, which has developed mixed affordable and market-rate homeownership projects in Boulder, said she believes Della Cava has a point.

"The developer is paying most of the cost," she said. "Philosophically, that is not entirely correct."

Even for Thistle, an entity dedicated to affordable housing and with access to tax-credit financing to make those projects happen, it's hard to make the math work, Duvall said.

"Because our city has high standards, you don't get a break for building something more affordable," she said. "The cost of the land and the construction materials and the permits are the same. It doesn't cost that much less. The market has to subsidize the affordable."

What is at stake is clear in who is renting at the apartments built in conjunction with the Apex project on 29th Street, which is managed by Thistle. It's not service industry workers, but professionals.

"They're earning a good wage, but it's not a living wage in Boulder," Duvall said. "There was no shortage of qualified applicants. They were saying, 'This is my first place, the first time I could live without roommates, the place that's going to let me stay in Boulder.'"

Wilson, the orthopedic nurse manager, is on the edge of earning too much to stay in the apartment she's had for seven years. She considers it her home, and it's the place her sons come home to when they visit.

If she has to move outside Boulder, any money she saves on rent will be more than lost on transportation costs.

Wilson said she knows she isn't owed an affordable place to live, and she's grateful for what the city and Boulder Housing Partners have provided for her in the years since her divorce.

But she also hopes she can keep contributing to the community she calls home.

"We don't want to be ousted because we've been successful," she said. "I'm just hopeful that they see our value in contributing to the workforce here in Boulder and that maybe we also contribute to the diversity in Boulder. I can't expect them to accommodate people like me, but I am so appreciative that they have, and I hope I get to stay here."

Erica Meltzer: 303-473-1355, meltzere@dailycamera.com or twitter.com/meltzere

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GRASSLAND HERITAGE FOUNDATION
P.O. Box 394 • Shawnee Mission, Kansas 66201

February 24, 2019

Lawrence/Douglas County Metropolitan Planning Commission
c/o Jeff Crick
6 East 6th St.
Lawrence, KS 66044

Dear Planning Commission Members,

Grassland Heritage Foundation is a local 501(c)3 organization whose mission is to preserve tallgrass prairie in Northeast Kansas through education, stewardship, and land protection. Once covering close to 85% of Douglas County, prairie is now highly endangered with only .5% of the pre-settlement acreage remining (Kansas Biological Survey data). Nationally, less than 4% of the pre-settlement prairie still exists, mostly in the Kansas Flint Hills and scattered small remnant properties. The preservation of these remnants in Douglas County provides many benefits including rainwater retention and filtration, prevention of soil erosion, nutrient cycling, habitat for pollinators and other wildlife, carbon sequestration, and opportunities for citizens to enjoy the outdoors.

We appreciate the Planning Commission's efforts to address the preservation of prairie and other ecosystems in the 2040 Comprehensive Plan. After reviewing Chapter 6 of the most recent plan draft, we would like to make a few suggested revisions which are listed below. Also included are suggested steps for implementation of specific plan components. It is possible that we will submit additional comments in the future as the Planning Commission addresses additional chapters.

General Comments and Suggestions:

1. Include the Kansas Biological Survey and the Douglas County Heritage Conservation Council on the list of Advisory boards that will be consulted on matters relating to this chapter.

2. Adopt the definition of Sensitive Lands recommended by the Kansas Biological Survey in their comments from Nov. 2018 (with modifications):

   Sensitive Lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of Sensitive Lands reduces vulnerability to natural hazards, and enhances the quality of places where people live, work, and play. These lands would be identified in consultation with the appropriate advisory boards and would include:

   Floodways and floodplains
   High quality agricultural soils

Steep slopes
Wetlands
Stream corridors
Habitats for rare plants and animals
Native prairies
Urban forests and rural, high-quality, native woodlands

3. Specific rules and regulations should be created and enforced which protect Sensitive Lands, particularly native, untilled prairie. Rules and regulations protecting Sensitive Lands should apply to both commercial and residential development and should be incorporated into Specific Land Use Policies and city/county code as appropriate.

4. Create a Natural Resources Conservation Plan similar to that outlined for historic preservation in Chapter 7, Goal 1.3. Such a plan should include landowner incentives to preserve sensitive lands. The plan could be adopted as a Specific Land Use Plan or be incorporated into a Douglas County Open Space Plan.

5. The Public Benefit provision as outlined in Chapter 2 should be preserved. We encourage its use as a means to preserve sensitive lands including native tallgrass prairie.

6. We encourage the city of Lawrence to support Douglas County in creating and adopting an Open Space Plan which will insure the preservation of native prairie remnants and watersheds and provide landowners with options to sell or preserve their property.

7. The city and county should work with the Kansas Biological Survey and other professionals trained in grassland or wetland ecology to identify and review all sites which might contain Sensitive Lands prior to development.

8. The city and county should establish funding priorities for evaluation and protection for natural resources.

Recommendations for specific changes to plan:

Section 2, Land Resources

2. Implementation strategies should include the creation of management plans which account for the unique needs of specific Sensitive Lands, provide training for city and county staff, and be incorporated into the corresponding Specific Land Use Plans.

2.2 Include native prairies.

2.4 Must be conducted in collaboration with professional ecologists.

2.5 Reword to say: "Identify wildlife habitats in conjunction with the Kansas Biological Survey and other professional ecologists and establish rules and regulations prioritizing their protection and conservation to establish corridors."

2.9 Implementation strategies should include training for city and county staff on invasive species management techniques specific to Sensitive Lands.

Section 6, Urban Environment

6.1 Implementation strategies should include the prioritization of native ecosystems as a component of any climate adaptation plan.

Add provision 6.11 stating:

Promote pollinator health and sustainable landscaping practices by increasing the use of native plants in city and county landscaping and eliminating the use of pesticides which harm pollinator populations.

Thank you for your time and effort in writing and reviewing this plan. If you have any questions about our suggested revisions, please feel free to contact me at 913-449-3621 or by email at sholc@comcast.net.

Sincerely,

Sue Holcomb

Sue Holcomb, President
On behalf of the Board of Governors

---------- Forwarded message ----------
From: Thad Holcombe <tjholcombe@gmail.com>
Date: Sat, 23 Feb 2019 11:33:53 -0600
Subject: Comments for Lawrence/Douglas County Metropolitan Planning Commission
To: Commission Members
From: Thad Holcombe
Moderator, LETUS (Lawrence Ecology Teams United in Sustainability - an interfaith network of Catholic, Protestant, Jewish, Muslim "green teams")

My comments are regarding the "Natural Resources" chapter of 2040 proposed plan. I am suggesting the Climate Protection Task Force Report of 2009 as a good resource for addressing several concerns. In that report, actions were recommended to achieve greenhouse gas emissions reduction goals - the following is the timeline and the seven strategies developed to meet reduction timeline:

"The Climate Protection Task Force's overarching goal is to achieve an 80% reduction in greenhouse gas (GHG) emissions measured in carbon dioxide equivalence (CDE) by 2050, using baseline data from 2005.

CPTF suggests the following timeline for achieving incremental GHG reductions:

-

30% reductions by 2020
-

50% reductions by 2030
-

70% reductions by 2040
-

80% reductions by 2050

Many actions are needed to achieve this emissions reduction goal. CPTF believes the following seven strategies can have an immediate impact and will help the City of Lawrenc

1.

1) Provide dedicated staffing and adequate funding to support climate protection and sustainability initiatives.
2.

2) Strengthen energy conservation policies and building standards.
3.

3) Incorporate the goal of reducing greenhouse gas emissions into land

use planning.
4.

4) Develop transportation policies and programs to consume less energy and reduce emissions.
5.

5) Establish outreach and education programs on emission reduction issues.
6.

6) Expand source reduction and waste reduction programs and initiatives.
7.

7) Exercise leadership by prioritizing efforts to reduce greenhouse gas emissions in municipal operations.

These recommended strategies have been prioritized based on their potential impact to the goal of greenhouse gas reduction. Each strategy will have an immediate impact and can help the City of Lawrence effectively reduce GHG emissions from both government operations and the community as a whole. They are not linear, and can be undertaken concurrently. However, the amount of time required to implement these strategies effectively will depend on the implementation of Strategy #1 (the application of appropriate human and financial resources) and the priority City government gives to achieving these goals. CPTF recognizes the importance of leadership in implementing the seven strategies. Based on the success factors of like programs in similar communities, CPTF strongly recommends providing dedicated staffing and adequate funding as the highest priority.

Through the reduction of local GHG emissions, the City of Lawrence can recognize cost savings, attract environmentally friendly businesses to the area, and help Lawrence establish a leadership role in climate risk mitigation in Kansas."

-

(Personal Note: *These strategies can be also applied to Douglas County.* These goals could be accomplished sooner than indicated if renewable energy and energy conservation were made more of a priority.)

It is beyond the stated mission of the 2040 Plan to instigate all areas listed, but the seven strategies recognize climate disruption/change that is occurring and the need to include ways to address it. As stated, the "CPTF" strongly recommends providing dedicated staffing and adequate funding as the highest priority." (Fortunately, a Sustainability Coordinator
was employed.) *It is for this reason and others, that we ask the Commission to strongly consider moving Chapter 6 of the 2040 Plan to being Chapter 2, b
----- Message truncated -----

22 February 2019

Lawrence/Douglas County Planning Commission
c/o Jeff Crick
6 East Sixth Street
Lawrence KS 66044

Jayhawk Audubon Society

Dear Commission members;

The Jayhawk Audubon Society is the chapter of the National Audubon Society that serves Lawrence, Douglas County, and surrounding communities in eastern Kansas. Our mission is to provide opportunities for greater understanding and appreciation of birds and other wildlife, to encourage sustainable practices, and to advocate for actions and policies which result in protection and preservation of intact ecosystems. We have been reviewing the August 2018 draft of Plan 2040: A Comprehensive Plan for Unincorporated Douglas County and the City of Lawrence and would like to provide the comments below. We anticipate providing additional comments in the future as we continue our review.

Comments pertaining to specific parts of the Plan:

1) **Introduction: "Our Community Vision"**. Insert "We recognize that the natural environment is important to our wellbeing as individuals and as a community. We celebrate our natural and cultural heritage by protecting our remaining remnants of native prairie and woodlands, and endeavoring to restore native plants to the built environment" right before the sentence starting "Our citizens value preserving..."

2) **Chapter 2A – Growth and Development: Growth Management**. Goal 2 Item 2.2. We support retaining the Community Benefit provision as a mechanism for preserving Sensitive Lands, with special consideration given to the few remaining tracts of high-quality native prairie. We support using the Community Benefit mechanism to encourage inclusion of public green space in new residential developments.

   Providing housing in and of itself does not meet the definition of a Community Benefit since its main objective is to provide benefits to the developer, not the community. Ordinances and policies establishing baseline community benefits should be established to ensure that the community shares in the benefits of development projects that encroach upon the rural character of the County.

3) **Relevant chapters throughout the Plan including Growth and Development, Transportation, Natural Resources, and Community Resources**. The Plan should provide guidance on mitigating the loss of native ecosystems through policies that encourage the use of native plants in new developments, in city and county-owned parks, along trails such as the Lawrence Loop, along roadways, and in landscaped areas around City and County buildings. Relevant policies and codes should dictate that native plants always be given first consideration. Native plants are heat and drought-tolerant, and have deep roots that improve water infiltration thereby reducing storm water runoff, and are hosts to our native pollinators. Landscaping with native plants provides visual separation between the built and natural environments.

   Examples of sections where such language can be inserted:

   Chapter 2B – Growth and Development: Residential. Goal 7. Add new item 7.11. 'Mitigate the loss of native ecosystems through policies that encourage the use of native plants in new residential developments.'

   Chapter 2B – Growth and Development: Commercial. Goal 3. Add new item 3.10. 'Mitigate the loss of native ecosystems through policies that encourage the use of native plants in new commercial developments.'

   Chapter 2B – Growth and Development: Industrial. Goal 4. Add new item 4.4. 'Mitigate the loss of native ecosystems through policies that encourage the use of native plants in new industrial developments.'

4) **Chapter 6 – Natural Resources**. Goal 2. Add new item 2.10. 'Establish a Douglas County Open Space program to protect sensitive lands and provide public lands for recreation.'

We urge the County to move forward on establishing a program to protect Sensitive Lands and provide public access for recreation throughout the County, both inside and outside the urban growth area. Parks and open space boost land values and property taxes, attract a skilled workforce and retirees, preserve ecosystem services such as carbon sequestration and reducing storm water runoff, and reduce health costs by promoting an active lifestyle.

An Open Space program should protect watersheds by protecting land prone to flooding and creating buffers along stream corridors. An Open Space program should provide options to private landowners who want to protect their land. An Open Space program should include a mechanism to generate voluntary conservation easements on private land, with priority given to high-quality native prairies and woodlands.

5) **Chapter 6 – Natural Resources**. Goal 2. Items 2.2 and 2.4. Combine into a single item that reads '**Preserve all sensitive lands through the development of regulations and incentives**.'

Develop rules and regulations for the protection of Sensitive Lands, and provide links to those in the Plan. One of the major criticisms of Plan 2040 is that it lacks the specificity of Horizon 2020. We recognize Plan 2040 as a 'vision' document but citizens need to see how the vision will be implemented. Many parts of the Plan refer to Specific Land Use Plans but there is no such plan that specifically guides implementation of the natural resource chapter. We support creating a comprehensive Natural Environment Management Plan.

6) **Chapter 6 – Natural Resources**. Sidebar. Redefine Sensitive Lands following recommendations by the Kansas Biological Survey (slightly modified):

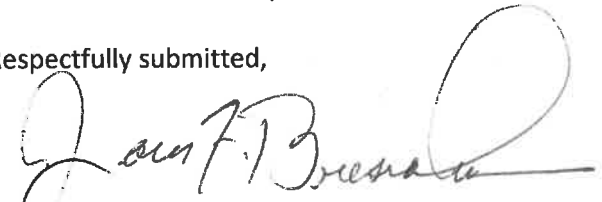
Sensitive Lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of Sensitive Lands reduces vulnerability to natural hazards, and enhances the quality of places where people live, work, and play. These lands would be identified in consultation with the appropriate advisory boards and would include:

- Floodways and floodplains
- High quality agricultural soils
- Steep slopes
- Wetlands
- Stream corridors
- Habitats for rare plants and animals
- Native prairies
- Urban forests and rural, high-quality, native woodlands

General comments:

- Create a Natural Resources Advisory Council as an official board.
- Include the Kansas Biological Survey as an advisory board for Chapter 6, Natural Resources, and Chapter 7, Community Resources, B. Parks, Recreation and Open Space.

Respectfully submitted,



James F. Bresnahan, President
Jayhawk Audubon Society
P.O. Box 3741, Lawrence, KS 66046

To Whom It May Concern,

Hello, and thank you for your service and commitment to the betterment of our community. The very concept of a 20 year planning guide is a testament to the forward-looking that is necessary for us to end up somewhere where we'd like to be instead of ending up where we didn't necessarily want to be because we didn't have a plan.

My name is Ken Lassman and I was born and raised in Lawrence, went to its schools and am a two-time graduate of KU. My sisters hold 3 KU degrees, my Mom graduated from KU and my Dad was a longtime employee of Lawrence High School. I'm also the 5th generation to live in Douglas County, with my great granddad being in the third party of the New England Emigrant Society that arrived in October 1854. So I can say with confidence that I'm a Lawrencian, a Douglas Countian and a Kansan.

In 2007 I wrote a book called *Wild Douglas County* which outlines the natural history and seasonal cycles that typify the landscape our community is embedded in, a landscape that is full of life and history that puts our community in an important context from which to consider whenever considering the future of Lawrence and Douglas County. When my kids have kids, they will be the proverbial 7th generation that has resided here, and I think it is truly a useful perspective to consider: what can we do today to ensure for the NEXT 7 generations that they will have access to the biological and natural heritage that still surrounds us today?

It is with this in mind that I will be bringing by a copy of my book to each city commissioner and also a copy for the Planning Department. I think it is inherent to citizens concerned about our future to consider the natural heritage that still unfolds every day around us, and I believe that documents such as the 2040 plan should be done with these things in mind. What will be important steps for our community to take today to ensure that after the next 165 years has passed, in 2184, that the same natural cycles that we share the land with today will still be nurtured and strong?

I think my book has some clues to answering this question, and so I offer it for your long term perusal. One thing to consider: how best to connect the wildlife areas we already have to each other? Consider creating and strengthening links between the Kaw River, Clinton, the Wakarusa River, Baker Wetlands, and the Baldwin Woods.

I know that you have much to sift through, and I could go on about how to mitigate and adapt to the changing climate that we'll be facing, etc. but want to keep this simple and want to thank you once again for looking at the big picture an encourage you to look even bigger and longer into our future as a community.

Thanks so much,

Ken Lassman

www.kawvalleyalmanac.com, wilddouglascounty@gmail.com, 785-843-0253, 1357 N 1000 Road, Lawrence, KS 66046

February 24, 2019

Lawrence/Douglas County Planning Commission
c/o Jeff Crick
6 E. 6th Street
Lawrence, Kansas 66044

Dear Commission Members,

Thank you for providing an opportunity for public comment as you draft the 2040 Comprehensive Plan. I have been fortunate to work on public and private land throughout Douglas County, surveying and restoring prairies and forests. My work has allowed me to discuss these sensitive spaces with hundreds of landowners, volunteers, non-profits, city staff, and elected officials. We all have one opinion in common – we are proud of the natural landscapes of Douglas County and we want to see them protected.

Douglas County is gifted with a great variety of ecosystems that must be conserved as our communities grow. Our prairies, woodlands, river, and wetlands are under threat due to the rapid growth of our cities. As we are plan for growth, I support the development of laws and regulations that protect our sensitive lands and the ecosystem services they provide. Those services are innumerous. Remnant prairies and old growth forests harbor diversity that we cannot recreate. They protect our wildlife and provide spaces for recreation and education. Native vegetated stream buffers help to filter the water running into our river and anchor the soil in streambanks. Wetlands provide protection from heavy rain events and floods, while serving as vital habitat to birds and other wildlife. In past developments, these important natural areas have been replaced with man-made spaces that will not provide the ecosystem services lost. However, new development in our county can consider our sensitive lands, incorporate them and embrace their services – providing long-lasting resources for wildlife, our residents, and visitors to Douglas County.

Please guide future development by preserving the Community Benefit provision, as it will help us work with developers to protect sensitive lands. I ask that you also encourage the use of native plants in all new developments, as they provide important resources and protections. In addition, please consider the development of an Open Space Program that assists in the protection of private and public lands, in order to protect the remaining natural resources in our county and encourage the addition of native vegetation.

As an ecologist, small business owner, and resident of Lawrence, I support the position of the professionals working at state agencies and non-profits including the Kansas Biological Survey, Grassland Heritage Foundation, Friends of the Kaw, and Jayhawk Audubon Society. I have reviewed their commentary on the 2040 Comprehensive Plan and I agree with their suggested revisions.

If I may be of any assistance in your review process, please feel free to reach out. I appreciate your time and thoughtful consideration of the feedback you have received on this chapter of the plan.

Respectfully,

Courtney Masterson, Owner/Ecologist
Native Lands, LLC
419 Lyon Street
Lawrence, KS 66044

24 February 2019

Lawrence/Douglas County Planning Commission
c/o Jeff Crick
6 East Sixth Street
Lawrence, Kansas 66044

Dear Commission members:

I apologize for the last-minute timing of this comment. I have been studying with concern the portion of Plan 2040 that involves the area west of K-10. I live on a 40-acre remnant of a farm that has been in my family since Kansas Territory, located west of the intersection of K-10 and Bob Billings Parkway. With the aid of the Kansas Land Trust, I have placed a conservation easement on this property, which includes 10 acres of native prairie. Upon my death it will become the Colman Biological Preserve, managed by the Kansas Biological Survey under the terms of the conservation easement, which does not allow development on any of the acreage. My trust directs that, if the University of Kansas cannot manage the property within the specified conservation values, the land will become the property of the City of Lawrence as undeveloped green space, still protected by the conservation easement. At least one other conservation easement, also held by the Kansas Land Trust, exists within the planning area. I do not see these designated on any of the land use maps, perhaps because of scale, but the planning commission must be cognizant of them.

I realize that development is inevitable. However, I believe that natural and historic cultural areas enrich a community in ways that cannot be measured in monetary terms. The Community Benefit provision, mentioned in Chapter 2A, appears to be a common sense mechanism for preserving Sensitive Lands and encouraging inclusion of public green space within residential developments. In my view there could be no greater Community Benefit than preserving native prairie and woodlands, landscaping with native plants that reduce water runoff and host native pollinators, and retaining some of the rural character of the area.

I am hopeful that the Planning Commission will create an open space program to protect Sensitive Lands, providing options to private landowners who want to protect their lands with voluntary conservation easements. Our community is very fortunate to have many knowledgeable scientists at the Kansas Biological Survey and citizen scientists in organizations, such as the Jayhawk Audubon Society and Native Plant Society, who should be included in an official natural resources advisory council.

Sincerely,

Virginia A. Wulfkuhle

Virginia A. Wulfkuhle
840 North 1500 Road
Lawrence, Kansas 66049
785-843-0846
maplehillfarm1854@gmail.com

From: Marilyn Smith <msmith835@gmail.com>
Sent: Monday, February 25, 2019 9:58 AM
To: Jeff Crick <jcrick@lawrenceks.org>
Subject: Planning 2040 comments

24 February 2019

Lawrence/Douglas County Planning Commission
c/o Jeff Crick
6 East Sixth Street
Lawrence KS 66044

To the Commission members;

I would like to comment regarding the August 2018 draft of "Plan 2040: A Comprehensive Plan for Unincorporated Douglas County and the City of Lawrence" prior to the 25Feb19 Commission meeting. Considering the assumption that global climate change has already begun, and water reserves in Kansas rivers and aquifers already have begun to change, the future of native prairie and woodlands deserve discussion.

Comments pertaining to specific parts of the Plan:

1) **Chapter 2A – Growth and Development: Growth Management**: Goal 2 Item 2.2. I support the retention of the Community Benefit provision as a mechanism for preserving Sensitive Lands, with special consideration given to the few remaining tracts of high-quality native prairie. We support using the Community Benefit mechanism to encourage inclusion of public green space in new residential developments. Ordinances and policies specifying baseline community benefits should be established, with the goal of ensuring that the Lawrence community shares in the benefits of development projects that affect the rural character of Douglas County.

2) **Chapters including Growth and Development, Transportation, Natural Resources, and Community Resources:** As development continues, the Plan should provide guidance on mitigating the loss of native ecosystems through policies that encourage the use of native plants in new developments, in city and county-owned parks, along trails such as the Lawrence Loop, along roadways, and in landscaped areas around City and County buildings. Relevant policies and codes should dictate that native plants always be given first consideration. Native plants are heat and drought-tolerant, and have deep roots that improve water infiltration thereby reducing stormwater runoff, and are hosts to our native pollinators. These plants have long histories in our environment and are the most suited to it without requiring extensive irrigation; this will contribute to conserving our water resources. In addition, the use of native plants around developments and city or county facilities will provide an integration of the buildings into the surrounding natural environments.

Chapter 2B, Goal 7: Text should be incorporated into sections on **Growth and Development: Residential.** "'Mitigate the loss of native ecosystems through policies that encourage the use of native plants in new residential developments." Likewise, into **Growth and Development: Commercial** and **Industrial** sections**, "**Mitigate the loss of native ecosystems through policies that encourage the use of native plants in new commercial/ industrial developments".

3) **Chapter 6 – Natural Resources**. Goal 2: Add new item 2.10. 'Establish a Douglas County Open Space program to protect sensitive lands and provide public lands for recreation.' I strongly urge the County to establish a program to protect Sensitive Lands and provide public access for recreation throughout the County. Parks and open space boost the value of neighborhoods by raising property taxes and attract skilled employees as well as retirees. Such open spaces preserve the ecosystem by increasing carbon sequestration, reducing stormwater runoff, and also reduce health costs by promoting a more active lifestyle.

As climate change has already shown, extreme weather events are becoming more common; this includes storms producing heavy rainfall and flooding. An Open Space program should protect watersheds by protecting land prone to flooding and by creating buffers along stream corridors. Such buffers would also serve to keep housing and other buildings away from flood damage, reducing effects of disasters. An Open Space program should provide options to private landowners who want to protect their land; this should include procedures to generate voluntary conservation easements on private land, with priority given to high-quality native prairies and woodlands.

4) **Chapter 6 – Natural Resources**. Goal 2. Items 2.2 and 2.4. Combine into a single item that reads "**Preserve all sensitive lands through the development of regulations and incentives**." I support creating a comprehensive Natural Environment Management Plan. Develop rules and regulations for the protection of Sensitive Lands and provide links to those in the Plan. Many parts of the Plan refer to Specific Land Use Plans, but we need a plan that specifically guides implementation of the natural resource chapter.

5) **Chapter 6 – Natural Resources**. Redefine Sensitive Lands following recommendations by the Kansas Biological Survey (slightly modified):

Sensitive Lands are places that have unique environmental attributes worthy of retention or special care. They are critical to the maintenance of ecosystem services and healthy plant and wildlife populations. Protection of Sensitive Lands reduces vulnerability to natural hazards, and enhances the quality of places where people live, work, and play. These lands would be identified in consultation with the appropriate advisory boards and would include:

- Floodways and floodplains
- High quality agricultural soils
- Steep slopes
- Wetlands
- Stream corridors
- Habitats for rare plants and animals
- Native prairies
- Urban forests and rural, high-quality, native woodlands

General comments: Include the Kansas Biological Survey as an advisory board for Chapter 6, Natural Resources, and Chapter 7, Community Resources, B. Parks, Recreation and Open Space. Create a Natural Resources Advisory Council as an official board.

--
Marilyn Smith
4800 W. 26th St
Lawrence, KS 66047

From: Thad Holcombe <tjholcombe@gmail.com>
Sent: Monday, February 25, 2019 3:29 PM
To: Denny Ewert <dewert@lawrenceks.org>; Jeff Crick <jcrick@lawrenceks.org>
Cc: Thad Holcombe <tjholcombe@gmail.com>
Subject: Addendum to Comments Sent Sat., Feb. 23 by Thad Holcombe

I realized this will not be going to the Planning Commission in time for tonight's meeting, but ask that it be sent and understood to be related to previous comment...thanks!

Thad Holcombe

Re: Mechanism for inventorying Green House Gases:
(This is a comment sent to me by Ken Lassman as a suggestion - worthy of consideration if applicable.)

If you want to reduce GHG by a certain percentage along a timetable, is there a mechanism for inventorying those GHG? It takes time and money to do so, and maybe this is being done, but I don't know about it. Without monitoring emissions in some fashion, setting percentage reductions makes no sense, so I just wanted to make sure that this is either being done or there are plans to inventory GHG now and into the future. If there are no such plans/protocols, I recommend using international standards that have been worked up for cities to do just that, which you can read about here: https://www.citylab.com/equity/2014/11/how-will-cities-measure-greenhouse-gas-emissions/382583/ . The *Global Protocol for Community-Scale Greenhouse Gas Emission Inventories* is available here:https://ghgprotocol.org/greenhouse-gas-protocol-accounting-reporting-standard-cities. I haven't looked in-depth at these, and know that the cities that are using them are really big ones, so I don't know how applicable they are. One possibility is to recommend that planning staff/Sustainability Coordinator adapt these international protocols to come up with locally adapted protocols, perhaps even coordinating with the World Resource Institute who developed them in the first place: they might help us do that, for all I know.

Kirk McClure
707 Tennessee Street
Lawrence, Kansas 66044-2369
mcclurefamily@sbcglobal.net
(785) 842.8968

March 22, 2019

Lawrence-Douglas County Metropolitan Planning Commission
City Hall
6 East 6th Street
Lawrence, Kansas 66044

Re: **Comments on Draft Comprehensive Plan 2040, Chapter 2, Growth and Development**

Commissioners,

The growth and development chapter of the draft Comprehensive Plan 2040 outlines many admirable goals. It states, "Our vision is to manage growth within the city by capitalizing on in-fill opportunities and directing growth to new areas where infrastructure is planned to be cost-effective and sustainable, while maintaining existing residents' quality of life."

The plan indicates that the vision is to "manage growth," but the implementation of the plan seeks to manage growth through the provision of infrastructure. Using infrastructure as the mechanism to manage growth has proven to be very inexact and prone to error. Too many times in the city's history, development has grown faster than demand for that development, whether the infrastructure was in place or not.

Development is Prone to Overbuilding

The development industry tends to build real estate faster than the growth in demand for that real estate.

In a well-disciplined market, the supply would respond to changes in demand in the correct direction (expansion or contraction) and in approximately the correct amount. For example, if the population grows by 100 households the stock would grow by about 103 housing units to absorb the growth and maintain the inventory of vacant units.

Housing: During the period of 2000 to 2009, Lawrence's housing market became unstable, building units faster than growth of demand could support. Demand grew by 3,446 households, while supply grew by 4,562 units, resulting in a surplus growth of 1,116 homes. This surplus is approximately 124

units per year. This is equivalent to about one surplus 60-unit subdivision and one surplus 60-unit apartment building per year, every year for nearly a decade. This pattern is clear evidence of systematic overbuilding.

During the post-bubble recovery period, the Lawrence housing market did not correct its behavior. Rather than slowing the pace of growth sufficiently to absorb the surplus stock, the supply continued to expand faster, not slower, than the pace of household growth. During the recovery period of 2009 to 2016, the surplus of stock growth over household growth was 924 units, a surplus of 132 units per year.

Commercial Space: During the period of 2006 to 2015, the Lawrence's sales tax revenues grew at 1.0 percent per year, adjusted for inflation. This is a good indicator of the growth in demand for retail space. During this same period, the supply of commercial space grew by 3.1 percent per year. These numbers mean that developers expanded the supply of retail space at more than three times the expansion of demand for that space, again, clear evidence of a pattern of overbuilding.

The price of allowing developers to overbuild markets is that older neighborhoods and older shopping districts lose value and deteriorate. As new space pulls demand away from older properties, they lose the ability to attract the needed investment to keep them in good condition.

Growth Management though Active Planning

Communities can achieve balance between the growth in demand and the growth in supply by adopting simple growth management techniques. This is commonly done by calling for the planning staff to report to the Planning Commission on an annual basis on the most recent growth in demand for various sectors of the real estate market. For example, the staff could report the growth in households who are owner-occupants as well as the growth in households who are renters. These counts should be used by the Planning Commission as a target figures for the number of new housing units approved during the next year. At the end of each year, the planning staff should then report on the performance of the Planning Commission is coming close to its target. Error in hitting the target would guide subsequent decisions. If the Planning Commission allows apartments to be overbuilt in one year, the community will be well served by correcting that error in the following year.

Experience demonstrates that passive planning will not cause the pace of development to closely match the pace of growth in demand for that development. Overbuilding results from passive planning which harms the community and inhibits its ability to direct growth toward the infill and renovation of already developed areas. Active planning should be adopted so as to better manage the pace of growth, to prevent sprawl, and to preserve the enormous existing investment in the community's existing neighborhoods and shopping districts.

Sincerely,



Kirk McClure

From: Fox Run Wolf <jarbwolf39@gmail.com>
Sent: Monday, March 25, 2019 8:41 AM
To: smmcullough@lawrenceks.org; Jeff Crick <jcrick@lawrenceks.org>; jcarpenter@gmail.com; eric.c.struckhoff@gmail.com; robert.c.sands@gmail.com; julia.v.butler@gmail.com; karenwilley1@gmail.com; earthpaden@gmail.com; jimweaver217@gmail.com; sincluke@gmail.com; davidcattar@gmail.com; Sharon Ashworth <sharonashworth97@gmail.com>
Subject: Letter to Planning Commission re Growth & Development and Natural Resources in 2040 Plan

Dear Planning Commissioners and Planning Staff Members:

I had hoped to bring a hard copy of this letter to the office this morning; however, last night my printer jammed and we were unable to fix it before having to leave this morning for a dentist appointment. I trust that this is an acceptable substitute for a hard copy. The letter that I would have brought is pasted below.

Thank you so much for your taking time to consider my thoughts and comments.

March 24, 2019

To: Members of the Lawrence/Douglas County Planning Commission

Re: H-2040 comments on agenda item #1: Growth & Development and Natural Resources

As Lawrence continues to develop to the west, I think it will be important to identify ahead of time where any remaining high-quality prairie tracts are located and refrain from developing them. Native prairies have an amazing variety of flora and serve as hosts to pollinators as well as carbon sinks. The Kansas Biological Survey has established a Natural Heritage Inventory, which identifies the location of remnant prairies and other significant areas that should be preserved for future generations. I think Lawrence and Douglas County should avail themselves of this expertise and find ways to ensure the long-term viability of these areas – perhaps using conservation easements in perpetuity, which can provide tax benefits to those who enroll their property in such a program.

One of the other things that is important regarding the county's natural resources is keeping sediment out of Clinton Lake, which is one of the sources of drinking water for both Lawrence and surrounding Rural Water Districts. Compared to other federal reservoirs in Kansas, Clinton Lake has been fortunate in keeping excessive sediment from washing into the lake during storm events. Nevertheless, we still need to ensure that we encourage landowners to maintain vegetative buffers in the waterways that drain into the lake. This is especially true for those who live in the Wakarusa River watershed and of its tributaries. Owners of properties which are part of these watersheds should be given priority to get County, State and/or Federal funds to finance conservation practices such as: installation of grass strips in cropped fields (ideally planted with prairie grasses and native forbs); maintenance of riparian buffers along creeks and streams; and other practices which have been shown to be effective in keeping soil intact and less prone to erosion during rain events. Johnson County has a wonderful system of turning these streamside corridors into a county-wide network of recreational trails. It is my understanding that a Stream Buffer Ordinance is to be developed soon in Douglas County. Adoption of a system similar to Johnson County's streamside recreational trails would afford Lawrence and Douglas County with flood prevention, sediment control, and add significantly to the recreational opportunities for our community, and go a long way in preventing flooding of structures.

Having lived adjacent to Naismith Park for several years, I can attest to the attractiveness of being able to enjoy that open space right in town! Not only do these areas become valuable as sources for passive recreation, but I still remember during the massive flood of 1993, little damage was done to homes in the area from the rapidly expanding creek. That's why it's so important to refrain from building in the floodplain of any river, stream or creek. Another point that needs to be added here is that within the last few years, a significant amount of open space on the KU Campus has been covered with new buildings (the area that used to be practice fields north of 19th Street and West of Naismith Drive is in that watershed and is now filled with large structures). There are experts at KU, either in the Geology Department or Geography Department that could develop models predicting where the new floodplain along Naismith Creek

downstream from these new buildings will be. It seems to me that it will take less rainfall to increase the flows of the creek to reach flood stage; Lawrence should adopt stringent standards to ensure that the floodplain is not infringed upon in Naismith Creek or other major creeks in town.

One other point I'd like to make is related to the 1993 flood event. At least one house that is at the end of a cul-de-sac was down gradient from the street. Unfortunately, the storm sewers were not able to keep up with the amount of rain that happened in a very short amount of time, so that water ended up flowing into the garage and out the rear door of the house. Let's take this opportunity to prevent such things from happening again. As lots are platted in newly developing areas, I strongly feel that if a similar situation happens, (i.e., the end of the cul-de-sac is at the bottom of the hill), that lot should not be considered "buildable" and remain as open space to ensure that any homeowner is not placed at risk of major damage to their home and yard.

I appreciate the time you've spent reading this letter and taking these suggestions into consideration. I also value the time you devote to making decisions that help ensure the livability of Lawrence and Douglas County.

Sincerely,

Joyce A Wolf

1605 East 318 Road

Lecompton, KS 66050

PS – I wish I could attend the Planning Commission meeting in person; however, I am program chair for Jayhawk Audubon Society and March 25th is the regularly scheduled meeting night and I need to attend that meeting. Thank you again for your consideration of these comments.

---------- Forwarded message ---------
From: **Scott Zaremba** <scott@zarcousa.com>
Date: Fri, Mar 22, 2019, 4:20 PM
Subject: RE: Comp Plan
To: Karen Willey <karenwilley1@gmail.com>

Karen, thanks for the note. You know I have been very vocal throughout the P2040 process that we are over-regulated. All those regulations come with costs that ultimately are passed on, if they allow the project to move forward at all. As a business owner and property owner, my ability to come up desirable opportunities for both the city and my business are hampered if not stifled. New businesses are discouraged from locating in Lawrence . Yesterday I was confronted with property owner that has property zoned for acceptable uses, but that are challenged by the city over regulation and requirements even though it is zoned properly. This whole idea of community benefits is just one more way staff has found to shift community costs onto the backs of property owners. The process to get anything done now has grown to years of negotiation with staff, it should be weeks or few months tops!

FYI, the property owner that corned me, said "I'm done dealing with Lawrence" he is selling his properties and moving. This sounds extreme, but it's not. People are tired of the city over reaching and making what would be a great project one that will not move forward . I had one of the local large developers also tell me 3 weeks ago he is done.

Thanks

Scott Z

From: Karen Willey <karenwilley1@gmail.com>
Sent: Friday, March 15, 2019 4:22 PM
To: Scott Zaremba <scott@zarcousa.com>
Subject: Comp Plan

Hi Scott,

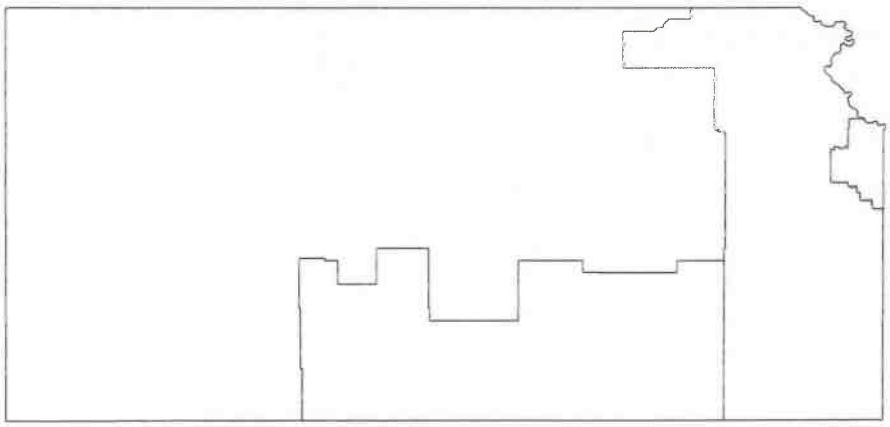
Did you have any more thoughts on the comp plan, or were you happy with the version that came out of the steering committee? I'm especially interested if you were content with the "community benefit" requirement for annexation.

Thanks!

Karen Willey
Chair, PC
785.979.9455



Housing Fuels the Economy in **Kansas**



NAHB

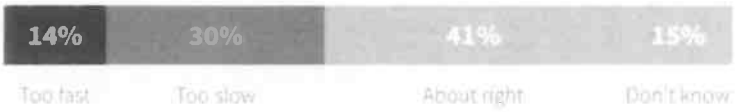
Kansas Polling

PERCEPTIONS OF GROWTH IN KANSAS

There are both advantages and drawbacks to growth in a community, which can make it a divisive issue among Kansas residents. Even members of the same community can perceive growth in different ways.

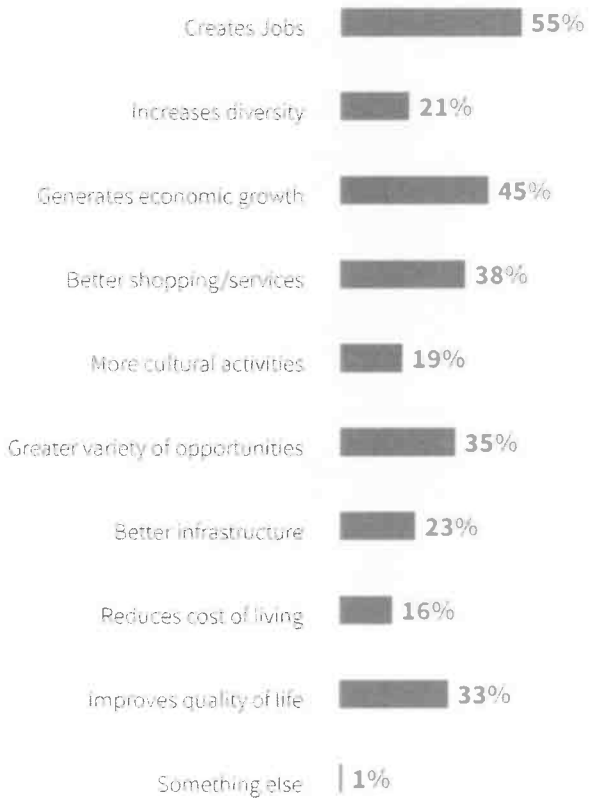
Kansas residents see the speed of growth differently.

Percent of Kansas residents saying growth in their community has been....



Kansas residents see that growth brings many positive improvements.

Percent of Kansas residents that see the following aspects of growth as positive:

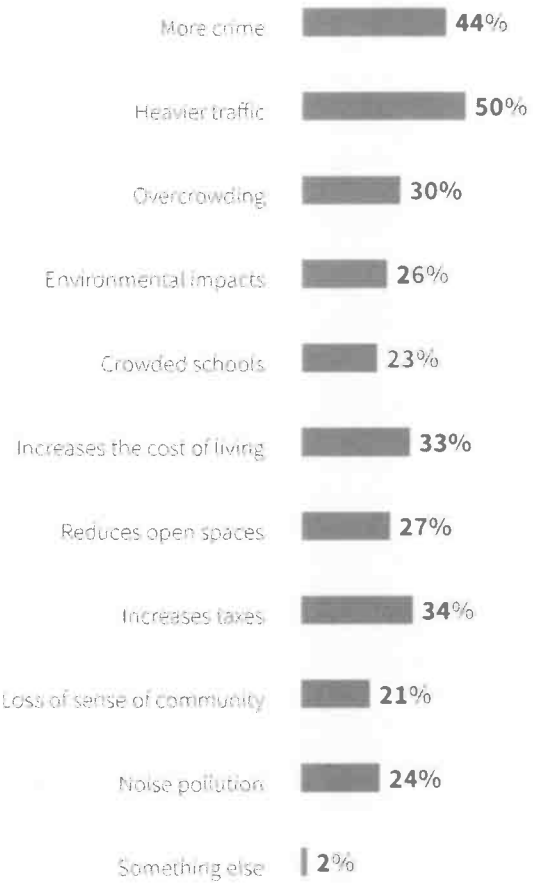


PERCEPTIONS OF GROWTH IN KANSAS

There are both advantages and drawbacks to growth in a community, which can make it a divisive issue among Kansas residents. Even members of the same community can perceive growth in different ways.

Growth can produce some growing pains for Kansas residents.

Percent of Kansas residents that see the following aspects of growth as negative:



HOUSING AVAILABILITY AND POLICY IN KANSAS

The ability to find a home in your area is a factor many of us take for granted. Not all have this luxury, and there are specific ways Kansas residents would like to see the government act to remedy this.

Percent of Kansas residents saying there is a housing shortage in their community:



29% total

Kansas Residents Agree on Housing Policies To Help The Middle Class

Percent of Kansas residents who agree with each of the following policies:



Reduce regulatory hurdles to new housing production



Provide government support of the 30-year fixed-rate mortgage



Offer meaningful tax incentives that promote homeownership



Reduce trade barriers to make building materials less expensive



Limit federal involvement in local land use decisions



The government should not take any actions to encourage home ownership



45%

say it matters some or matters a lot what a candidate's positions are on housing policies that affect housing prices and availability

HOMEOWNERSHIP IN KANSAS

Homeownership is a key piece of the American Dream, and one that millions of Kansas residents want to participate in each year. But for some, there are obstacles in the way to reaping the wonderful benefits associated with homeownership.

Intent to Purchase Housing

12%

of Kansas residents plan to purchase a home in the next year

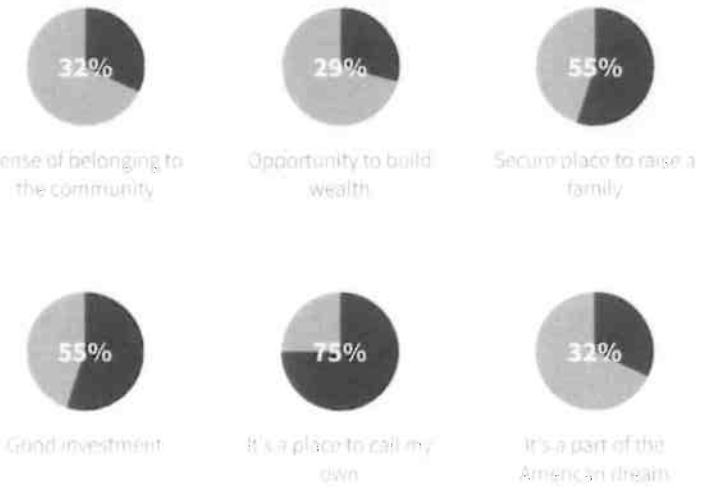
Obstacles to Purchasing a Home in Kansas

Percent of Kansas residents that say each of the following is an obstacle to purchasing a new home:



Homeownership Presents Great Benefits in Kansas

Percent of Kansas residents saying each of the following are benefits of homeownership:



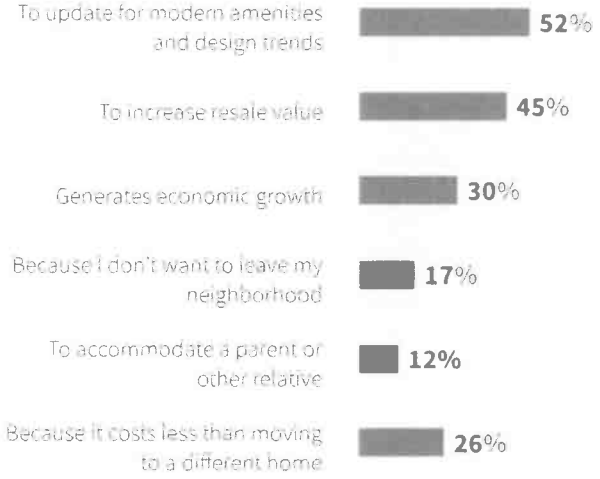
REMODELING IN KANSAS

Millions of Kansas residents remodel their homes each year, for many different reasons. This brief exploration of those remodeling their homes gives insight into the scale, and the reasons, for trying to improve our homes.

40%

of Kansas residents say they definitely will, or maybe will, undertake a major remodeling project on their home over the next three years

Among those planning to remodel, Kansas residents plan to remodel for the following reasons:



Kansas Economic Data

KANSAS METRO AREAS

Building permits and the median house price are valuable indicators of the strength of the housing market in communities across America. See these in each of the metro areas of Kansas.

	Single-family building permits in 2015	Multi-family building permits in 2016	Median house price in 2015
Kansas City, MO-KS Metro Area	5,292	5,097	$162,400
Lawrence, KS Metro Area	261	1,134	$181,900
Manhattan, KS Metro Area	297	665	$178,100
St. Joseph, MO-KS Metro Area	95	6	$114,100
Topeka, KS Metro Area	368	20	$123,600
Wichita, KS Metro Area	94	132	$126,300

THE DATA TELLS A STORY

Housing starts, new home sales and other housing benchmarks can be valuable tools in analyzing housing market dynamics and consumer behaviors, and making reliable market projections.

NAHB's proprietary analysis tools, including the Housing Market Index and the Housing Opportunity Index, are among the industry's most important market benchmarks.

The State of Housing in Kansas



$72,057

Median family income



66%

Home ownership rate



1,273,776

Number of housing units



45%

Minority (Hispanic or Non-White) home ownership rate



$144,900

Median value of owner-occupied homes



33,183

Kansas residents working in residential construction



73%

of all Kansas homes are single-family detached



5%

of all Kansas homes are single-family attached



18%

of all Kansas homes are multifamily



4%

of all Kansas homes are other types of housing units

The **State** of Rental Housing in Kansas



7%

Rental vacancy rate in Kansas



$815

Median gross rent in Kansas



56%

Gross rent is less than 30% of household income



24%

Gross rent is 30% to 50% of household income



20%

Gross rent is 50%+ of household income

How affordable is housing in Kansas?



44%

More than 44% of renter households in Kansas are housing cost burdened, meaning they spend more than 30% of income for housing.



$150,600

The median value of owner-occupied homes in Kansas is $150,600.



157,907

Roughly 157,907 of renter households in Kansas spend more than 30% of their income for housing.

HOUSING OPPORTUNITY INDEX – KANSAS METRO AREAS

The Housing Opportunity Index shows what percentage of homes sold in a given market would have been affordable to a household earning the local median income.

	Share of Homes Affordable for Median Income
Kansas City, MO-KS Metro Area	43%
Lawrence, KS Metro Area	52%
Manhattan, KS Metro Area	54%
St. Joseph, MO-KS Metro Area	39%
Topeka, KS Metro Area	45%
Wichita, KS Metro Area	46%

Households Priced Out of the Market by a $1,000 Price Increase, 2019

State	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
United State	355,183	97,640	122,504,959	127,560
Alabama	307,443	79,723	1,820,149	2,217
Alaska	506,037	140,489	255,350	205
Arizona	379,819	97,150	2,622,188	2,621
Arkansas	309,523	82,762	1,174,093	1,482
California	518,878	131,594	13,127,796	9,897
Colorado	458,040	115,090	2,200,942	2,413
Connecticut	745,334	231,016	1,355,749	696
Delaware	197,444	49,815	372,045	684
District Of Columbia	657,489	161,855	281,944	148
Florida	400,556	110,193	7,928,385	7,048
Georgia	318,739	86,475	3,865,794	5,783
Hawaii	587,436	139,759	462,530	250
Idaho	335,451	86,074	654,668	871
Illinois	326,145	102,685	4,782,035	5,843
Indiana	309,476	84,309	2,606,043	3,918
Iowa	315,615	93,366	1,276,872	2,225
Kansas	330,831	98,393	1,167,072	1,744
Kentucky	303,266	82,949	1,739,784	2,419
Louisiana	314,315	84,613	1,770,233	1,882
Maine	439,067	123,878	560,048	367
Maryland	324,377	87,432	2,232,935	3,252
Massachusetts	655,701	179,871	2,656,828	1,498
Michigan	304,931	89,183	4,023,376	6,313
Minnesota	360,707	100,422	2,189,437	2,717
Mississippi	266,047	73,985	1,093,451	1,547
Missouri	310,087	86,230	2,411,237	3,493
Montana	296,584	78,530	437,375	607
Nebraska	279,594	85,505	768,539	1,327
Nevada	255,845	64,514	1,178,004	2,285
New Hampshire	500,749	154,866	545,190	287
New Jersey	419,320	133,634	3,267,911	3,230
New Mexico	324,767	86,004	786,734	878
New York	562,716	164,473	7,498,682	3,532
North Carolina	332,160	88,822	4,104,464	5,741
North Dakota	312,597	85,672	318,663	499
Ohio	312,933	92,143	4,753,415	7,341
Oklahoma	327,805	93,397	1,472,410	1,903
Oregon	463,139	121,837	1,669,512	1,023
Pennsylvania	431,209	125,908	5,153,787	3,546
Rhode Island	490,268	144,629	409,768	182
South Carolina	381,217	99,187	1,960,715	2,390
South Dakota	281,453	80,657	365,729	611
Tennessee	334,961	88,808	2,654,532	3,545
Texas	344,010	105,831	9,802,856	11,152
Utah	380,658	96,035	1,043,407	1,294
Vermont	520,401	156,010	260,222	158
Virginia	326,574	85,019	3,121,256	4,459
Washington	505,729	133,542	2,990,694	2,393
West Virginia	274,514	71,563	701,866	1,179
Wisconsin	322,403	96,803	2,397,585	4,081
Wyoming	485,508	125,062	230,214	230

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Abilene, TX	325,222	94,220	66,564	76
Akron, OH	308,026	91,952	298,731	483
Albany, GA	194,140	59,178	58,373	138
Albany, OR	423,517	115,351	48,293	49
Albany-Schenectady-Troy, NY	503,190	154,946	359,377	188
Albuquerque, NM	320,529	86,665	354,351	450
Alexandria, LA	326,016	100,002	56,418	56
Allentown-Bethlehem-Easton, PA-NJ	415,740	126,453	328,174	304
Altoona, PA	180,065	48,964	53,378	144
Amarillo, TX	393,742	125,932	102,825	100
Ames, IA	384,506	115,796	38,376	32
Anchorage, AK	534,789	148,762	139,375	119
Ann Arbor, MI	323,421	94,859	142,038	219
Anniston-Oxford-Jacksonville, AL	215,824	55,998	45,597	121
Appleton, WI	310,611	96,860	98,120	142
Asheville, NC	406,889	103,733	196,881	164
Athens-Clarke County, GA	336,172	90,467	73,380	74
Atlanta-Sandy Springs-Roswell, GA	335,401	89,705	2,183,105	3221
Atlantic City-Hammonton, NJ	445,646	152,081	99,322	49
Auburn-Opelika, AL	189,189	48,796	56,989	100
Augusta-Richmond County, GA-SC	278,196	76,260	196,931	245
Austin-Round Rock, TX	349,800	106,868	784,463	1090
Bakersfield, CA	387,255	104,042	266,739	275
Baltimore-Columbia-Towson, MD	308,512	82,912	1,070,023	1506
Bangor, ME	395,612	114,791	61,479	57
Barnstable Town, MA	870,711	229,916	91,286	39
Baton Rouge, LA	313,317	83,659	305,571	395
Battle Creek, MI	325,995	104,620	58,051	57
Bay City, MI	324,466	114,395	47,042	43
Beaumont-Port Arthur, TX	218,705	67,433	144,777	256
Beckley, WV	255,841	67,043	49,156	69
Bellingham, WA	445,350	115,258	98,664	113
Bend-Redmond, OR	453,541	117,113	81,418	94
Billings, MT	306,594	81,092	74,066	101
Binghamton, NY	266,160	90,236	105,892	221
Birmingham-Hoover, AL	365,399	95,962	441,679	515
Bismarck, ND	340,688	91,169	58,860	79
Blacksburg-Christiansburg-Radford, VA	302,270	77,808	60,470	96
Bloomington, IL	225,366	74,242	70,998	165
Bloomington, IN	311,500	83,310	66,234	87
Bloomsburg-Berwick, PA	465,099	129,578	33,821	19
Boise City, ID	284,405	72,843	272,188	482
Boston-Cambridge-Newton, MA-NH	639,187	175,384	1,863,216	1131
Boulder, CO	535,319	133,381	138,388	106
Bowling Green, KY	320,595	86,695	64,675	86
Bremerton-Silverdale, WA	502,616	132,132	110,967	79
Bridgeport-Stamford-Norwalk, CT	1,319,116	388,060	338,674	186
Brownsville-Harlingen, TX	176,558	55,183	128,234	303
Brunswick, GA	417,530	104,299	52,638	32

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Buffalo-Cheektowaga-Niagara Falls, NY	541,932	177,202	491,039	160
Burlington, NC	227,895	60,776	64,375	100
Burlington-South Burlington, VT	512,987	150,404	92,429	67
California-Lexington Park, MD	345,179	91,540	39,746	61
Canton-Massillon, OH	284,056	82,714	170,108	251
Cape Coral-Fort Myers, FL	339,137	92,645	275,565	390
Cape Girardeau, MO-IL	236,643	66,030	38,750	81
Carbondale-Marion, IL	195,197	59,468	47,085	123
Carson City, NV	421,480	131,182	25,072	9
Casper, WY	343,243	89,410	33,573	49
Cedar Rapids, IA	189,073	56,156	107,672	273
Chambersburg-Waynesboro, PA	317,085	87,926	61,965	120
Champaign-Urbana, IL	295,769	91,975	96,413	129
Charleston, WV	133,862	35,451	79,865	241
Charleston-North Charleston, SC	420,536	109,535	297,143	289
Charlotte-Concord-Gastonia, NC-SC	374,343	100,364	999,282	979
Charlottesville, VA	414,183	106,256	91,796	84
Chattanooga, TN-GA	276,141	79,851	240,226	363
Cheyenne, WY	263,090	68,488	40,860	73
Chicago-Naperville-Elgin, IL-IN-WI	348,112	108,556	3,481,675	4598
Chico, CA	371,636	95,273	95,708	102
Cincinnati, OH-KY-IN	294,189	86,653	875,607	1396
Clarksville, TN-KY	218,950	60,111	114,651	263
Cleveland, TN	270,153	70,731	49,292	95
Cleveland-Elyria, OH	314,304	97,477	884,399	1370
Coeur d'Alene, ID	287,143	71,681	63,516	87
College Station-Bryan, TX	274,728	81,737	93,962	129
Colorado Springs, CO	586,479	148,661	269,127	180
Columbia, MO	306,257	84,008	73,469	88
Columbia, SC	280,198	74,393	311,253	621
Columbus, GA-AL	294,521	89,018	112,302	171
Columbus, IN	299,368	81,877	31,244	49
Columbus, OH	332,015	97,603	808,085	996
Corpus Christi, TX	287,598	91,365	159,688	189
Corvallis, OR	489,340	131,460	37,320	34
Crestview-Fort Walton Beach-Destin, FL	569,314	153,197	119,592	35
Cumberland, MD-WV	86,185	23,380	35,059	125
Dallas-Fort Worth-Arlington, TX	429,127	130,423	2,645,507	2239
Dalton, GA	121,924	32,440	46,617	214
Danville, IL	236,997	76,724	27,130	55
Daphne-Fairhope-Foley, AL	305,265	79,743	84,018	136
Davenport-Moline-Rock Island, IA-IL	277,521	94,960	147,379	271
Dayton, OH	366,455	112,723	331,633	369
Decatur, AL	265,042	68,756	54,625	101
Decatur, IL	261,230	84,821	40,998	55
Deltona-Daytona Beach-Ormond Beach, FL	453,874	123,398	269,562	133
Denver-Aurora-Lakewood, CO	414,983	105,184	1,134,688	1329
Des Moines-West Des Moines, IA	345,044	104,141	260,854	347
Detroit-Warren-Dearborn, MI	336,991	100,727	1,743,339	2024

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Dothan, AL	332,498	83,838	54,085	70
Dover, DE	230,076	58,035	62,536	131
Dubuque, IA	375,355	109,046	37,935	43
Duluth, MN-WI	258,992	72,660	119,709	263
Durham-Chapel Hill, NC	344,865	96,063	238,208	309
East Stroudsburg, PA	468,647	155,020	58,444	19
Eau Claire, WI	342,314	101,666	67,507	78
El Centro, CA	333,057	88,961	43,733	52
Elizabethtown-Fort Knox, KY	250,287	68,133	61,574	118
Elkhart-Goshen, IN	273,490	74,828	75,147	136
Elmira, NY	483,852	160,443	28,307	7
El Paso, TX	320,256	103,251	273,925	316
Enid, OK	258,530	77,350	19,139	20
Erie, PA	192,157	58,470	106,006	244
Eugene, OR	397,349	106,081	159,923	141
Evansville, IN-KY	331,483	90,239	135,581	194
Fairbanks, AK	249,021	69,421	37,744	61
Fargo, ND-MN	299,252	99,792	102,244	152
Farmington, NM	346,347	90,836	37,307	48
Fayetteville, NC	275,695	78,008	146,012	199
Fayetteville-Springdale-Rogers, AR-MO	327,816	87,340	190,530	251
Flagstaff, AZ	349,883	87,275	49,136	73
Flint, MI	273,661	83,729	162,853	208
Florence, SC	195,304	50,639	86,586	191
Florence-Muscle Shoals, AL	182,547	47,694	60,778	133
Fond du Lac, WI	288,948	87,829	45,916	84
Fort Collins, CO	386,572	96,743	141,564	165
Fort Smith, AR-OK	264,857	71,211	110,032	184
Fort Wayne, IN	288,585	78,553	170,277	270
Fresno, CA	475,473	124,621	311,092	172
Gadsden, AL	253,120	66,770	33,955	55
Gainesville, FL	286,929	80,264	110,624	202
Gainesville, GA	289,665	77,340	62,417	93
Gettysburg, PA	387,885	110,434	42,488	57
Glens Falls, NY	502,294	153,063	47,303	14
Goldsboro, NC	259,958	72,288	48,695	87
Grand Forks, ND-MN	325,807	92,551	44,230	68
Grand Island, NE	240,140	72,604	31,856	75
Grand Junction, CO	299,350	74,299	65,038	128
Grand Rapids-Wyoming, MI	303,520	88,841	413,930	747
Grants Pass, OR	404,821	102,019	38,696	25
Great Falls, MT	400,338	110,095	32,535	24
Greeley, CO	371,963	93,693	109,848	185
Green Bay, WI	323,883	96,021	131,220	240
Greensboro-High Point, NC	338,685	91,846	298,472	396
Greenville, NC	320,723	89,200	65,575	67
Greenville-Anderson-Mauldin, SC	281,420	73,196	359,037	499
Gulfport-Biloxi-Pascagoula, MS	248,140	77,875	160,771	278
Hagerstown-Martinsburg, MD-WV	292,710	77,148	100,509	141

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Hammond, LA	230,693	61,868	52,450	97
Hanford-Corcoran, CA	390,073	101,815	42,907	55
Harrisburg-Carlisle, PA	406,578	116,288	228,842	275
Harrisonburg, VA	297,949	75,801	47,721	84
Hartford-West Hartford-East Hartford, CT	484,751	152,550	471,316	392
Hattiesburg, MS	186,770	52,385	55,445	148
Hickory-Lenoir-Morganton, NC	326,071	86,480	135,157	188
Hilton Head Island-Bluffton-Beaufort, SC	525,949	136,705	84,343	34
Hinesville, GA	317,979	100,849	29,643	28
Homosassa Springs, FL	318,407	87,316	56,953	65
Hot Springs, AR	350,512	85,982	37,203	50
Houma-Thibodaux, LA	331,136	89,728	77,304	105
Houston-The Woodlands-Sugar Land, TX	297,312	94,017	2,308,286	3622
Huntington-Ashland, WV-KY-OH	232,349	63,169	136,540	265
Huntsville, AL	229,139	58,984	191,485	308
Idaho Falls, ID	269,877	69,871	56,603	115
Indianapolis-Carmel-Anderson, IN	352,572	94,580	789,862	1053
Iowa City, IA	295,175	86,165	73,066	106
Ithaca, NY	457,853	147,420	45,852	26
Jackson, MI	257,727	75,847	66,925	100
Jackson, MS	336,520	93,466	207,063	320
Jackson, TN	289,328	79,730	47,503	89
Jacksonville, FL	363,991	98,298	578,606	639
Jacksonville, NC	213,772	58,355	65,358	146
Janesville-Beloit, WI	260,791	81,446	68,321	123
Jefferson City, MO	250,796	67,746	53,486	101
Johnson City, TN	249,360	65,809	84,041	143
Johnstown, PA	410,218	119,891	55,192	38
Jonesboro, AR	227,949	62,556	54,387	102
Joplin, MO	177,290	49,118	72,786	161
Kahului-Wailuku-Lahaina, HI	526,082	123,820	53,514	37
Kalamazoo-Portage, MI	319,691	95,144	136,037	140
Kankakee, IL	292,830	94,794	40,264	47
Kansas City, MO-KS	351,146	100,509	855,902	979
Kennewick-Richland, WA	497,238	132,697	103,734	66
Killeen-Temple, TX	271,734	83,852	146,777	229
Kingsport-Bristol-Bristol, TN-VA	278,803	73,986	141,093	144
Kingston, NY	580,842	186,087	69,882	29
Knoxville, TN	316,170	83,539	352,893	491
Kokomo, IN	210,713	59,911	34,339	111
La Crosse-Onalaska, WI-MN	347,601	118,285	57,056	69
Lafayette, LA	314,792	85,337	182,412	197
Lafayette-West Lafayette, IN	279,302	74,912	81,448	102
Lake Charles, LA	286,530	77,184	85,505	105
Lake Havasu City-Kingman, AZ	316,212	80,957	93,201	111
Lakeland-Winter Haven, FL	283,994	78,668	246,904	348
Lancaster, PA	405,385	118,996	210,126	260
Lansing-East Lansing, MI	318,727	96,159	187,842	313
Laredo, TX	273,242	85,272	75,182	104

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Las Cruces, NM	307,241	81,155	74,809	63
Las Vegas-Henderson-Paradise, NV	392,559	99,446	837,702	776
Lawrence, KS	389,035	112,470	52,072	58
Lawton, OK	304,833	87,936	47,859	84
Lebanon, PA	353,851	104,383	56,232	57
Lewiston, ID-WA	414,504	111,038	23,989	22
Lewiston-Auburn, ME	370,470	111,803	48,179	32
Lexington-Fayette, KY	276,423	75,016	212,607	311
Lima, OH	282,062	80,973	42,712	64
Lincoln, NE	286,881	87,402	131,532	190
Little Rock-North Little Rock-Conway, AR	271,554	73,249	279,392	375
Logan, UT-ID	255,935	70,106	46,166	113
Longview, TX	242,199	70,328	73,518	180
Longview, WA	229,448	61,260	44,650	88
Los Angeles-Long Beach-Anaheim, CA	933,742	234,345	4,370,095	1720
Louisville/Jefferson County, KY-IN	304,027	83,543	504,092	737
Lubbock, TX	333,505	110,709	115,987	124
Lynchburg, VA	302,994	77,287	99,885	152
Macon, GA	282,301	81,348	79,051	91
Madera, CA	398,384	103,580	50,359	38
Madison, WI	381,484	115,272	288,397	309
Manchester-Nashua, NH	417,110	129,396	166,820	171
Manhattan, KS	346,370	102,226	37,866	43
Mankato-North Mankato, MN	276,073	76,477	40,987	76
Mansfield, OH	314,732	92,678	50,140	87
McAllen-Edinburg-Mission, TX	267,087	85,475	250,379	331
Medford, OR	422,787	111,018	95,919	72
Memphis, TN-MS-AR	313,516	91,167	477,375	589
Merced, CA	415,203	107,515	87,896	65
Miami-Fort Lauderdale-West Palm Beach, FL	525,526	147,443	2,120,336	1136
Michigan City-La Porte, IN	304,102	83,691	43,014	60
Midland, MI	222,015	67,887	33,533	75
Midland, TX	319,374	94,022	59,866	122
Milwaukee-Waukesha-West Allis, WI	429,933	129,343	623,832	443
Minneapolis-St. Paul-Bloomington, MN-WI	363,206	101,920	1,403,506	1827
Missoula, MT	435,101	116,259	51,042	29
Mobile, AL	317,314	87,232	149,882	170
Modesto, CA	390,558	101,095	174,965	202
Monroe, LA	322,884	84,685	77,324	66
Monroe, MI	240,663	68,522	61,034	109
Montgomery, AL	303,354	77,084	134,494	152
Morgantown, WV	298,769	75,332	52,103	85
Morristown, TN	329,438	81,882	43,749	48
Mount Vernon-Anacortes, WA	391,116	106,120	55,471	64
Muncie, IN	268,652	76,153	46,325	58
Muskegon, MI	263,198	78,418	62,902	80
Myrtle Beach-Conway-North Myrtle Beach, SC-NC	292,130	75,261	195,330	357
Napa, CA	762,718	190,378	44,598	30
Naples-Immokalee-Marco Island, FL	444,465	116,277	154,526	140

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Nashville-Davidson--Murfreesboro--Franklin, TN	382,010	101,660	739,348	786
New Bern, NC	246,616	66,816	50,547	91
New Haven-Milford, CT	443,702	142,676	319,459	279
New Orleans-Metairie, LA	344,512	96,505	479,532	579
New York-Newark-Jersey City, NY-NJ-PA	688,599	204,778	7,381,539	3613
Niles-Benton Harbor, MI	412,064	116,370	67,550	43
North Port-Sarasota-Bradenton, FL	376,582	100,916	350,524	310
Norwich-New London, CT	538,122	163,902	111,590	53
Ocala, FL	266,888	73,586	154,306	288
Ocean City, NJ	673,679	194,711	40,819	15
Odessa, TX	286,849	83,361	52,148	109
Ogden-Clearfield, UT	378,910	97,281	221,460	332
Oklahoma City, OK	344,531	100,911	512,396	504
Olympia-Tumwater, WA	464,348	124,847	125,614	94
Omaha-Council Bluffs, NE-IA	276,513	86,488	373,048	662
Orlando-Kissimmee-Sanford, FL	462,392	126,391	901,302	472
Oshkosh-Neenah, WI	312,490	96,154	70,138	93
Owensboro, KY	138,160	38,252	52,699	125
Oxnard-Thousand Oaks-Ventura, CA	646,056	163,282	280,252	132
Palm Bay-Melbourne-Titusville, FL	463,344	128,075	233,187	136
Panama City, FL	396,831	106,731	77,355	63
Parkersburg-Vienna, WV	230,779	61,314	35,711	87
Pensacola-Ferry Pass-Brent, FL	279,696	76,919	193,110	366
Peoria, IL	297,948	96,141	139,883	223
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	282,242	83,597	2,368,673	3511
Phoenix-Mesa-Scottsdale, AZ	386,185	97,782	1,720,960	1777
Pine Bluff, AR	235,642	64,534	29,679	62
Pittsburgh, PA	506,882	149,785	1,022,278	335
Pittsfield, MA	317,806	91,946	54,171	91
Pocatello, ID	173,140	46,469	34,105	92
Portland-South Portland, ME	479,447	133,533	214,750	162
Portland-Vancouver-Hillsboro, OR-WA	516,098	135,721	970,951	776
Port St. Lucie, FL	337,176	94,330	180,496	279
Prescott, AZ	391,719	98,073	105,554	113
Providence-Warwick, RI-MA	462,505	132,781	637,126	490
Provo-Orem, UT	408,558	102,789	182,494	226
Pueblo, CO	255,551	66,999	71,134	135
Punta Gorda, FL	368,447	102,796	77,907	61
Racine, WI	310,594	95,954	80,673	133
Raleigh, NC	319,012	86,256	527,414	807
Rapid City, SD	271,990	77,395	61,415	103
Reading, PA	329,391	101,760	165,113	186
Redding, CA	413,440	107,967	71,715	54
Reno, NV	377,061	94,366	195,949	258
Richmond, VA	308,389	82,242	471,097	726
Riverside-San Bernardino-Ontario, CA	431,725	113,074	1,338,466	1488
Roanoke, VA	349,302	91,865	138,250	202
Rochester, MN	350,365	99,478	86,086	137
Rochester, NY	425,862	146,943	438,499	300

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

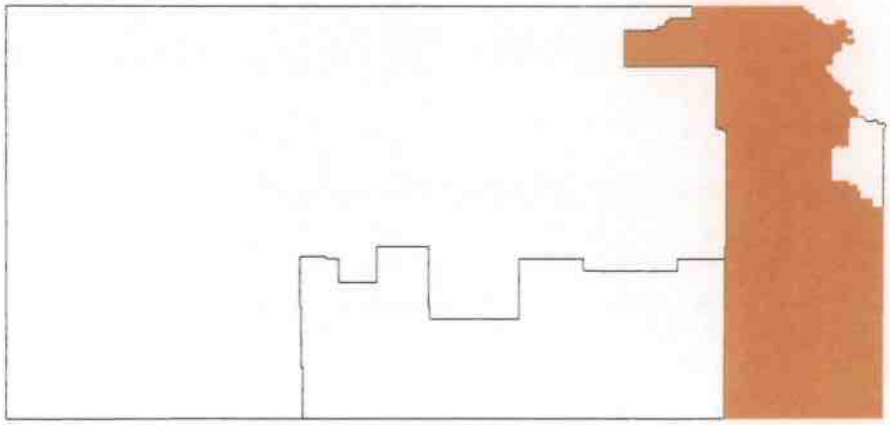
Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
Rockford, IL	169,060	57,590	130,129	443
Rocky Mount, NC	216,388	60,712	58,989	127
Rome, GA	258,236	71,557	40,156	84
Sacramento--Roseville--Arden-Arcade, CA	508,086	131,870	856,123	621
Saginaw, MI	254,341	77,903	86,120	110
St. Cloud, MN	335,324	94,606	79,450	95
St. George, UT	291,057	72,576	66,004	120
St. Joseph, MO-KS	263,307	73,766	45,323	95
St. Louis, MO-IL	323,684	94,607	1,131,674	1428
Salem, OR	482,900	130,986	142,803	77
Salinas, CA	638,361	161,185	125,075	58
Salisbury, MD-DE	416,633	103,938	164,714	150
Salt Lake City, UT	354,566	89,834	418,490	642
San Angelo, TX	331,233	99,880	40,041	48
San Antonio-New Braunfels, TX	337,699	103,091	839,918	1030
San Diego-Carlsbad, CA	586,513	148,163	1,158,803	562
San Francisco-Oakland-Hayward, CA	1,044,331	262,650	1,699,536	1058
San Jose-Sunnyvale-Santa Clara, CA	1,069,285	273,078	646,450	737
San Luis Obispo-Paso Robles-Arroyo Grande, CA	705,528	177,101	101,096	46
Santa Cruz-Watsonville, CA	677,056	169,371	95,309	56
Santa Fe, NM	344,430	86,867	62,553	71
Santa Maria-Santa Barbara, CA	713,675	177,678	158,036	74
Santa Rosa, CA	936,930	236,368	191,507	106
Savannah, GA	330,144	92,111	140,439	233
Scranton--Wilkes-Barre--Hazleton, PA	467,470	139,152	229,874	124
Seattle-Tacoma-Bellevue, WA	590,258	154,685	1,542,457	896
Sebastian-Vero Beach, FL	568,926	157,071	63,655	15
Sebring, FL	353,245	100,139	52,600	30
Sheboygan, WI	350,100	105,485	49,768	88
Sherman-Denison, TX	232,119	69,851	53,527	118
Shreveport-Bossier City, LA	316,588	83,561	175,118	197
Sierra Vista-Douglas, AZ	262,043	69,549	46,610	95
Sioux City, IA-NE-SD	315,671	92,340	68,531	99
Sioux Falls, SD	263,080	75,342	112,232	216
South Bend-Mishawaka, IN-MI	324,202	90,037	125,277	174
Spartanburg, SC	255,592	67,063	128,566	246
Spokane-Spokane Valley, WA	433,247	118,637	237,734	85
Springfield, IL	317,677	105,735	93,465	115
Springfield, MA	500,690	146,838	242,813	174
Springfield, MO	222,000	60,857	186,371	341
Springfield, OH	315,037	91,476	52,997	63
State College, PA	461,766	126,813	61,145	28
Stockton-Lodi, CA	517,122	134,716	225,504	165
Sumter, SC	112,254	30,137	42,770	144
Syracuse, NY	428,913	143,482	266,893	202
Tallahassee, FL	280,878	78,194	157,697	220
Tampa-St. Petersburg-Clearwater, FL	410,506	114,236	1,246,075	1059
Terre Haute, IN	179,230	50,102	66,522	155
Texarkana, TX-AR	123,884	36,408	60,462	239

New Home Prices and Households Priced Out of the Market by a $1,000 Price Increase, 2019

Area	Median New Home Price	Income Needed to Qualify	Households	
			All	Priced Out
The Villages, FL	413,763	112,048	62,380	43
Toledo, OH	323,633	98,795	241,017	340
Topeka, KS	270,572	81,824	107,037	203
Trenton, NJ	663,080	215,360	129,611	72
Tucson, AZ	414,713	111,460	409,108	386
Tulsa, OK	327,916	93,874	375,857	504
Tuscaloosa, AL	377,461	98,864	79,590	70
Twin Falls, ID	229,237	59,741	39,011	106
Tyler, TX	440,640	131,703	80,382	40
Urban Honolulu, HI	883,064	209,978	319,653	153
Utica-Rome, NY	385,844	126,934	115,956	84
Valdosta, GA	271,700	76,878	56,785	75
Vallejo-Fairfield, CA	474,074	123,134	155,114	143
Victoria, TX	237,480	70,910	36,563	58
Vineland-Bridgeton, NJ	161,401	54,372	50,514	146
Virginia Beach-Norfolk-Newport News, VA-NC	324,989	90,421	645,855	1060
Visalia-Porterville, CA	373,607	97,461	141,515	153
Waco, TX	330,595	101,065	108,264	135
Walla Walla, WA	441,198	121,011	25,305	8
Warner Robins, GA	285,654	80,432	74,975	125
Washington-Arlington-Alexandria, DC-VA-MD-WV	614,946	161,778	2,227,734	1491
Waterloo-Cedar Falls, IA	322,523	95,107	69,427	109
Watertown-Fort Drum, NY	196,039	58,558	41,815	109
Wausau, WI	299,016	90,580	54,958	110
Weirton-Steubenville, WV-OH	329,258	92,488	47,740	65
Wenatchee, WA	369,600	97,182	41,068	52
Wheeling, WV-OH	207,877	56,366	40,543	81
Wichita, KS	251,114	75,374	250,080	538
Wichita Falls, TX	380,759	121,337	53,942	37
Williamsport, PA	343,181	99,332	47,340	68
Wilmington, NC	420,286	112,314	126,315	120
Winchester, VA-WV	326,035	82,423	48,551	80
Winston-Salem, NC	282,597	75,956	272,356	374
Worcester, MA-CT	464,392	136,406	358,001	201
Yakima, WA	441,114	120,574	84,192	63
York-Hanover, PA	419,300	126,886	175,637	142
Youngstown-Warren-Boardman, OH-PA	409,156	121,139	237,533	186
Yuba City, CA	432,493	112,922	56,469	41
Yuma, AZ	244,096	65,373	77,815	200



Housing Fuels the Economy in KS-2



NAHB

KS-2 Polling

PERCEPTIONS OF GROWTH IN KS-2

There are both advantages and drawbacks to growth in a community, which can make it a divisive issue among KS-2 residents. Even members of the same community can perceive growth in different ways.

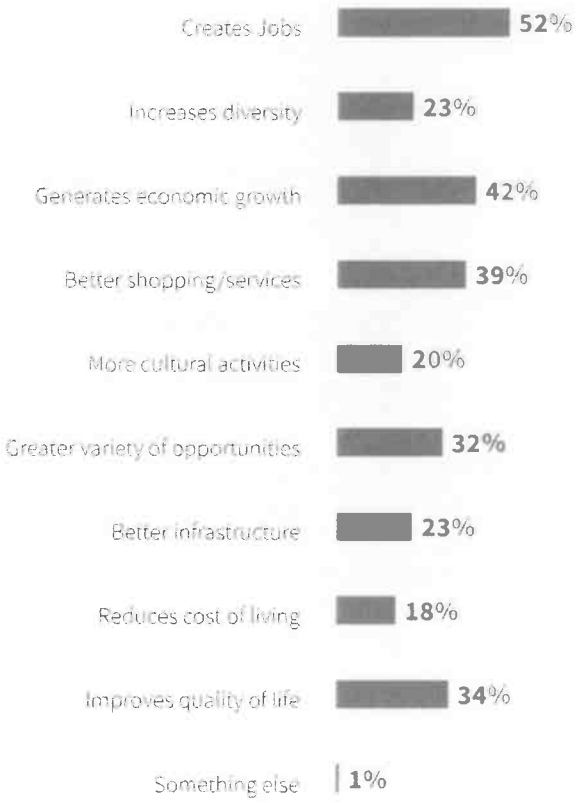
KS-2 residents see the speed of growth differently.

Percent of KS-2 residents saying growth in their community has been...



KS-2 residents see that growth brings many positive improvements.

Percent of KS-2 residents that see the following aspects of growth as positive:

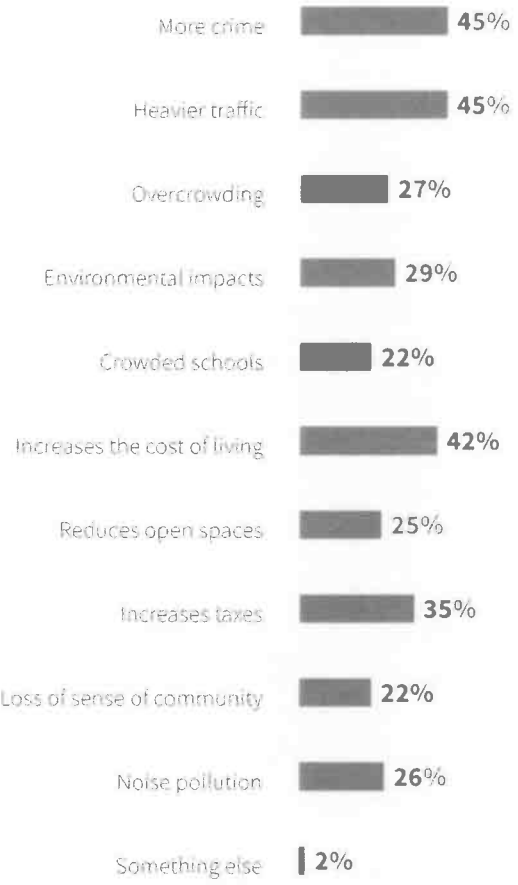


PERCEPTIONS OF GROWTH IN KS-2

There are both advantages and drawbacks to growth in a community, which can make it a divisive issue among KS-2 residents. Even members of the same community can perceive growth in different ways.

Growth can produce some growing pains for KS-2 residents.

Percent of KS-2 residents that see the following aspects of growth as negative:



HOUSING AVAILABILITY AND POLICY IN KS-2

The ability to find a home in your area is a factor many of us take for granted. Not all have this luxury, and there are specific ways KS-2 residents would like to see the government act to remedy this.

Percent of KS-2 residents saying there is a housing shortage in their community:



31% total

KS-2 Residents Agree on Housing Policies To Help The Middle Class

Percent of KS-2 residents who agree with each of the following policies:





49%

say it matters some or matters **a lot** what a candidate's positions are **on housing** policies that affect **housing** prices and **availability**

KS-2 Economic Data

THE DATA TELLS A STORY

Housing starts, new home sales and other housing benchmarks can be valuable tools in analyzing housing market dynamics and consumer behaviors, and making reliable market projections.

NAHB's proprietary analysis tools, including the Housing Market Index and the Housing Opportunity Index, are among the industry's most important market benchmarks.

The State of Housing in KS-2



$70,190

Median family income



66%

Home ownership rate



321,147

Number of housing units



42%

Minority (Hispanic or Non-White) home ownership rate



$127,500

Median value of owner-occupied homes



8,197

KS-2 residents working in residential construction



75%

of all KS-2 homes are single-family detached



3%

of all KS-2 homes are single-family attached



17%

of all KS-2 homes are multifamily



5%

of all KS-2 homes are other types of housing units

The State of Rental Housing in KS-2



8%

Rental vacancy rate



$763

Median gross rent



56%

Gross rent is less than 30% of household income



21%

Gross rent is 30% to 50% of household income



22%

Gross rent is 50%+ of household income

How affordable is housing in KS-2?



44%

More than 44% of renter households in KS-2 are housing cost burdened, meaning they spend more than 30% of income for housing.



$133,600

The median value of owner-occupied homes in KS-2 is $133,600.



38,561

Roughly 38,561 of renter households in KS-2 spend more than 30% of their income for housing.

Lawrence Board of REALTORS®

3838 W. SIXTH ST., LAWRENCE, KANSAS 66049 / (785) 842-1843
www.LawrenceRealtor.com

April 19, 2019

Chair Willey and Planning Commissioners,

Thank you for the discussion of the community benefit mandate at your March 25, 2019 meeting. I wanted to bring a couple of things to the Commission's attention as the discussion continues.

First, in light of our concerns for what the community benefit mandate in Section 2.2 of Plan 2040 will do to the cost of housing in Lawrence, the Lawrence Board of Realtors® and the Lawrence Home Builders Association have reached out to the Affordable Housing Advisory Board for a discussion and feedback among their membership regarding this policy. A copy of our letter to AHAB is attached for your information. It is my understanding that AHAB will be discussing this policy at its scheduled May meeting. I would encourage the Planning Commission not to take final action on Plan 2040, and in particular on Chapter 2, until AHAB has had an opportunity to weigh in on how this policy may affect its work on affordable housing in Lawrence.

Second, the City recently released the 2018 Residential Lot Inventory. According to the City's figures' Lawrence has <u>at most</u> inventory for additional single family housing for 6.2 years. When looking at lots which are development ready with infrastructure, that figure falls to 4.9 years – 1.6 years worth in newer subdivision and 3.3 years worth in older subdivisions.

These figures are important for two reasons. One, it is obvious that we will HAVE to build in Tier 2 during the life of this comprehensive plan and likely within the first quarter of it. In Planning Director McCullough's own words at the March 25 meeting, this policy creates "a higher bar to jump over to get your project considered." In other words, this policy actively makes it harder to build in Tier 2, even though it will quickly become necessary. The lot inventory is also particularly important when we consider the push back, particularly from older subdivisions within the City, who indicate that they do not want increased density in their neighborhoods, (see the attached Lawrence Journal World article) and newer subdivisions who may be subject to HOA Restrictions.

To Commissioner Sinclair's point at the March 25 meeting, no one is suggesting that the status quo is working fine. Lawrence has a housing affordability problem. Something in our system has to change to address that. But adding requirements, the cost of which will undoubtedly be passed on to market buyers, moves us in the wrong direction. The Lawrence Board of Realtors® proposes that the policy be changed away from the "shall…only…" language to a policy that incentivizes or gives preference to developments that include lower or moderately priced housing, public amenities, preservation of sensitive lands, etc. This accomplishes the same collaborative discussion City staff say they encourage, without deterring developers who can take their projects to neighboring communities who won't make them jump over a higher bar just to be considered.

Thank you for your consideration of these issues.

Sincerely,



Danielle N. Davey
Governmental Affairs Director
Lawrence Board of Realtors®

Lawrence Board of Realtors®
3838 W 6th Street
Lawrence, KS 66049

Lawrence Home Builders
PO Box 3490
Lawrence, KS 66046

April 5, 2019

Ron Gaches
Chair, Lawrence Affordable Housing Advisory Board

Dear Chairman Gaches,

First and foremost, thank you for your work on the Affordable Housing Advisory Board. Housing affordability is a complex issue and the creativity and collaboration the AHAB has shown in its approach has been refreshing to see.

We wanted to bring to the attention of this group a matter which is working its way through other deliberative bodies but which will undoubtedly effect the work of the AHAB.

In brief summary, in Chapter 2 of Plan 2040, the City's comprehensive plan which is currently being considered by the Planning Commission, the City has divided development into three tiers. Tier 1 is current City limits; Tier 2 is comprised of areas adjacent to current City limits and serviceable by current infrastructure; Tier 3 is the remainder of the identified Urban Growth Area, which would require additional infrastructure investment. In Plan 2040, the City is prioritizing infill development and, we believe, discouraging Tier 2 or Tier 3 development by creating a policy which provides that new development may only receive City services by annexing into the City, and that annexation will only be permitted when the requesting party establishes that the development both satisfies an established community need AND the developer provides a "community benefit". In deliberations, what constitutes a community benefit has been left relatively undefined and seemingly broad, but would include things such as permanently affordable housing, public parks, preservation of sensitive lands or creation of primary employment opportunities.

While on the surface, these community benefits seem like admirable goals to attach to new developments, we have serious concerns about how this requirement will impact our community's ability to meet housing needs.

First, as many of you are well aware, due to a variety of factors including land costs, materials, labor and City fees, it is nearly impossible to build a single family home in Lawrence for

less than $200,000. We are concerned that adding this additional requirement will either result in developers passing these additional costs on to market buyers by building larger houses where they can make up the loss, or will deter this construction altogether. The Planning Commission heard pretty extensive testimony at its March meeting from homebuilders confirming this.

Second, we know from the comprehensive housing study that was presented to AHAB last fall, that Lawrence has a population of roughly 2,000-3,000 who currently rent but want to buy a home and who could afford a home between $110,000 and $262,000, but Lawrence does not have sufficient inventory in that price point to meet that demand. The Housing Study also reflected that the median purchase price for a home in Lawrence has gone up from $129,000 in 2001 to $239,700 in 2018. Creating more moderately priced, workforce housing to accommodate the needs of this population opens up the rental market they now occupy and may create more opportunities for the kind of rental subsidies this group has discussed.

Third, by prioritizing the limited number of infill lots available within City limits over allowing for growth in the already serviceable Tier 2, we artificially inflate the market value of those lots. This makes already expensive land purchases in Lawrence even more expensive and creates another hurdle to the good works of nonprofit housing providers in creating permanently affordable housing.

They say a rising tide lifts all boats and we believe that applies to housing affordability. To that end, we believe that our community's affordable housing goals are better met by focusing on meeting the identified needs of our local workforce. By lifting them into affordable and accessible homeownership, we open new possibilities in the rental market to address the needs of our lower income neighbors. Meeting the demand for moderately priced housing simply cannot happen by adding to the cost of the development the expense of requiring public amenities. In our opinion, such a requirement flies directly in the face of the work of this body to facilitate affordable housing in Lawrence.

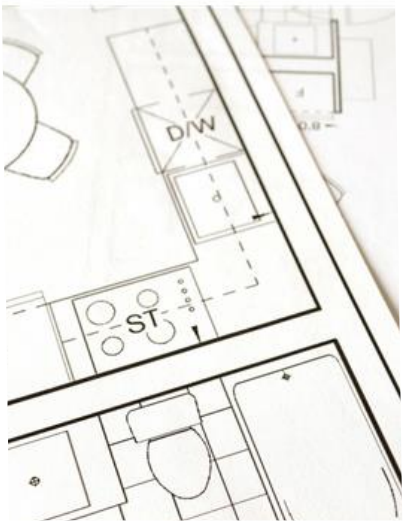
For the foregoing reasons, we think the Affordable Housing Advisory Board's work will be impacted by this policy and should have a voice in this discussion. Unfortunately, we are not able to attend the scheduled meeting on April 8 but we would welcome the opportunity to present more on this proposal to the Board or to answer questions from the Board's members either at an upcoming meeting or in smaller discussions.

Thank you again for your efforts on this complex issue.

Danielle Davey
Governmental Affairs Director
Lawrence Board of Realtors®

Bobbie Flory
Executive Director
Lawrence Homebuilders Association







2018

Residential Lot Inventory Report

Britt Crum-Cano
City of Lawrence, Kansas
April 1, 2019

2018
Residential Lot Inventory

Introduction

This report is an update on the status of available lots for new residential construction as of December 31, 2018 based on market demand, supply, and inventory. Information presented within the report helps determine if there is an abundance or need for single-family lots and is one component of inventorying all land use types in the City.

Data within this report focuses on building permits issued in 2018 as well as lots platted for single-family, residential construction from 2008-2018 (i.e. newer subdivisions). Maps showing residential lots platted are included at the end of this report.

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Executive Summary

2018 saw an overall increase of 3% in residential lot supply for single-family housing, with lots increasing by approximately 20% in newer subdivisions and decreasing by just over 5% in older subdivision over the previous year. With demand increasing by 6.9% from 2017, inventory of single-family lots located in new subdivisions (platted within the last ten years) was estimated at 2.3 years in 2018 (approximately 10% higher than the previous year).

Residential Lot Supply[1]

Overall, the city netted 28 single-family residential lots in 2018, an approximate increase of 3% compared to the previous year. During the year, newer subdivisions added 61 single-family lots (an increase of approximately 20%) and older subdivisions decreased by 33 lots (a 5.2% reduction) from 2017 supply.

Table 1

Supply of Residential Lots: 2017-2018			
	2017	2018	% Change
Newer Subdivisions	303	364	20.1%
Older Subdivisions	634	601	-5.2%
Total	937	965	3.0%

The supply of development ready residential lots (infrastructure in place) decreased by 2% in 2018 compared to 2017 supply. During the year, newer subdivisions added 16 development ready lots and older subdivisions absorbed 30 development ready lots.

Table 2

Supply of Development Ready Residential Lots: 2017-2018			
	2017	2018	% Change
Newer Subdivisions	237	253	7%
Older Subdivisions	540	510	-6%
Total	777	763	-2%

[1] The number of undeveloped, platted lots for new residential construction is utilized to represent the current supply of available lots.

Residential Lot Demand[2]

Overall, 2018 saw demand rise for all three residential categories compared to the previous year. Demand for single-family housing was up approximately 7%, increasing from 144 new construction permits in 2017 to 154 permits in 2018. Duplex permits increased from 28 pulled in 2017 to 108 pulled in 2018, an increase of 286%, though 90 of the 108 permits in 2018 were issued toward a managed student housing development located at the southeast corner of Ousdahl Road and West 33rd Street known as the Collegiate. If these 90 permits were removed, then 2018 would see a decrease in Duplex permits from 28 in 2017 to 18, or a 36% decrease. Multi-family permits increased substantially, going from one new construction permit issued in 2017 to 23 issued in 2018.

Table 3

Building Permits: 2017-2018			
	2017	2018	% Change
Single-Family	144	154	6.9%
Duplex	28	108	285.7%
Multi-Family	1	23	2200.0%
Total	173	285	64.7%

Based on annual market demand (154 building permits per year), overall 2018 annual inventory of single-family residential lots decreased slightly going from 6.6 years of inventory in 2017 to 6.2 years of inventory in 2018. The addition of lots in newer subdivisions increased inventory by almost 10%, which helped to counter balance the drop of inventory within older subdivisions (-13.3%).

Table 4

Estimated Lot Inventory in Years: 2017-2018			
	2017	2018	% Change
Newer Subdivisions	2.1	2.3	9.5%
Older Subdivisions	4.5	3.9	-13.3%
Total	6.6	6.2	-6.1%

Averaging annual demand over the previous five years (2014-2018: 139 building permits per year), lot inventory in 2018 increased to 7 years from 6.8 years in 2017. Averaging annual demand over the previous ten years (2009-2018: 133 building permits per year), lot inventory decreased slightly from 7.4 years in 2017 to 7.2 years in 2018.

[2] Annual demand can be estimated using the number of building permits issued for new residential construction throughout the year. Since the majority of new residential permits are issued for single-family homes, this analysis utilizes the number of single-family building permits issued to represent demand for residential lots.

Residential Lot Supply

The number of undeveloped, platted lots for new residential construction is utilized to represent the current supply of available lots.

At the end of 2018, the City had a total of 965 undeveloped residential lots, 763 of which had infrastructure in place and were considered development ready. The majority of lots having infrastructure are found in older subdivisions (510 as compared to 253 development ready lots in newer subdivisions).

Table 5

Residential Lot Supply (As of December 31, 2018)					
	Newer Subdivisions *(platted after 1-1-2008)*	% of Total	Older Subdivisions	% of Total	Total Lots
Undeveloped Lots: Without Infrastructure	111	30%	91	15%	202
Undeveloped Lots: With Infrastructure (Development Ready)	253	70%	510	85%	763
Total	364	100%	601	100%	965

City of Lawrence, Kansas, GIS Department

Change in Lot Supply

Total supply of residential lots increased by 3% in 2018, rising from 937 total lots in 2017 to 965 lots in 2018.

Table 6

Historic Comparison: Annual Supply of Residential Lots (lots with and without infrastructure)				% Change		
Year	Lots in Newer Subdivisions	Lots in Older Subdivisions	**Total**	New Sub	Older Sub	Total
2018	364	601	965	20%	-5%	3%
2017	303	634	937	-12%	-1%	-5%
2016	345	639	984	-25%	1%	-10%
2015	463	630	1,093	-1%	18%	9%
2014	469	532	1,001	-7%	0%	-4%
2013	504	534	1,038	-31%	1%	-18%
2012	732	527	1,259			

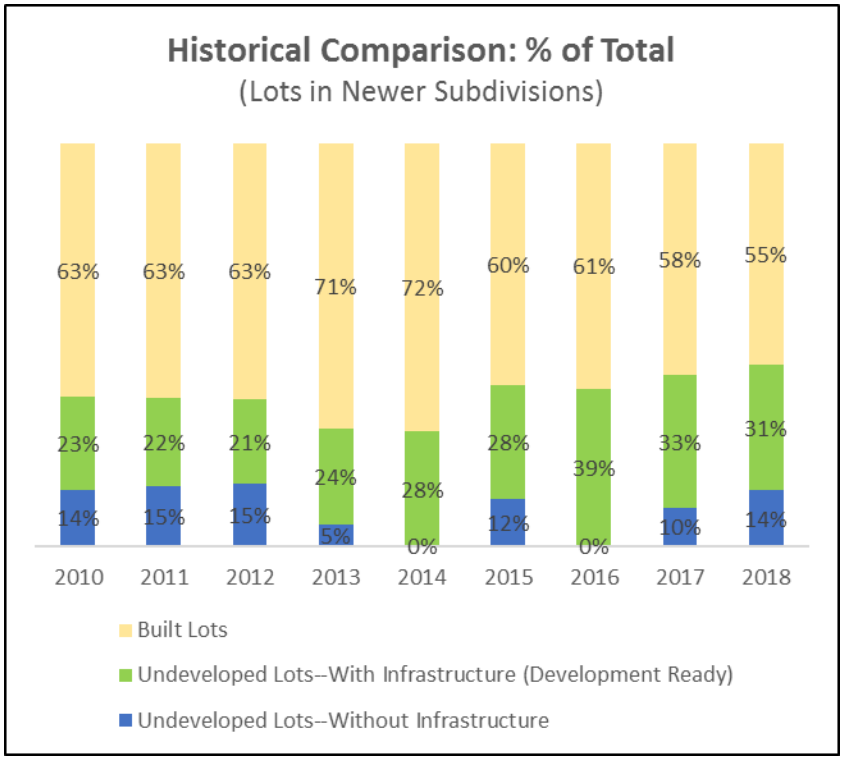
City of Lawrence, Kansas, GIS Department

Supply of development ready lots (infrastructure in place) decreased by 2% over 2017, dropping from 777 to 763.

Table 7

Historic Comparison: Annual Supply of Development Ready Lots (lots with infrastructure)				% Change		
Year	Lots in Newer Subdivisions	Lots in Older Subdivisions	Total	New Sub	Older Sub	Total
2018	253	510	763	7%	-6%	-2%
2017	237	540	777	-31%	-1%	-13%
2016	345	545	890	5%	7%	6%
2015	329	509	838	-30%	24%	-5%
2014	469	409	878	14%	0%	7%
2013	413	411	824	-2%	1%	0%
2012	423	405	828			

City of Lawrence, Kansas, GIS Department



Residential Lot Demand

Annual demand can be estimated using the number of building permits issued for new residential construction throughout the year. Since the majority of new residential permits are issued for single-family homes, this analysis utilizes the number of single-family building permits issued to represent demand for residential lots.

2018 saw a substantial increase in demand for all types of residential development compared to the previous year. Permits for single-family housing increased 7%, going from 144 permits issued in 2017 to 154 permits issued in 2018. Demand for duplexes increased dramatically, rising from 28 permits issued in 2017 to 108 permits issued in 2018, though 90 of the 108 permits in 2018 were issued toward a managed student housing development located at the southeast corner of Ousdahl Road and West 33rd Street known as the Collegiate. If these 90 permits were removed, then 2018 would see a decrease in Duplex permits from 28 in 2017 to 18. Multi-family residential demand rose sharply, rising from one permit issued in 2017 to 23 permits issued in 2018.

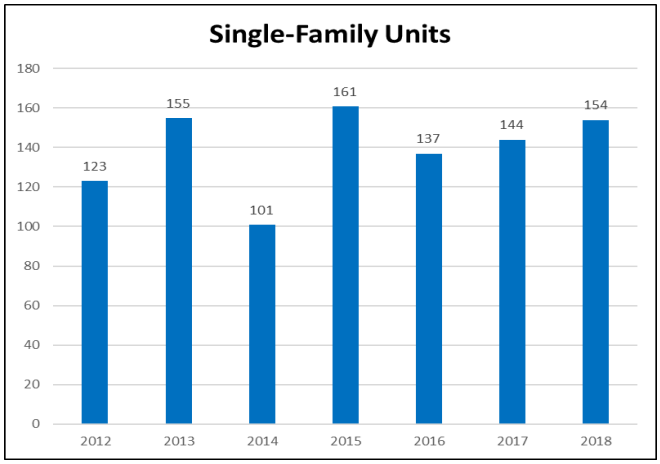
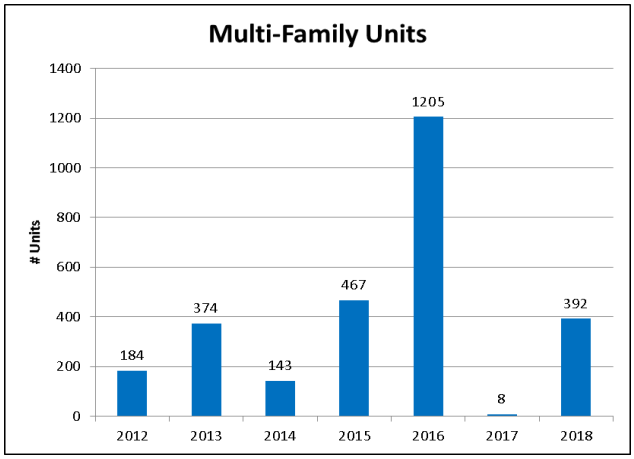


Table 8

Historic Comparison: New Residential Building Permits					% Change			
Year	Single-Family	Duplex	Multi-Family	Total	SF	D	MF	Total
2018	154	108	23	285	7%	286%	2200%	65%
2017	144	28	1	173	5%	-18%	-99%	-29%
2016	137	34	74	245	-15%	-56%	957%	0%
2015	161	78	7	246	59%	420%	17%	102%
2014	101	15	6	122	-35%	50%	-74%	-35%
2013	155	10	23	188	26%	233%	5%	27%
2012	123	3	22	148				

City of Lawrence, Kansas, Development Services Valuation of Building Permits

The number of new multi-family units rose dramatically over the past year, going from 8 in 2017 to 392 units in 2018. The number of new duplex units also rose sharply, going from 56 in 2017 to 216 units in 2018.



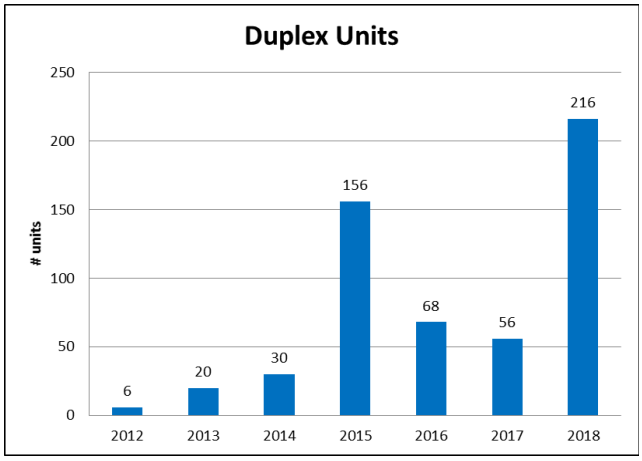


Table 9

Historic Comparison: New Residential Units				
Year	Single-Family	Duplex	Multi-Family	Total
2018	154	216	392	392
2017	144	56	8	208
2016	137	68	1205	1410
2015	161	156	467	784
2014	101	30	143	274
2013	155	20	374	549
2012	123	6	184	313

% Change			
SF	DP	MF	Total
7%	286%	4800%	88%
5%	-18%	-99%	-85%
-15%	-56%	158%	80%
59%	420%	227%	186%
-35%	50%	-62%	-50%
26%	233%	103%	75%

City of Lawrence, Kansas, Development Services Valuation of Building Permits

Residential Lot Inventory

The inventory of available lots can be estimated by comparing both the supply of and demand for lots for new residential construction.

Using 2018 data to represent current market conditions (154 building permits per year), total residential lot inventory will last approximately 6.2 years. Lots in newer subdivisions are estimated to last approximately 2.3 years with lots in older subdivisions estimated to last approximately 3.9 years.

Table 10

Estimated Lot Inventory in Years *Current year market demand: 154 permits/year*			
	Stock in Newer Subdivisions	Stock in Older Subdivisions	Total Stock
Undeveloped Lots: Without Infrastructure	0.7	0.6	1.3
Undeveloped Lots: With Infrastructure (Development Ready)	1.6	3.3	4.9
Total	2.3	3.9	6.2

Table 11

Historic Comparison: Lot Inventory in Years Current Market Demand (lots with and without infrastructure.)					% Change		
Year	Annual SF Permits	Newer Subdivisions	Older Subdivisions	Total	New Sub	Older Sub	Total
2018	154	2.3	3.9	6.2	10%	-13%	-6%
2017	144	2.1	4.5	6.6	-16%	-4%	-8%
2016	137	2.5	4.7	7.2	-11%	18%	6%
2015	161	2.8	4.0	6.8	-47%	-54%	-51%
2014	101	5.3	8.7	14.0	-35%	-31%	-33%
2013	155	8.1	12.7	20.8	-40%	-41%	-40%
2012	123	13.4	21.4	34.8			

Since residential real estate market demand can vary from year to year, the following shows inventory given historical trends in market demand.

When examining historical demand data over the past five years, the average number of single-family building permits issued per year was 139, representing approximately 7 years of residential building lot inventory given the current supply of undeveloped lots. Lots in newer subdivisions are estimated to last approximately 2.6 years.

Table 12

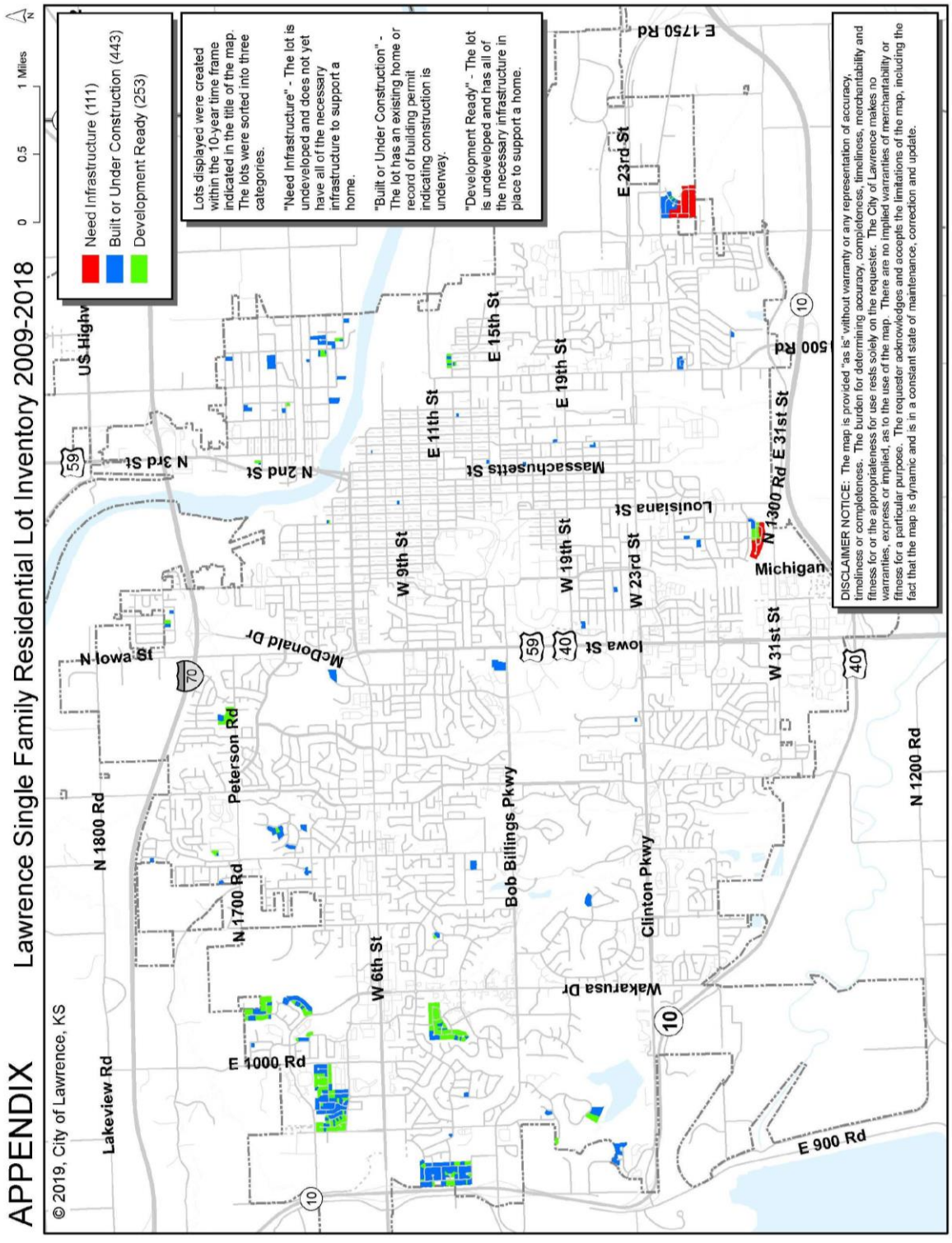
Estimated Lot Inventory in Years *5-year market demand average: 139 permits/year*			
	Stock in Newer Subdivisions	Stock in Older Subdivisions	Total Stock
Undeveloped Lots: Without Infrastructure	0.8	0.7	1.5
Undeveloped Lots: With Infrastructure (Development Ready)	1.8	3.7	5.5
Total	2.6	4.4	7.0

When examining historical demand data over the past ten years, the average number of single-family building permits issued per year was 133, representing 7.2 years of residential building lot inventory given the current supply of undeveloped lots. Lots in newer subdivisions are estimated to last approximately 2.7 years.

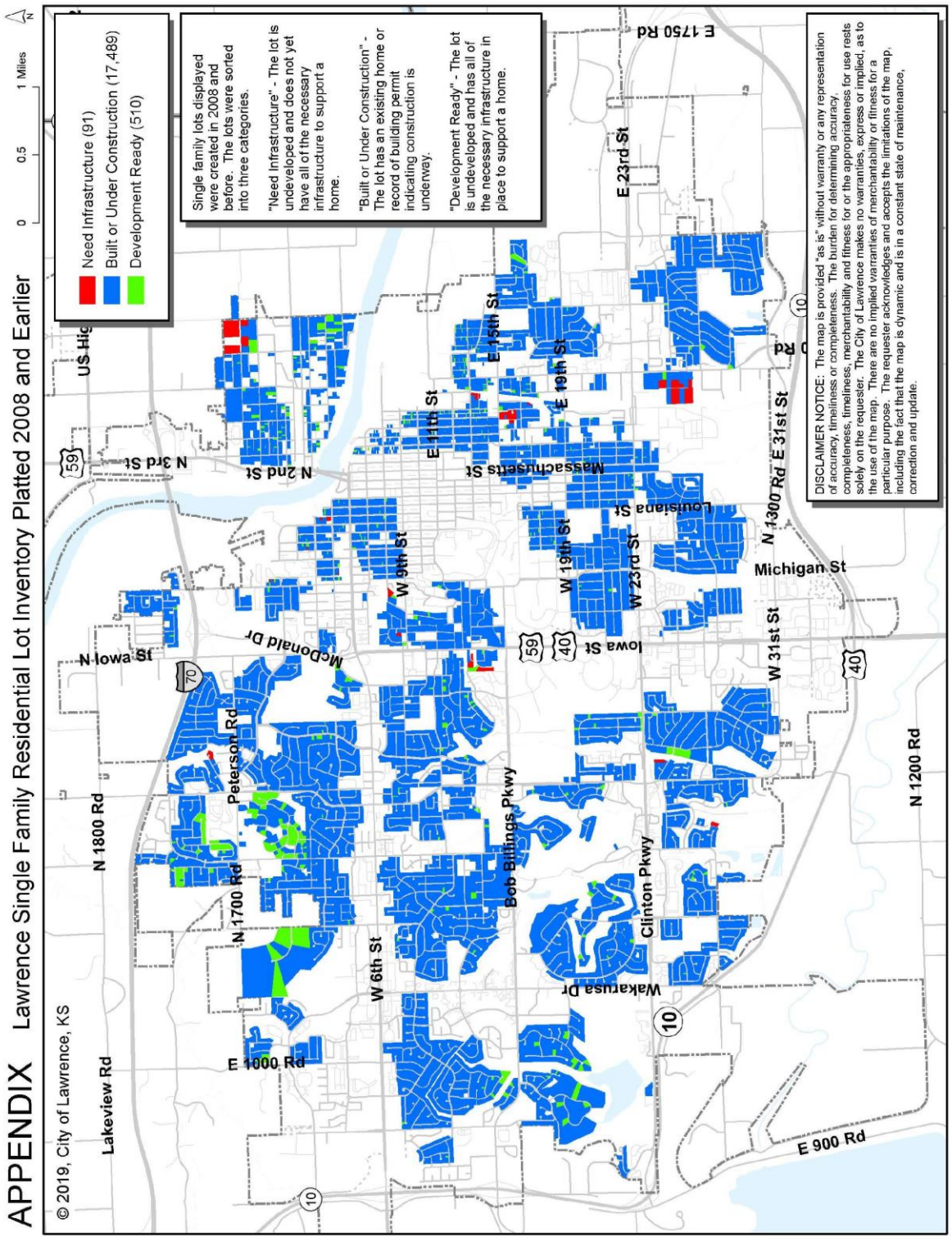
Table 13

Estimated Lot Inventory in Years *10-year market demand average: 133 permits/year*			
	Stock in Newer Subdivisions	Stock in Older Subdivisions	Total Stock
Undeveloped Lots: Without Infrastructure	0.8	0.7	1.5
Undeveloped Lots: With Infrastructure (Development Ready)	1.9	3.8	5.7
Total	2.7	4.5	7.2

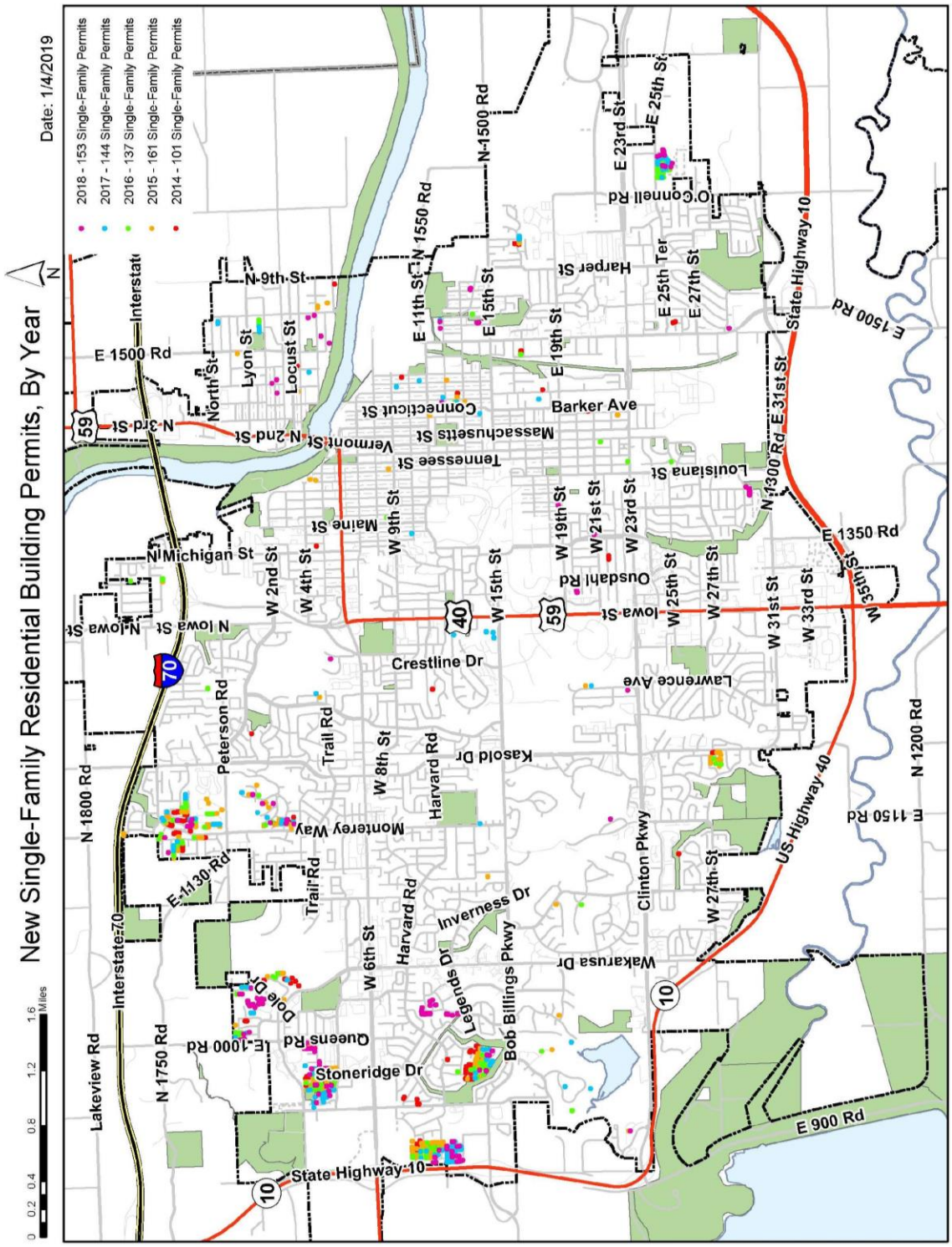
2018 Lot Inventory Map: New Subdivisions



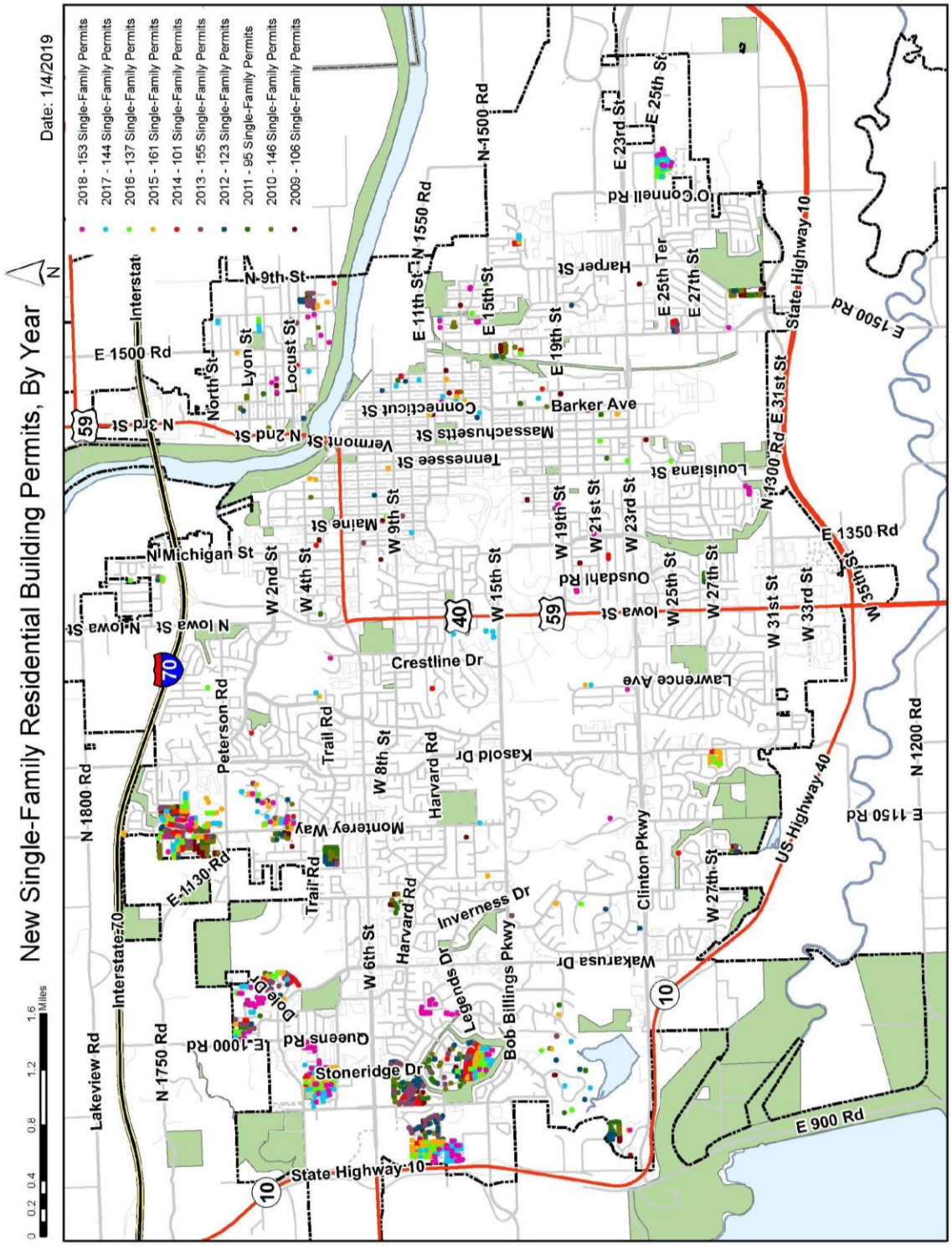
2018 Lot Inventory Map: Old Subdivisions



5-Year Building Permits Map



10-Year Building Permits Map



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Some residents voice concerns as affordable housing board considers density increases

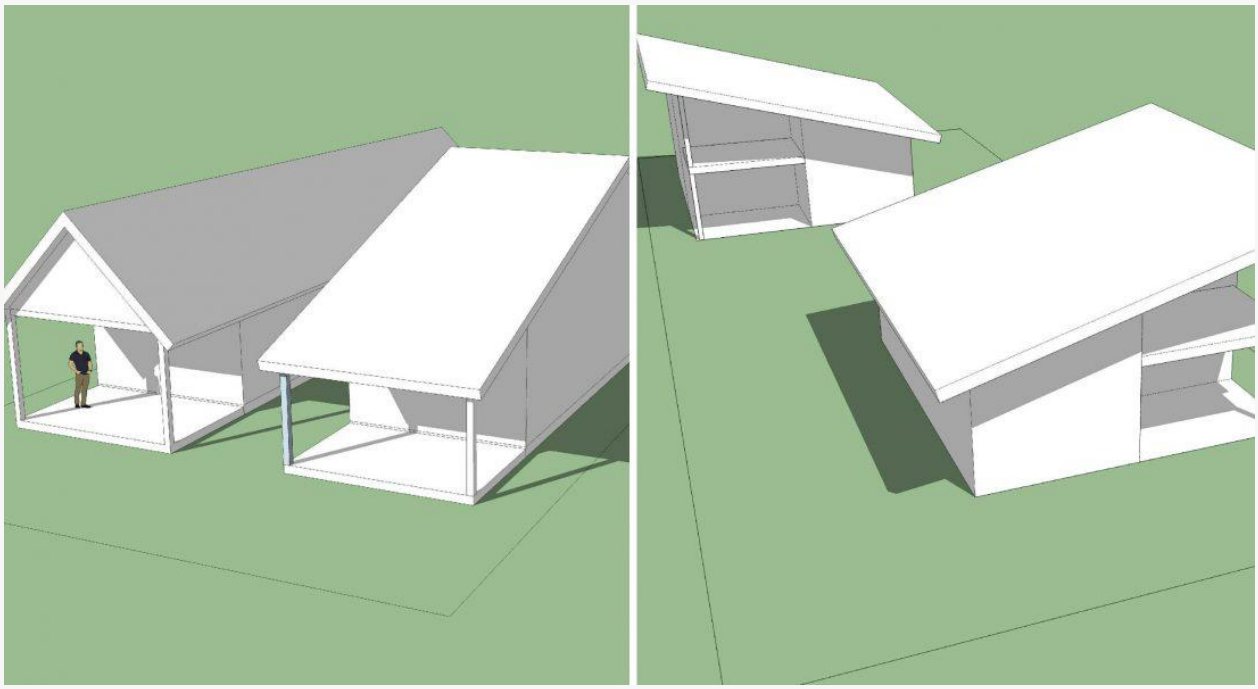


photo by: Courtesy of Tenants to Homeowners Inc.

Members of the city's affordable housing board want to allow two smaller homes to be built on one normal lot as long as at least one is designated as an affordable home or rental.

As the city embarks on a new venture in its affordable housing efforts — one involving the first changes to the local development code — some residents are asking questions about how those changes could affect neighborhoods.

If approved, the proposed affordable housing density bonus would be the city's first land use rules connected to the affordability of homes. Though the draft code changes are preliminary, the concept is to allow two homes to be built on one lot as long as they are designated as affordable housing. That could mean a second home being added alongside an existing home or two new homes being built on a single lot.

Affordable Housing Advisory Board Chair Ron Gaches told the Journal-World that because of the high cost of land, allowing for increased density has been a well proven tool in other communities to create affordable housing. However, he said that as the density bonus creates new units of housing within existing neighborhoods, it will generate a community discussion.

"I think we're going to struggle a little bit when we start to put those policies in place with community reaction, as everybody gets an idea as (to) what does this really mean and what role do I play as a neighbor, or what role does my neighborhood play in helping to address affordable housing needs," Gaches said.

The Affordable Housing Advisory Board, or AHAB, proposed the changes after studying what other cities have done to address their affordable housing shortages, and the study of other potential changes is ongoing. After going in front of AHAB and the Lawrence-Douglas County Planning Commission *for initial feedback in March*, the draft is going back to city staff for additional consideration. Several elements are under review, including whether both homes must meet affordability requirements, the definition of affordable, and how the city will manage compliance to make sure the homes remain affordable.

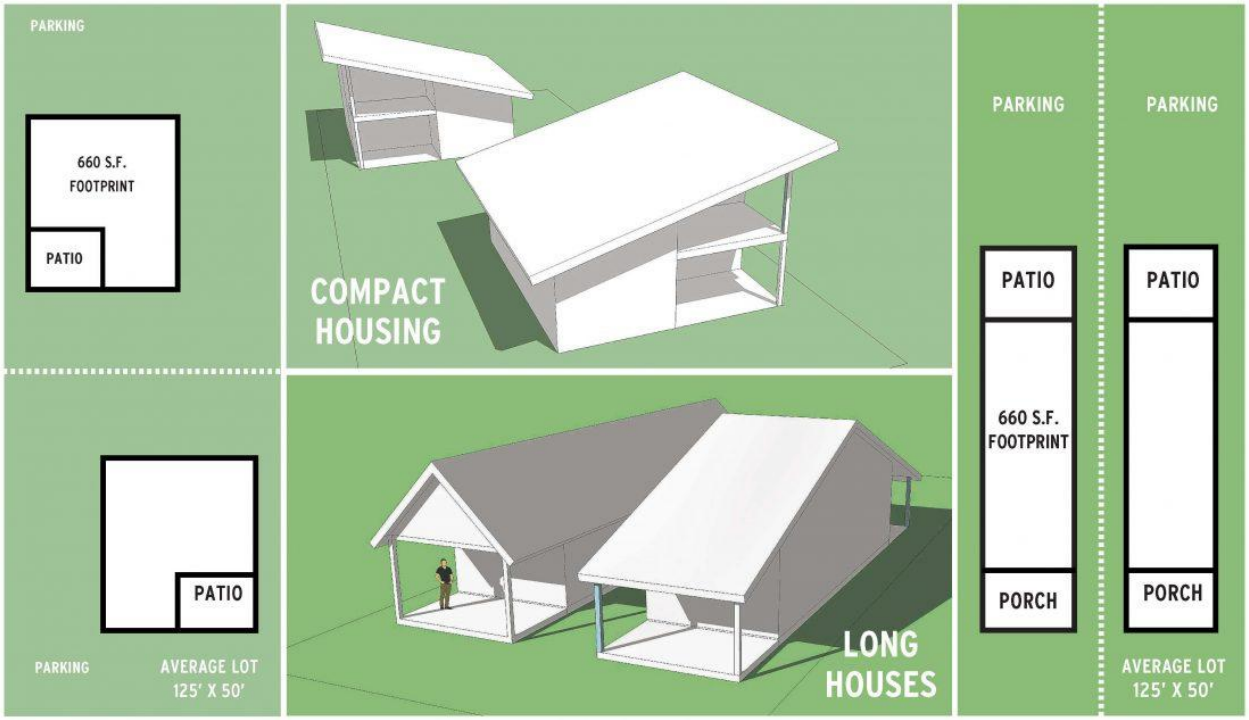


photo by: Courtesy of Tenants to Homeowners Inc.

RIGHT: Renderings of long houses that could be built on a single city lot if proposal to change the city's land use code is ultimately passed by the City Commission.

BOTTOM: Schematics for long houses.

LEFT: Renderings of compact housing.

TOP: Schematics for compact housing.

At its most recent meeting, AHAB heard concerns from some residents and advocacy groups about the proposed changes. In speaking to board members, Sara Taliaferro, of the social advocacy group Justice Matters, asked what it would mean for the city to make the density bonus available to private developers and property owners. Taliaferro, who is co-chair of the Justice Matters Affordable Housing steering committee, later told the Journal-World that while the group agrees that the city needs to look at land use and is supportive of a density bonus, how the city would manage such a program would be key.

"Unless we're really careful and it's really highly managed and regulated, what you'll soon have is things that don't stay permanently affordable," Taliaferro said.

Taliaferro noted that existing nonprofits whose sole aim is to create permanent affordable housing already have the mechanisms in place to manage and regulate the properties. She also said the city needed to make sure the density bonus was considered in the wider context of affordable housing, including the condition of lower-cost housing in Lawrence. She said the substandard quality of

the housing that was affordable in Lawrence was often an invisible part of the problem.

Some residents also voiced concern to AHAB that such projects would be concentrated where lots were cheaper, in lower-income neighborhoods, and that increasing the density of those neighborhoods would take away from their character and decrease property values.

Some neighborhoods have specific points of concern. North Lawrence Improvement Association President Ted Boyle told the Journal-World that because of the propensity for flooding in North Lawrence, the neighborhood is against increases in density. Boyle said that higher density, because it means more ground is covered, would exacerbate issues with storm water drainage. In addition, he said the additional density would ruin the aesthetic of the neighborhood and increase traffic.

“We’re totally 100 percent against that and we will fight that,” Boyle said.

Gaches said that the board wanted the solutions to the city’s affordable housing shortage to be strategic and that the density bonus encouraged more collaboration and innovation. In addition to nonprofits, he said that private individuals who wanted to build an affordable housing unit on their existing lot and developers could use the density bonus.

Gaches also noted that a resident survey completed as part of a consultant-led housing study indicated some general support for higher-density housing types in Lawrence but that support decreased when residents were asked whether those housing types were appropriate for their neighborhood.

“But of course when you ask folks ‘should that increased density occur in your own neighborhood?’ the support falls,” Gaches said. “Everyone would like the solution to take place somewhere else.”

Last year, BBC Research & Consulting completed a housing market analysis, which also included a survey of residents about their housing circumstances and what kinds of housing they would like to see. The study found that thousands of Lawrence renters were cost-burdened, defined as those who spend more than 30 percent of their income on rent and utilities. The study shows about 5,200 cost-burdened households.

The Planning Commission reviewed the draft code amendment as part of its most recent meeting. The commission also heard concerns from a couple of residents about the impact of the density bonus on neighborhoods, and commissioners posed some preliminary questions to city planners.

Planning Commission Chair Karen Willey said that she thought it was a very different model for single-family neighborhoods and asked whether making the bonus only available for homeownership, excluding rental properties, would address some of those concerns. Regarding how the city would manage the properties, Planning Commissioner David Carttar asked what the consequences would be for property owners who did not keep the homes affordable. He asked how the city would undo a home that had already been constructed.

Director of Planning and Development Scott McCullough told planning commissioners that though requirements such as setbacks, lot coverage and parking requirements must stay the same to preserve the look of neighborhoods, there are varying possibilities for how the density allowance could be structured. McCullough said that city staff started off with a broad discussion of the possibilities for the code changes and that there were a lot of different ways it could be put together.

McCullough said city staff was going to take the feedback from AHAB, the Planning Commission and residents and revise the text amendment before bringing it back to AHAB for more discussion. Once AHAB reviews the new draft, it will go back to the Planning Commission before ultimately going to the City Commission for consideration.

McCullough later said via email that city staff would be studying options for the open questions about the amendment and then bringing back recommendations to AHAB and the Planning Commission. McCullough said those recommendations would likely come before those bodies in June.



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

Lawrence-Douglas County Planning Commission Meeting, 25 March 2019
re: Plan2040, climate crisis supersedes development and growth
comments by Michael Almon

I request that Plan2040 place climate protection front and center, and reign in resource exploitation and economic growth as the principal drivers of climate disruption.

I'm not so much interested, as was discussed last month, in moving the Environment-Natural Resources chapter further to the front and be given first billing, as I am that the natural environment itself be given greater importance than economic growth and development. 2-3% growth per year is an exponential curve that gets increasingly steeper, and it's impossible to have exponential economic growth on a finite planet. It's impossible physically. Such human folly is why we are faced with a climate crisis.

The October 2018 "Special Report on Climate Change" by the United Nations IPCC, and the November 2018 "U.S. National Climate Assessment" both make it clear that we have but 11 years to reverse, not mitigate or adapt to, but reverse global warming, so it doesn't become irreversible.

The entire Plan2040 document needs to be reframed, to review all land development issues in the context of the natural environment – not the reverse as has been the practice in the past. Ecological health, and specifically climate protection, should be the central guiding principle.

Just because Lawrence isn't located oceanside or within fire-prone forests doesn't mean we're immune to climate impacts. All storms and floods are now more extreme, such as the Mozambique cyclone, or the Colorado bomb cyclone blizzard, or the Nebraska flooding – all just 10 to 12 days ago.

As for curtailing economic growth – I've heard quite a few comments tonight, concerns about economic impacts from curtailing growth here that will make things more expensive. Climate disruption is doing it for us, making everything more expensive. That's the main issue. That's the elephant in the room.

Billions of dollars of oceanfront mortgages will literally be underwater. California wildfires have cost billions of dollars. Floods and drought are bankrupting farmers, making our food more expensive. There are any number of ways that it plays out economically. And the largest reinsurance firm in the world, Munich Rd, just reported a $24 billion loss from the California wildfires alone – just that one disaster. Other reinsurance companies, Swiss Re and others, are experiencing similar losses. Those losses will be felt in our pocketbooks. Munich Re is predicting if climate issues are not addressed, and we continue to face climate disasters, all insurance will become prohibitively expensive for most people, including in Lawrence, whether we have a wildfire here or not.

It’s our choice. Either keep pushing economic growth and face the climate costs, or promote climate protection to mitigate economic damages, which we will see more and more of. Please join with the thousands of worldwide jurisdictions – cities, countries, states – that are creating climate solutions. I request that climate protection be emphasized in all aspects and all sections of Plan2040.

I also want to mention that I support Section 6.1.8 - “Prohibit development in newly annexed floodplains”. I also support the community benefits issue. That’s the benefit to offset the damage that we would inflict upon the natural environment by growing into floodplains and into prime agricultural lands. That’s what the benefit is for.

Digital time stamp: 1:34:34 - https://www.youtube.com/watch?v=wT6jP1IfchM

May 17, 2019

Dear Planning Commissioners,

On behalf of the Food Policy Council, I write to express appreciation for a community-driven process and a draft for a strong new plan to lead Lawrence and rural Douglas County forward. The Food Policy Council has been engaged in this process since it began in 2014. Overall, **we are in support of the Community Vision and Live/Work/Play bullet points at the beginning of the plan**.

We **oversaw the creation of the Douglas County Food System Plan** following the direction of the Comprehensive Plan Steering Committee in the 2015 Issue Action Report. The Plan was adopted summer 2017 by the City of Lawrence Commission and Douglas County Commission. This plan, which is incorporated by reference into Plan 2040, represents **a new stage in the commitment our community has taken to build a stronger local food system** that benefits all residents and our resilience. We are now working to implement priorities from the Food System Plan.

In reviewing the newest draft for Plan 2040, **we believe that the final text for Chapter 7: Community Resources Section E. Food Systems Development can be refined, clarified, and strengthened** still. We propose the comprehensive language changes included on the following page. The primary motivations for these suggested changes are:

- **Greater clarity about goals for the section**, accomplished by creating multiple, shorter goal statements and supporting items.
- **Recognizing the holistic nature of food systems development**, with key goal themes of wealth, health, and resilience. Pursuing food systems development involves more than just food itself.
- **Reducing duplication of statements elsewhere in the plan**, such as funding for conservation easements (we believe this is also accomplished by "incentivize" in item 3.2).
- **Ensuring high-level development and land-use related statements are included in Plan 2040**, with more specific implementation actions and strategies included in the Food System Plan itself.
- **Emphasizing further implementation planning tools for impact,** such as through Climate Adaptation and Open Space Plans.
- **Recognizing the need to lift up cultural diversity and public-private-community partnerships** as part of food systems development.

As we have done throughout this process, **the Council welcomes further engagement and support as desired** to move the Comprehensive Plan from a draft to an adopted guiding document. We will have Council members and staff from the Lawrence-Douglas County Sustainability Office attend your May 20, 2019 meeting and will be happy to answer questions at that time.

Thank you for serving our community and supporting a stronger local food system in Lawrence and Douglas County.

Kim Criner

Kim Criner, Food Policy Council Chair

SUGGESTED EDITS/NEW LANGUAGE FOR PLAN 2040 FROM THE FOOD POLICY COUNCIL:

E. Food Systems Development

VISION

Create a robust local food system that enriches producers and consumers, and that bolsters our communities' wealth, health, and resilience.

GOALS

The local food system is a large part of our culture and economy. The **Douglas County Food System Plan provides a framework** for guiding food system development in our community.

1. Build upon our community food system resources and assets.

1.1 Plan in accordance with and implement the Douglas County Food System Plan.

1.2 Strengthen collaboration among public, private, and community partners to ensure a robust food system.

Ensuring agriculture's role in our community helps signify its importance in our local economy and shapes our local identity.

2. Identify and encourage opportunities for growth in local agricultural and food-based enterprises, including employment, tax base, and income.

2.1 Maintain and protect working lands and high quality agricultural soils for future generations, including as part of Specific Land Use Plans.

2.2 Develop support for economic development and business support services tailored to a diversified regional food system, including infrastructure and value-added agricultural production.

A strong local food system also includes **equitable healthy and local food access** throughout Douglas County that **celebrates our cultural diversity**.

3. Enhance built environment connectivity to promote healthy food access through the planning process.

3.2 Develop infrastructure to support food waste diversion and expand food rescue efforts to feed our community.

3.3 Support the availability and accessibility of culturally significant foods and traditions for all members of the community.

3.4 Expand integration of food production within communities, including community gardens and agriculture-based cluster subdivisions.

Our local food system depends on the **integrity of our agricultural landscapes**, including healthy soils, clean water, and biodiversity—all of which **will be impacted by climate change**.

4. Ensure a resilient future for our food system.

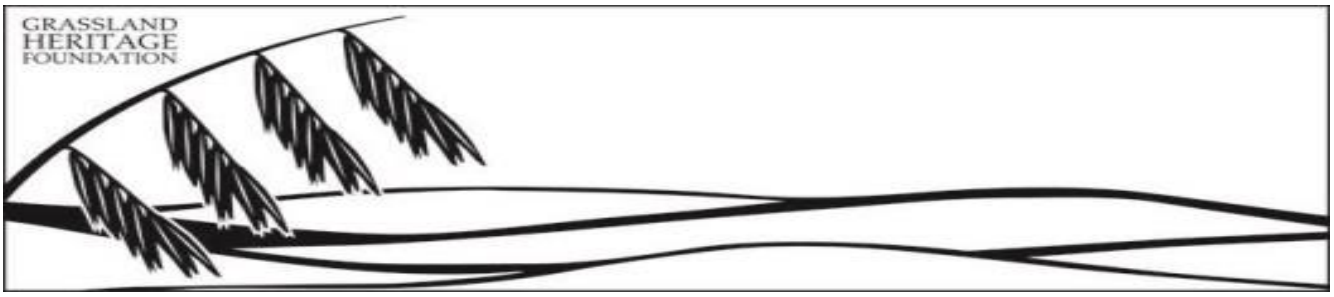
4.1 Adopt and implement an updated Climate Protection Plan (incorporating climate adaptation) and an Open Space Plan that promote the resilience of our local food system.

4.2 Incentivize conservation and preservation for agricultural landscapes, pollinator habitats, and connected waterways.

SIDEBAR

What is our food local system?

Our local food system includes how we produce, buy, eat, and dispose of food in Douglas County. Food systems development includes working together to strengthen connections between area producers and consumers to keep food dollars local, and collaborating to promote healthy, local food access.



May 19, 2019

Lawrence/Douglas County Metropolitan Planning Commission
c/o Jeff Crick
6 East 6th St.
Lawrence, KS 66044

Dear Planning Commission Members,

Thank you for your efforts to revise and complete the 2040 Comprehensive Plan. After reviewing Chapter 7 of the most recent plan draft, we would like to make a few suggested revisions which are listed below. These comments are in addition to those already submitted in Nov. 2018 and February 2019.

General comments

We applaud the City of Lawrence and Douglas County in their desire to preserve historic resources and open spaces. Douglas County is fortunate to be home to individuals, organizations and businesses with expertise in and knowledge of historic resources and native and wild spaces. We encourage city and county staff to consult and work with local organizations with expertise in open space, native ecosystems, environmental education, and sustainable landscape management when developing any open space, historic resource, or park/open space management plans

Comments about specific plan components:

Section B: Parks, Recreation, and Open Space

Goal 1.3. Standards should include management plans that encourage biological diversity of native species within park and open space landscapes. Management plans for native tallgrass prairie and woodlands should be created in consultation with prairie and woodland experts and utilize established best management practices for those spaces.

Goal 2. and Goal 3. Any open space plan developed should account for the preservation of sensitive lands as defined by the Kansas Biological Survey in their comments from 2018 (modified) and should provide special consideration for the preservation of native tallgrass prairie and native woodland spaces. Identification of spaces to be targeted for preservation should occur in consultation with the Douglas County Heritage Conservation Council, Lawrence/Douglas County

Office of Sustainability, the Kansas Biological Survey, and ecologists and experts knowledgeable about the tallgrass prairie and woodland ecosystems.

Any resulting open space plan should also include educational activities and workshops for the community focusing on why open spaces are important community assets and the history and ecology of those sites.

Goal 5.1. Utilize the definition of sensitive lands provided by the Kansas Biological Survey in their comments from Nov. 2018 (modified).

Goal 5.2. Include native tallgrass prairie and native woodlands in the list of preserved features.

Thank you for your consideration of these comments.

Kim Bellemere, GHF Membership and Education Coordinator, on behalf of the Board of Governors of Grassland Heritage Foundation

Lawrence Board of REALTORS®

3838 W. SIXTH ST., LAWRENCE, KANSAS 66049 / (785) 842-1843
www.LawrenceRealtor.com

May 17, 2019

Chair Willey and Planning Commissioners,

I write to again encourage you to consider amending the community benefit mandate currently include in Chapter 2, Section 2.2 of Plan 2040.

At the Lawrence Regional Economic Outlook Conference held on May 9, 2019, Stan Longhofer from the Wichita State University Center for Real Estate told attendees, point blank, it is not possible to build a single family house in Lawrence, Kansas for less than $200,000 without some kind of assistance. Mr. Longhofer also presented a graph (attached) which showed that Lawrence has been hovering around a two month inventory of housing priced at $250,000 or lower. That is a woefully low inventory, particularly considering (1) Lawrence's growth rate of nearly 1,000 people per year and (2) the confirmation in the BBC Housing Study that nearly 50% of non-student renters in Lawrence want to buy a home but cannot afford to do so.

The City should be facilitating increasing the supply of homes valued at $250,000 and under. Doing so accommodates the need of working, tax paying residents and families and opens up the rental units they currently occupy for people not yet ready or in a position to own a home. Adding another costly requirement to an already expensive task does not solve the problem, it exacerbates it.

Affordable housing, preservation of sensitive lands and provision of public amenities are all admirable goals and the Lawrence Board of Realtors® agrees that those things make our community better. But to the extent that these goals are achieved by Chapter 2, Section 2.2, it will be at the expense of hard working residents who find themselves getting further and further away from the possibility of home ownership. And in that regard, we think this mandate is harmful to Lawrence.

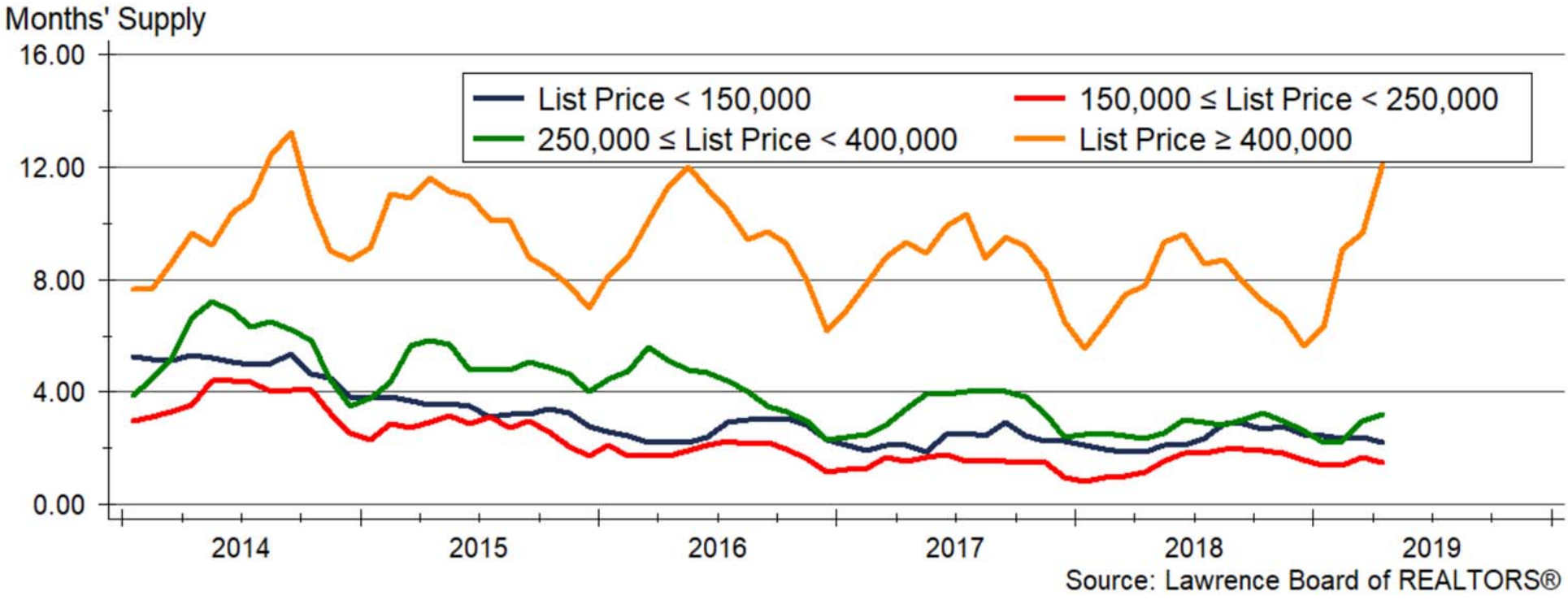
City staff has said again and again that the intent of the policy is to encourage a dialogue and foster public-private partnerships. Accordingly, the Lawrence Board of Realtors® asks that 2.2 be amended to reflect that intent rather than the current restrictive "shall only" language.

Thank you for your consideration of these issues.

Sincerely,

Danielle N. Davey
Governmental Affairs Director
Lawrence Board of Realtors®

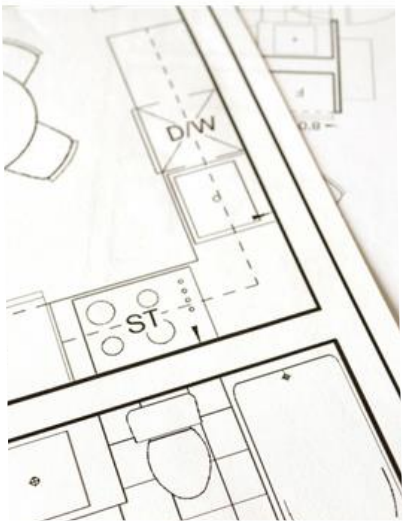
Lawrence Home Inventories by Price Range



CRE CENTER FOR REAL ESTATE
WICHITA STATE UNIVERSITY
W. FRANK BARTON SCHOOL OF BUSINESS

WSU







2018

Residential Lot Inventory Report

Britt Crum-Cano
City of Lawrence, Kansas
April 1, 2019

2018
Residential Lot Inventory

Introduction

This report is an update on the status of available lots for new residential construction as of December 31, 2018 based on market demand, supply, and inventory. Information presented within the report helps determine if there is an abundance or need for single-family lots and is one component of inventorying all land use types in the City.

Data within this report focuses on building permits issued in 2018 as well as lots platted for single-family, residential construction from 2008-2018 (i.e. newer subdivisions). Maps showing residential lots platted are included at the end of this report.

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Executive Summary

2018 saw an overall increase of 3% in residential lot supply for single-family housing, with lots increasing by approximately 20% in newer subdivisions and decreasing by just over 5% in older subdivision over the previous year. With demand increasing by 6.9% from 2017, inventory of single-family lots located in new subdivisions (platted within the last ten years) was estimated at 2.3 years in 2018 (approximately 10% higher than the previous year).

Residential Lot Supply[1]

Overall, the city netted 28 single-family residential lots in 2018, an approximate increase of 3% compared to the previous year. During the year, newer subdivisions added 61 single-family lots (an increase of approximately 20%) and older subdivisions decreased by 33 lots (a 5.2% reduction) from 2017 supply.

Table 1

Supply of Residential Lots: 2017-2018			
	2017	2018	% Change
Newer Subdivisions	303	364	20.1%
Older Subdivisions	634	601	-5.2%
Total	937	965	3.0%

The supply of development ready residential lots (infrastructure in place) decreased by 2% in 2018 compared to 2017 supply. During the year, newer subdivisions added 16 development ready lots and older subdivisions absorbed 30 development ready lots.

Table 2

Supply of Development Ready Residential Lots: 2017-2018			
	2017	2018	% Change
Newer Subdivisions	237	253	7%
Older Subdivisions	540	510	-6%
Total	777	763	-2%

[1] The number of undeveloped, platted lots for new residential construction is utilized to represent the current supply of available lots.

Residential Lot Demand[2]

Overall, 2018 saw demand rise for all three residential categories compared to the previous year. Demand for single-family housing was up approximately 7%, increasing from 144 new construction permits in 2017 to 154 permits in 2018. Duplex permits increased from 28 pulled in 2017 to 108 pulled in 2018, an increase of 286%, though 90 of the 108 permits in 2018 were issued toward a managed student housing development located at the southeast corner of Ousdahl Road and West 33rd Street known as the Collegiate. If these 90 permits were removed, then 2018 would see a decrease in Duplex permits from 28 in 2017 to 18, or a 36% decrease. Multi-family permits increased substantially, going from one new construction permit issued in 2017 to 23 issued in 2018.

Table 3

Building Permits: 2017-2018			
	2017	2018	% Change
Single-Family	144	154	6.9%
Duplex	28	108	285.7%
Multi-Family	1	23	2200.0%
Total	173	285	64.7%

Based on annual market demand (154 building permits per year), overall 2018 annual inventory of single-family residential lots decreased slightly going from 6.6 years of inventory in 2017 to 6.2 years of inventory in 2018. The addition of lots in newer subdivisions increased inventory by almost 10%, which helped to counter balance the drop of inventory within older subdivisions (-13.3%).

Table 4

Estimated Lot Inventory in Years: 2017-2018			
	2017	2018	% Change
Newer Subdivisions	2.1	2.3	9.5%
Older Subdivisions	4.5	3.9	-13.3%
Total	6.6	6.2	-6.1%

Averaging annual demand over the previous five years (2014-2018: 139 building permits per year), lot inventory in 2018 increased to 7 years from 6.8 years in 2017. Averaging annual demand over the previous ten years (2009-2018: 133 building permits per year), lot inventory decreased slightly from 7.4 years in 2017 to 7.2 years in 2018.

[2] Annual demand can be estimated using the number of building permits issued for new residential construction throughout the year. Since the majority of new residential permits are issued for single-family homes, this analysis utilizes the number of single-family building permits issued to represent demand for residential lots.

Residential Lot Supply

The number of undeveloped, platted lots for new residential construction is utilized to represent the current supply of available lots.

At the end of 2018, the City had a total of 965 undeveloped residential lots, 763 of which had infrastructure in place and were considered development ready. The majority of lots having infrastructure are found in older subdivisions (510 as compared to 253 development ready lots in newer subdivisions).

Table 5

Residential Lot Supply (As of December 31, 2018)					
	Newer Subdivisions *(platted after 1-1-2008)*	% of Total	Older Subdivisions	% of Total	Total Lots
Undeveloped Lots: Without Infrastructure	111	30%	91	15%	202
Undeveloped Lots: With Infrastructure (Development Ready)	253	70%	510	85%	763
Total	364	100%	601	100%	965

City of Lawrence, Kansas, GIS Department

Change in Lot Supply

Total supply of residential lots increased by 3% in 2018, rising from 937 total lots in 2017 to 965 lots in 2018.

Table 6

Historic Comparison: Annual Supply of Residential Lots (lots with and without infrastructure)				% Change		
Year	Lots in Newer Subdivisions	Lots in Older Subdivisions	**Total**	New Sub	Older Sub	Total
2018	364	601	965	20%	-5%	3%
2017	303	634	937	-12%	-1%	-5%
2016	345	639	984	-25%	1%	-10%
2015	463	630	1,093	-1%	18%	9%
2014	469	532	1,001	-7%	0%	-4%
2013	504	534	1,038	-31%	1%	-18%
2012	732	527	1,259			

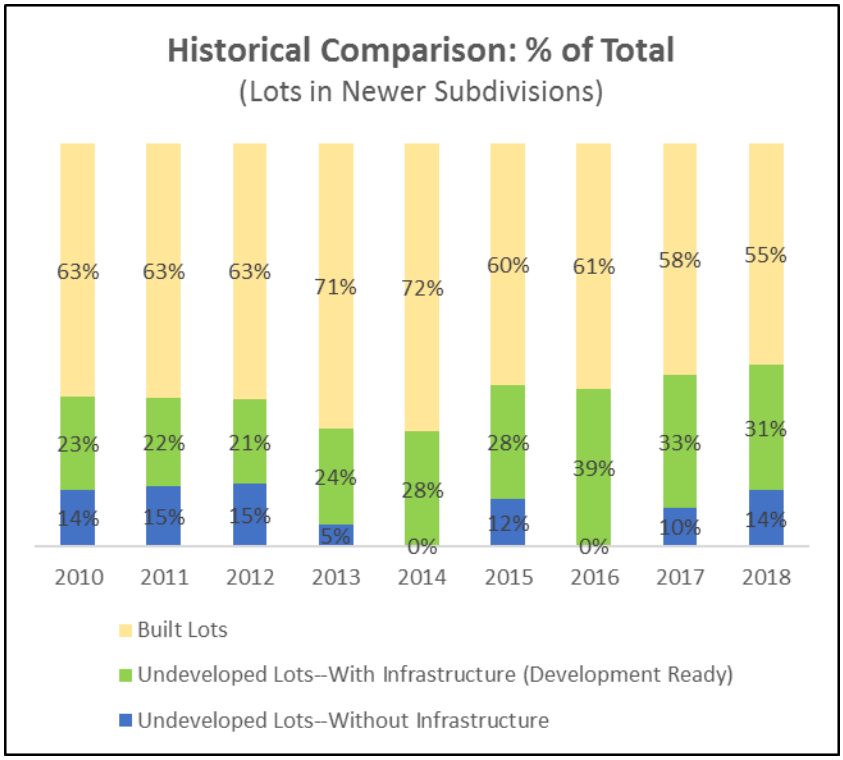
City of Lawrence, Kansas, GIS Department

Supply of development ready lots (infrastructure in place) decreased by 2% over 2017, dropping from 777 to 763.

Table 7

Historic Comparison: Annual Supply of Development Ready Lots (lots with infrastructure)				% Change		
Year	Lots in Newer Subdivisions	Lots in Older Subdivisions	Total	New Sub	Older Sub	Total
2018	253	510	763	7%	-6%	-2%
2017	237	540	777	-31%	-1%	-13%
2016	345	545	890	5%	7%	6%
2015	329	509	838	-30%	24%	-5%
2014	469	409	878	14%	0%	7%
2013	413	411	824	-2%	1%	0%
2012	423	405	828			

City of Lawrence, Kansas, GIS Department



Residential Lot Demand

Annual demand can be estimated using the number of building permits issued for new residential construction throughout the year. Since the majority of new residential permits are issued for single-family homes, this analysis utilizes the number of single-family building permits issued to represent demand for residential lots.

2018 saw a substantial increase in demand for all types of residential development compared to the previous year. Permits for single-family housing increased 7%, going from 144 permits issued in 2017 to 154 permits issued in 2018. Demand for duplexes increased dramatically, rising from 28 permits issued in 2017 to 108 permits issued in 2018, though 90 of the 108 permits in 2018 were issued toward a managed student housing development located at the southeast corner of Ousdahl Road and West 33rd Street known as the Collegiate. If these 90 permits were removed, then 2018 would see a decrease in Duplex permits from 28 in 2017 to 18. Multi-family residential demand rose sharply, rising from one permit issued in 2017 to 23 permits issued in 2018.

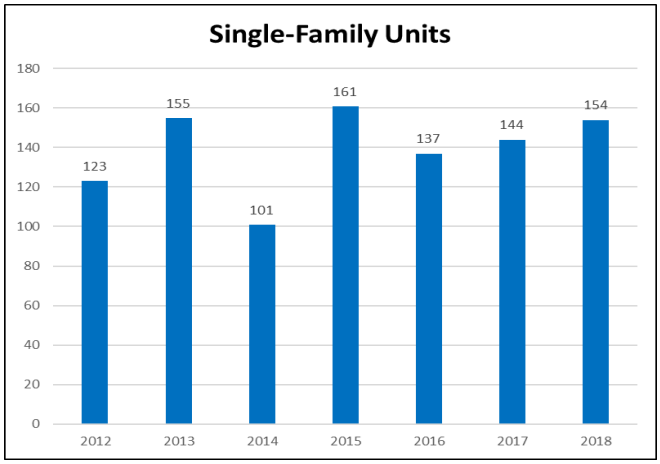
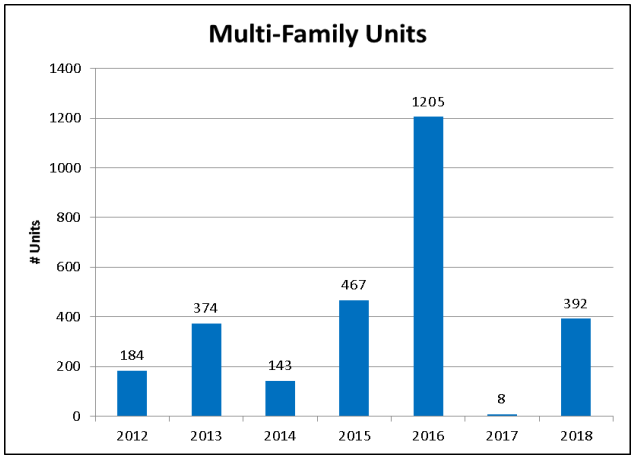


Table 8

Historic Comparison: New Residential Building Permits					% Change			
Year	Single-Family	Duplex	Multi-Family	Total	SF	D	MF	Total
2018	154	108	23	285	7%	286%	2200%	65%
2017	144	28	1	173	5%	-18%	-99%	-29%
2016	137	34	74	245	-15%	-56%	957%	0%
2015	161	78	7	246	59%	420%	17%	102%
2014	101	15	6	122	-35%	50%	-74%	-35%
2013	155	10	23	188	26%	233%	5%	27%
2012	123	3	22	148				

City of Lawrence, Kansas, Development Services Valuation of Building Permits

The number of new multi-family units rose dramatically over the past year, going from 8 in 2017 to 392 units in 2018. The number of new duplex units also rose sharply, going from 56 in 2017 to 216 units in 2018.



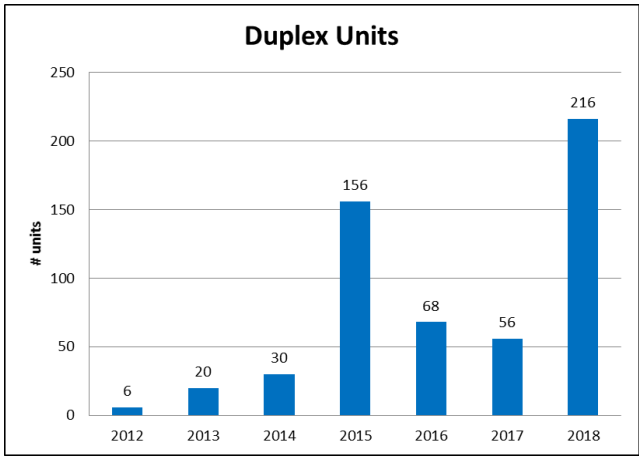


Table 9

Historic Comparison: New Residential Units				
Year	Single-Family	Duplex	Multi-Family	Total
2018	154	216	392	392
2017	144	56	8	208
2016	137	68	1205	1410
2015	161	156	467	784
2014	101	30	143	274
2013	155	20	374	549
2012	123	6	184	313

% Change			
SF	DP	MF	Total
7%	286%	4800%	88%
5%	-18%	-99%	-85%
-15%	-56%	158%	80%
59%	420%	227%	186%
-35%	50%	-62%	-50%
26%	233%	103%	75%

City of Lawrence, Kansas, Development Services Valuation of Building Permits

Residential Lot Inventory

The inventory of available lots can be estimated by comparing both the supply of and demand for lots for new residential construction.

Using 2018 data to represent current market conditions (154 building permits per year), total residential lot inventory will last approximately 6.2 years. Lots in newer subdivisions are estimated to last approximately 2.3 years with lots in older subdivisions estimated to last approximately 3.9 years.

Table 10

Estimated Lot Inventory in Years *Current year market demand: 154 permits/year*			
	Stock in Newer Subdivisions	Stock in Older Subdivisions	Total Stock
Undeveloped Lots: Without Infrastructure	0.7	0.6	1.3
Undeveloped Lots: With Infrastructure (Development Ready)	1.6	3.3	4.9
Total	2.3	3.9	6.2

Table 11

Historic Comparison: Lot Inventory in Years Current Market Demand (lots with and without infrastructure.)					% Change		
Year	Annual SF Permits	Newer Subdivisions	Older Subdivisions	Total	New Sub	Older Sub	Total
2018	154	2.3	3.9	6.2	10%	-13%	-6%
2017	144	2.1	4.5	6.6	-16%	-4%	-8%
2016	137	2.5	4.7	7.2	-11%	18%	6%
2015	161	2.8	4.0	6.8	-47%	-54%	-51%
2014	101	5.3	8.7	14.0	-35%	-31%	-33%
2013	155	8.1	12.7	20.8	-40%	-41%	-40%
2012	123	13.4	21.4	34.8			

Since residential real estate market demand can vary from year to year, the following shows inventory given historical trends in market demand.

When examining historical demand data over the past five years, the average number of single-family building permits issued per year was 139, representing approximately 7 years of residential building lot inventory given the current supply of undeveloped lots. Lots in newer subdivisions are estimated to last approximately 2.6 years.

Table 12

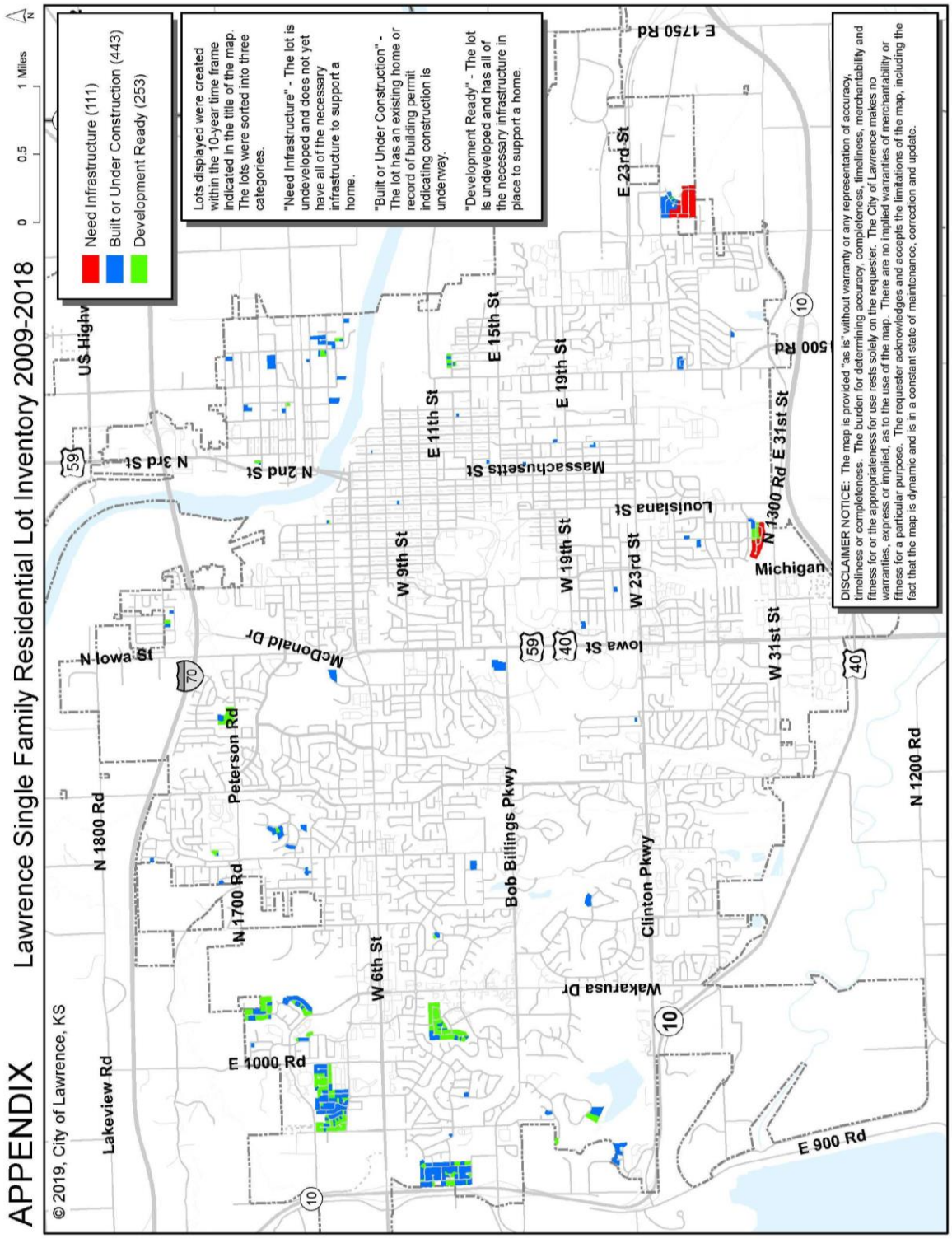
Estimated Lot Inventory in Years *5-year market demand average: 139 permits/year*			
	Stock in Newer Subdivisions	Stock in Older Subdivisions	Total Stock
Undeveloped Lots: Without Infrastructure	0.8	0.7	1.5
Undeveloped Lots: With Infrastructure (Development Ready)	1.8	3.7	5.5
Total	2.6	4.4	7.0

When examining historical demand data over the past ten years, the average number of single-family building permits issued per year was 133, representing 7.2 years of residential building lot inventory given the current supply of undeveloped lots. Lots in newer subdivisions are estimated to last approximately 2.7 years.

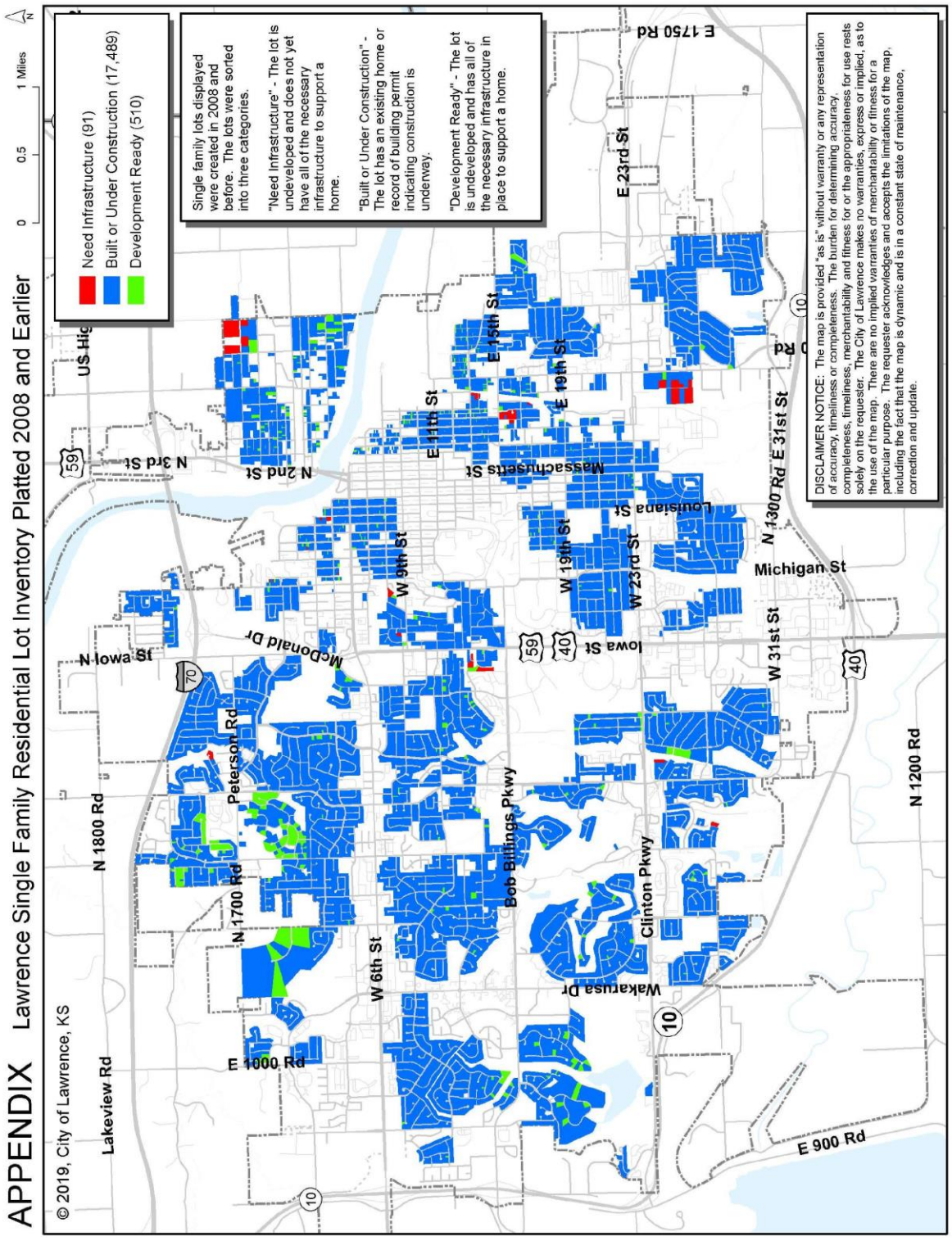
Table 13

Estimated Lot Inventory in Years *10-year market demand average: 133 permits/year*			
	Stock in Newer Subdivisions	Stock in Older Subdivisions	Total Stock
Undeveloped Lots: Without Infrastructure	0.8	0.7	1.5
Undeveloped Lots: With Infrastructure (Development Ready)	1.9	3.8	5.7
Total	2.7	4.5	7.2

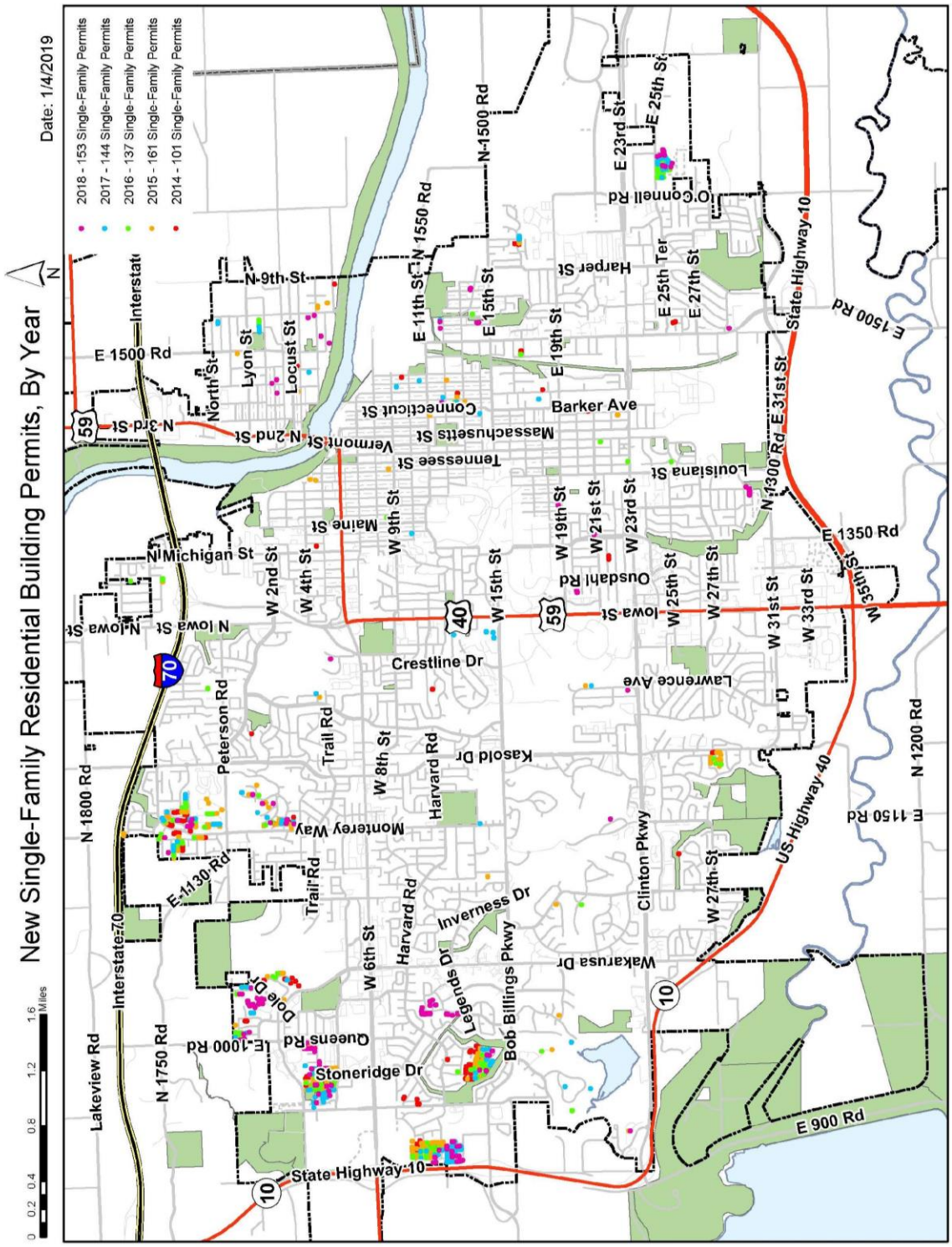
2018 Lot Inventory Map: New Subdivisions



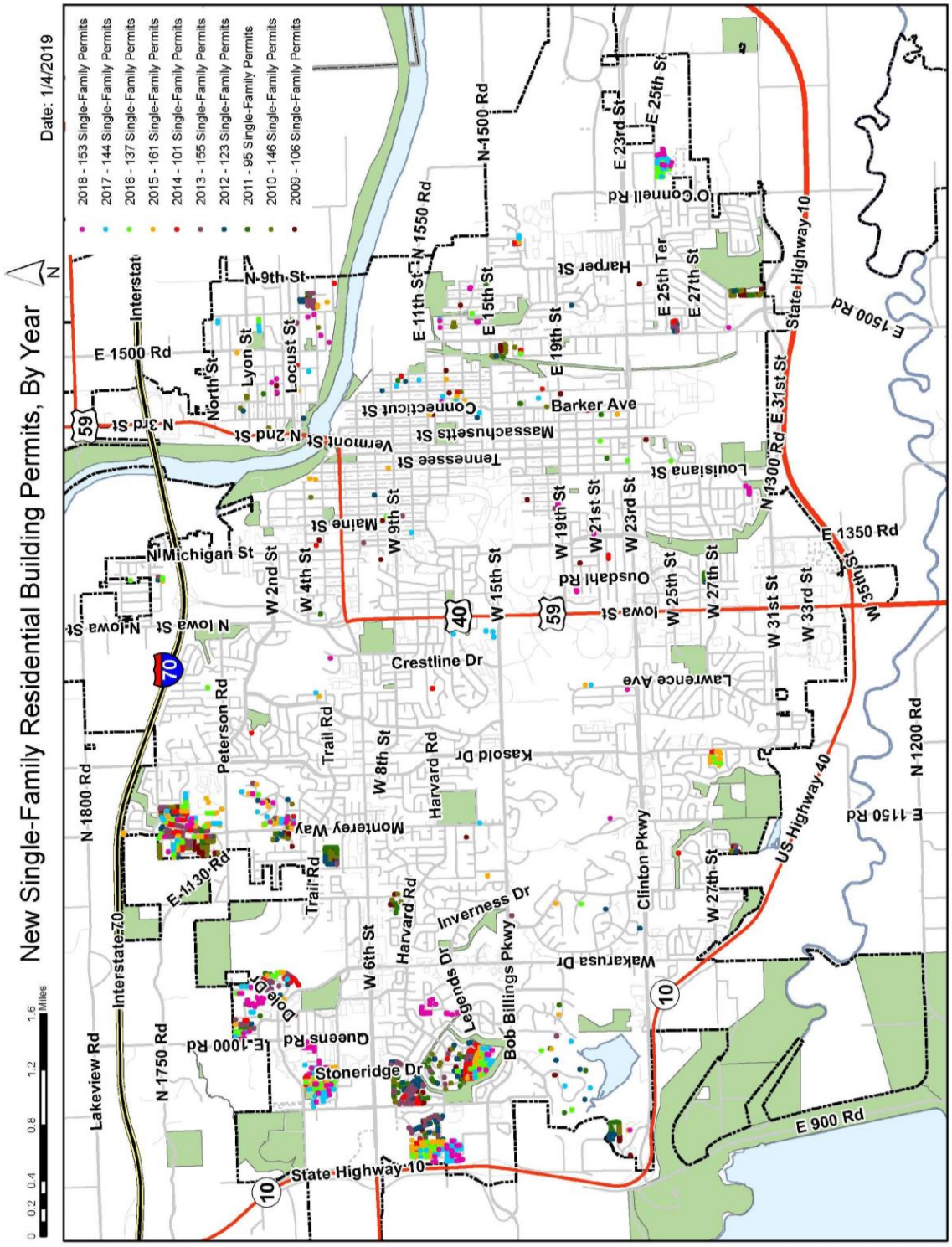
2018 Lot Inventory Map: Old Subdivisions



5-Year Building Permits Map



10-Year Building Permits Map



BACKYARD BROUHAHA

Could Inclusionary Housing Break the YIMBY Deadlock?

By Anthony Flint

IN THE FEW YEARS since the Yes in My Backyard movement splashed on the scene in cities across the United States, the YIMBY mantra has been persistent: Clear away the regulatory barriers and let developers build more housing. The laws of supply and demand will take over, this argument goes, and ultimately prices will go down. But the backlash against the YIMBY movement has been strong, as community activists have warned that increased development actually makes things worse. They worry, with some evidence, that the zoning changes YIMBYs are advocating for only accelerate gentrification and displacement—disproportionally harming low-income families and communities of color.

Those concerns were enough to derail YIMBY-sponsored legislation in California last year that would have fast-tracked multifamily housing production around transit stations. Coalitions of low-income families and social justice advocates, in increasingly harsh terms, denounced the pro-growth approach and proclaimed that in some transitioning neighborhoods, it might be better to halt new building altogether.

The controversy roiled further as critics of the YIMBY movement asserted that it skews too young and white to effectively understand or address the housing-related realities faced by residents of neighborhoods in transition. Meanwhile, research has cast doubts on the very premise that the market can solve the affordability challenge.

Research on zoning reforms in Chicago and other cities confirms that the relationship between supply and affordability is far from simple. Credit: Razvan Sera/EyeEm/Getty Images

In the midst of this messy situation, a potential compromise has begun to emerge thanks to forward-looking policy makers: Increasingly, cities are formalizing the requirement that new residential development include a percentage of affordable homes, the policy known as inclusionary housing. The principles of land value capture form the foundation of such mandates for affordability, which allow the public to recover some of the increased property value enjoyed by landowners as the result of government actions like rezoning.

"[Upzoning] generates a lot of value. There's widespread agreement on that," said Rick Jacobus, principal at Street Level Advisors in Oakland, California, who wrote *Inclusionary Housing: Creating and Maintaining Equitable Communities* for the Lincoln Institute (Jacobus 2015). With affordability requirements, he says, communities "can recover that value and put it to work for the public, and benefit the people who would not otherwise be the beneficiaries of real estate development—and indeed have suffered from it in the past."

The mantra of the Yes in My Backyard movement has been persistent: Clear away the regulatory barriers and let developers build more housing. The laws of supply and demand will take over, this argument goes, and prices will go down. But the backlash against the movement has been strong.

This reframing of the urban development paradigm—the notion that when government clears the way for more building, the public can expect something in return—has become the basis for fledgling coalitions from Seattle to Minneapolis and beyond. Some in the YIMBY movement still view inclusionary housing requirements as another barrier that gets in the way of increased housing supply. But others say this new way of looking at the relationship among builders, government, and neighborhoods may be the key to breaking the deadlock—and that it could be one more step toward building cities that are livable for all.



YIMBY advocates turned out for a rally in San Francisco to support SB 827 in 2018. The proposed legislation would have fast-tracked multifamily housing production around transit stations. Credit: Jef Poskanzer/Flickr CC BY-NC 2.0

Born of Backlash

In high-cost cities from Seattle to Boston, the housing affordability crisis is extending its reach to the point where even middle- and higher-income people are getting priced out. As a result, political energy is spreading beyond long-standing advocates for affordable housing to include new stakeholders, many of whom are focused on zoning and other regulatory barriers to development. These are the people who have organized under the banner of Yes in My Backyard, or YIMBY. It's a counterforce to those who oppose development in their neighborhoods—a mindset, if not quite an organized movement, long known as Not in My Backyard, or NIMBY.

The YIMBY movement has roots in Europe and Canada, and arguably first gained momentum in the United States in San Francisco, as millennials and those in the burgeoning tech industry became frustrated with the lack of new housing supply. (See Figure 1, page 17.) The YIMBYs received national attention last year with a bill—written by a California YIMBY group and backed by Silicon Valley money—that would have required cities to allow denser development near transit, regardless of local zoning.

Though now facing pushback, the YIMBY movement was itself born of backlash. Ever since cities across the country started making a comeback in the 1980s, infill redevelopment in established urban neighborhoods has been stymied by outdated zoning and codes, Byzantine regulations, onerous requirements such as extensive off-street parking, and so-called exclusionary zoning that favors large lots and discourages multifamily housing. YIMBYism arose in large part out of frustration with neighborhoods saying no to new housing supply.

Established residents of every political persuasion have often been stubbornly resistant to change in their midst, embracing the regulatory barriers—all the hoops developers had to jump through—as much-needed protection. "They're worried about their views, traffic, parking, and a new demographic coming into their community," said Mary Lydon, a housing consultant in San Diego, where Mayor Kevin Faulconer recently announced he wants to be the first YIMBY mayor. At the mere proposal of increased density along transit corridors, she said, people "become unglued."

Economists and land policy scholars have thoroughly documented the NIMBY dynamic. William Fischel at Dartmouth College, author of *The Homevoter Hypothesis* (Fischel 2001) and *Zoning Rules!* (Fischel 2015), showed that concern about individual property values was driving much of the resistance to further growth. In *Triumph of the City* and numerous papers, Harvard University professor Edward Glaeser illustrates how land use regulations, exclusionary zoning, and even historic preservation are hobbling urban economies because there isn't enough housing available for workers (Glaeser 2011).

Research on four booming cities in Texas—Dallas, Houston, San Antonio, and Austin—indicates that Austin's housing got more expensive more quickly than in the other metro areas. The distinguishing factor was that Austin, by comparison, had more extensive regulations and permitting requirements that either discouraged density or led to long construction delays (Shannon 2015).

Add more housing, the YIMBY advocates claimed, and the demand for that product will get absorbed, leading prices to drop—a basic rule of economics. Even new luxury housing could have a salutary effect, they argued, in a process known as "filtering": wealthier residents moving into a new penthouse downtown free up the aging town house in outlying neighborhoods, which in turn liberates a triple-decker down the street that will command lower rents.

The mantra to build, build, build has also been buttressed by an environmental argument: that cities have an obligation to cluster height and density at transit stations, to cut down on carbon emissions. The combination of climate change and the affordability crisis amounts to a national emergency, said Dan Bertolet, senior researcher at the Sightline Institute in Seattle, a research organization promoting environment and equity in the Pacific Northwest.

"We need to focus on the big picture: cities like Seattle need to add as much housing as [they can] as fast as possible. People seem to get hung up somehow on the fairness of that . . . that landowners and developers are bathing in gold coins," he said. The wave of tech jobs in such cities should be seen as a "gift," he said, that will ultimately boost the entire city.



New residential construction in cities like Seattle increasingly comes with requirements that developers reserve a portion of the project for affordable housing. Credit: Ajay Suresh/Flickr CC BY-NC 2.0

Land value capture is a policy approach that enables communities to recover and reinvest land value increases that result from public investment and other government actions. It's rooted in the notion that public action should generate public benefit.

"Developers build, supply increases, prices start to roll off—they are right now in Seattle, rents are down—and then developers stop because they can't make money anymore. City governments should lower all the regulatory costs and all the things they can control, so developers will keep going, and lower the baseline rent as much as possible, before they stop," Bertolet said.

"People say building all this supply won't solve the [affordability] problem, and that's true," he said, noting that low-income families will still need subsidies and forms of public housing. "But if you build as much as you can, you make the leftover subsidy problem smaller. Who wouldn't want to do that? We all know public housing is hugely expensive to build."

The California Experiment

For all its apparent logic, the YIMBY movement was dealt a serious setback last year, when the California legislation fast-tracking density at transit stations, SB827 by San Francisco State Senator Scott Wiener, died in committee. Traditional housing affordability advocates concerned about gentrification and displacement formally parted ways with the cause for increasing supply. YIMBY advocates were accused of not understanding real estate realities on the ground, particularly in communities of color.

The basic problem was that the legislation did nothing to counteract historical patterns of racialized displacement and dispossession by real estate investment capital, University of Southern California urban studies Professor Lisa Schweitzer wrote on her blog during the fractious debate. The growing perception was that the California measure gave the green light to developers without addressing equity concerns. The San Francisco Planning Department noted drily that SB827 would provide "huge additional value to property owners throughout the state, without concurrent value capture." On the



A coalition of neighborhood groups on the front lines of Boston's displacement crisis protested at the national YIMBYtown conference held in the city in 2018. Credit: Lauren Miller

Crenshaw Subway Coalition's website, Damien Goodmon was more forthright, describing the legislation as "a declaration of war on South LA."

The political disintegration in California augured much more acrimony to come. A flier in Oakland called for "autonomous action/creative intervention/sabotage" against a scheduled gathering of the "pro-gentrification YIMBY party" descending on the community "to plot our total destruction." In the fall of last year, when YIMBY organizers chose the Roxbury section of Boston—a neighborhood facing intense gentrification pressure and rising prices—as the site for their national conference, called YIMBYtown, a coalition of local social justice groups organized a protest under the banner Homes for All. Bearing spools of caution tape imprinted with the words "No Displacement Zone," they interrupted the closing plenary, which featured a speaker from the National Low Income Housing Coalition.

"We believe the people closest to the pain are people who have the answers," said Armani White, a Roxbury resident working with a group called Reclaim Roxbury.

Hallah Elbeleidy, policy analyst of Urban Programs at the Lincoln Institute, helped organize the YIMBYtown conference as a volunteer and focused on offering a program that featured critical and different viewpoints. The protest led to some soul-searching within local YIMBY and YIMBY-aligned organizations, she said, but didn't necessarily lead to meaningful

"We believe the people closest to the pain are people who have the answers."

change. "Those they declare to want as neighbors aren't represented in their organizations in a meaningful way, nor in the neighborhoods in which they reside," says Elbeleidy. "While there are some uncontrollable factors at play, YIMBY advocates must examine and respond to how far from these individuals they really are, and not just spatially."

Reflecting on the experience of being the subject of protests and the discomfort these very necessary conversations can bring, Elbeleidy penned an essay titled "Getting Comfortable with Being Uncomfortable" in *Planning* magazine (Elbeleidy 2019). In the piece, she urges greater collaboration among housing advocates: "We cannot accept a siloed approach to a problem fundamentally relevant to every individual."

Examining the Premise

One of the most potent arguments in the backlash against the YIMBY movement is that its basic premise is all wrong. "We're challenging YIMBYs to stop promoting the myth that the market can solve the affordability and displacement crisis," said Lori Hurlebaus of Dorchester Not for Sale, during the Roxbury protest.

Well-established research shows that excessive regulations, exclusionary zoning, and NIMBYism can lead to higher prices. But there is little definitive evidence in the current literature that removing barriers and adopting upzoning brings prices down.

Some studies use econometric modeling and survey data that shore up the YIMBY argument. In *The Long-Term Dynamics of Affordable Rental Housing*, researchers at the Hudson Institute and Econometrica Inc. found that from 1985 to 2013, nearly half of rentals affordable to low-income families existed previously as homes owned or rented by higher-income residents (Weicher 2017). Stuart Rosenthal at Syracuse University estimated that this filtering occurred over roughly the same time period at a steady rate of 2.5 percent per year (Rosenthal 2014).

Well-established research shows that excessive regulations, exclusionary zoning, and NIMBYism can lead to higher prices. But there is little definitive evidence in the current literature that removing barriers and adopting upzoning brings prices down.

If new housing isn't built, wealthy newcomers have no choice but to bid on existing homes, driving up prices and derailing the filtering process, said New York University Professor Roderick M. Hills, Jr. In this view, it would defy the laws of economic gravity to assert that building more supply somehow exacerbates affordability problems. "Attributing rent increases to new market-rate housing is like attributing rainstorms to umbrellas," Hills wrote in *The Washington Post* (Hills 2018).

Other studies, however, suggest that what's actually happening on the ground is far more complicated. An extensive review by New York University's Furman Center found that, "from both theory and empirical evidence . . . adding new homes moderates price increases and therefore makes housing more affordable to low- and moderate-income families." But the study also quickly emphasized that "new market-rate housing is necessary but not sufficient, and that government intervention is critical to ensure that supply is added at prices affordable to a range of incomes" (Been 2018).

A 2018 Federal Reserve paper by Elliot Anenberg and Edward Kung confirmed that housing demand has low elasticity—meaning essentially that consumers continue to pay higher prices despite increases in supply—and that rents may be more determined by the amenities in desirable or transitioning neighborhoods (Anenberg 2018). The implication is that even if a city were able to ease some supply constraints to achieve a marginal increase in its housing stock, that city would not experience a meaningful reduction in rental burdens.

In some cases, neighborhoods that are targeted for zoning reforms allowing greater



More than 25 percent of the units at Green on Fourth, a new apartment complex in Minneapolis, will be designated as affordable housing. Credit: Timberland Partners



With a new rail line in Honolulu increasing property values along the route, affordability requirements will help ensure that the community sees benefits. Credit: Van Meter Williams Pollack

height and density see prices rise very quickly—before a single foundation is poured. That was the conclusion of an MIT study published in January 2019 in *Urban Affairs Review*, looking at land parcels and condominiums in catchment areas around transit stations in Chicago that had been rezoned for taller and denser buildings (Freemark 2019). An important caveat was that there was a lag in permitting and construction of new projects, so supply wasn't actually increased. But because the city signaled that density would increase, the research concluded that the "short-term, local-level impacts of upzoning are higher property prices."

Even if the massive introduction of supply eventually has a moderating effect, the urgency of the housing crisis is that there's no tomorrow. "Unfortunately, those facing pressures from increasing prices don't have the luxury of time—they can't pay the difference and wait for a better deal down the line," said Elbeleidy.

Cities Move Forward

While this battle plays out, policy makers and housing advocates are making adjustments on the ground. Many are tying upzoning to affordability requirements such as inclusionary housing, where new residential development must include a percentage of affordable homes—typically 10 to 15 percent as a baseline—or funding so that the same amount of affordable homes can be built elsewhere in the community. (See Figure 2, page 18 for a map of local and statewide inclusionary housing policies.) Many cities are changing this policy from voluntary to mandatory. In California, lawmakers have worked with critics to redraft the density bill with statewide affordability requirements, as well as other protections for renters. The legislation also delays implementation for five years in neighborhoods most threatened by displacement.

In Minneapolis, the scene of extensive policy innovations around housing, the city laid the groundwork for increasing supply by easing restrictions in the downtown area, legalizing accessory dwelling units, and banning single-family-only zoning, to encourage more multifamily development. All of that was swiftly followed by a minimum inclusionary requirement of 10 percent for any project that gets increased allowable size, measured as floor-area ratio.

"This city council isn't going to upzone without that policy," said Minneapolis City Council President Lisa Bender. Even if it's not discussed on a daily basis, the concept of value capture provided a critical rationale for that reciprocity, she said. "We have made it easier to develop. We have given lots of benefits to developers—we've eliminated parking requirements, we have an amazing park system, streets, transit—all kinds of investments that are creating a private benefit. And affordable housing isn't the only way we ask for some of that benefit back. We have a fee to help pay for the park system." That message—that taxpayers are constantly providing things that increase value for private landowners and developers—is hugely important, she said.

While expectations have permanently shifted, the city is constantly monitoring projects to make sure developers don't end up with undue burdens. One additional measure being studied is allowing the use of tax increment financing as a supplement to the inclusionary requirement—additional funding that could potentially double the number of affordable units from 10 to 20 percent.

"I think we're at a point in Minneapolis where we have a pro-growth, pro-equity political coalition," Bender said. "Increasing supply is a necessary part of housing stability, but we insist that growth should help close our race and equity gaps, which are among the worst in the country."

Inclusionary housing requirements are either in place or on the way in other cities as well. Seattle's Housing Affordability and Livability program, for example, essentially now establishes a formula: if certain parts of town are upzoned, or projects get to be denser, larger, and taller, the obligation to supply affordable housing increases concomitantly. A few other examples:

- In **Honolulu**, a new rail line will boost private land values along its route. As such, the affordability requirements in Hawaii are seen as neither a gift by developers nor an extra charge—but rather, the recovery of a portion of the taxpayer-funded infrastructure project

Many cities are tying upzoning to affordability requirements such as inclusionary housing, where new residential development must include a percentage of affordable homes—or funding so that the same amount of affordable homes can be built elsewhere in the community.



San Diego Mayor Kevin Faulconer has embraced the YIMBY approach, vowing to increase density along transit corridors. Credit: Mid-Coast Corridor Transit Project



Vancouver, B.C., mandates developer contributions that fund affordable housing, bikeways, parks, childcare sites, and other amenities. Credit: Rick Schwartz/Flickr CC BY-NC 2.0

that is creating large increases in value for the private sector. "The public has invested billions of dollars into rail. That is increasing the property values around rail stations, and allowing people to build higher and more densely. That is all worth a lot and we need to get back some of our public investment by building more affordable housing," said Gavin Thornton, co-executive director of the Hawaii Appleseed Center for Law and Economic Justice.

- In **San Diego**, the multipronged approach includes removing height restrictions and minimum parking requirements, an unlimited density bonus for any project that includes affordable housing, a 10 percent inclusionary standard, and by-right zoning approval for affordable housing and housing for the homeless. A plan to vastly increase allowable height and density along a new transit corridor is set to be accompanied by the provision of land near stations owned by the regional transit agency.
- **Vancouver**, B.C., is divided up into six districts that determine contributions by developers, known as Community Amenity Contributions and Development Cost Levies, based on the rezoning in each area. A measure to allow more duplexes, for example, triggers a calibrated affordability requirement. The system was designed to improve transparency, and it also has the effect of taking the mystery out of what developers can or can't afford.

"There is understandable distrust of developers—those who have benefited from the housing crisis. Well-designed land value capture policies serve to counter some of those fears," said Vancouver City Councilor Christine Boyle. In what is increasingly becoming a common refrain, Boyle said she would prefer a citywide land value tax, which would fully match the realities of how landowners and developers are currently making profits. Boyle, a United Church minister, pitched the idea during her campaign, and gave it a catchy label: Windfall Power.

A New Framework

Despite this embrace of inclusionary requirements, complaints persist that they are never enough—that if cities require 15 percent of new residential development, the number of affordable homes will never catch up to the number of market-rate homes.

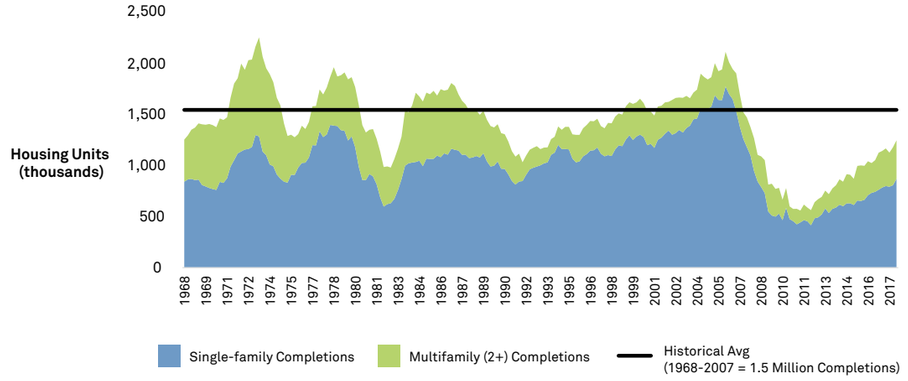
"Everybody recognizes it's not enough, and it should never be the only thing, but inclusionary housing is an important source of affordable housing," said Jacobus of Street Level Advisors. There is no question, he said, that the details of implementation are reliably complicated, and that changing the required percentage of affordable homes can be at odds with making the policy predictable.

But once landowners, in particular, realize that inclusionary requirements will be part of the equation from the start, the policy becomes

"There is understandable distrust of developers—those who have benefited from the housing crisis. Well-designed land value capture policies serve to counter some of those fears."

Figure 1

Shortage of Total Housing Completions



Source: U.S. Census Bureau, Moody's Analytics, Freddie Mac. Credit: Freddie Mac, *Multifamily 2018 Mid-Year Outlook*

an accepted and standard component of the urban development process, he said. With that as a basic foundation, policy makers can turn to other measures and initiatives, in a bundling of actions for affordability—strengthened tenant protections, co-housing and shared equity housing, tax increment financing for affordable housing, and reforms to allow accessory dwelling units, tiny houses, and single-room occupancy or rooming houses, just to name a few.

Given the high price of urban land, which makes housing so expensive, many cities are supplementing inclusionary requirements with direct actions such as providing government-owned land for affordable housing. Sound Transit, the Seattle area's regional transportation authority, has made it a policy to do just that, handing over parking lots and construction staging areas next to existing and new light rail stations.

A mix of carrots and sticks is increasingly part of the effort to push cities and towns to plan for adequate housing. Courts in New Jersey have for decades enforced the state's "fair share" housing laws, stemming from the landmark Mount Laurel decisions. In Massachusetts, under Chapter 40-B, housing gets fast-tracked if municipalities fail to maintain at least 10 percent of their housing stock as affordable to those earning 80 percent of median area income.

And some politicians are getting tougher. Mayor Martin Walsh has endorsed a special tax on the penthouses and other luxury homes that are increasingly dominating the landscape in Boston. California Governor Gavin Newsom, formerly the mayor of San Francisco, coupled $2 billion in new funding for housing and homelessness initiatives with a proposal to punish communities that block home building by withholding other state funding.

Randy Shaw, a leader of the YIMBY cause and author of *Generation Priced Out: Who Gets to Live in the New Urban America* (Shaw 2018), said he would take such tough measures a step further—by charging residents who block multifamily housing for the value they are accruing by maintaining the status quo.

"Homeowners increasing their own values are profiting by artificially restricting development," said Shaw, who is director of the Tenderloin Housing Clinic, a pro-tenants group. "We act as if there's no economic impact of anti-apartment policies. They increase the price for everybody else, and in terms of equity, it's a staggering

Figure 2

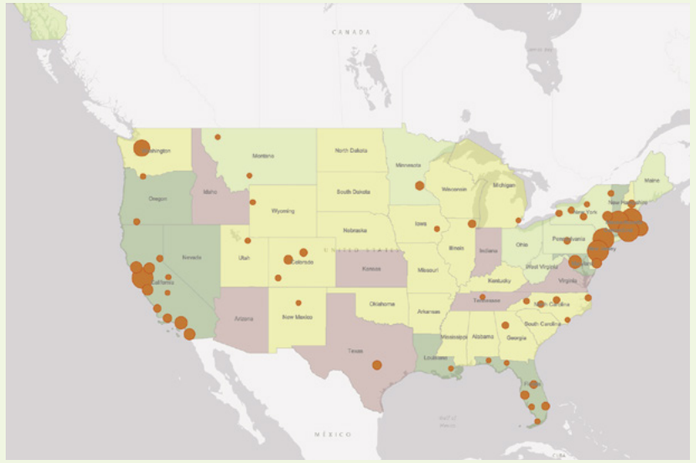
State and Local Inclusionary Housing Policies in the United States

IH permitted
All types of inclusionary housing policies are explicitly permitted by legislation.

No barriers to IH
The state is a "home rule" state and rent control is not prohibited nor are there other potential sources of risk under state law.

Barriers may exist to IH
Legal barriers may exist to local inclusionary housing policies.

IH prohibited
At least some form of local inclusionary housing policies is clearly prohibited for both ownership and rental housing.



Inclusionary housing programs have gained momentum across the United States, as indicated by the orange circles on this inclusionary housing database map (beta version), which represent clusters of programs. This interactive map can be accessed and more fully explored at https://inclusionaryhousing.org. Credit: Grounded Solutions Network

amount of money that homeowners are gaining."

In contrast, linking upzoning to affordability requirements stands to be a more feasible and politically acceptable step, as a theoretical basis for the YIMBY movement. Changing the framework for urban development across the country can also smooth out highly charged neighborhood politics.

"I think the world is a better place for them being around," said Jacobus of YIMBY advocates. "I just want them to be more concerned about what these communities are concerned about."

Clashes like the protest of YIMBYtown in Roxbury are "totally avoidable," he said. "Both sides are fighting an uphill battle, and there's no good reason to be on opposite sides. It's not going to be right to not build at all."

If nothing else, YIMBYs might embrace affordability requirements as part of a better communications campaign. "It changes the way voters respond to a new development, even though everybody recognizes it's not enough," Jacobus said. "Lecturing people about supply and demand doesn't work. What would it take to make people think they're part of the solution? If we're all going to row in the same direction, we have to all think there's something in it for everyone."

Anthony Flint is a senior fellow at the Lincoln Institute of Land Policy.

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PLANNING COMMISSION REPORT
Regular Agenda - Public Hearing Item

PC Staff Report
05/22/2019
ITEM NO. 2A UR TO RS5; 3131 W. 31st Street (KEW)

Z-19-00140: Consider rezoning approximately 3.27 acres from UR (Urban Reserve) District to RS5 (Single-Dwelling Residential) District, located at 3131 W. 31st St. Submitted by Grob Engineering Services LLC on behalf of Peggy L. Burnett, property owner of record.

STAFF RECOMMENDATION: Staff recommends approval of the request to rezone approximately 3.27 acres from UR (Urban Reserve) District to RS5 (Single-Dwelling Residential) District, and forwarding it to the City Commission with a recommendation for approval based on the findings of fact found in the body of the staff report.

Reason for Request: *"The present zoning is UR which was assigned when the property was annexed. Code requires rezoning when platting."*

KEY POINTS
- Property is currently unplatted and the applicant wishes to subdivide the property into two residential parcels.
- The subdivision requires platting and rezoning to conventional zoning.
- District is described in the *Revised Southern Development Plan* as medium density residential.
- The proposed use (residential) is permitted in RS5 and conforms to the Revised Southern Development Plan.
- No additional development is proposed at this time.
- The project is also associated with a variance to permit the existing accessory structures to remain on the newly created parcel without a principal structure. (B-19-00114)

ASSOCIATED CASES / OTHER ACTION REQUIRED
- B-19-00114; Variance permitting accessory structures without a principal structure. Approved March 7, 2019 by the Board of Zoning Appeals.
- PP-19-00141; Preliminary Plat to subdivide the property into two parcels. In process.

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 this request

ATTACHMENTS
1. Area map
2. Land use map
3. Copy of proposed preliminary plat.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING
- No communications or inquiries have been received for this rezoning request.

Project Summary:

This application is in conjunction with a request to plat and divide the property into two residential parcels. The applicant proposes RS5 (Single-Dwelling Residential) District to conform with the Revised Southern Development Plan which calls for medium-density residential. The platting of the property will enable the property to be approximately divided in half. The current district UR (Urban Reserve) District is a special purpose base district primarily intended to provide a suitable classification for newly annexed land.

1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

Applicant's Response: *"The request would generally conform to Horizon 2020 for residential uses given the surrounding neighborhood. Although, Horizon 2020 does not cover this area s it was in the county when the future land use was designated."*

Horizon 2020 does references the *Revised Southern Development Plan* designating this area as medium-density residential.

Staff Finding – Rezoning of the subject property to the RS5 District would be in conformance with *Horizon 2020* and the *Revised Southern Development Plan*.

ZONING AND USE OF NEARBY PROPERTY, INCLUDING OVERLAY ZONING

Current Zoning and Land Use:	UR (Urban Reserve) District; residential structure and two accessory structures.
Surrounding Zoning and Land Use:	RS7 (Single-Dwelling Residential) District to the north *Detached residential structures*. RMO (Multi-Dwelling Residential) District to the south; *DCCCA, Inc.* RS10 (Single-Dwelling Residential) District and County Zone A (Agricultural) to the east. *Vacant* CO (Office Commercial) District and UR (Urban Reserve) District to the west. *Vacant, detached dwelling and religious institution.* RM12 (Multi-Dwelling Residential) District to the southwest. *Duplexes.*

2. TO WHAT EXTENT WILL APPROVING THE REZONING DETRIMENTALLY AFFECT NEARBY PROPERTIES

Applicant's Response: *"There is no foreseen detrimental affect to nearby properties. The parcels on northwest, north and west boundary line are currently zoned residential which is consistent with the use and development along 31st Street. This provides compatible zoning."*

Staff Finding – The subject property is adjacent to other residential zoning districts as well as county zoning that permits residential uses (dwelling, single-family) The use of the parcel will not be changing and the proposed zoning district will accommodate residential uses.

3. CHARACTER OF THE NEIGHBORHOOD

Applicant's Response: *"West 31st Street is a well-used and travel corridor of residential and commercial business districts. RS5 would be similar to adjacent neighborhoods."*

The property is located on W. 31st street just east of Kasold Drive. (Figure 1) and is included in the *Revised Southern Development Plan* land use map, (Figure 2).



Figure 1: area map

Staff Finding – The majority of the neighborhood is residential. The proposed rezoning would be in keeping with the character of the neighborhood.

4. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

Applicant's Response: *"The present UR zoning is not appropriate once platted and the present use of the property."*

The UR zoning district does not permit a land division. The only uses that are permitted in a UR zoning district is agriculture and uses legally established at the time of annexation. For the property owner to be able to divide the parcel, even for similar uses, this requires platting and zoning to an appropriate zoning classification.

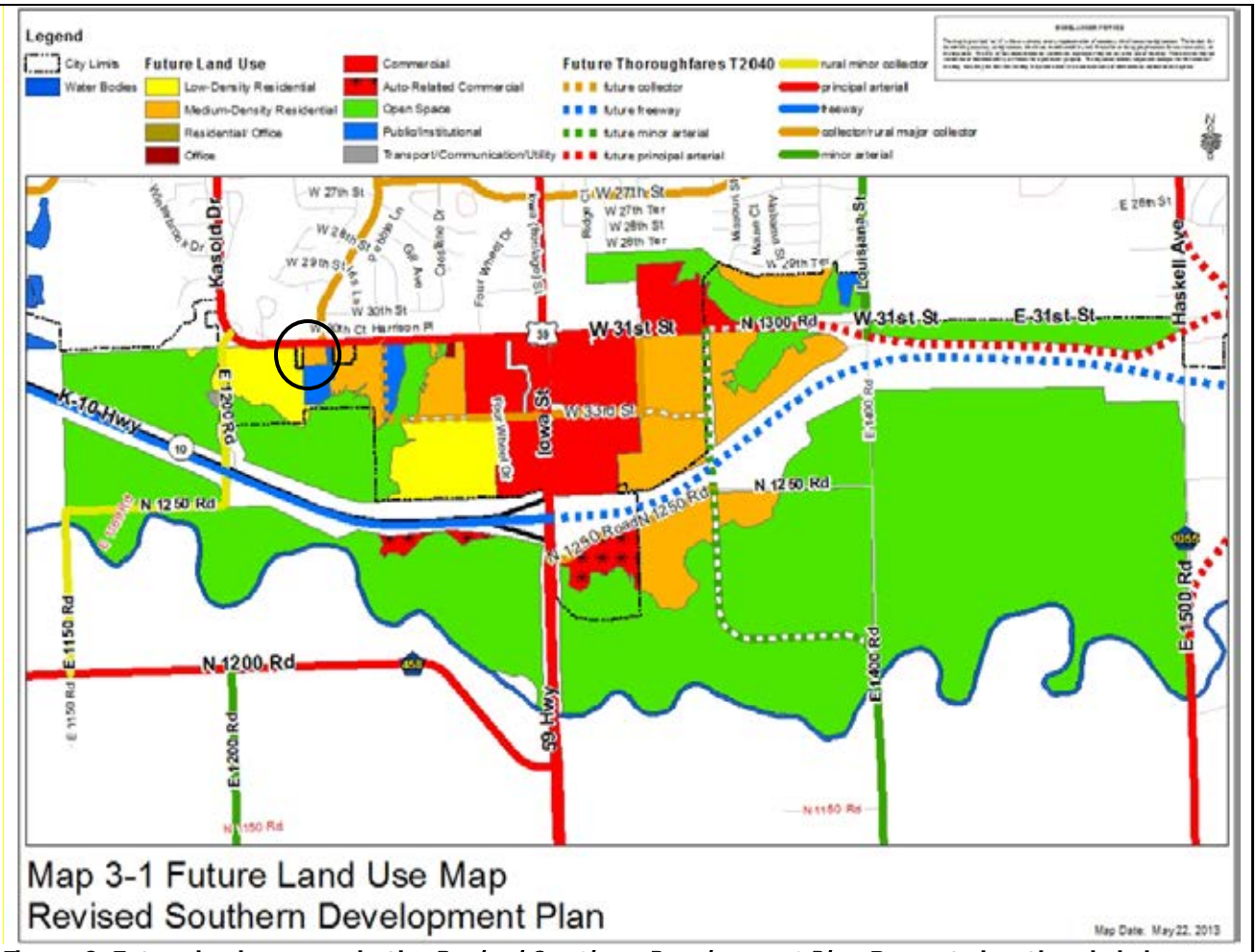


Figure 2: Future land use map in the *Revised Southern Development Plan*. Property location circled.

Staff Finding – The subject property is included in the *Revised Southern Development Plan*, which has been adopted as part of *Horizon 2020*. The development pattern of the area has been established as medium-density residential. The RS5 rezoning request will conform with the future land use designated for the area as RS5 is considered a medium-density zoning district in this sector plan.

5. THE LENGTH OF TIME THE SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED.

Applicant's Response: *"The property has been zoned UR since annexation in 1990."*

The property is not vacant. The property is developed with a detached dwelling and two accessory structures. The detached dwelling was constructed in 1958 and the property was annexed in 1990 (Ord. No. 6143). The detached dwelling and one accessory structure were present at the time of annexation. The second accessory structure was constructed in 2013 (Building permit #1-13-00366).

Staff Finding – The proposed request does not alter the suitability of the property for future development.

6. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION.

Applicant's Response: *"The public benefits by the conversion of UR zoning to RS5 to clearly define the proposed use of the property."*

The property was zoned UR (Urban Reserve) District when the Land Development Code was adopted in 2006. Prior to this code adoption, the parcel had been zoned County A (Agriculture). The Urban Reserve District is a special purpose base district primarily intended to provide a suitable classification for newly annexed land. The district is intended to avoid premature or inappropriate development that is not well served by infrastructure or community services. It is also intended for implementation in areas where an adopted neighborhood plan or area development plan is not in place. Section 20-233: UR, Urban Reserve District of the Land Development Code.

Staff Finding – The property is proposed to be rezoned to a compatible base zoning district for the area and will define the types of uses that will be permitted. The property is currently developed with a residential structure and two residential accessory structures. The denial of the rezoning request will prohibit the property owner from being able to divide the property.

PROFESSIONAL STAFF RECOMMENDATION

The intent of the applicant's request is to retain the uses currently permitted in a residential district and to allow the property to be divided. The proposed division is consistent with the *Revised Southern Development Plan*, future land use and prescribed zoning.

CONCLUSION

The rezoning application meets all of the requirements for review and conforms with *Horizon 2020* and the *Revised Southern Development Plan*. The applicant will be required to complete a final plat once rezoning and a preliminary plat are approved. Additional infrastructure improvements and/or agreements will be required at that time as part of the final plat process.

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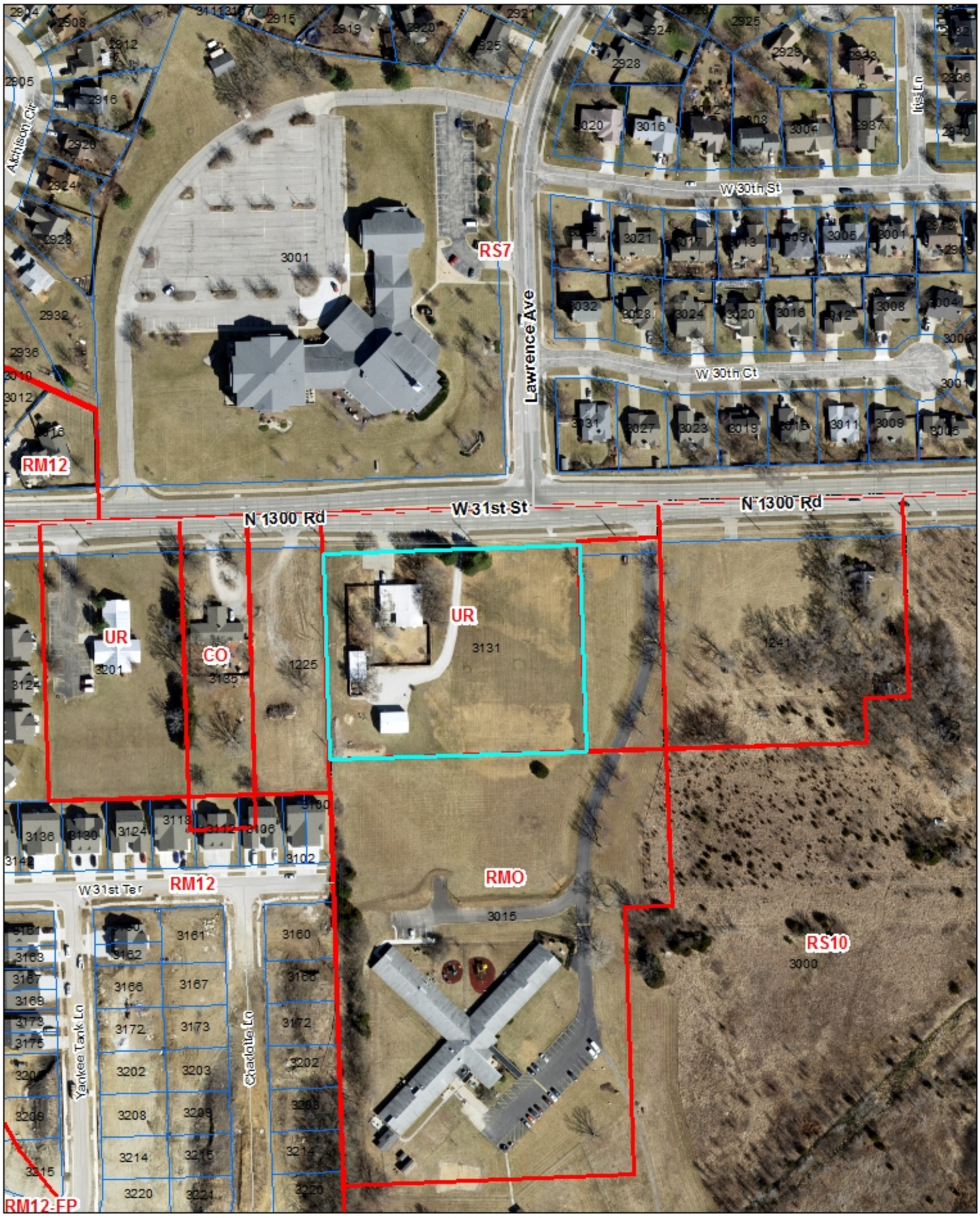
Feet

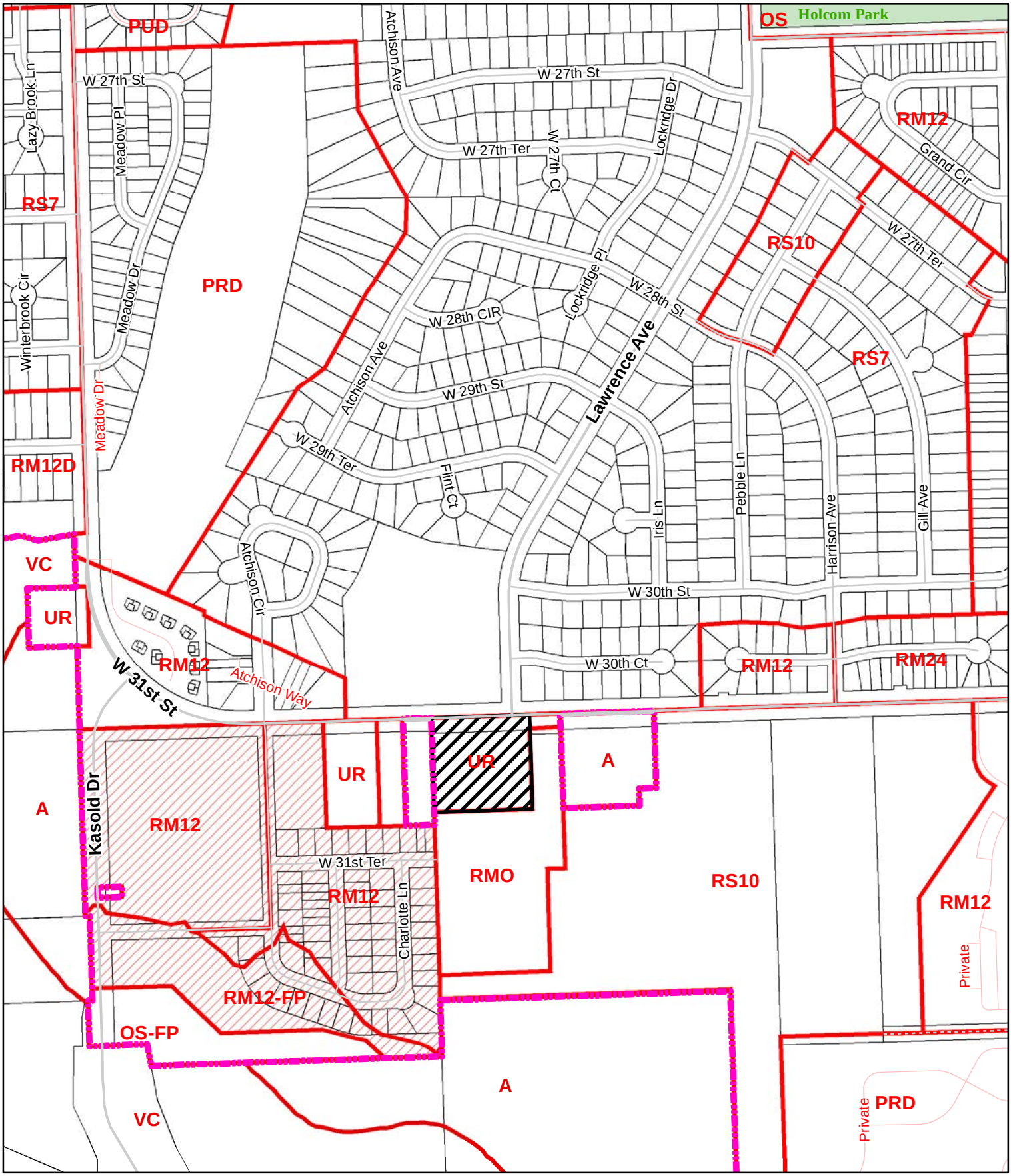
1 inch = 184 feet

DISCLAIMER NOTICE

The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

Date: 5/14/2019





Z-19-00140: Consider rezoning approximately 3.27 acres from UR (Urban Reserve) District to RS5 (Single-Dwelling Residential) District, located at 3131 W 31st St.

PP-19-00141: Consider a Preliminary Plat for Burnett Addition, located at 3131 W 31st St.

Lawrence-Douglas County Planning Office
May 2019

Z-19-00140 & PP-19-00141

N W E S

PLANNING COMMISSION REPORT
NON PUBLIC HEARING ITEM

PC Staff Report
05/22/19

ITEM NO. 2B PRELIMINARY PLAT FOR BURNETT ADDITION; 3131 W. 31ST STREET (KEW)

PP-19-00141: Consider a Preliminary Plat for Burnett Addition, located at 3131 W. 31st St. Submitted by Grob Engineering Services LLC on behalf of Peggy L. Burnett, property owner of record.

STAFF RECOMMENDATION:
Staff recommends approval of the preliminary plat for Burnett Addition.

KEY POINTS
- The subject property is currently unplatted.
- Platting is required in order to divide the property, 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.
- City Commission acceptance of any dedications of easements on the final plat.

PLANS AND STUDIES REQUIRED
- *Traffic Study* – Not required.
- *Downstream Sanitary Sewer Analysis* – Not required.
- *Drainage Study* – Not required.

ATTACHMENTS
Attachment A: Preliminary Plat

ASSOCIATED CASES / OTHER ACTION REQUIRED
Associated Cases
- Z-19-00140; Rezoning to RS5 (Single-Dwelling Residential) in process.
- B-19-00114; Variance to allow accessory structures on a lot that does not have a principal structure as a result of land division. Approved on March 7, 2019 by the Board of Zoning Appeals.

PUBLIC COMMENT
- No communications were received at the time of the staff report.

Site Summary	
Gross Area:	3.27 acres (119,147 square feet)
Additional Right-of-Way (acres):	0.0 acres
Number of Proposed Lots:	2
Proposed Lot Size:	Lot 1: .57 acres (24,653 square feet); Lot 2: 2.17 acres (94,494 square feet)

GENERAL INFORMATION	
Current Zoning and Land Use:	UR (Urban Reserve) District; *Detached Dwelling and accessory structures.*
Surrounding Zoning and Land Use:	RS7 (Single-Dwelling Residential) District to the north *Detached residential structures*. RMO (Multi-Dwelling Residential) District to the south; *DCCCA, Inc.* RS10 (Single-Dwelling Residential) District and County Zone A (Agricultural) to the east. *Vacant* CO (Office Commercial) District and UR (Urban Reserve) District to the west. *Vacant, detached dwelling and religious institution.* RM12 (Multi-Dwelling Residential) District to the southwest. *Duplexes.*



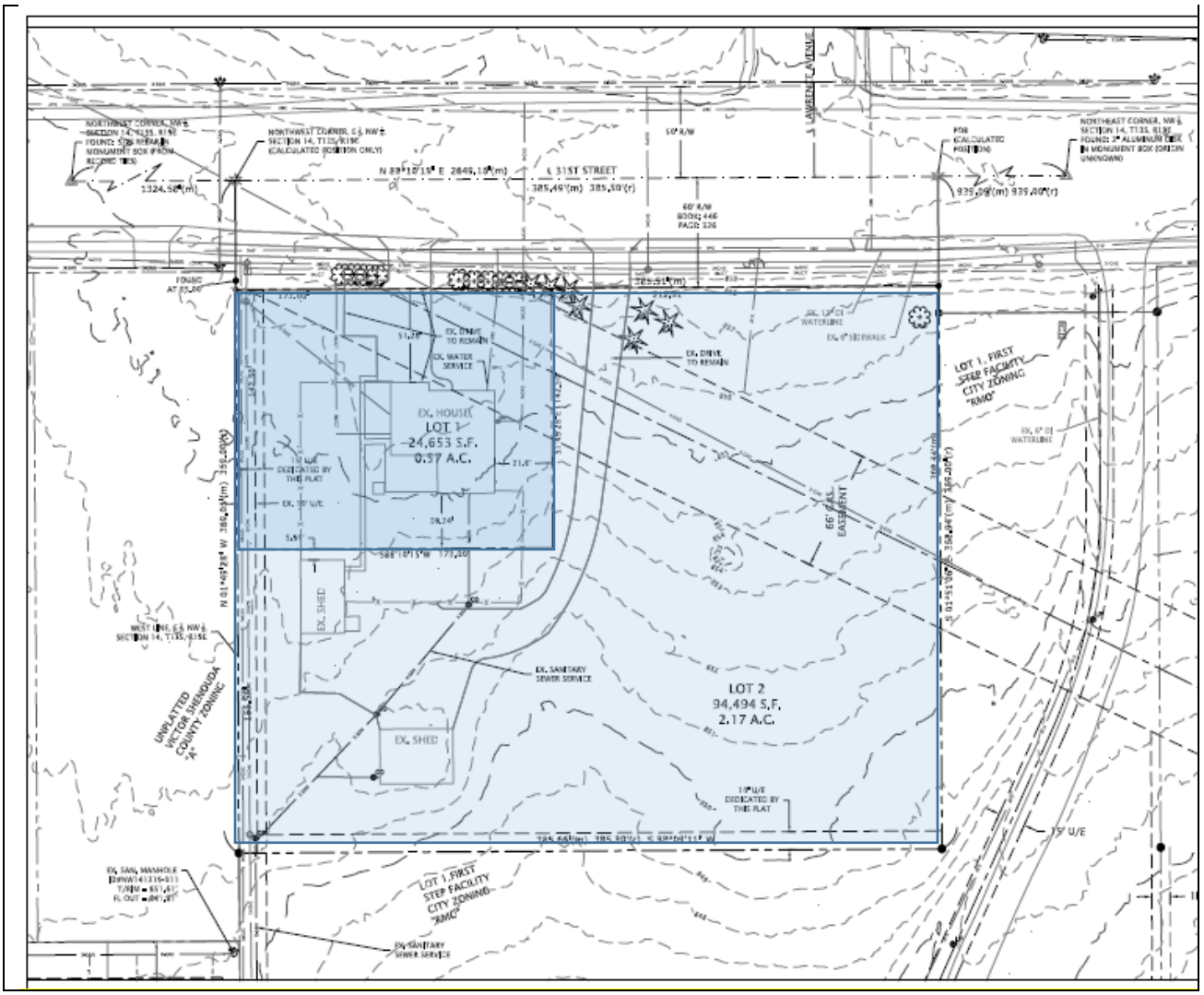
Figure 1: Land use/zoning in the area.

STAFF REVIEW

The subject property is located on the south side of W. 31st Street. There is no dedication of street right-of-way associated required with this application.

This application is to split the existing property located at 3131 W. 31st Street into two residential parcels. 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 land division is by completing a preliminary and final plat for the site. Land Development Code Section 20-809. This process also requires rezoning from UR (Urban Reserve) District to a compatible zoning classification. There is an associated rezoning application in process, Z-19-00141. This would potentially rezone the property to RS5 (Single-Dwelling Residential) District.

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


LOT 1
24,653 S.F.
0.57 A.C.
EX. HOUSE
LOT 2
94,494 S.F.
2.17 A.C.
EX. SHED
EX. SHED
EX. DRIVE TO REMAIN
EX. DRIVE TO REMAIN
EX. WATER SERVICE
EX. SANITARY SEWER SERVICE
EX. SANITARY SEWER SERVICE
LOT 1, FIRST STEP FACILITY CITY ZONING "RMO"
LOT 1, FIRST STEP FACILITY CITY ZONING "RMO"
UNPLATTED VICTOR SHENANDOAH COUNTY ZONING
W. 31ST STREET
S. LAWRENCE AVENUE
50' R/W
60' R/W
BOOK: 446
PAGE: 326
15' U/E DEDICATED BY THIS PLAT
15' U/E DEDICATED BY THIS PLAT
15' U/E
EX. 6" DI WATERLINE
EX. 12" DI WATERLINE
EX. 4' SIDEWALK
EX. SAN. MANHOLE
FOUND AT 0.2'ø
N 89°10'15" E 2649.18'(m)
1324.59'(m)
385.49'(m) 385.50'(r)
939.09'(m) 939.40'(r)
385.51'(m)
N 81°40'28" W 386.08'(m)
S 81°51'06" E 384.94'(m) 385.40'(r)
177.00'
177.20'
S88°19'15"W 177.20'
S 89°08'11" W
385.68'(m) 385.80'(r)
51.28'
31.6'
19.24'
5.6'
384.59'
384.59'
384.59

Zoning and Land Use
The property is currently zoned UR (Urban Reserve) District. There is an associated rezoning (z-19-00140) with this application that will rezone the property to RS5 (Single-Dwelling Residential) District. This proposed zoning district complies with *Horizon 2020*, the *Revised Southern Development Plan*, and the surrounding character of the area. The existing development is detached dwelling and will continue. The proposed platting and rezoning of the property will conform with land use and zoning requirements. 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 W. 31st Street and both lots will maintain access if approved. Driveway access for the site will remain off of W. 31st Street. Each proposed lot already has a driveway located on the property and will maintain this access until such time as it is either parcel is further developed. Upon proposed development, the drives will need to be removed and a joint access point created at the property line. An access agreement will need to be established as part of the final plat.

A sidewalk is already in place along W. 31st Street. There are no proposed changes to the sidewalk with this land division.

Density and Dimensional Standards
Per Section 20-809(d)(2) of the Subdivision Regulations, each lot resulting from the division must conform with the minimum lot size and other dimensional requirements in the Land Development Code. The associated zoning request for this land division will be RS5 (Single-Dwelling Residential) District. The standards for this district are listed below.

Standard	Requirement	Lot 1	Lot 2
Minimum Lot Area	5,000 square feet	24,653 square feet	94,494 square feet
Minimum Lot Width	40 feet	173 feet	212 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.

Easements and Rights-of-way
This preliminary plat application indicates there will be dedications of utility easements. These dedications will be established through City Commission approval of the final plat. The easements are shown along the west and south property lines where city infrastructure will need to be improved prior to any development. There is also an existing gas line easement on the property that will be delineated with this plat. An access agreement will need to be established with the final plat so that at the time of future development the parcels will take access from a single access point along W. 31st Street and the existing driveways will be removed.

There is no addition right-of-way being dedicated. A 110 foot right-of-way already exists along W. 31st Street, which is classified as a principal arterial road.

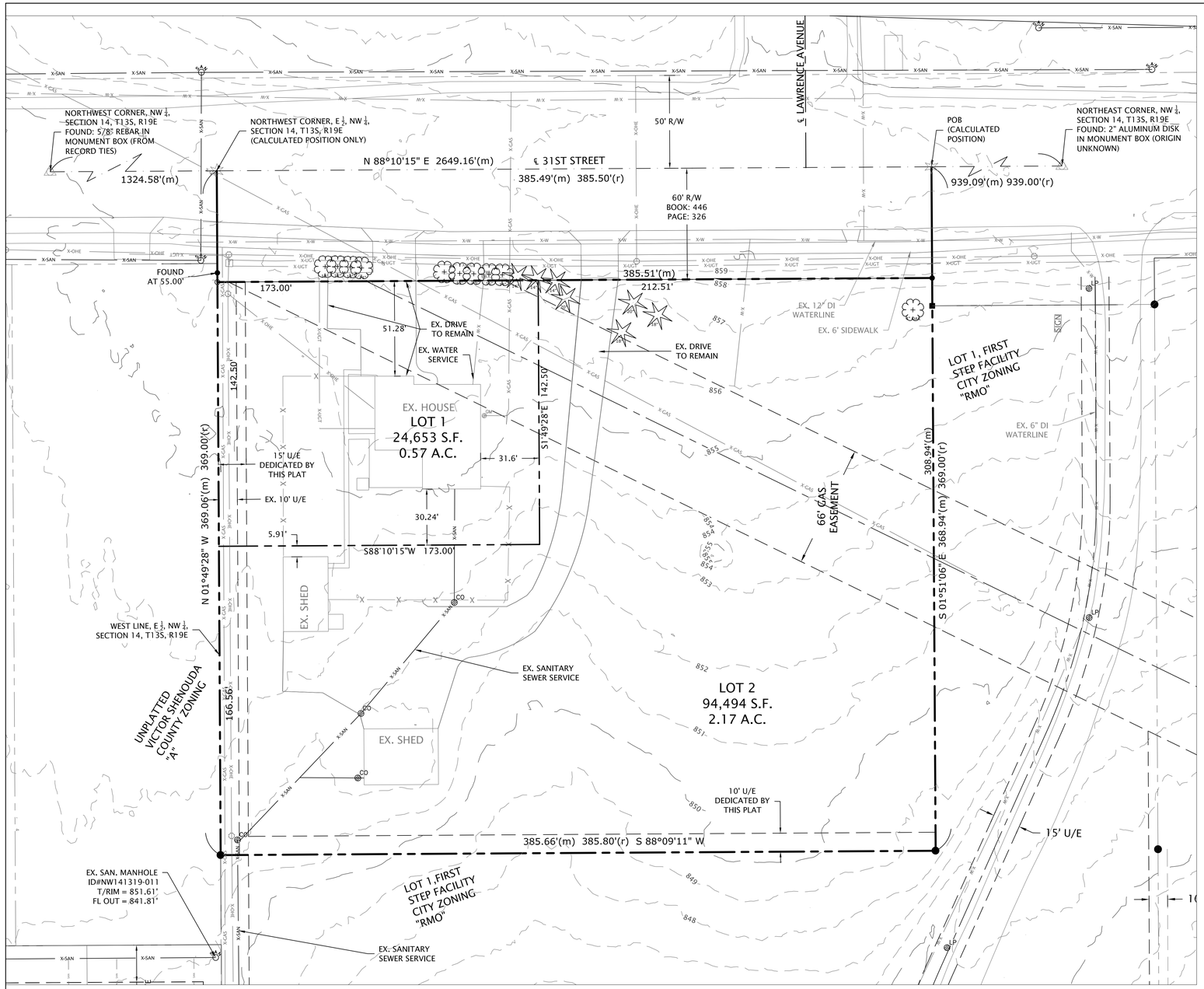
Landscaping
Some trees are located on site. At the time a final plat, a master street tree plan will be submitted that will show existing and additional trees that will be required along W. 31st Street.

Compliance with Major Subdivision Regulations

The preliminary plat conforms to the review criteria provided in Section 20-809(d) of the Land Development Code and subdivision regulations.

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 Burnett Addition.



LEGEND

OHW	OVERHEAD WIRE	SANITARY MANHOLE
OHE	OVERHEAD ELECTRICAL	STORM MANHOLE
UGT	UNDERGROUND TELEPHONE	STORM DRAIN
GAS	GAS	GUY ANCHOR
W	WATERLINE	UTILITY POLE
SAN	SANITARY SEWER LINE	WATER METER
SS	SANITARY SEWER SERVICE	WATER VALVE
STM	STORMWATER LINE	FIRE HYDRANT
	PROPERTY LINE	TRAFFIC SIGNAL STR.
	CENTERLINE	GAS VALVE
	PAVEMENT	GAS METER
	EASEMENT	LIGHT POLE
SB	BUILDING SETBACK LINE	SIGN
BE	BUILDING ENVELOPES	ELECTRIC BOX
		CABLE TV BOX

NOTE: "X" IN UTILITY LINE DENOTES EXISTING FEATURE

B/B	BACK OF CURB TO BACK OF CURB
ROW	RIGHT-OF-WAY
C/L	CENTERLINE
D/E	DRAINAGE EASEMENT
U/E	UTILITY EASEMENT
A/E	ACCESS EASEMENT
(P)	PLATTED
(M)	MEASURED
(CM)	CALCULATED FROM MEASUREMENTS
●	FOUND 5/8" REBAR FROM FINAL PLAT FOR FIRST STEP FACILITY
■	FOUND 5/8" REBAR W/CAP "CLS14"
○	SET ½" x 24" REBAR W/CAP "1356"

REFERENCED DOCUMENTS

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

SCALE: 1" = 30'

0 30' 60'

LEGAL DESCRIPTION

A parcel of land in the Northwest Quarter of Section 14, Township 13 South, Range 19 East of the 6th P.M., in the City of Lawrence, Douglas County, Kansas and more particularly described as follows:

Commencing at the Northeast corner of the Northwest Quarter of said Section 14; thence South 88 degrees 10 minutes 15 seconds West along the North line of the Northwest Quarter of said Section 14 a distance of 939.09 feet (measured), 939.00 feet (recorded) for the Point of Beginning, said point also being the most Northwest corner of the Final Plat of First Step Facility; thence South 01 degrees 51 minutes 06 seconds East along the Westerly line of said First Step Facility a distance of 368.94 feet (measured), 369.00 feet (recorded); thence South 88 degrees 09 minutes 11 seconds West along the Northerly line of said First Step Facility a distance of 385.66 feet (measured), 385.80 feet (recorded) to the West line of the East half of the Northwest Quarter of said Section14; thence North 01 degrees 49 minutes 28 seconds West along the West line of the East half of the Northwest Quarter of said Section 14 a distance of 369.06 feet (measured), 369.00 feet (recorded) to the Northwest corner of the East half of the Northwest Quarter of said Section 14; thence North 88 degrees 10 minutes 15 seconds East along the North line of the Northwest Quarter of said Section 14 a distance of 385.49 feet (measured), 385.50 feet (recorded) to the Point of Beginning, containing 3.27 acres, more or less. Subject to rights-of-way, easements and restrictions of record.

GENERAL NOTES

Owner: Peggy L. Burnett, 3131 W. 31st Street, Lawrence, Kansas 66047

Land Planner/Engineer: Grob Engineering Services, LLC, 3210 Mesa Way, Suite A, Lawrence, Kansas 66049

Surveyor: Stebbins Surveying, 4778 Decatur Road, Meriden, KS 66512

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 Stebbins Surveying, March, 2019.
2. Typical Soil Type: Ws - Woodson Silt Loam
3. Existing Land Use: Single Family Residential
4. Proposed Land Use: Single Family Residential
5. Current Zoning: UR - Urban Reserve (RS7 Rezoning Pending)
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 167 of 460, Map # 20045C0167D, 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. 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. The public sanitary sewer system exists on the adjacent property to the north and approximately 90 feet to the south from the property. A variance is being requested to allow the existing sanitary sewer service from the property to cross adjacent property via existing utility easement. Extension of the public sanitary sewer system would be required prior to any major construction of either lot included in this plat.

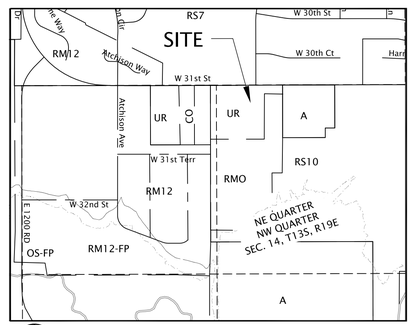
PROVISIONS OF FINANCING OF ROADS, SEWER, WATER AND OTHER PUBLIC SERVICES

1. The subdivision will have public streets.
2. The subdivision will provide connections to existing City of Lawrence waterlines.
3. The subdivision will provide connections to an existing City of Lawrence sanitary sewer system. See note 12 above.
4. Purchasers of the lots in the subdivision will be subject to special assessments or other costs or fees specific to the subdivision.
5. Proposed improvements will not depend on a vote, petition or other collective action of property owners in the subdivision.

SITE SUMMARY

GROSS AREA:	3.27 acres
RIGHTS-OF-WAY AREA:	0.53 acres
NET AREA:	2.74 acres
TOTAL NUMBER OF LOTS:	2 Lots
AVERAGE LOT SIZE:	59,573 s.f. (1.37 acres)
MINIMUM LOT SIZE:	24,653 s.f. (0.57 acres)
MAXIMUM LOT SIZE:	94,494 s.f. (2.17 acres)

LOCATION MAP



SCALE 1"= 500'

a preliminary plat for

BURNETT ADDITION

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
BURNETT ADDITION
LAWRENCE, KANSAS

DESIGNED BY
JDG

CHECKED BY
JDG

ISSUE DATE
MARCH 18, 2019

REVISIONS

SHEET
1
1

90 45 0 90 180 270 360

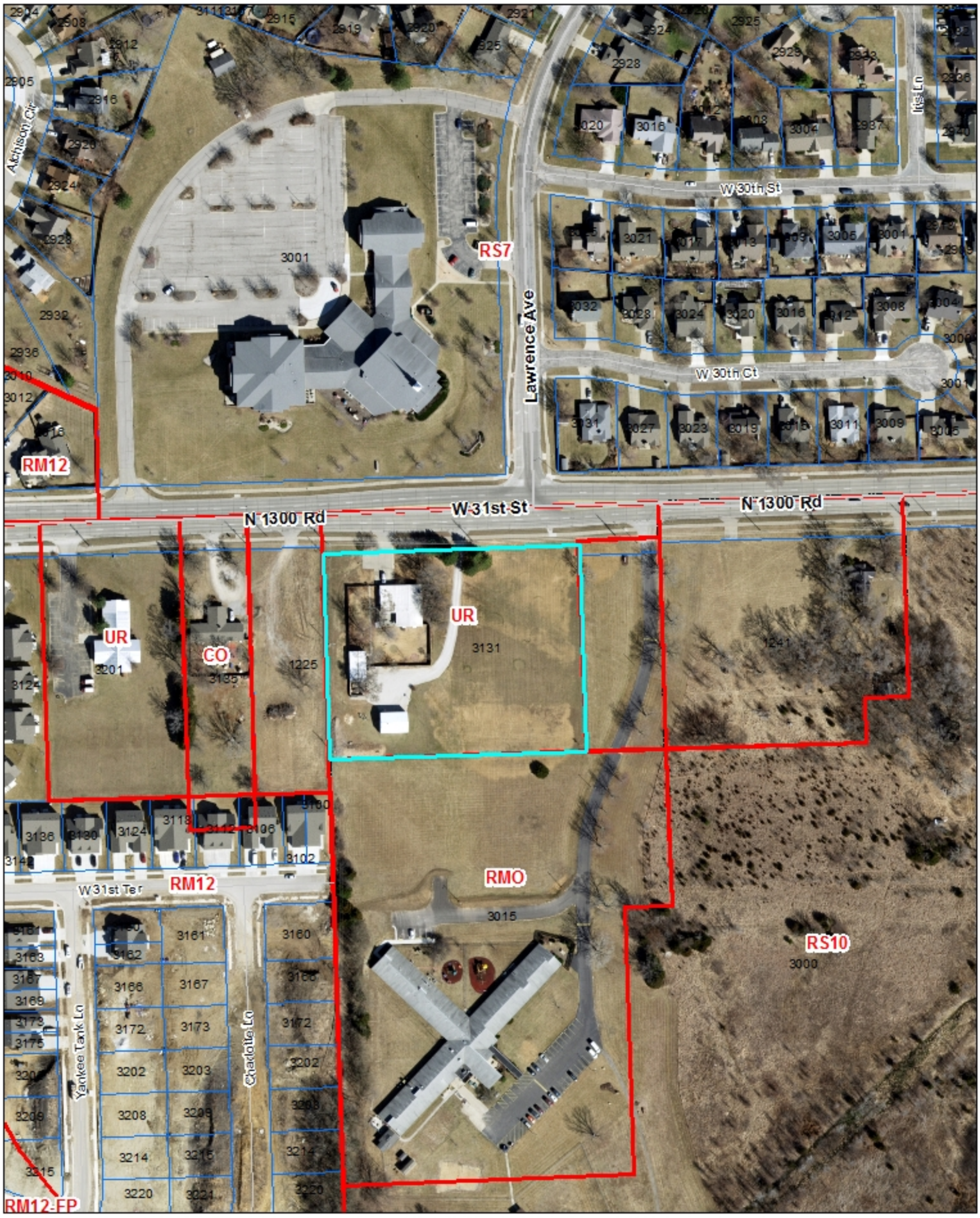
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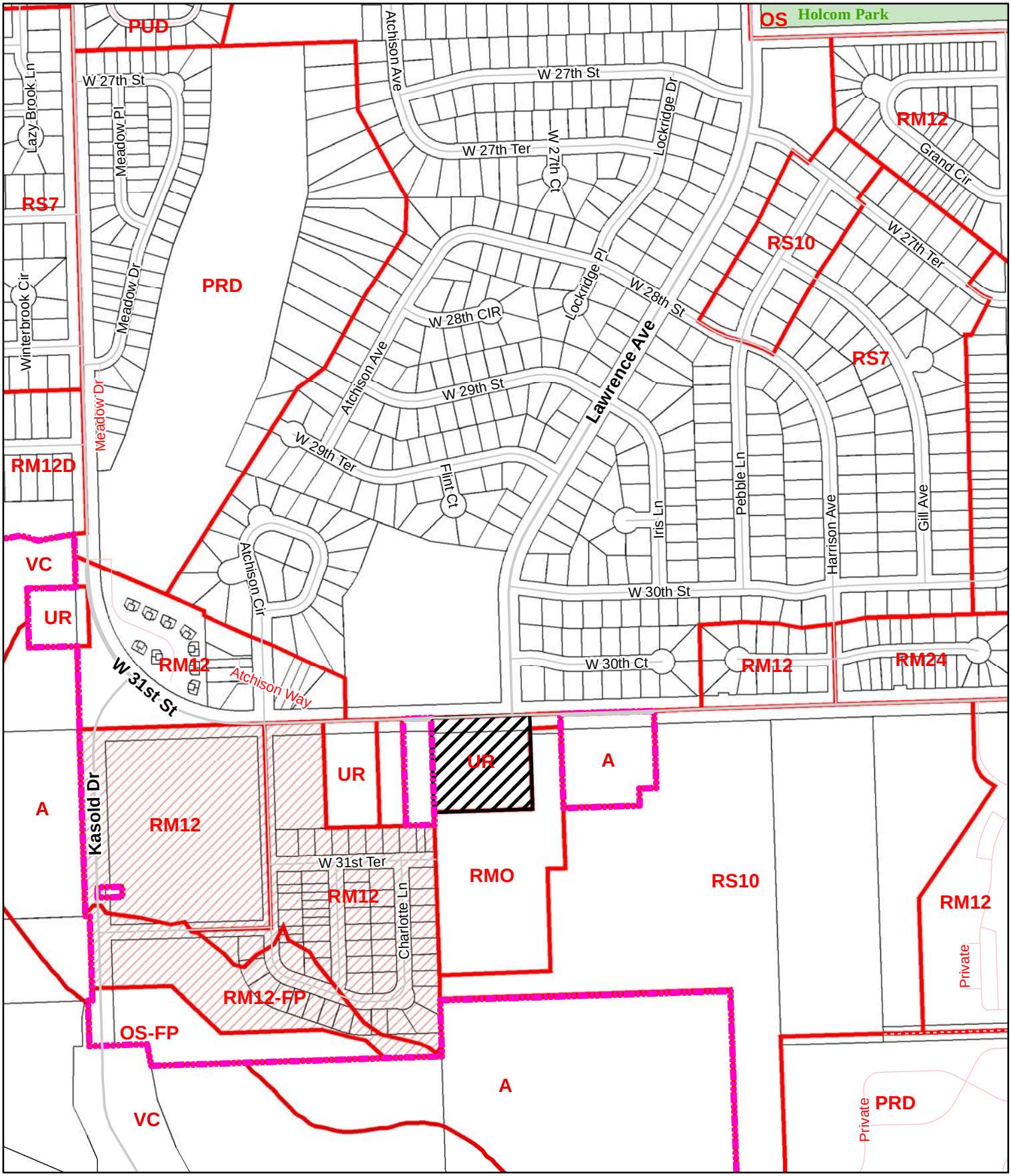
1 inch = 184 feet

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Date: 5/14/2019





Z-19-00140: Consider rezoning approximately 3.27 acres from UR (Urban Reserve) District to RS5 (Single-Dwelling Residential) District, located at 3131 W 31st St.

PP-19-00141: Consider a Preliminary Plat for Burnett Addition, located at 3131 W 31st St.

Lawrence-Douglas County Planning Office
May 2019

Z-19-00140 & PP-19-00141

N W E S

PLANNING COMMISSION REPORT
Regular Agenda -Public Hearing Item

PC Staff Report
05/22/2019

ITEM NO. 3 PRELIMINARY DEVELOPMENT PLAN FOR CASEY'S – TARGET PD (SLD)

PDP-19-00139: Consider a Preliminary Development Plan for a gas and fuel sales use, located at 3111 Nieder Road. The property is located within the Target PCD. Submitted by Casey's Retail Company for Stonebridge Lawrence, LLC property owners of record.

STAFF RECOMMENDATION ON PRELIMINARY DEVELOPMENT PLAN: Planning Staff recommends approval of PDP-18-00139, Casey's Preliminary Development 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.

Applicant Reason for Request: The project is a redevelopment of an existing commercial development.

KEY POINTS
- Project is for the redevelopment of a single lot in an existing commercial planned development.
- Project was originally developed under the 1966 zoning code.
- Uses listed in the 1966 zoning code have been revised and re-titled to more modern uses.
- The project does not modify the existing platted lot boundaries.
- The project represents a substantial change of use for the lot in the planned development from a restaurant use to a gas/convenience store use.

FACTORS TO CONSIDER
- Conformance with the purpose of Planned Developments (Section 20-701, Land Development Code).
- Compliance with Land Development Code.
- Conformance with *Horizon 2020*.

ASSOCIATED CASES
- Ordinance No. 7285 Target PCD use restrictions
- Final Plat Steak 'N Shake Addition, Book P15, Page 972 recoded June 18, 1989.
    - Direct Access to 31st Street is prohibited.

OTHER ACTION REQUIRED
- City Commission approval of preliminary development plan and requested modifications.
- Submittal and approval of final development plan.
- Recording of final development plan with Register of Deeds Office.
- Application and release of building permits prior to development.

ATTACHMENTS

1. Preliminary Development Plan
2. Traffic Impact Study
3. Target Planned Development

PUBLIC COMMENT

- Non received

GENERAL INFORMATION	
Current Zoning and Land Use:	PD – [Target PCD] vacant *eating place, enclosed, without dancing or entertainment and providing service in automobiles* (Use Group 13, Old Code). Conversion: *Fast order food with drive-thru* (Land Development Code) Proposed Use: *Food Convenience store, including gasoline sales.* (Use Group 13, Old Code). Conversion: *gas and fuel sales* use that includes a *personal conveniences* (retail) use and a *fast order food* use component.
Surrounding Zoning and Land Use:	
To the north; north side of 31st Street.	CS (Commercial Strip) District to the north, existing commercial development.
To the west;	PD – [Target PCD], existing bank.
To the east; east of Nieder Road	CS (Commercial Strip) District; proposed dental office; SP-19-00054.
To the south; south side of shared interior access drive	PD – [Target PCD]; existing multi-tenant commercial building including *fast order food [Subway]* and *food and beverage sales.*

PROJECT SUMMARY

Applicant's Description: Demolition of existing building and parking lot. Construction of new building approximately 5,700 square foot convenience store with 16 pumps for fuel sales. Removal of existing full access to Nieder Road and construction of a right-in-only driveway off Nieder Road.

This planned development was approved prior to 2006. Land uses have been revised with modern titles and descriptions. Review of the project requires and assessment of the approved uses for the planned development and a conversion of those uses from the 1966 Zoning Code to the 2006 Land Development Code.

Table 1 Site Summary

Summary listed in square feet unless noted.	**Existing**	**Percent**	**Proposed**		**Change**
Land Area:	62,356		62,356		*none*
Total Footprint of Buildings:	3,779	6%	5,712	9%	1,933 increase
Total Pavement:	35,063	56%	36,529	59%	1,466 increase
Total Impervious Area:	38,842	62%	42,241	68%	3,399 increase
Total Pervious Area:	23,514	38%	20,115	32%	3,399 decrease

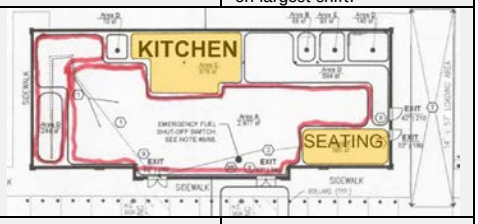
Each lot in the Target PD is separate. There are some shared access drives and common detention provided for the overall development.

STAFF ANALYSIS
This analysis focuses only on Phase II of the Target Planned Development.

LAND USE
The property is part of the PD-[Target PCD] planned development. Target represented the first phase of the development. The surrounding out lots were developed as a consecutive phase. Lots along 31st street were annexed into the Target planned development. The property was rezoned in 2000 to amend land uses. Uses within this district are established as part of the zoning ordinance (Ordinance No. 7285) and are part of the applicable final development plans. This project is located in phase II of the Target Planned Development. Use Group 13 included a use *"Food Convenience Store, Including Gasoline Sales"* as a permitted use. The Land Development Code does not have an immediately correlating use. The *Gas and Fuel Sales, Personal Convenience, and Fast Order Food* uses, combined equal the 1966 Zoning Code version of the same use. This is a permitted use in the Planned Development.

Proposed Off-Street Parking
The original development required off-street parking at a ratio of one parking space per 200 square feet of public floor area (customer service area). The previous *eating place, enclosed, without dancing or entertainment and providing service in automobiles* - restaurant use *(Eating Establishment, with Drive-Up Service, Land Development Code use*) required 19 parking spaces. The Land Development Code requires off-street parking for a comparable use *(Fast Order Food)* at a rate of one parking space per 100 square feet of customer service area plus one space per employee at maximum shift. The approved final development plan included 64 off-street parking spaces. The 1966 Zoning Code did not require the implementation of any stormwater best management practices to offset excess parking in developments. Non-eating and drinking establishment uses required parking at one parking space per 200 square feet of customer service area, referred to as net square feet, within planned developments. Based on the previous design standard, off-street parking was required at one space per 200 net square feet for this use.

The following table provide a summary of the required and provided off-street parking for this use in a planned development and as a conventional zoning district development for comparison. The 1966 Zoning Code references the proposed use as *Food Convenience Store, Including Gasoline Sale.*

<table>
<tr><td></td><td colspan="5">OFF STREET PARKING SUMMARY – 1966 ZONING CODE AND LAND DEVELOPMENT CODE COMPARISION</td></tr>
<tr><td></td><td colspan="2">1966 ZONING CODE</td><td colspan="3">LAND DEVELOPMENT CODE</td></tr>
<tr><td>Land Use</td><td>Eating Establishment with drive-up service (Previous Use)</td><td>Food Convenience Store, including gasoline sale (New Use)</td><td>Gas and Fuel Sales (Comparable Use)</td><td>Personal Convenience (Comparable Use)</td><td>Fast Order Food (Comparable Use)</td></tr>
<tr><td>Parking Standard</td><td>1 space per 200 net square feet</td><td>1 space per 200 square feet of commercial floor area</td><td colspan="2">2 per pump island +
1 per 300 square feet of retail sales areas per Land Development Code.</td><td>1 space per 100 square feet of customer service area plus 1 per employee based on largest shift.</td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="2"> 
</td></tr>
<tr><td>Required Parking</td><td>19 spaces required</td><td>3,100 net square feet at 1 space per 200 square feet = 16 spaces required</td><td>8 islands = 16 spaces</td><td>5,712 gross square feet
4,671 square feet (excluding Fast Order Food use areas)
at 1 space per 300 square feet = 16 spaces required

4 employees maximum shift – entire store</td><td>1,041 square feet
- 676 square feet - kitchen
- 365 square feet customer service area
at 1 space per 100 square feet per customer service area = 4 spaces required.
1 employee food service
5 spaces required</td></tr>
<tr><td></td><td></td><td></td><td></td><td colspan="2">16 spaces + 5 spaces = 21 spaces required conventional zoning</td></tr>
<tr><td>Provided Parking</td><td>65 spaces provided</td><td>16 spaces required</td><td colspan="3">Required 16 spaces provided at pump islands
17 surface spaces provided</td></tr>
<tr><td colspan="5">• Bike parking not required for Gas and Fuel Sales
• Bike –1 per 10 parking spaces for Personal Convenience
• Bike 5 or 1 per 10 spaces whichever is whichever is greatest for Fast Order Food</td><td>6 spaces provided</td></tr>
</table>

Provided Parking

Parking is provided along the front of the building and on the southwest side of the building. A loading area is provided on the north side of the building. Overflow parking, if needed, could be accommodated on the lot to the south as part of a planned development with shared parking.

Sensitive Lands and Common Open Space

SENSITIVE LANDS

The subject property is not encumbered by regulatory floodplain and is not subject to a local floodplain development permit.

COMMON OPEN SPACE

A planned development must provide common open space. Section 20-701(j) of the Land Development Code states that 20% of the site must be located within common open space and, if present, environmentally sensitive lands shall be protected and included within the common open space. Open space is provided along the public street frontages as part of the peripheral setback applicable to a planned development. A pedestrian connection is provided from the

public sidewalks through the peripheral yards to provide a pedestrian pathway to the main entrance to the building.

Design
The design of the project as it relates to the building facades, height, and orientation are addressed generally as part of the preliminary development plan. The building height is not specified by the district. The building height is set by the Planning Commission as part of the preliminary development plan approval. Buildings within this planned development are single-story.

The development includes a set of private covenants and restrictions limiting the maximum building height to not exceed 23 feet above ground level. The following table provides a summary of maximum building height by commercial district for reference.

District	CN1	CO	CN2	CD	CC	CR	CS
Maximum Height	25	50	45	90	50	75	45

The applicant has been advised that the building design will need to incorporate appropriate screening for rooftop mechanical equipment. The addition of parapet walls to meet screening requirements is not expected to infringe on the maximum building height subject to the compliance with other covenants. A single story building is consistent with the surrounding development pattern. Staff has reviewed preliminary designs of the building, related to the Commercial Design Guidelines. The overall building height is 16 feet the front parapet extends up to 24 feet.

Preliminary Development Plan Review
The proposed preliminary development plan has been evaluated based upon findings of fact and conclusions per Section 20-1304(d) (9) of the Land Development Code for the City of Lawrence, requiring consideration of the following nine items:

1) ***The Preliminary Development Plan's consistency with the Comprehensive Plan of the City.***
The subject property is located within an existing commercial corridor. The proposed request changes the use from an *eating place with drive-up services* to a *food convenience store, including gasoline sales.* The use is consistent with the expectations of a commercial corridor.

Staff Finding – In staff's opinion, the proposed development complies with the land use goals and policies for commercial development of the comprehensive plan.

2) Preliminary Development Plan's consistency with the Planned Development Standards of Section 20-701 including the statement of purpose.

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 currently serves this property.

c) Allow design flexibility, which results in greater public benefits than could be achieved using conventional zoning district regulations.
The Planned Development was previously approved for this property as a tool to ensure that the property developed in a manner complementary to the area. The zoning predated the adoption of Commercial Design Guidelines. This request does not alter the commercial corridor. The redevelopment of the property is subject to review as a revised preliminary development plan because that is the existing base zoning district for this property.

d) Preserve environmental and historic resources.
There are no environmental or historic resources located on this property or in proximity to the subject property.

e) Promote attractive and functional residential, nonresidential, and mixed-use developments that are compatible with the character of the surrounding area.
The proposed redevelopment is for a single use building on an individual lot. The property is part of the larger Target planned development.

Staff Finding – The proposed preliminary development plan is consistent with the comprehensive plan and appropriately protects natural and historic resources. This proposed revision to the planned development does not alter the original Statement of Purpose of Planned Development.

3) The nature and extent of the common open space in the Planned Development.
Section 20-701(j) notes that 20% of the site must be located within common open space. This same design standard was applicable to the development prior to the adoption of the Land Development Code. Common open space within planned commercial developments occurs within required buffer yard areas. The commercial development was not design and was not required to provide common area for passive or active recreation as typically occurs in residential or mixed-use developments.

A measure of compliance for this standard is the percentage of open space provided for the entire property. The proposed development plan shows 20,115 square feet of pervious area or 32% of the total site. The majority of the open space is located along W. 31st Street and along Neider Road.

Staff Finding – The plan complies with the common open space standards within the development.

4) The reliability of the proposals for maintenance and conservation of the common open space.
Within the Target Planned Development only the detention area provides a common feature for the overall development. The parcel is owned by the Target Cooperation. Within phase II, the common area is contained in the peripheral setback area located along 31st Street and Nieder Road. The preliminary and final development plans provide an enforcement tool for the maintenance of this area.

Staff Finding – Common open space will be privately owned and maintained by the owner/developer within the private property boundary of the project.

5) The adequacy or inadequacy of the amount and function of the common open space in terms of the densities and dwelling types proposed in the plan.

There is not a residential component for this development. Residential uses are prohibited.

Staff Finding – The project does not require open space specific to residential uses within the development.

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.

The property is currently developed but has been vacant for several years. The proposed redevelopment alters the access to the site as shown on the site plan. A key change is removing the existing full access to Nieder Road and relocating it farther from W. 31st street as a right-in only driveway.

Staff Finding – Infrastructure and system capacity are available to the property.

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;

A traffic study was provided to City Staff for review (attached). The property is currently vacant. Any new use will result in an increase in traffic from the current condition. The traffic study provided makes recommendations to the traffic signal timing and phasing. There were no additional physical changes recommended. The study concluded, *"There is no evidence of any operational deficiency at the intersection of Nieder Road and the private drive to the south of the project site with the added traffic generated by this project."* The city may act on signal timing changes as recommended in the study in the future.

b) proposing housing types, building heights or building massings that are incompatible with the established neighborhood pattern; or

The property included in the request is part of a developed commercial center. There is no residential component within the center. Residential uses are located to the west and southwest of the subject property, outside of the S. Iowa Street commercial corridor. The proposed building size and height are consistent with the commercial development pattern within the corridor.

c) increasing the residential density 34% or more above the density of adjacent residential properties.

Residential uses are prohibited in this phase of the PD-[Target PCD].

Staff Finding – The subject property is located within the S. Iowa Street commercial corridor. The project is a redevelopment of a currently vacant commercial lot. This redevelopment project will not adversely impact the surrounding neighborhood.

8) Whether potential adverse impacts have been mitigated to the maximum practical extent.

This application represents a redevelopment request for an existing commercial property. The project changes the use from an *eating place with drive-up services* to a *food convenience store, including gasoline sales.* The area is designated for and developed with commercial uses as part of an approved planned commercial development. The traffic associated with the new use will not exceed the capacity of the street network.

Staff Finding – Adverse impacts are not anticipated.

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.

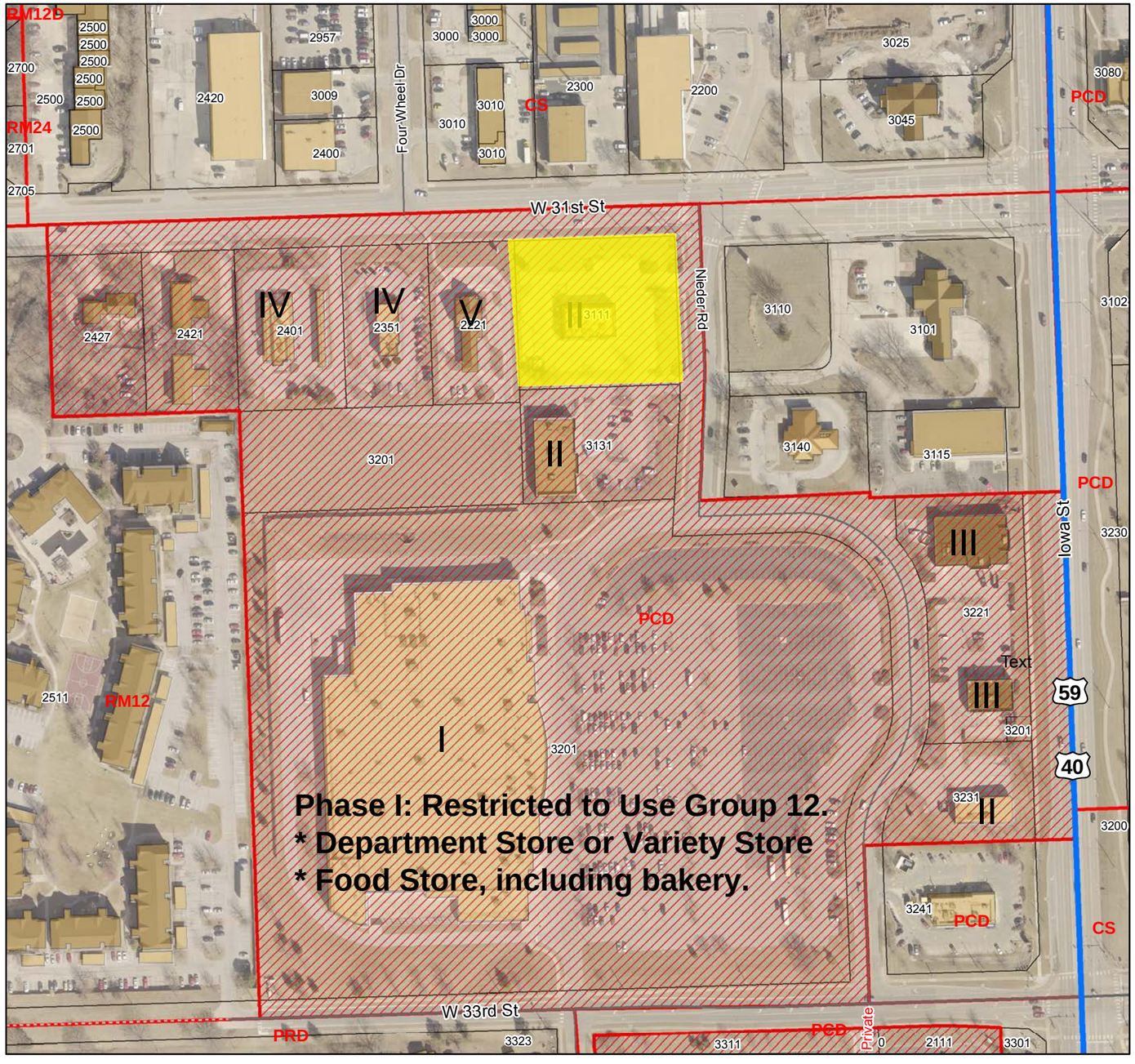
The proposed redevelopment is part of a larger planned commercial development. Each phase of the development has been designed to meet minimum site requirements for off-street parking as applicable to the phase. This application includes a single lot within the commercial development.

Staff Finding –This request is not part of a phased development.

Staff Review and Conclusion

The project represents reinvestment in an established commercial corridor. The property was originally developed using the previous (1966) Zoning Code. This use, *food Convenience store, including gasoline sales* (1966 Zoning code use classification) is a permitted use in the district. Because the use is changing from restaurant to another distinct use, a revised preliminary development plan is required.

Preliminary development plans in the 1966 Zoning Code are subject to review and recommendation by the Planning Commission. The recommendation is then forwarded to the City Commission for consideration and approval. A final development plan will be required and will be subject to the review and approval by the Planning Commission per the processes of the 1966 Zoning Code.



Target PCD

PCD-2 Permits following use groups unless restricted:
Use Group 3, 4, 7, 8, 9, 9A, 11, 12, 13, 14, and 15.

~~Use Group 1: Agriculture - Animal Husbandry~~
~~Use Group 2: Agricultural - Field Crops~~
Use Group 3: Residential - single-Family Detached - PROHIBITED BY ORDINANCE
Use Group 4: Residential - Multi-Family - PROHIBITED BY ORDINANCE
~~Use Group 5: Residential - Dormitory~~
Use Group 7: Community Faculties & Utilities- Residential
Use Group 8: Temporary Uses
Use Group 9: Professional Office
Use Group 9A: Limited Services
Use Group 10: Off-Street Parking
Use Group 11: Inner Neighborhood Commercial Uses
Use Group 12: Retail Sales - Personal Services
Use Group 13: Automotive Services; Retails Sales; Other
Use Group 14: Retail - Wholesale Sales and Services
Use Group 15: Amusement, Recreation and Cultural Facilities
~~Use Group 17: Manufacturing - Low Nuisance~~
~~Use Group 18: Research and Testing~~
~~Use Group 19: Industrial Medium Nuisance~~
~~Use Group 20: Industrial- High Nuisance~~
~~Use Group 21: Salvage Yard~~

Phase II:
Use Group 4, 7, 9, 11 and 12 are permitted with specific restrictions.
Use Group 13 is permitted with specific restrictions.
Use Group 14 is prohibited
Use Group 15 is permitted with specific Restrictions
Phase III:
Same use restrictions as phase II
Use Group 4 uses are prohibited in phase III
Phase IV:
Same use restrictions as phase II
Use Group 4 uses are prohibited in phase IV

Target PCD - Phase I - 3201 S. Iowa Street (Target)
Target PCD - Phase II - 3111 Nieder Rd., 3131 Nieder Rd., 3231 S.Iowa Street
Target PCD - Phase III - 3211 S. Iowa Street, 3201 S. Iowa Sreet
Target PCD - Phase IV -2351 W. 31st Street and 2415 W. 31st Street (Barkyard Burger/Sonic Drive In)
Target PCD - Phase V - 2221 W. 31st Street (Bank)

100 50 0 100 200 300 400 Feet
1 inch = 200 feet

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Date: 1/3/2019



Traffic Impact Study for Casey's General Store

SWC of W. 31th Street and Nieder Road
Lawrence, Kansas

Prepared
for
Schmidt, Beck & Boyd
Engineering, LLC

Prepared
By

MGS
MGineering Solutions

Serving Communities Through Excellence
Missouri | Kansas | Michigan | California

MEHRDAD GIVECHI
LICENSED
14522
3/18/2019
KANSAS
PROFESSIONAL ENGINEER

Mehrdad Givechi, P.E., PTOE

March 2019

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Appendix II Results of Volume/Capacity Analysis Using Synchro 10 Software (6th Edition of the HCM)

Appendix III Results of Trip Generation Analysis Using ITE Trip Generation Manual, 10th Edition

Appendix IV Results of Trip Generation Analysis Using Local Trip Data for Similar Land Use Types

Appendix V Summary of Traffic Counts

Appendix VI Current Signal Timing Plan for W. 31st Street and Nieder Road

Appendix VII City's 2040 Major Thoroughfares Map

Proposed Development Plan

- *Location Description* – The proposed redevelopment site is located on the southwest corner of W. 31st Street and Nieder Road in Lawrence, Kansas. It is bounded by W. 31st Street on the north, Nieder Road on the east, a private drive on the south that serves several businesses including a liquor store (*Mass Beverage*), a bank with drive-through lane (*Truity Credit Union*), a coffee shop with drive through lane (*Z's Espresso*), and two fast food restaurants (*Subway and Sonic*), and Truity Credit Union on the west (See the Location Map, ***Figure 1 of Appendix I*** for details).

- *Land Use* - The site is currently occupied by a vacant building that used to be a fast food restaurant with drive through lane. The proposed use for the site is a *Casey's General Store* with a building footprint of approximately 5,712 sq. ft.; 16 fueling stations; and a surface parking lot with 17 marked stalls plus 16 potential parking spots by the gas pumps as shown on the Site Plan, ***Figure 2 of Appendix I***.

- *Zoning* – The existing and proposed zoning for the site is "*PCD"*. According to the Horizon 2020 (Map 3-2), the designated land use for this site is *"Office and/or Commercial"*.

- *Access* – The site is currently served by two access drives:
  - One on Nieder Road with its centerline approximately 125 ft. south of W. 31st Street centerline (curb-return to stop bar distance of approximately 40 ft.); and
  - One on the private drive to the south with its centerline approximately 105 ft. west of the Nieder Road centerline (Curb-return to curb-return distance of approximately 50 ft.)

  Under the proposed redevelopment plan, access to the site will be provided at four locations as illustrated on the Site Plan, ***Figure 2 of Appendix I***, and

summarized below:

- A restricted *right-in only* entrance on Nieder Road with its centerline approximately 175 ft. south of the W. 31st Street centerline;
- Two *full-access* driveways on the private drive to the south with centerline spacing of approximately 118 ft. and the centerline of the east driveway approximately 96 ft. west of the Nieder Road centerline; and
- One service drive to the south, near the west property line, providing access to the trash trucks and three parking stalls.

- *Purpose* – The purpose of this study is to:
  - Evaluate the existing operating conditions of traffic at the following intersections:
    - W. 31st Street and Nieder Road;
    - Nieder Road and Private Drive on the south side of the site; and
    - Nieder Road and proposed *right-in only* driveway.
  - Identify any existing operational and/or safety deficiency(s), if any, at the intersections under study, and recommend mitigation measure(s) as needed;
  - Assess impact of trips generated by the proposed *Casey's General Store* on the intersections under study, and recommend off-site and on-site improvement(s) resulted by the proposed redevelopment; and
  - Assess impact for future target year 2040 and recommend mitigation measure(s) as necessary.

Data Collection and Summary

- *Roadway Classification and Designations* – According to the *City's Transportation 2040 Major Thoroughfare Map*, W. 31st Street is designated as "Principal Arterial" and Nieder Road as "Local" street.
- *Posted Speed Limits* – Speed limit on W. 31st Street is posted at 40 mph and not posted on Nieder Road. (Note: Statutory limit is 30 mph when not posted).

- *Roadway Characteristics* – In the vicinity of the site,
  - W. 31st Street is a 4-lane divided roadway with a two-way center left-turn lane to the west of Nieder Road and a raised median to the east. Parking is prohibited on both sides of the roadway.
  - Nieder Road is a two-way roadway connecting W. 31st Street to W. 33rd Street through *"Target PCD"* area. Its cross-section consists of a two-way center left-turn lane and one through lane in each direction.
  - The intersection of W. 31st Street and Nieder Road is controlled by an actuated signal operating under *"protected/permissive"* left-turn phase with camera detection on all approaches. Lane configurations at this intersection consist of:
    - West approach has a dedicated left-turn lane that is part of the two-way center left-turn lane, and two through lanes with the outside lane being a shared through/right-turn lane;
    - East approach has a dedicated left-turn lane with storage space of approximately 120 ft., and two through lanes with the outside lane being a shared through/right-turn lane;
    - North approach has a dedicated left-turn lane with storage space of approximately 120 ft., and a shared through/right-turn lane; and
    - South approach has a dedicated left-turn lane with storage space of approximately 85 ft., and a shared through/right-turn lane.
  - The intersections of Nieder Road and the private drive to the south of the site is an uncontrolled intersection.

- *Existing Traffic Volumes* – For the purpose of this analysis, most recent peak-hour traffic counts for the intersection of W. 31st Street and Nieder Road were obtained from city records. Furthermore, additional counts were conducted at the study intersections during both, morning and afternoon peak-hours of a typical weekday from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. in February 2019 when university classes were in session. Results, as illustrated in ***Figures 3 of Appendix I*** and summarized in ***Appendix V***, indicate that:

- Morning peak-hour occurs from 7:30 to 8:30. During this time period:
  - W. 31st Street carries approximately 915 vph with directional distribution of approximately 55% - 45% (eastbound – westbound) on both sides of Nieder Road; and
  - Nieder Road carries approximately 175 vph with directional distribution of approximately 51% - 49% (northbound – southbound) south of W. 31st Street.
- Afternoon peak-hour occurs from 4:15 to 5:15 p.m. During this time period:
  - W. 31st Street carries approximately 1,350 vph with directional distribution of approximately 48% - 52% (eastbound – westbound) in front of the project site, and 52% - 48% (eastbound – westbound) east of Nieder Road; and
  - Nieder Road carries approximately 475 vph with directional distribution of approximately 52% - 48% (northbound – southbound) in front of the project site.
- The intersection of W. 31st Street and Nieder Road carries approximately 1,010 vph and 1,650 vph during morning and afternoon peak-hours, respectively.
- The intersection of Nieder Road and the private drive on the south side of the site carries approximately 180 vph and 485 vph during morning and afternoon peak-hours, respectively.

- *Traffic Signal Data*

  Based on the information obtained from the City, the traffic signal at the intersection of W. 31st Street and Nieder Road is not on coordination system but is stand-alone fully-actuated signal with 120 seconds cycle lengths the peak-hours of a typical weekday. The analysis presented in this study utilizes current signal timing plan and phasing scheme to evaluate the existing operating conditions; and make necessary timing/phasing modification, as necessary, to evaluate the "existing + project" traffic conditions (See current timing plan and phasing scheme in ***Appendix VI***).

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 for the existing conditions to determine level-of-service (LOS) at the intersections under study during both peak-hours of a typical weekday.

  Level-of-service, as defined in the HCM, describes the quality of traffic operating condition 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 unsignalized 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, as shown in ***Appendix II*** and summarized in ***Table 1*** below, indicate that *under the existing conditions (existing volumes, signal timing/phasing, and lane configurations)*:

  - Individual movements at the intersection of W. 31st Street and Nieder Road operate at LOS "C" and higher during both morning and afternoon peak-hours, except for eastbound through movement that operates at "D" during afternoon peak-hour; and
  - Individual movements at the intersection of Nieder Road and private drive on the south side of the project site operate at LOS "B" and higher during both morning and afternoon peak-hours.

Table 1 - Summary of V/C[1] Analysis for "Existing" Case Scenario (Existing "Lane Configurations, Signal Timing, and Traffic Volumes")

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. 31st Street and Nieder Road	EB (L)	B	0.01	0	B	0.09	1
	EB (TR)	C	0.68	8	D	0.78	11
	WB (L)	B	0.15	1	C	0.47	4
	WB (TR)	C	0.40	5	C	0.51	9
	SB (L)	B	0.01	0	B	0.17	3
	SB (TR)	B	0.01	0	B	0.10	1
	NB (L)	B	0.08	1	B	0.22	3
	NB (TR)	A	0.14	1	A	0.25	2
Nieder Road and Private Drive (south side of the site)	EB (LTR)	A	0.05	1	B	0.12	1
	WB (LTR)	A	0.01	0	B	0.01	0
	SB (L)	A	0.01	0	A	0.01	0
	SB (TR)	A	-	Free Flow	A	-	Free Flow
	NB (L)	A	0.01	1	A	0.01	0
	NB (TR)	A	-	Free Flow	A	-	Free Flow

1. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service

Trip Generation / Distribution / Assignment Analysis

- *Trip Generation Using ITE Method* - *In absence of local data*, trip generation of a proposed land development project is typically estimated using trip generation rates suggested by the latest edition of the *Trip Generation Manual published by the Institute of Transportation Engineers (ITE)* - currently the *10th Edition*. According to this latest edition, a convenience market with gross floor area of at least 3,000 sq. ft. and at least 10 fueling stations falls in the category of *Land Use Code 960 (Super Convenience Market with Gas Pump).*

  The proposed *Casey's General Store* with 5,712 sq. ft. building and 16 pumps fits the characteristics of this land use. Results of trip generation analysis - using this land use with *"number of fueling positions", "gross floor area", and "peak-hour*

volumes of adjacent street" as the independent variables - indicate that there is a wide variation in the number of trips generated by the proposed *Casey's General Store* depending on the selected independent variable as described below (See ***Appendix III*** for details.)

- 202 - 546 vph (trip-ends) during morning peak-hour of *adjacent street network*;
- 248 – 432 vph (trip-ends) during afternoon peak-hour of *adjacent street network;* and
- 3,688 – 4,783 vpd (two-way) during a 24-hour period.

- *Trip Generation Using Local Rate Method* - As an alternative method of trip generation calculation, local trip data collected at several similar super convenience stores with gas pumps in Lawrence, Kansas were also evaluated. Results were then compared with the rates suggested in the *10th Edition of the ITE Manual*. The test sites include:
  - Site 1: *K Store* on Iowa Street (US-59) just south of W. 23rd Street with 12 fueling positions, and building area of approximately 3,800 sq. ft.;
  - Site 2: *Kwik Shop* on the southeast corner of W. 6th Street and Wakarusa Drive with 16 fueling positions, and building area of approximately 3,600 sq. ft.; and
  - Site 3: *QuikTrip Shop* on the northeast corner of W. 23rd Street and Haskell Avenue with 16 fueling positions, and building area of approximately 4,320 sq. ft. building.

  At each site, inbound and outbound traffic volumes 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. several times in October 2017 and once in March 2019 (See ***Appendix V*** for details).

  Collectively, seven data sets were compiled for development of local trip rates that believe to be more representative than the national average rates suggested by the *ITE Manual*. Using these data sets, average rates for *"number of fueling*

positions" and *"gross floor area"* of the building were calculated for both morning and afternoon peak-hours of a typical weekday. Furthermore, average trip rates for *"peak-hour traffic volumes on adjacent street"* were also calculated using the most recent peak-hour traffic volumes obtained from the City records. Results of the analysis, as shown in ***Appendix IV*** and summarized in ***Tables 2*** indicate that the rates suggested by the *ITE Manual* are significantly higher than the respective local rates (by as much as 1.2 - 2.4 times) as described below:

- Using *"number of fueling positions"* as the independent variable, local rates are approximately 55% and 35% less than the values suggested by the *ITE Manual* during morning and afternoon peak-hour, respectively.
- Using *"gross floor area"* as the independent variable, local rates are approximately 45% and 18% less than the values suggested by the *ITE Manual* during morning and afternoon peak-hour, respectively; and
- Using *"peak-hour traffic volumes on adjacent street"* as the independent variable, local rates are approximately 58% and 45% less than the values suggested by the ITE Manual during morning and afternoon peak-hour, respectively.

Table 2 – Comparison of Trip Generation Rates (Local vs ITE, 10th Edition)
(Super Convenience Market with Gas Pump, Land Use Code 960)

Independent Variable	Morning Peak-Hour (one hour between 7 – 9)		Afternoon Peak-Hour (one hour between 4 – 6)	
	ITE Rate *	Local Rate**	ITE Rate *	Local Rate**
Number of Fueling Positions	28.08 (trips/pump)	12.42 (trips/pump)	22.96 (trips/pump)	14.98 (trips/pump)
Gross Floor Area of the building	83.14 (trips/1000 GFA)	45.80 (trips/1000 GFA)	69.28 (trips/1000 GFA)	56.88 (trips/1000 GFA)
Peak-Hour Traffic Volumes on Adjacent Street	0.20 (trips/vph)	0.0831 (trips/vph)	0.15 (trips/vph)	0.0833 (trips/vph)

* Range of Data Set: 10 - 25 fueling positions; 500 – 3,680 vph; 3,000 – 6,300 sq. ft. GFA

** Weighted Average Rate (Data collected in Lawrence, KS)
Range of Data Set: 12 - 16 fueling positions; 1,400 – 3,700 vph; 3,600 – 4,320 sq. ft. GFA

For this analysis, local trip data is selected as a more representative method to estimate number of trips generated by the proposed *Casey's General Store*. In doing so, average number of trips for a local super convenience market with 16 fueling positions (as independent variable) was calculated resulting in the following *unadjusted trips* on a typical weekday (See ***Appendix IV*** for details on trip data.)

- On average, 214 trip-ends (107 inbound and 107 outbound) during morning peak-hour of *adjacent street network*;
- On average, 255 trip-ends (135 inbound and 120 outbound) during afternoon peak-hour of *adjacent street network*; and

These trips represent total vehicles entering and exiting the site at its proposed driveway locations. The project is a retail-oriented development that attracts a portion of its trips from the 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. The remaining trips are *primary (new)* trips added to the adjacent street network. For a typical convenience market with gas pump, the *ITE Trip Generation Handbook, 3rd Edition* suggests an average value of 76% *pass-by* trip rates for morning and afternoon peak-hour of a typical weekday. Using these rates, the *pass-by* and *primary (new)* trips for the proposed *Casey's General Store* is estimated as follows:

Pass-By Trips:

- On average, 162 trip-ends (81 inbound and 81 outbound) during morning peak-hour of *adjacent street network*; and
- On average, 194 trip-ends (103 inbound and 91 outbound) during afternoon peak-hour of *adjacent street network.*

Primary (New) Trips:

- On average, 52 trip-ends (26 inbound and 26 outbound) during morning peak-hour of *adjacent street network*; and
- On average, 61 trip-ends (32 inbound and 29 outbound) during afternoon peak-hour of *adjacent street network.*

- *Critical Analysis Period* - An overview of the existing background traffic volumes in the study area and their peak characteristics, in conjunction with estimated trips generated by the proposed development during the peak-hour of adjacent streets, indicate that afternoon peak-hour of a typical weekday is the critical time period for analysis with combined higher volumes. Therefore, for the purpose of this analysis, the afternoon peak-hour of adjacent street is selected as the critical analysis period.

- *Trip Distribution / Assignment* – For the purpose of this analysis, the following assumptions are made:
  - Trip distribution patterns for *pass-by* trips, as illustrated in ***Figure 4 of Appendix I***, are likely to follow the existing directional distribution of traffic along W. 31st Street and Nieder Road as described below:
    - 34% from east on W. 31st Street – 20% enter the site using access on Nieder Road; and 14% enter the site using the driveway between *Sonic* and *Z's Espresso*. This traffic leaves the site using south access drives to head west on W. 31st Street via the driveway between *Sonic* and *Z's Espresso*;
    - 34% from west on 31st Street – 14% enter the site using the driveway between *Sonic* and *Z's Espresso;* and 20% enter the site using access on Nieder Road. This traffic leaves the site using south access drives to head east on W. 31st Street via Nieder Road;
    - 17% from south on Nieder Road, entering the site using south access drives. Of this traffic, 9% leave the site using Nieder Road to head north to the signal (8% head east on W. 31st Street and 1% continue north to their final destination). The remaining 8% leave the site to head west on W. 31st Street via the driveway between Sonic and Z's Espresso; and
    - 15% from north on Nieder Road, entering the site using access on Nieder Road. This traffic leaves the site using south access drives

to head south on Nieder Road to their final destination.

- Trips distribution patterns for *primary (new)* trips, as illustrated in ***Figure 5 of Appendix I***, are assumed to be as follows:
  - 45% to/from east on W. 31st Street – 25% use Nieder Road with the remaining 20% use the driveway between *Sonic* and *Z's Espresso*.
  - 45% to/from west on W. 31st Street - 25% use the driveway between *Sonic* and *Z's Espresso* and the remaining 20% use Nieder Road; and
  - 10% to/from south using Nieder Road.

Figures 6, 7 and 8 of Appendix I illustrate the results of trip assignment analysis for *Pass-By*, *Primary (New)*, and total trips, respectively.

- *Design Vehicle* – The only heavy trucks accessing the site will be combination trucks (WB-50) supplying fuel to the gas pumps. They deliver fuel during off peak-hours and their volumes are less than 1% of the site-generated traffic in a 24-hour period. Because the fuel stations for this project do not provide diesel fuel for larger trucks (e.g. WB-67), the delivery truck (WB-50) is selected as the design vehicle for this site. The swept paths for the design vehicle are illustrated on the ***Site Plan, Figure 2 of Appendix I***.

Impact Assessment

- *"Existing + Project" Case Scenario* - A volume/capacity analysis (using the same methodology mentioned earlier) was conducted for the *"Existing + Project"* traffic volumes (***Figure 9 of Appendix I***) to assess impact of the site-generated traffic on the intersections in the study area. Results, as shown in ***Appendix II*** and summarized in ***Table 3***, indicate that *under the existing signal timing/phasing and lane configurations) with "existing + project" traffic volumes*:

- LOS for individual movements at the intersection of W. 31st Street and Nieder Road remains the same with slightly higher v/c ratios. However, 95th percentile queue for the westbound left-turn movement (@ 8 vehicles) exceeds the available storage space of this lane with potential spillover onto the through lane; and
- LOS for individual movements at the intersection of Nieder Road and private drive on the south side of the project site remains at LOS "B" and higher during the critical analysis period (afternoon peak-hour).

Table 3 - Summary of V/C[1] Analysis for "Existing + Casey's" Case Scenario (Existing "Lane Configurations and Signal Timing" and "Existing + Project" Volumes)

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. 31st Street and Nieder Road	EB (L)				B	0.09	1
	EB (TR)				D	0.81	12
	WB (L)				C	0.76	8
	WB (TR)				C	0.44	9
	SB (L)				B	0.19	3
	SB (TR)				B	0.11	2
	NB (L)				B	0.24	4
	NB (TR)				A	0.34	3
Nieder Road and Private Drive (south side of the site)	EB (LTR)				B	0.27	1
	WB (LTR)				B	0.01	0
	SB (L)				A	0.01	0
	SB (TR)				A	-	Free Flow
	NB (L)				A	0.03	0
	NB (TR)				A	-	Free Flow

2. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service

Under the existing roadway geometry, there is no room to extend the westbound left-turn lane on W. 31st Street at Nieder Road. Therefore, in order to mitigate the potential operational deficiency caused by spillover from this lane onto the through lane, several signal timing plans and phasing schemes were evaluated to reduce the stacking while maintaining overall operational efficiency at this

intersection. As a result of several iterations, a modified signal timing plan and phasing scheme was selected that improves the overall operation at this intersection resulting in higher LOS, lower v/c ratios, and shorter 95th percentile stacking for individual movements (See ***Table 4*** for a summary.)

Table 4 - Summary of V/C[1] Analysis for "Existing + Casey's" Case Scenario (Exist. Lane Configurations, Modified Signal Timing/Phasing, Exist. + Project Volumes)

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. 31st Street and Nieder Road	EB (L)				A	0.08	1
	EB (TR)				C	0.73	9
	WB (L)				B	0.65	5
	WB (TR)				B	0.39	6
	SB (L)				C	0.24	3
	SB (TR)				A	0.09	1
	NB (L)				C	0.28	4
	NB (TR)				A	0.31	2
Nieder Road and Private Drive (south side of the site)	EB (LTR)				B	0.27	1
	WB (LTR)				B	0.01	0
	SB (L)				A	0.01	0
	SB (TR)				A	-	Free Flow
	NB (L)				A	0.03	0
	NB (TR)				A	-	Free Flow

3. V/C = Volume/Capacity Ratio 2. LOS = Level-Of-Service

The proposed modification to the current signal timing and phasing scheme consists of:

- Minor reduction in pedestrian timing while maintaining adequate crossing time using 3.5 fps walking speed;
- Reduction in the *"Yellow Change Interval"* using the approach speed while maintaining the required values suggested by the ITE guidelines;
- Change the phasing scheme for north/south approaches from *"protected/permissive"* to *"permissive only"*. This reduces number of

phases from 4 to 3 resulting in overall reduction in control delay, hence improving operational efficiency; and

- Use optimum cycle length and directional splits to redistribute green times for each approach to meet the respective demand. Results of the optimization indicate that a 120 second cycle length with directional split of 72% - 28% split (east/west - north/south) provides for necessary improvements to meet the volume demands.

- *Access Spacing* - According to the *City's Land Development Code, Section 20-915 (e) (2) (iii)*, the required minimum spacing (clear distance from curb-return to curb-return) between unsignalized driveways on a *"Collector"* street is 250 ft. The proposed *right-in only* entrance on Nieder Road has a clear distance of approximately 85 ft. – less than the required minimum spacing. However, because the driveway is restricted to *right-in only*, a waiver from this requirement is requested per *Section 20-915 (e) (3) of the City's Land Development Code*.

- *Auxiliary Lane On Nieder Road* –

  Using the information provided in the *"Guidelines for Right-Turn Treatments at Unsignalized Intersections and Driveways", K-Tran-KSU 95-5*, and/or the *KDOT Access Management Policy, 2013, Table 4-25*, a dedicated southbound right-turn lane on Nieder Road is not warranted at the proposed *right-in only* entrance to the site.

  Reasoning:

  Operating speed on Nieder Road (SB) = 35 mph (assume 5 mph over the statutory speed limit) < 40 mph threshold

  Advance peak-hour volumes on Nieder Road (SB) = 285 vph (PM) < 400 vph threshold

  Right-turn peak-hour volumes on Nieder Road (SBRT) = 72 vph < 200 vph threshold

  Therefore, a southbound dedicated right-turn is not warranted at this location.

- *"Target Year 2040" Traffic Conditions* - To evaluate the future operating conditions of traffic for target year 2040, an annual growth factor of 1% is assumed for the background traffic on W. 31st Street. Results of a

volume/capacity analysis for target year 2040, as shown in Appendix II, indicate that with the growth of the background traffic on W. 31st Street, LOS for individual movements generally remain the same with slightly higher v/c ratios and longer 95th percentile stacking for the east/west through approaches.

Summary and Recommendations

- *"Existing" Case Scenario* - Results of this impact analysis indicate that under the existing conditions there is no evidence of any operational deficiency in the study area. The intersection of W. 31st and Nieder Road operates at LOS "C" during both peak-hours with individual movements operating at LOS "C" and higher, except eastbound through movement that operates at LOS "D" during afternoon peak-hour.

- *"Existing + Proposed Casey's" Case Scenario* – With added traffic generated by the proposed *Casey's General Store*, LOS at the intersection of W. 31st and Nieder Road and its individual movements remain the same with slightly higher delay values and v/c ratios. However, 95th percentile queue for the westbound left-turn movement exceeds the available storage space of this lane with potential for spillover onto the through lane. Because this lane cannot be extended to the east due to the roadway geometry; and the signal is not on coordination system, modification of the current signal timing plan and phasing scheme is recommended as describe below:

  Recommendations:

  - Minor reduction in pedestrian timing while maintaining adequate crossing time using 3.5 fps walking speed;
  - Reduction in the *"Yellow Change Interval"* using the approach speed while maintaining the required values suggested by the ITE guidelines;
  - Change the phasing scheme for north/south approaches from *"protected/permissive"* to *"permissive only"*. This reduces number of

phases from 4 to 3 resulting in overall reduction in control delay, hence improving operational efficiency; and

- Use optimum cycle length and directional splits to redistribute green times for each approach to meet the respective demand. Results of the optimization indicate that a 120 second cycle length with directional split of 72% - 28% split (east/west - north/south) provides for necessary improvements to meet the volume demands.

Furthermore, results of the analysis indicate that a dedicated southbound right-turn lane on Nieder Road at the proposed *right-in only* access to the site is not warranted. However, the location of this access drive does not meet the minimum spacing requirement of the *City's Land Development Code, Section 20-915 (e) (2) (iii)*; hence a waiver is requested.

Results of the analysis also indicate that there is no evidence of any operational deficiency at the intersection of Nieder Road and the private drive to the south of the project site with added traffic generated by this project.

- *"Target Year 2040" Traffic Conditions* – Results of the analysis for target year 2040, as shown in Appendix II, indicate that with growth of the background traffic on W. 31st Street, LOS for individual movements generally remain the same with slightly higher v/c ratios and longer 95th percentile stacking for the east/west through approaches. As part of a long-term planning process, consider a corridor study along W. 31st Street from the signal at Nieder Road to the signal at the east entrance to *Menards* to evaluate operational efficiency of the signals within the corridor and its interaction with the coordinated signals along Iowa Street.

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APPENDIX I

Figures



Intersections under study

Figure 1 - Project Location and Study Area

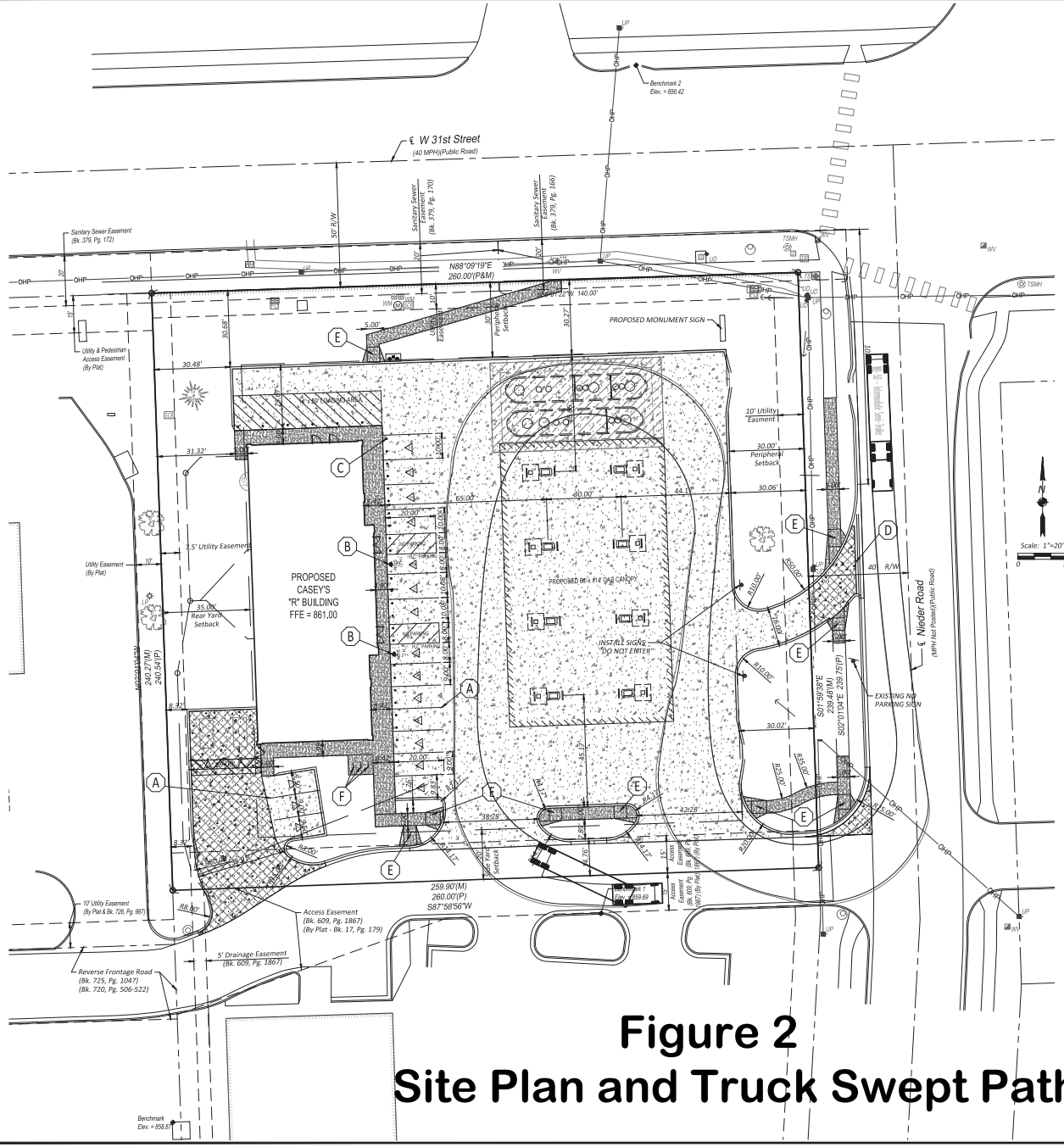


Figure 2
Site Plan and Truck Swept Path

LEGAL DESCRIPTION (3111 NIEDER ROAD)

Lot 1, in Steak 'N Shake Addition to the City of Lawrence, Douglas County, Kansas.

SITE PLAN KEY NOTES:

- (A) PLACE PAVEMENT MARKING, 4" PAINTED, YELLOW, 90° TO SIDEWALK (TYP.) OR CURB.
- (B) INSTALL HANDICAP SYMBOL AND HANDICAP SIGN IN COMPLIANCE WITH THE MANUAL ON UNIFORM
- (C) TRAFFIC CONTROL DEVICES. INSTALL BOLLARD (TYP). REFER TO ARCHITECTURAL PLANS FOR DETAILS.
- (D) CONSTRUCT COMMERCIAL DRIVE APPROACH .
- (E) CONSTRUCT HANDICAP RAMP. OMIT DETECTABLE WARNING
- (F) INSTALL 3 INVERTED "U" BICYCLE RACKS (6 TOTAL BIKE PARKING SPOTS). INSTALL PER MANUFACTURER'S RECOMMENDATION. PROVIDE 3' BETWEEN EACH BICYCLE RACK.

LEGEND:

- 6" CONCRETE PAVEMENT (SEE SECTION SHEET C-601)
- 8" REINFORCED CONCRETE PAVEMENT (SEE SECTION SHEET C-601)
- 8" CONCRETE PAVEMENT
- 4" CONCRETE SIDEWALK
- CURB (MONOLITHIC)

SBB
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Engineering / Surveying
1415 SW Topeka Blvd.
Topeka, KS 66612
Ph: (785) 215-8630

CASEY'S

CASEY'S CONSTRUCTION DIVISION
One Convenience Blvd., P.O. Box 3001, Ankeny, IA 50021 515-965-6100

PROJECT: LAWRENCE, KS (NIEDER ROAD) R - STYLE STORE	PUBLISHED: 3/13/19
DRAWING TITLE: CONSTRUCTION DIVISION	SHEET TITLE: SITE PLAN
DRAWN: JWL / DESIGNED: JWL	SHEET NO.: C-101

Figure 3 - Existing Traffic Volumes (Peak-Hours of a Typical Weekday, February 2019)



Figure 4 - Distribution Patterns for "Pass-By" Trips (Afternoon Peak-Hour of a Typical Weekday)



Figure 5 - Distribution Patterns for "Primary (New)" Trips (Afternoon Peak-Hour of a Typical Weekday)



Figure 6 - Site-Generated "Pass-By" Trips (Afternoon Peak-Hour of a Typical Weekday)



Figure 7 - Site-Generated "Primary (New)" Trips (Afternoon Peak-Hour of a Typical Weekday)



Figure 8 - Site-Generated Trips ("Pass-By" + "Primary (New)" Trips, Afternoon Peak-Hour of a Typical Weekday)

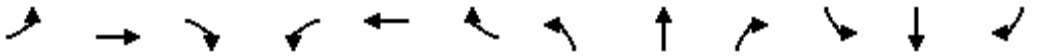


Figure 9 - "Existing + Project" Traffic Volumes (Afternoon Peak-Hour of a Typical Weekday)



APPENDIX II

Results of Volume/Capacity Analysis
Using
Synchro 10 Software
(HCM 6th Edition Methodology)

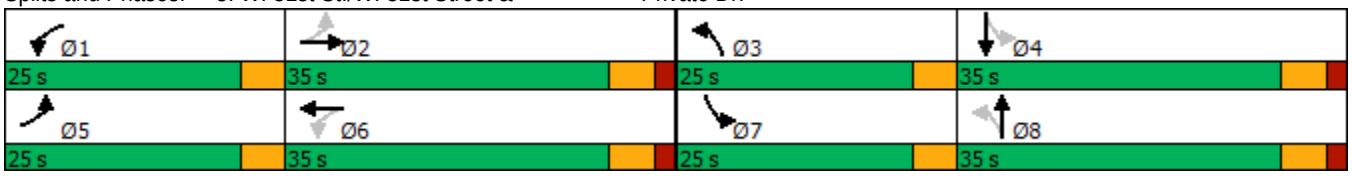


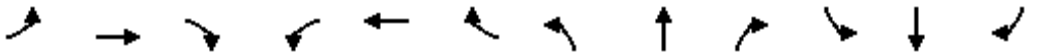
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	452	46	38	362	3	46	3	89	8	1	5
Future Volume (vph)	4	452	46	38	362	3	46	3	89	8	1	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	110		0	85		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			75			0			35		
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		0.986			0.999			0.854			0.875	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3141	0	1593	3182	0	1593	1432	0	1593	1467	0
Flt Permitted	0.518			0.293			0.691			0.692		
Satd. Flow (perm)	868	3141	0	491	3182	0	1158	1432	0	1160	1467	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			1			97			5	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		609			552			141			189	
Travel Time (s)		10.4			9.4			3.2			4.3	
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)	4	491	50	41	393	3	50	3	97	9	1	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	541	0	41	396	0	50	100	0	9	6	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)	25.0	35.0		25.0	35.0		25.0	35.0		25.0	35.0	
Total Split (s)	25.0	35.0		25.0	35.0		25.0	35.0		25.0	35.0	
Total Split (%)	20.8%	29.2%		20.8%	29.2%		20.8%	29.2%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	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)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	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	None		None	None		None	Max		None	Max	
Act Effct Green (s)	23.9	18.7		26.4	23.0		38.4	34.9		35.9	30.7	
Actuated g/C Ratio	0.32	0.25		0.36	0.31		0.52	0.47		0.49	0.42	
v/c Ratio	0.01	0.68		0.15	0.40		0.08	0.14		0.01	0.01	
Control Delay	15.0	30.4		16.3	21.6		12.0	5.2		12.2	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.0	30.4		16.3	21.6		12.0	5.2		12.2	14.2	
LOS	B	C		B	C		B	A		B	B	
Approach Delay		30.3			21.1			7.5			13.0	
Approach LOS		C			C			A			B	
Queue Length 50th (ft)	1	133		13	75		12	1		2	0	
Queue Length 95th (ft)	7	196		32	137		35	35		11	9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		529			472			61			109	
Turn Bay Length (ft)	50			110			85			120		
Base Capacity (vph)	570	1308		530	1369		737	728		738	611	
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	0.01	0.41		0.08	0.29		0.07	0.14		0.01	0.01	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 73.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 23.6		Intersection LOS: C	
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: W. 31st St./W. 31st Street & Private Dr.



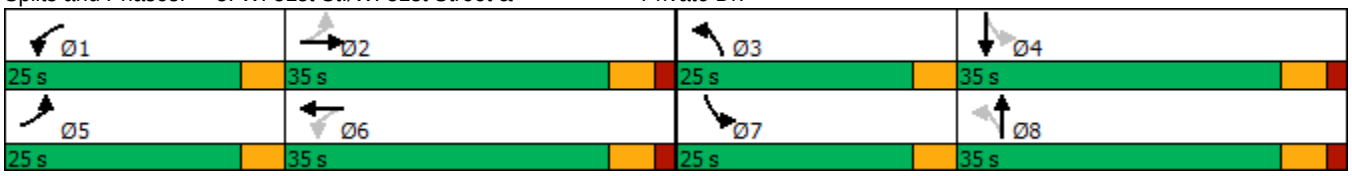


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	499	87	129	512	5	112	14	120	83	12	34
Future Volume (vph)	26	499	87	129	512	5	112	14	120	83	12	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	110		0	85		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			75			0			35		
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		0.978			0.999			0.866			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3115	0	1593	3182	0	1593	1452	0	1593	1490	0
Flt Permitted	0.441			0.217			0.671			0.665		
Satd. Flow (perm)	739	3115	0	364	3182	0	1125	1452	0	1115	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			1			130			37	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		609			552			141			189	
Travel Time (s)		10.4			9.4			3.2			4.3	
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)	28	542	95	140	557	5	122	15	130	90	13	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	637	0	140	562	0	122	145	0	90	50	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)	25.0	35.0		25.0	35.0		25.0	35.0		25.0	35.0	
Total Split (s)	25.0	35.0		25.0	35.0		25.0	35.0		25.0	35.0	
Total Split (%)	20.8%	29.2%		20.8%	29.2%		20.8%	29.2%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	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)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	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	None		None	None		None	Max		None	Max	
Act Effct Green (s)	33.0	24.3		41.0	32.7		42.8	32.6		40.0	29.3	
Actuated g/C Ratio	0.35	0.26		0.44	0.35		0.45	0.35		0.43	0.31	
v/c Ratio	0.09	0.78		0.47	0.51		0.22	0.25		0.17	0.10	
Control Delay	16.3	39.5		21.9	27.3		16.6	7.7		16.4	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.3	39.5		21.9	27.3		16.6	7.7		16.4	13.0	
LOS	B	D		C	C		B	A		B	B	
Approach Delay		38.5			26.2			11.8			15.2	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	9	180		50	147		40	6		29	5	
Queue Length 95th (ft)	26	270		94	215		85	54		65	36	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		529			472			61			109	
Turn Bay Length (ft)	50			110			85			120		
Base Capacity (vph)	514	980		435	1111		644	588		641	489	
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	0.05	0.65		0.32	0.51		0.19	0.25		0.14	0.10	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 94.1			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 57.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: W. 31st St./W. 31st Street & Private Dr.

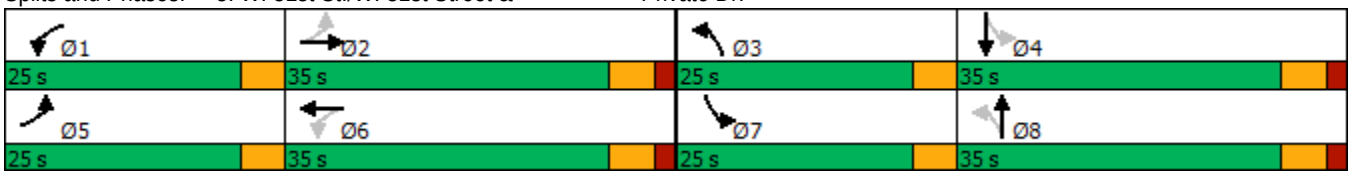


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	464	115	258	497	5	118	15	171	83	12	34
Future Volume (vph)	26	464	115	258	497	5	118	15	171	83	12	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	110		0	85		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			75			0			35		
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		0.970			0.999			0.862			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3090	0	1593	3182	0	1593	1445	0	1593	1490	0
Flt Permitted	0.449			0.205			0.659			0.630		
Satd. Flow (perm)	753	3090	0	344	3182	0	1105	1445	0	1056	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			1			186			37	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		609			552			141			189	
Travel Time (s)		10.4			9.4			3.2			4.3	
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)	28	504	125	280	540	5	128	16	186	90	13	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	629	0	280	545	0	128	202	0	90	50	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)	25.0	35.0		25.0	35.0		25.0	35.0		25.0	35.0	
Total Split (s)	25.0	35.0		25.0	35.0		25.0	35.0		25.0	35.0	
Total Split (%)	20.8%	29.2%		20.8%	29.2%		20.8%	29.2%		20.8%	29.2%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	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)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	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	None		None	None		None	Max		None	Max	
Act Effct Green (s)	33.7	25.0		48.1	39.9		44.2	33.3		40.5	29.3	
Actuated g/C Ratio	0.33	0.24		0.47	0.39		0.43	0.33		0.40	0.29	
v/c Ratio	0.09	0.81		0.76	0.44		0.24	0.34		0.19	0.11	
Control Delay	16.6	44.8		32.4	25.3		19.8	7.7		19.5	14.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.6	44.8		32.4	25.3		19.8	7.7		19.5	14.7	
LOS	B	D		C	C		B	A		B	B	
Approach Delay		43.6			27.7			12.4			17.8	
Approach LOS		D			C			B			B	
Queue Length 50th (ft)	9	196		112	144		51	8		35	6	
Queue Length 95th (ft)	26	288		203	210		98	67		72	39	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		529			472			61			109	
Turn Bay Length (ft)	50			110			85			120		
Base Capacity (vph)	518	903		421	1242		598	595		586	453	
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	0.05	0.70		0.67	0.44		0.21	0.34		0.15	0.11	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 102.2			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 29.8		Intersection LOS: C	
Intersection Capacity Utilization 68.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: W. 31st St./W. 31st Street & Private Dr.

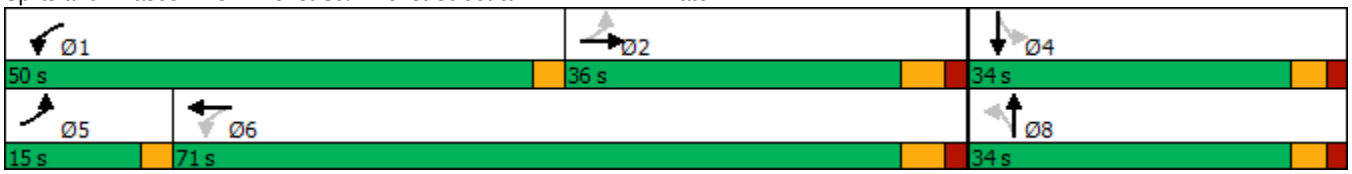


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	464	115	258	497	5	118	15	171	83	12	34
Future Volume (vph)	26	464	115	258	497	5	118	15	171	83	12	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	110		0	85		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			75			0			35		
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		0.970			0.999			0.862			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3090	0	1593	3182	0	1593	1445	0	1593	1490	0
Flt Permitted	0.449			0.260			0.724			0.605		
Satd. Flow (perm)	753	3090	0	436	3182	0	1214	1445	0	1014	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		24			1			186			37	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		609			552			141			189	
Travel Time (s)		10.4			9.4			3.2			4.3	
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	629	0	280	545	0	128	202	0	90	50	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	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)	15.0	34.0		50.0	50.0		34.0	34.0		27.0	27.0	
Total Split (s)	15.0	36.0		50.0	71.0		34.0	34.0		34.0	34.0	
Total Split (%)	12.5%	30.0%		41.7%	59.2%		28.3%	28.3%		28.3%	28.3%	
Yellow Time (s)	2.8	4.0		2.8	4.0		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	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)	2.8	6.0		2.8	6.0		5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)	30.9	21.2		41.0	34.3		29.1	29.1		29.1	29.1	
Actuated g/C Ratio	0.40	0.27		0.52	0.44		0.37	0.37		0.37	0.37	
v/c Ratio	0.08	0.73		0.65	0.39		0.28	0.31		0.24	0.09	
Control Delay	9.7	30.7		17.9	16.2		22.1	5.9		22.2	9.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.7	30.7		17.9	16.2		22.1	5.9		22.2	9.9	
LOS	A	C		B	B		C	A		C	A	
Approach Delay		29.8			16.8			12.2			17.8	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	6	138		73	81		42	5		29	4	
Queue Length 95th (ft)	17	215		117	145		107	56		80	31	
Internal Link Dist (ft)		529			472			61			109	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Turn Bay Length (ft)	50			110			85			120		
Base Capacity (vph)	486	1213		980	2675		452	655		377	578	
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	0.06	0.52		0.29	0.20		0.28	0.31		0.24	0.09	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 78.2			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 20.4		Intersection LOS: C	
Intersection Capacity Utilization 68.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: W. 31st St./W. 31st Street & Private Dr.



Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	1	25	1	1	4	17	187	1	8	172	27
Future Vol, veh/h	38	1	25	1	1	4	17	187	1	8	172	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	25	-	-
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	41	1	27	1	1	4	18	203	1	9	187	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	462	460	202	474	474	204	216	0	0	204	0	0
Stage 1	220	220	-	240	240	-	-	-	-	-	-	-
Stage 2	242	240	-	234	234	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	510	498	839	501	489	837	1354	-	-	1368	-	-
Stage 1	782	721	-	763	707	-	-	-	-	-	-	-
Stage 2	762	707	-	769	711	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	499	488	839	476	479	837	1354	-	-	1368	-	-
Mov Cap-2 Maneuver	499	488	-	476	479	-	-	-	-	-	-	-
Stage 1	772	716	-	753	698	-	-	-	-	-	-	-
Stage 2	747	698	-	738	706	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	10.4	0.6	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1354	-	-	593	669	1368	-	-
HCM Lane V/C Ratio	0.014	-	-	0.117	0.01	0.006	-	-
HCM Control Delay (s)	7.7	-	-	11.9	10.4	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	-	-

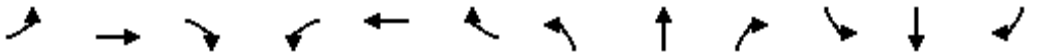
Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	1	42	1	1	4	38	169	1	8	157	27
Future Vol, veh/h	96	1	42	1	1	4	38	169	1	8	157	27
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	25	-	-	25	-	-
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	104	1	46	1	1	4	41	184	1	9	171	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	473	471	186	494	485	185	200	0	0	185	0	0
Stage 1	204	204	-	267	267	-	-	-	-	-	-	-
Stage 2	269	267	-	227	218	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	501	491	856	486	482	857	1372	-	-	1390	-	-
Stage 1	798	733	-	738	688	-	-	-	-	-	-	-
Stage 2	737	688	-	776	723	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	484	473	856	447	465	857	1372	-	-	1390	-	-
Mov Cap-2 Maneuver	484	473	-	447	465	-	-	-	-	-	-	-
Stage 1	774	729	-	716	667	-	-	-	-	-	-	-
Stage 2	710	667	-	729	719	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	10.5	1.4	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	557	663	1390	-	-
HCM Lane V/C Ratio	0.03	-	-	0.271	0.01	0.006	-	-
HCM Control Delay (s)	7.7	-	-	13.9	10.5	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.1	0	0	-	-

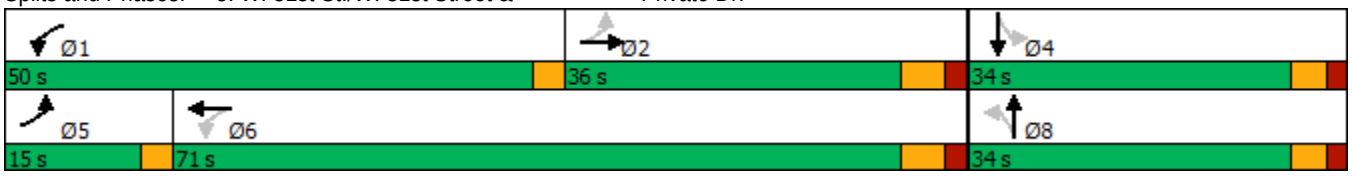


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	464	115	258	497	5	118	15	171	83	12	34
Future Volume (vph)	26	464	115	258	497	5	118	15	171	83	12	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	50		0	110		0	85		0	120		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			75			0			35		
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		0.973			0.999			0.862			0.889	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	3099	0	1593	3182	0	1593	1445	0	1593	1490	0
Flt Permitted	0.419			0.231			0.724			0.595		
Satd. Flow (perm)	702	3099	0	387	3182	0	1214	1445	0	998	1490	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			1			186			37	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		609			552			141			189	
Travel Time (s)		10.4			9.4			3.2			4.3	
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
Growth Factor	100%	113%	100%	100%	113%	100%	100%	100%	100%	100%	100%	100%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	28	695	0	280	615	0	128	202	0	90	50	0
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	5	2		1	6		8	8		4	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)	15.0	34.0		50.0	50.0		34.0	34.0		27.0	27.0	
Total Split (s)	15.0	36.0		50.0	71.0		34.0	34.0		34.0	34.0	
Total Split (%)	12.5%	30.0%		41.7%	59.2%		28.3%	28.3%		28.3%	28.3%	
Yellow Time (s)	2.8	4.0		2.8	4.0		3.2	3.2		3.2	3.2	
All-Red Time (s)	0.0	2.0		0.0	2.0		2.0	2.0		2.0	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)	2.8	6.0		2.8	6.0		5.2	5.2		5.2	5.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Act Effct Green (s)	33.6	24.0		44.6	38.0		29.2	29.2		29.2	29.2	
Actuated g/C Ratio	0.41	0.29		0.54	0.46		0.36	0.36		0.36	0.36	
v/c Ratio	0.08	0.75		0.66	0.42		0.30	0.32		0.25	0.09	
Control Delay	9.6	31.6		18.2	15.9		24.3	6.3		24.5	10.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.6	31.6		18.2	15.9		24.3	6.3		24.5	10.8	
LOS	A	C		B	B		C	A		C	B	
Approach Delay		30.7			16.6			13.3			19.6	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	6	160		73	94		46	5		32	4	
Queue Length 95th (ft)	17	252		122	165		112	57		84	32	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		529			472			61			109	
Turn Bay Length (ft)	50			110			85			120		
Base Capacity (vph)	473	1162		942	2556		432	634		355	554	
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	0.06	0.60		0.30	0.24		0.30	0.32		0.25	0.09	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 120			
Actuated Cycle Length: 81.9			
Natural Cycle: 120			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: W. 31st St./W. 31st Street & Private Dr.



APPENDIX III

Results of Trip Generation Analysis
Using
ITE Trip Generation Manual, 10th Edition

Super Convenience Market/Gas Station
(960)

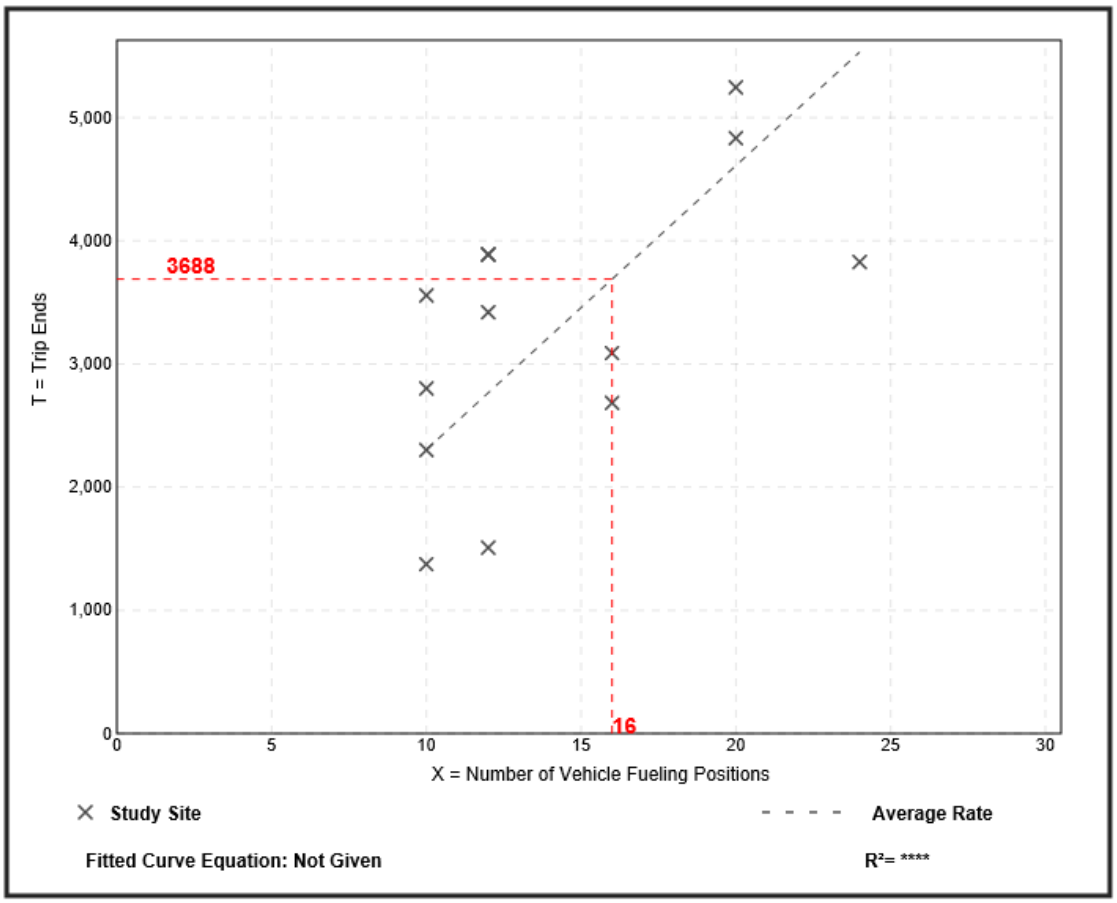
Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
230.52	125.67 - 355.60	71.75

Data Plot and Equation



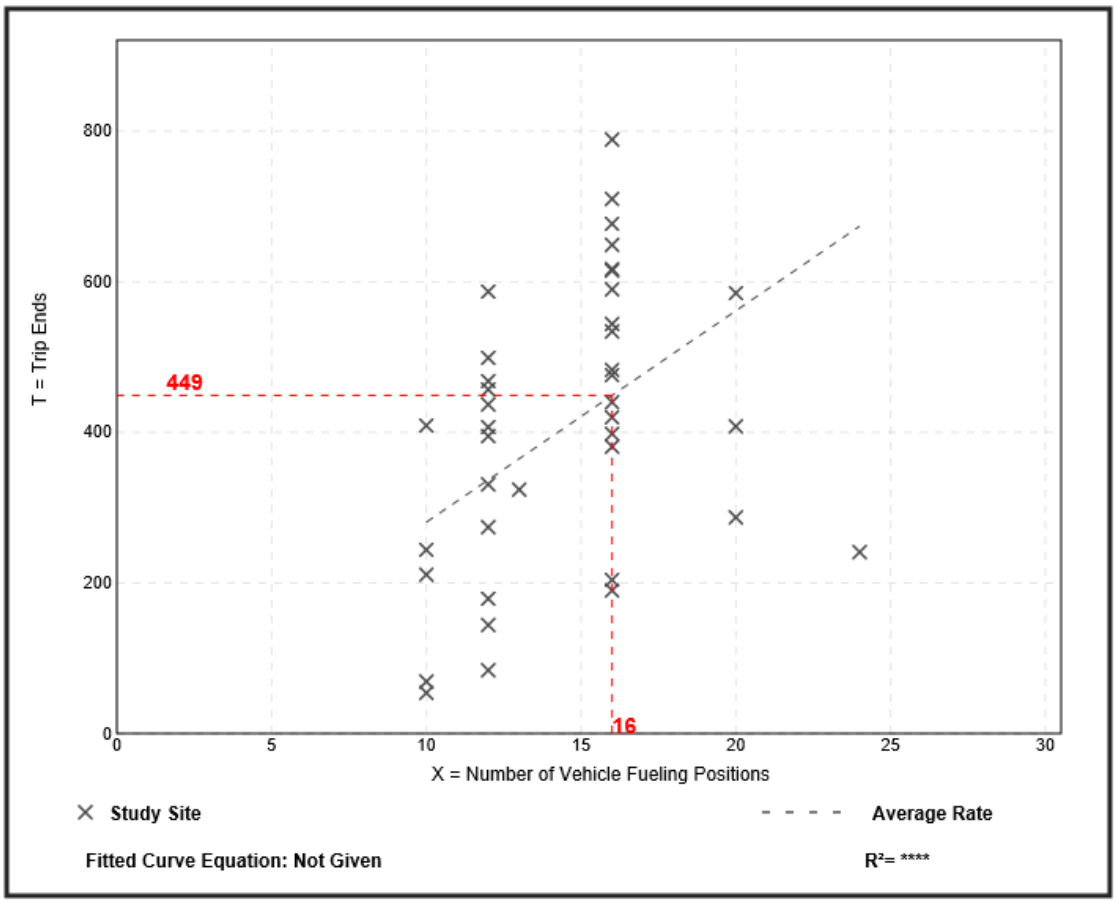
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs: **Vehicle Fueling Positions**
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. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
28.08	5.40 - 49.31	11.98

Data Plot and Equation



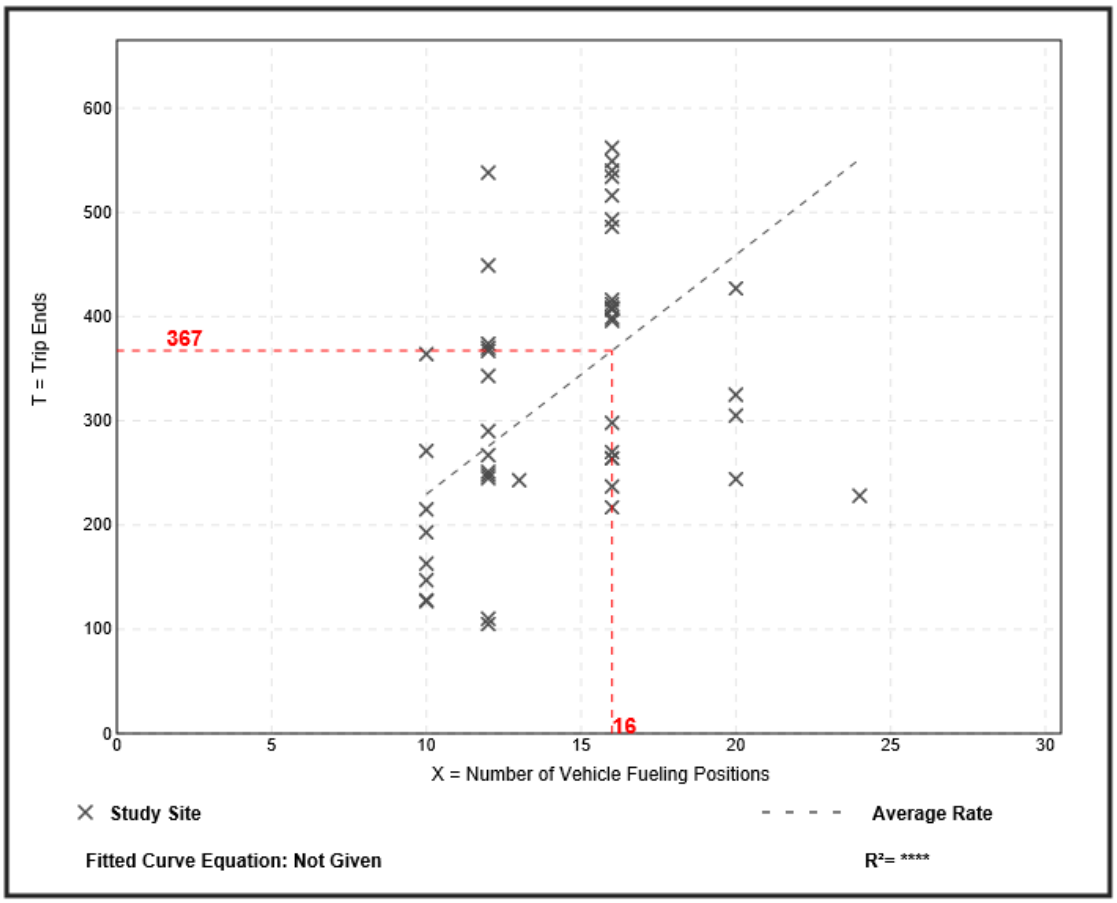
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
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:	48
Avg. Num. of Vehicle Fueling Positions:	14
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.96	8.75 - 44.83	8.34

Data Plot and Equation



Super Convenience Market/Gas Station
(960)

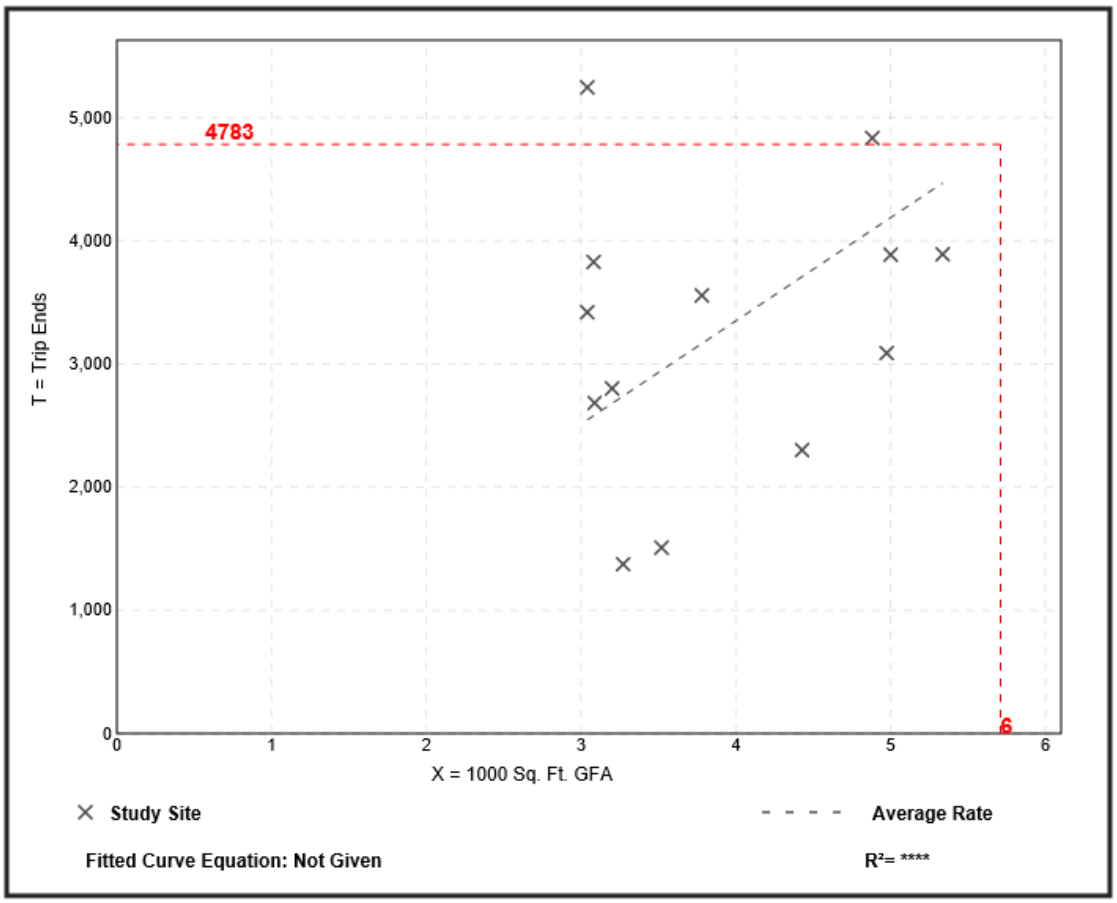
Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
837.58	419.93 - 1725.33	334.67

Data Plot and Equation



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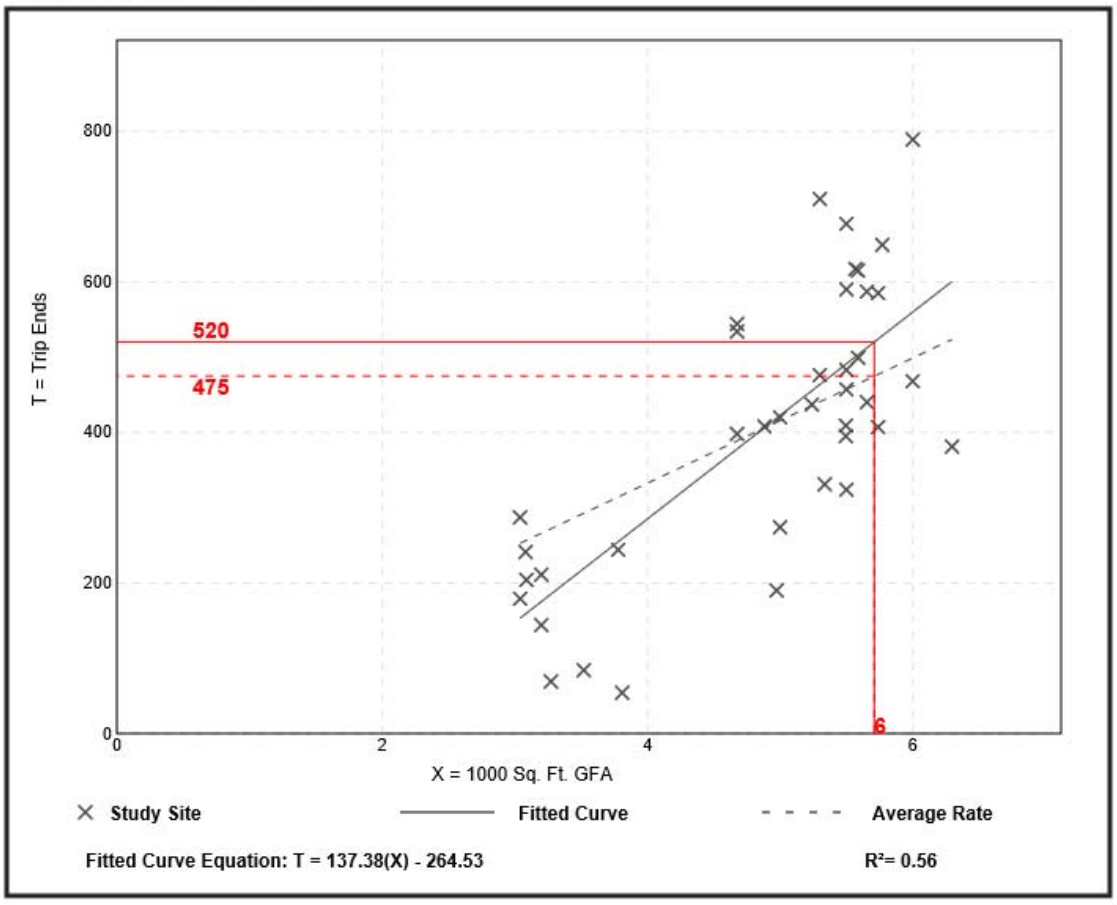
Super Convenience Market/Gas Station
(960)

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:	50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
83.14	14.17 - 133.96	28.07

Data Plot and Equation



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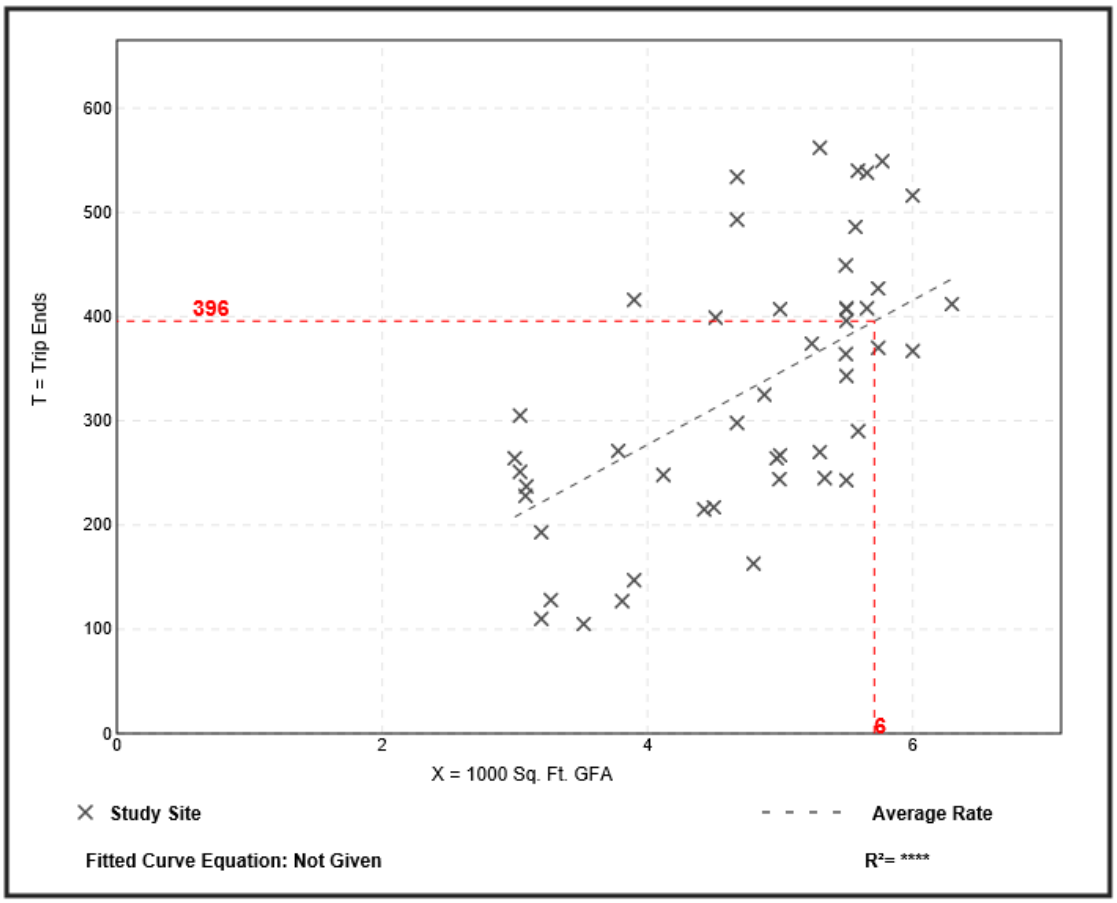
Super Convenience Market/Gas Station
(960)

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:	48
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
69.28	29.83 - 114.20	21.07

Data Plot and Equation



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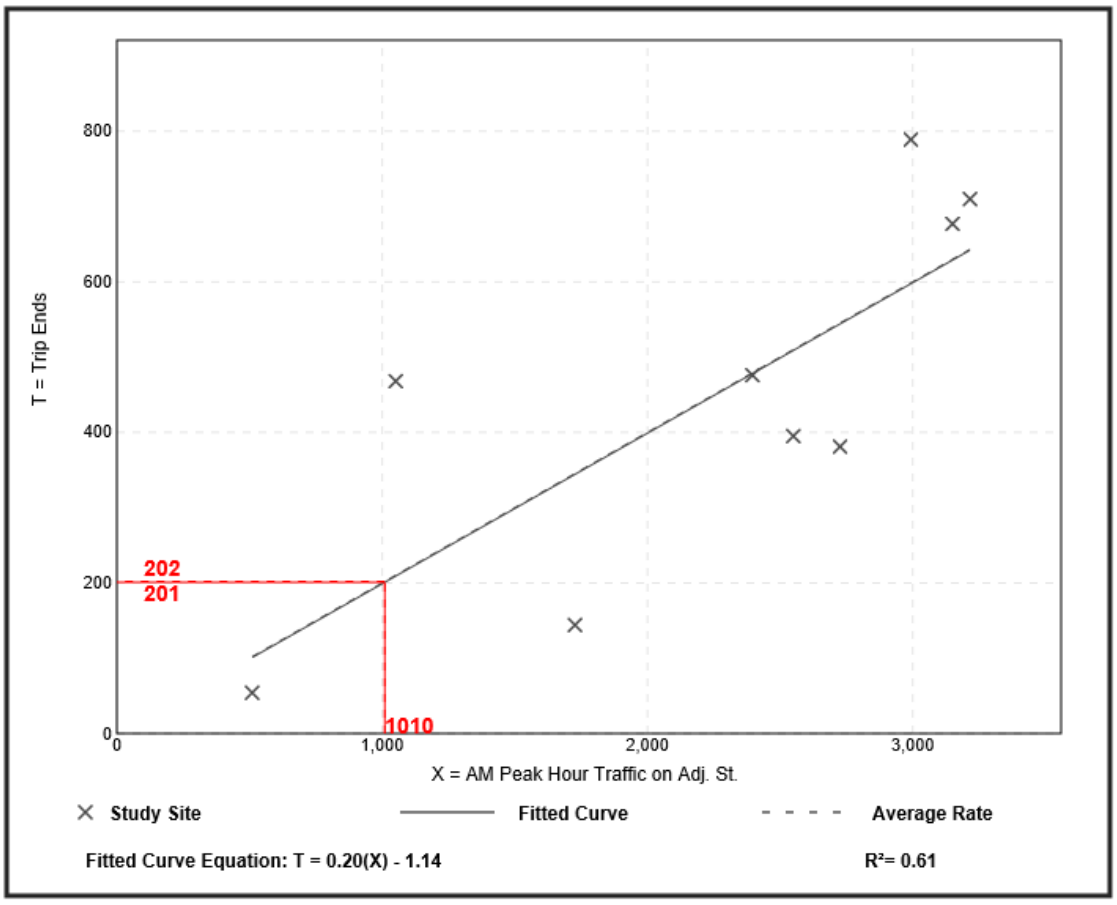
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs: **AM Peak Hour Traffic on Adj. St.**
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: 9
Avg. AM Peak Hour Traffic on Adj. St.: 2258
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per AM Peak Hour Traffic on Adj. St.

Average Rate	Range of Rates	Standard Deviation
0.20	0.08 - 0.45	0.08

Data Plot and Equation



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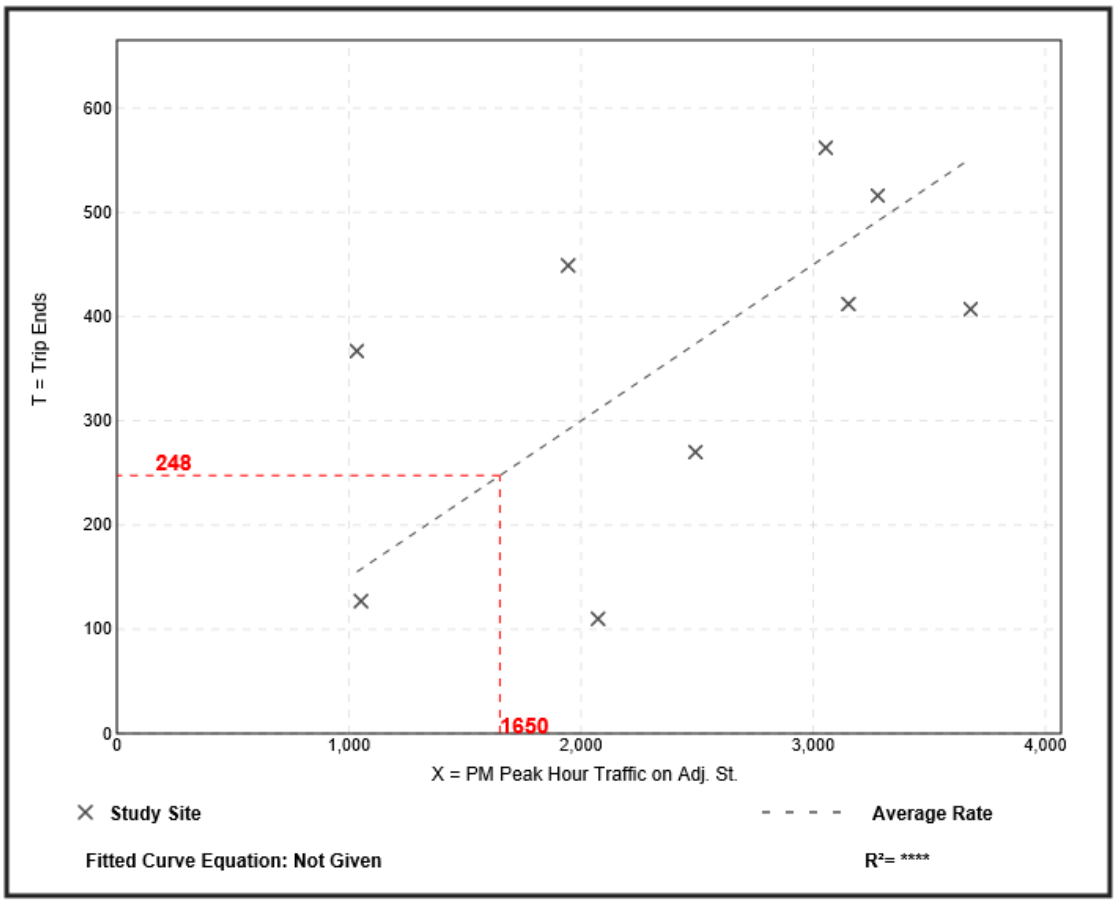
Super Convenience Market/Gas Station
(960)

Vehicle Trip Ends vs:	**PM Peak Hour Traffic on Adj. St.**
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:	9
Avg. PM Peak Hour Traffic on Adj. St.:	2418
Directional Distribution:	50% entering, 50% exiting

Vehicle Trip Generation per PM Peak Hour Traffic on Adj. St.

Average Rate	Range of Rates	Standard Deviation
0.15	0.05 - 0.35	0.07

Data Plot and Equation



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APPENDIX IV

Results of Trip Generation Analysis
Using
Local Trip Generation Data for Similar Use

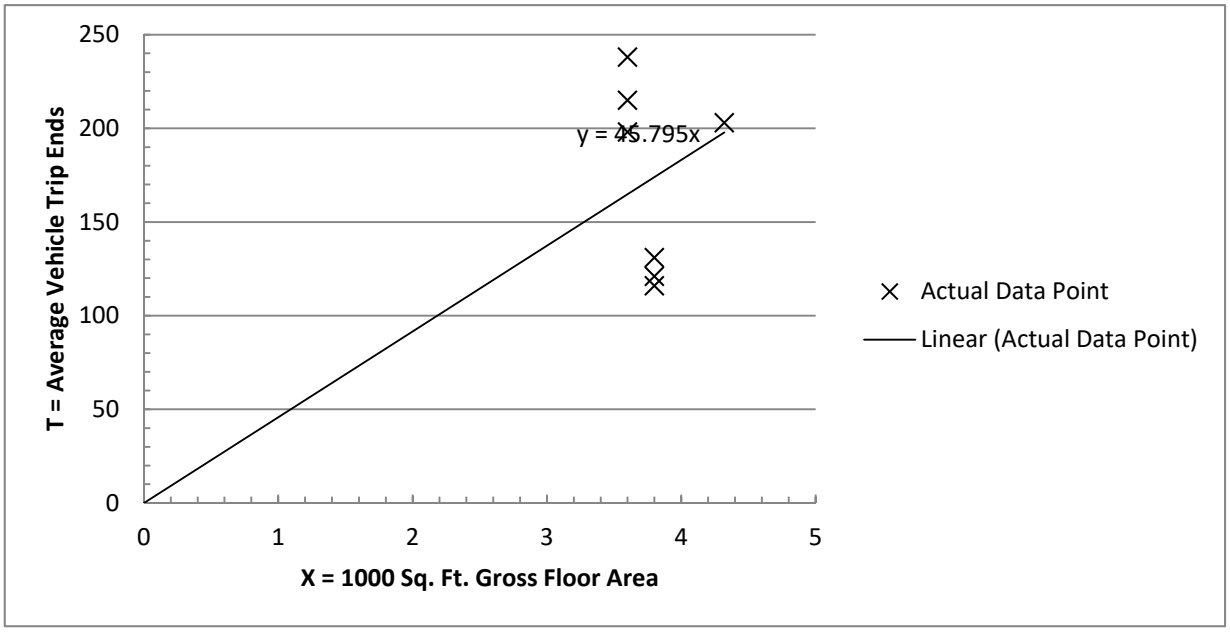
Local Super Convenience Market with Gasoline Pumps (Lawrence, KS)

Average Vehicle Trip Ends vs:	**1000 Sq. Ft. Gross Floor Area (GFA)**
On a:	**Weekday**
	Peak-Hour of Adjacent Street Traffic
	One Hour Between 7 and 9 a.m.
Number of Studies:	7
Average 1000 Sq. Ft. of GFA:	3.789
Directional Distribution:	48% entering, 52% exiting

Trip Generation per 1000 Sq. Ft. of Gross Floor Area (GFA)

Weighted Average Rate	Range of Rates	Standard Deviation
45.80	30.53 – 66.11	14.41

Data Plot



Data Points

Sample No.	Total GFA (1000 sq. ft.), X	Vehicle Trip-Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/1000 GFA)
1	3.80	131	47%	53%	34.47
2	3.80	121	45%	55%	31.84
3	3.80	116	46%	54%	30.53
4	4.32	203	43%	57%	46.99
5	3.60	198	56%	44%	55.00
6	3.60	238	51%	49%	66.11
7	3.60	215	51%	49%	59.72
Project	**5.712**	**261**	**48%**	**52%**	**45.80**

Trip Generation Rates for Local Super Convenience Market with Gasoline Pumps (Morning Peak-Hour of a Typical Weekday)

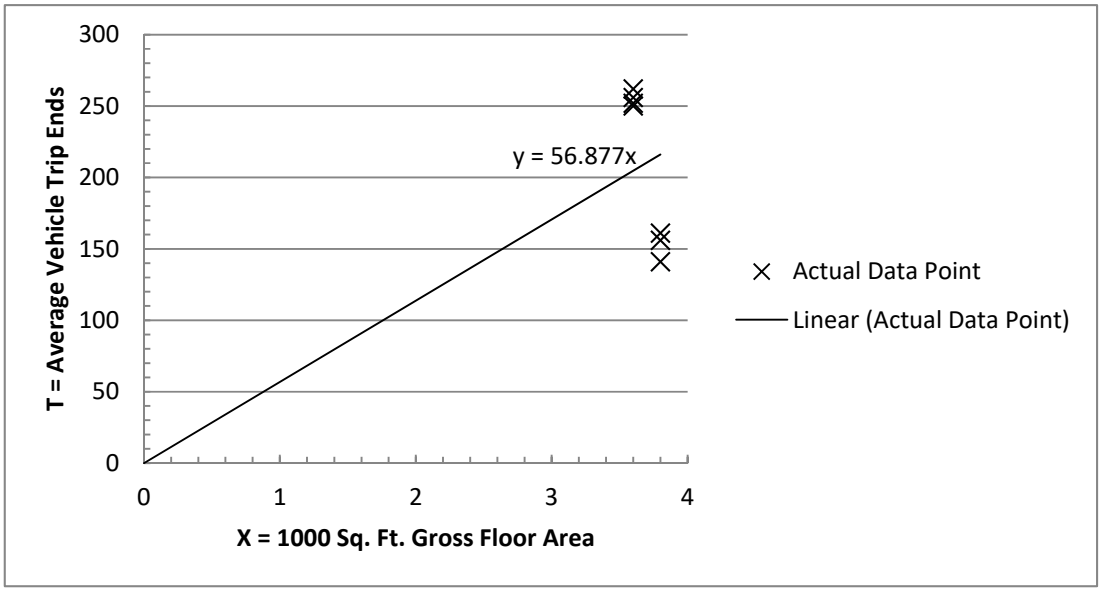
Local Super Convenience Market with Gasoline Pumps (Lawrence, KS)

Average Vehicle Trip Ends vs:	**1000 Sq. Ft. Gross Floor Area (GFA)**
On a:	**Weekday**
	Peak-Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Number of Studies:	7
Average 1000 Sq. Ft. of GFA:	3.686
Directional Distribution:	53% entering, 47% exiting

Trip Generation per 1000 Sq. Ft. of Gross Floor Area (GFA)

Weighted Average Rate	Range of Rates	Standard Deviation
56.88	37.11 – 72.78	16.50

Data Plot



Data Points

Sample No.	Total GFA (1000 sq. ft.), X	Vehicle Trip-Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/1000 GFA)
1	3.80	141	53%	47%	37.11
2	3.80	161	53%	47%	42.37
3	3.80	156	56%	44%	41.05
4	4.32	Anomaly (Const.)	N/A	N/A	N/A
5	3.60	252	52%	48%	70.00
6	3.60	250	54%	46%	69.44
7	3.60	262	53%	47%	72.78
8	3.60	256	52%	48%	71.11
Project	**5.71**	**325**	**53%**	**47%**	**56.88**

Trip Generation Rates for Local Super Convenience Market with Gasoline Pumps (Afternoon Peak-Hour of a Typical Weekday)

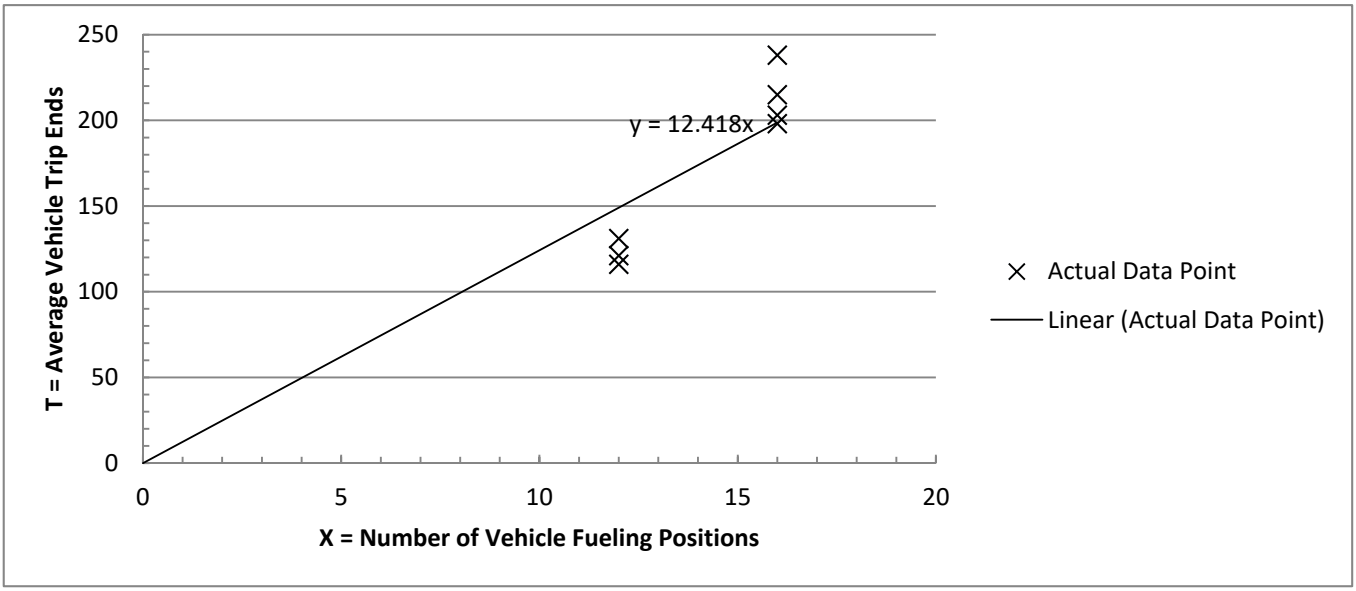
Local Super Convenience Market with Gasoline Pumps (Lawrence, KS)

Average Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday**
	Peak-Hour of Adjacent Street Traffic
	One Hour Between 7 and 9 a.m.
Number of Studies:	7
Average Vehicle Fueling Positions:	14
Directional Distribution:	48% entering, 52% exiting

Trip Generation per Vehicle Fueling Position

Weighted Average Rate	Range of Rates	Standard Deviation
12.42	9.67 – 14.88	1.88

Data Plot



Data Points

Sample No.	Number of Fuel Positions, X	Vehicle Trip-Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/Fuel Pos.)
1	12	131	47%	53%	10.92
2	12	121	45%	55%	10.08
3	12	116	46%	54%	9.67
4	16	203	43%	57%	12.69
5	16	198	56%	44%	12.38
6	16	238	51%	49%	14.88
7	16	215	51%	49%	13.44
Project	**16**	**199**	**48%**	**52%**	**12.42**

Trip Generation Rates for Local Super Convenience Market with Gasoline Pumps (Morning Peak-Hour of a Typical Weekday)

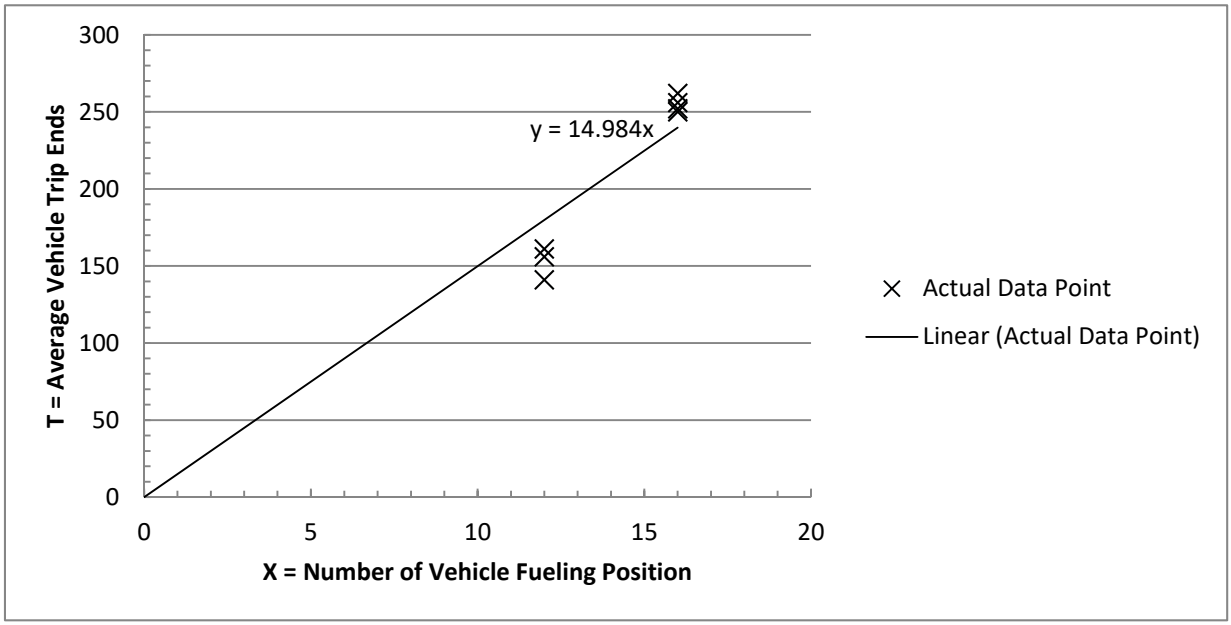
Local Super Convenience Market with Gasoline Pumps (Lawrence, KS)

Average Vehicle Trip Ends vs:	**Vehicle Fueling Positions**
On a:	**Weekday**
	Peak-Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Number of Studies:	7
Average Number of Fueling Positions:	16
Directional Distribution:	53% entering, 47% exiting

Trip Generation per Vehicle Fueling Position

Weighted Average Rate	Range of Rates	Standard Deviation
14.98	11.75 – 16.38	1.81

Data Plot



Data Points

Sample No.	Number of Fuel Positions, X	Vehicle Trip-Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/Fuel Pos.)
1	12	141	53%	47%	11.75
2	12	161	53%	47%	13.42
3	12	156	56%	44%	13.00
4	16	Anomaly (Constr.)	N/A	N/A	N/A
5	16	252	52%	48%	15.75
6	16	250	54%	46%	15.63
7	16	262	53%	47%	16.38
8	16	256	52%	48%	16.00
Project	**16**	**240**	**53%**	**47%**	**14.984**

Trip Generation Rates for Local Super Convenience Market with Gasoline Pumps (Afternoon Peak-Hour of a Typical Weekday)

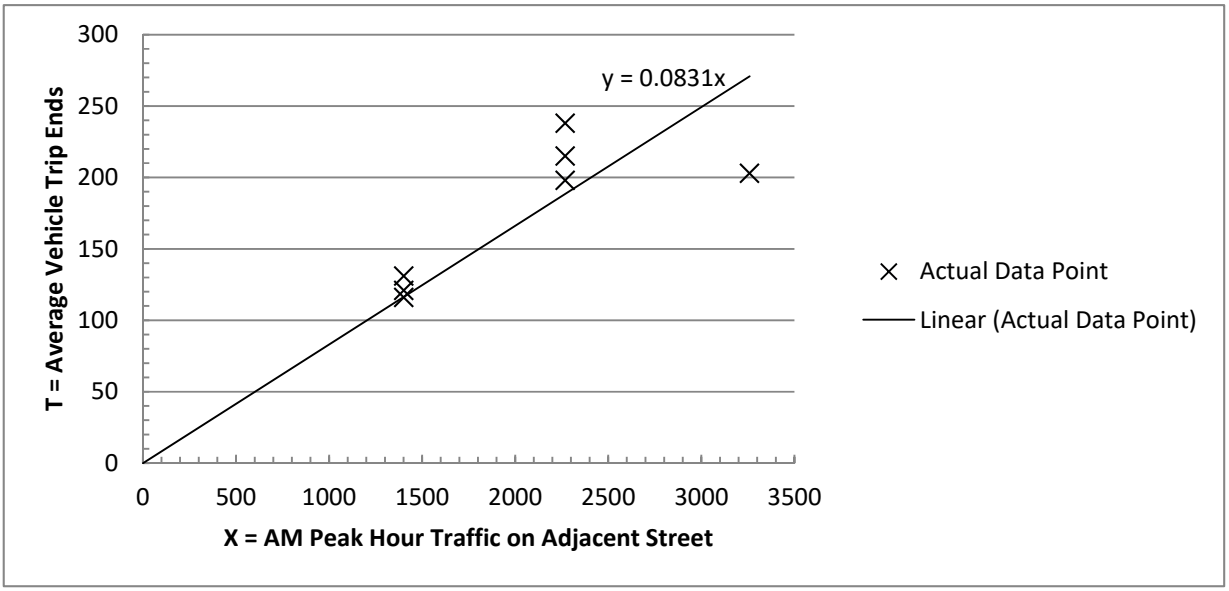
Local Super Convenience Market with Gasoline Pumps (Lawrence, KS)

Average Vehicle Trip Ends vs:	**AM Peak-Hour Traffic on Adjacent Streets**
On a:	**Weekday**
	Peak-Hour of Adjacent Street Traffic
	One Hour Between 7 and 9 a.m.
Number of Studies:	7
Average AM Peak Hr. Traf. On Adj. Street:	2,038
Directional Distribution:	48% entering, 52% exiting

Trip Generation per Vehicle Fueling Position

Weighted Average Rate	Range of Rates	Standard Deviation
0.083	0.06 – 0.10	0.01

Data Plot



Data Points

Sample No.	AM PHV On Adj. Street, X	Vehicle Trip-Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/AM PHV)
1	1,401	131	47%	53%	0.09
2	1,401	121	45%	55%	0.09
3	1,401	116	46%	54%	0.08
4	3,259	203	43%	57%	0.06
5	2,268	198	56%	44%	0.09
6	2,268	238	51%	49%	0.10
7	2,268	215	51%	49%	0.09
Project	**1,010**	**84**	**48%**	**52%**	**0.0831**

Trip Generation Rates for Local Super Convenience Market with Gasoline Pumps (Morning Peak-Hour of a Typical Weekday)

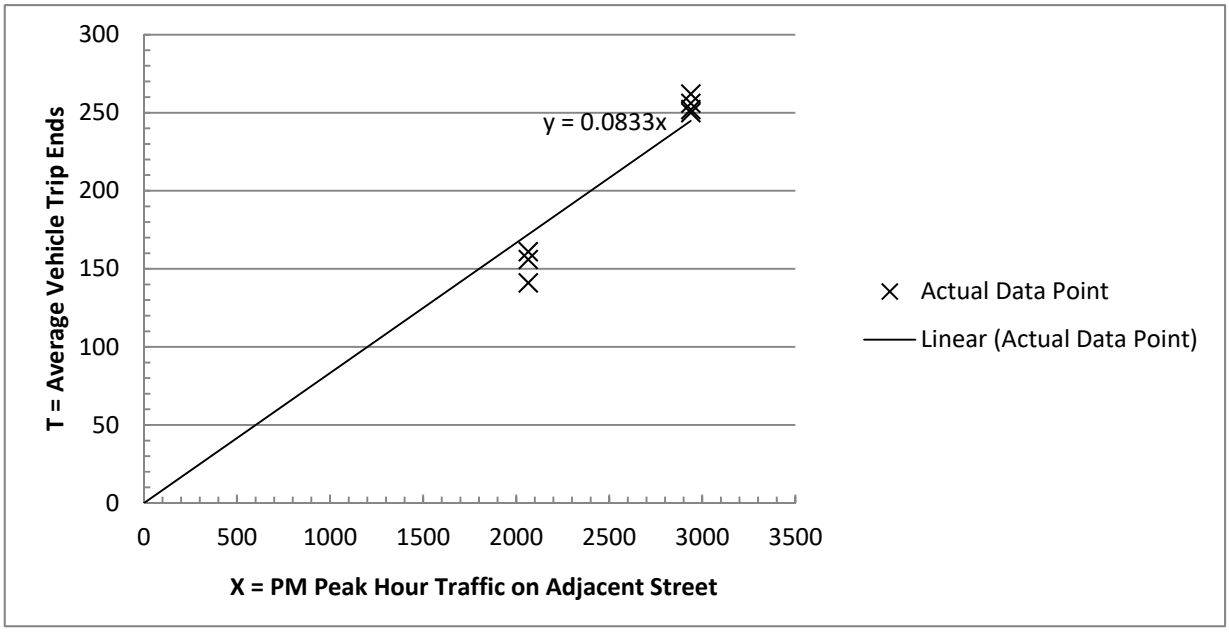
Local Super Convenience Market with Gasoline Pumps (Lawrence, KS)

Average Vehicle Trip Ends vs:	**PM Peak-Hour on Adjacent Streets**
On a:	**Weekday**
	Peak-Hour of Adjacent Street Traffic
	One Hour Between 4 and 6 p.m.
Number of Studies:	7
Average PM Peak Hr. Traf. On Adj. Street:	2,563
Directional Distribution:	53% entering, 47% exiting

Trip Generation per Vehicle Fueling Position

Weighted Average Rate	Range of Rates	Standard Deviation
0.08	0.07 – 0.09	0.01

Data Plot



Data Points

Sample No.	PM PHV On Adj. Street, X	Vehicle Trip-Ends (vph), T	Inbound Trips (% of total)	Outbound Trips (% of total)	Average Trip Rate (vph/PM PHV)
1	2,065	141	53%	47%	0.07
2	2,065	161	53%	47%	0.08
3	2,065	156	56%	44%	0.08
4	3,697	Anomaly (const.)	N/A	N/A	N/A
5	2,938	252	52%	48%	0.09
6	2,938	250	54%	46%	0.09
7	2,938	262	53%	47%	0.09
8	2,938	256	52%	48%	0.09
Project	**1,650**	**138**	**53%**	**47%**	**0.0833**

Trip Generation Rates for Local Super Convenience Market with Gasoline Pumps (Afternoon Peak-Hour of a Typical Weekday)

APPENDIX V

Summary of Traffic Counts

File Name: \\engineer\traffic\Traffic Count PDF Files\2019 PETRO\31st & Niec
Start Date: 2/27/2019
Start Time: 7:00:00 AM
Site Code: 123
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

	NIEDER RD From North				31ST ST From East			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	39	8	0
07:15 AM	0	0	1	0	0	56	5	0
07:30 AM	0	0	1	0	1	72	8	0
07:45 AM	0	0	1	0	0	104	11	0
08:00 AM	2	0	0	0	1	97	13	0
08:15 AM	3	1	6	0	1	89	6	0
08:30 AM	1	2	0	0	0	44	13	0
08:45 AM	0	3	1	0	1	58	16	0

	NIEDER RD From North				31ST ST From East			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:30 AM	0	0	1	0	1	72	8	0
07:45 AM	0	0	1	0	0	104	11	0
08:00 AM	2	0	0	0	1	97	13	0
08:15 AM	3	1	6	0	1	89	6	0

ıler Rd\AM\31st & Nieder Rd.ppd

NIEDER RD From South				31ST ST From West			
Right	Thru	Left	Peds	Right	Thru	Left	Peds
7	2	10	0	7	64	1	0
2	1	8	0	15	102	0	0
10	0	14	0	15	137	2	0
8	0	13	0	15	115	1	0
9	0	10	0	5	91	0	0
13	3	9	0	11	109	1	0
10	0	19	0	16	95	0	0
13	4	6	0	24	81	2	0

NIEDER RD From South				31ST ST From West			
Right	Thru	Left	Peds	Right	Thru	Left	Peds
10	0	14	0	15	137	2	0
8	0	13	0	15	115	1	0
9	0	10	0	5	91	0	0
13	3	9	0	11	109	1	0

File Name: \\engineer\traffic\Traffic Count PDF Files\2019 PETRO\31st & Nied
Start Date: 2/27/2019
Start Time: 4:00:00 PM
Site Code: 123
Comment 1: Default Comments
Comment 2: Change These in The Preferences Window
Comment 3: Select File/Preference in the Main Scree
Comment 4: Then Click the Comments Tab

	NIEDER RD From North				31ST ST From East			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	10	3	22	0	1	114	21	0
04:15 PM	9	8	25	0	1	109	34	0
04:30 PM	8	2	19	0	3	120	41	0
04:45 PM	8	3	22	0	1	121	32	0
05:00 PM	11	2	17	0	0	138	25	0
05:15 PM	7	5	25	0	1	133	31	0
05:30 PM	9	4	15	0	4	121	32	1

	NIEDER RD From North				31ST ST From East			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:30 PM	8	2	19	0	3	120	41	0
04:45 PM	8	3	22	0	1	121	32	0
05:00 PM	11	2	17	0	0	138	25	0
05:15 PM	7	5	25	0	1	133	31	0
	34	12	83	0	5	512	129	0

ler Rd\PM\31st & Nieder Rd.ppd

NIEDER RD From South				31ST ST From West			
Right	Thru	Left	Peds	Right	Thru	Left	Peds
31	8	26	0	22	121	6	0
22	1	24	0	28	117	8	0
31	3	35	0	26	137	6	0
28	6	25	0	14	113	6	0
31	2	22	0	24	133	7	0
30	3	30	0	23	116	7	0
21	2	31	0	30	139	4	0

NIEDER RD From South				31ST ST From West				
Right	Thru	Left	Peds	Right	Thru	Left	Peds	
31	3	35	0	26	137	6	0	
28	6	25	0	14	113	6	0	
31	2	22	0	24	133	7	0	
30	3	30	0	23	116	7	0	
120	14	112	0	87	499	26	0	1633

Summary of Traffic Volume Counts

Nieder Road & Private Drive
Lawrence, KS
Afternoon Peak-Hour
Partly Sunny, 20's, Dry Condition

File Name : PD&Nieder-epm
Site Code : 42919832
Start Date : 2/28/2019
Page No : 1

Groups Printed- Unshifted

	Nieder Road Southbound					Private Drive Westbound					Nieder Road Northbound					Private Drive 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	10	34	1	0	45	0	1	0	0	1	0	44	4	0	48	4	0	10	0	14	108
04:15 PM	9	54	4	0	67	3	0	0	0	3	1	39	11	0	51	5	1	3	0	9	130
04:30 PM	8	53	3	0	64	2	1	0	0	3	0	54	3	0	57	5	0	9	0	14	138
04:45 PM	2	35	1	0	38	1	0	0	0	1	0	43	3	0	46	5	0	9	0	14	99
Total	29	176	9	0	214	6	2	0	0	8	1	180	21	0	202	19	1	31	0	51	475
05:00 PM	9	35	2	0	46	1	0	0	0	1	0	43	7	0	50	7	0	8	0	15	112
05:15 PM	8	49	2	0	59	0	0	1	0	1	0	47	4	0	51	8	0	12	0	20	131
05:30 PM	6	46	0	0	52	2	0	0	0	2	0	43	2	0	45	3	0	6	0	9	108
05:45 PM	5	47	0	0	52	3	0	0	0	3	0	41	3	0	44	3	0	5	0	8	107
Total	28	177	4	0	209	6	0	1	0	7	0	174	16	0	190	21	0	31	0	52	458
Grand Total	57	353	13	0	423	12	2	1	0	15	1	354	37	0	392	40	1	62	0	103	933
Apprch %	13.5	83.5	3.1	0		80	13.3	6.7	0		0.3	90.3	9.4	0		38.8	1	60.2	0		
Total %	6.1	37.8	1.4	0	45.3	1.3	0.2	0.1	0	1.6	0.1	37.9	4	0	42	4.3	0.1	6.6	0	11	

Summary of Traffic Volume Counts

Nieder Road & Private Drive
Lawrence, KS
Afternoon Peak-Hour
Partly Sunny, 20's, Dry Condition

File Name : PD&Nieder-epm
Site Code : 42919832
Start Date : 2/28/2019
Page No : 2

	Nieder Road Southbound					Private Drive Westbound					Nieder Road Northbound					Private Drive 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 04:30 PM																					
04:30 PM	8	53	3	0	64	2	1	0	0	3	0	54	3	0	57	5	0	9	0	14	138
04:45 PM	2	35	1	0	38	1	0	0	0	1	0	43	3	0	46	5	0	9	0	14	99
05:00 PM	9	35	2	0	46	1	0	0	0	1	0	43	7	0	50	7	0	8	0	15	112
05:15 PM	8	49	2	0	59	0	0	1	0	1	0	47	4	0	51	8	0	12	0	20	131
Total Volume	27	172	8	0	207	4	1	1	0	6	0	187	17	0	204	25	0	38	0	63	480
% App. Total	13	83.1	3.9	0		66.7	16.7	16.7	0		0	91.7	8.3	0		39.7	0	60.3	0		
PHF	.750	.811	.667	.000	.809	.500	.250	.250	.000	.500	.000	.866	.607	.000	.895	.781	.000	.792	.000	.788	.870

APPENDIX VI

Current Signal Timing Plan
for
W. 31st Street and Nieder Road

Intersection Configuration

Device Name	31st & Nieder	**Alias**	31st&Nied
Control Method	1 - Zone	**Group Identifier**	Al Zone
Source Device	Default	**Protocol**	ECOM
Owning Agency	Root		
Controller Type	SEPAC	**Version**	3.33e
Connection Method	4 - Serial over IP	**Pager Number**	
Auto Reports	☐		
System Control	☑		

Phone Number	
Lock Dialing Out	☐
Page Number	1
Address Number	1
Port Number	37
Device	204.145.103.247
Port Server	LocalHost

Latitude	0	**Longitude**	0
Main Street		**Cross Street**	

Vehicle Basic Timing

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	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0
Maximum 1	25	35	25	35	25	35	25	35	0	0	0	0	0	0	0	0
Maximum 2	30	50	30	50	30	50	30	50	0	0	0	0	0	0	0	0
Yellow Change	4	4	4	4	4	4	4	4	3	3	3	3	3	3	3	3
Red Clearance	0	2	0	2	0	2	0	2	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	7	0	7	0	7	0	6	0	0	0	0	0	0	0	0
Pedestrian Clear	0	14	0	18	0	15	0	24	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	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

General Control

Phase	Initial	Non-Actuated Response	Vehicle Recalls	Ped Recalls	Veh Recall Delay
1	1 - Inactive	0 - None	0 - None	0 - None	0
2	3 - Yellow	0 - None	2 - Min	0 - None	0
3	1 - Inactive	0 - None	0 - None	0 - None	0
4	1 - Inactive	0 - None	0 - None	0 - None	0
5	1 - Inactive	0 - None	0 - None	0 - None	0
6	3 - Yellow	0 - None	2 - Min	0 - None	0
7	1 - Inactive	0 - None	0 - None	0 - None	0
8	1 - Inactive	0 - None	0 - None	0 - None	0
9	0 - None	0 - None	0 - None	0 - None	0
10	0 - None	0 - None	0 - None	0 - None	0
11	0 - None	0 - None	0 - None	0 - None	0
12	0 - None	0 - None	0 - None	0 - None	0
13	0 - None	0 - None	0 - None	0 - None	0
14	0 - None	0 - None	0 - None	0 - None	0
15	0 - None	0 - None	0 - None	0 - None	0
16	0 - None	0 - None	0 - None	0 - None	0

Miscellaneous

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Non-Locking Memory	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐
Dual Entry	☐	☑	☐	☑	☐	☑	☐	☑	☐	☐	☐	☐	☐	☐	☐	☐
Last Car Passage	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Conditional Service	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
No Simultaneous Gap Out	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Detector

Detector	Assigned Phase	Operation Mode	Switched Phase	Extend	Delay	Pas3	Max3	Pas4	Max4
1	1	0 - Veh	6	0	0	-	-	-	-
2	2	0 - Veh	0	0	0	-	-	-	-
3	3	0 - Veh	8	0	0	-	-	-	-
4	4	0 - Veh	0	0	0	-	-	-	-
5	5	0 - Veh	2	0	0	-	-	-	-
6	6	0 - Veh	0	0	0	-	-	-	-
7	7	0 - Veh	4	0	0	-	-	-	-
8	8	0 - Veh	0	0	0	-	-	-	-
9	0	0 - Veh	0	0	0	-	-	-	-
10	0	0 - Veh	0	0	0	-	-	-	-
11	0	0 - Veh	0	0	0	-	-	-	-
12	0	0 - Veh	0	0	0	-	-	-	-
13	0	0 - Veh	0	0	0	-	-	-	-
14	0	0 - Veh	0	0	0	-	-	-	-
15	0	0 - Veh	0	0	0	-	-	-	-
16	0	0 - Veh	0	0	0	-	-	-	-
17	0	0 - Veh	0	0	0	-	-	-	-
18	0	0 - Veh	0	0	0	-	-	-	-
19	0	0 - Veh	0	0	0	-	-	-	-
20	0	0 - Veh	0	0	0	-	-	-	-
21	0	0 - Veh	0	0	0	-	-	-	-
22	0	0 - Veh	0	0	0	-	-	-	-
23	0	0 - Veh	0	0	0	-	-	-	-
24	0	0 - Veh	0	0	0	-	-	-	-
25	0	0 - Veh	0	0	0	-	-	-	-
26	0	0 - Veh	0	0	0	-	-	-	-
27	0	0 - Veh	0	0	0	-	-	-	-
28	0	0 - Veh	0	0	0	-	-	-	-
29	0	0 - Veh	0	0	0	-	-	-	-
30	0	0 - Veh	0	0	0	-	-	-	-
31	0	0 - Veh	0	0	0	-	-	-	-
32	0	0 - Veh	0	0	0	-	-	-	-
33	0	0 - Veh	0	0	0	-	-	-	-
34	0	0 - Veh	0	0	0	-	-	-	-
35	0	0 - Veh	0	0	0	-	-	-	-
36	0	0 - Veh	0	0	0	-	-	-	-
37	0	0 - Veh	0	0	0	-	-	-	-
38	0	0 - Veh	0	0	0	-	-	-	-
39	0	0 - Veh	0	0	0	-	-	-	-
40	0	0 - Veh	0	0	0	-	-	-	-
41	0	0 - Veh	0	0	0	-	-	-	-
42	0	0 - Veh	0	0	0	-	-	-	-
43	0	0 - Veh	0	0	0	-	-	-	-
44	0	0 - Veh	0	0	0	-	-	-	-
45	0	0 - Veh	0	0	0	-	-	-	-
46	0	0 - Veh	0	0	0	-	-	-	-

Ped Detector

Detector	Assigned Phase	Operation Mode	Switched Phase	Extend	Delay	Pas5	Max5
1	1	1 - Ped	0	0	0	-	-
2	2	1 - Ped	0	0	0	-	-
3	3	1 - Ped	0	0	0	-	-
4	4	1 - Ped	0	0	0	-	-
5	5	1 - Ped	0	0	0	-	-
6	6	1 - Ped	0	0	0	-	-
7	7	1 - Ped	0	0	0	-	-
8	8	1 - Ped	0	0	0	-	-

Dial 1/Split 1

Cycle Length	120

Phase	1	2	3	4	5	6	7	8
Time	20	40	20	40	15	45	20	40
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	11	17	11	13	11	17	11	13
Min Ped Time	0	21	0	25	0	22	0	30

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	67	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	25	36	20	39	15	46	20	39
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	11	17	11	13	11	17	11	13
Min Ped Time	0	21	0	25	0	22	0	30

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	74	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	25	40	15	40	15	50	15	40
Mode	0 - AP	1 - CP	0 - AP	0 - AP	0 - AP	1 - CP	0 - AP	0 - AP
Min Veh Time	11	17	11	13	11	17	11	13
Min Ped Time	0	21	0	25	0	22	0	30

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	77	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

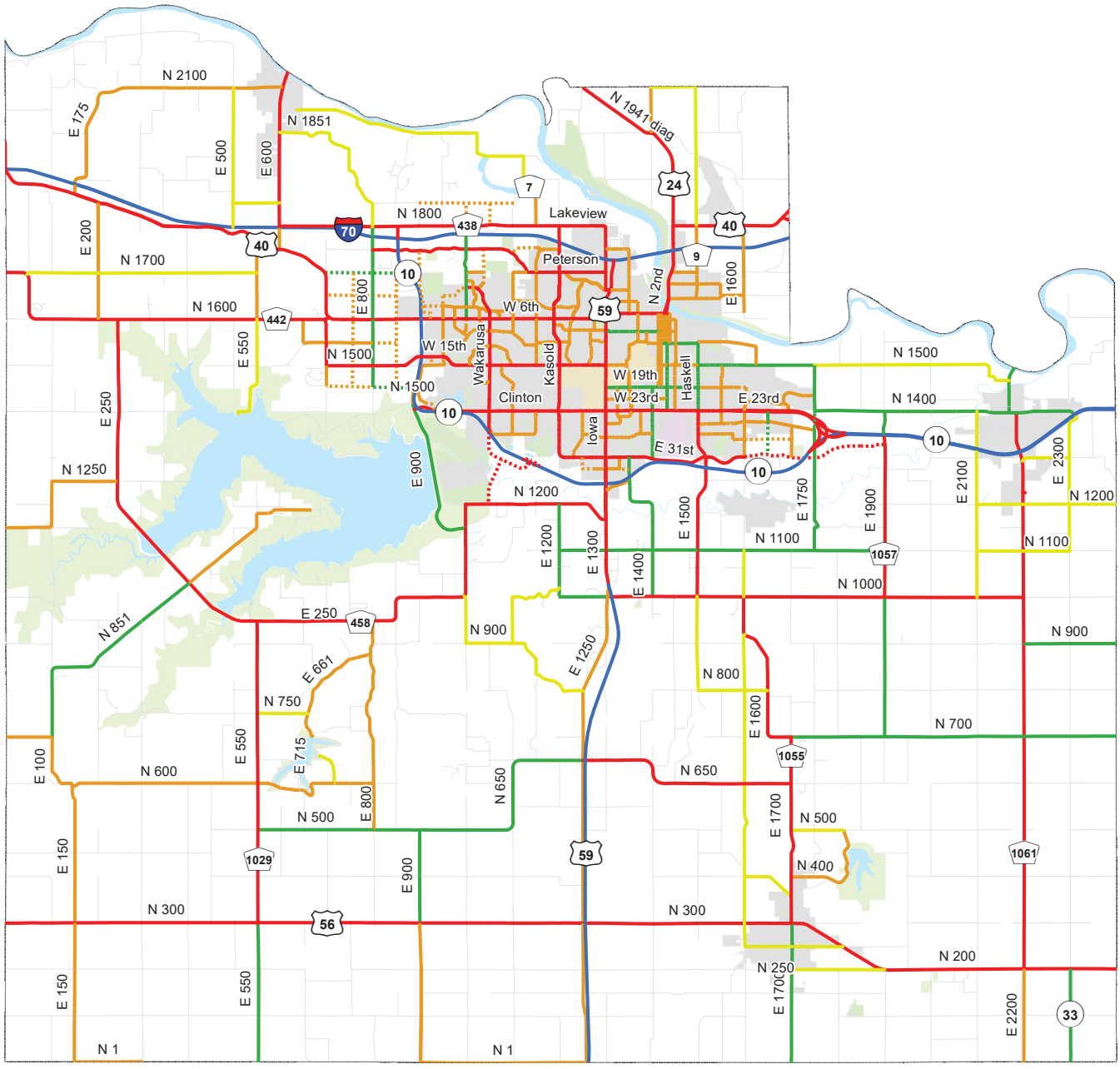
Traffic

	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	16	0	3	1	1																
8	2	19	0	2	1	1																
9	2	22	0	0	0	4																
10	6	6	30	1	1	1																
11	6	9	30	2	1	1																
12	6	16	0	3	1	1																
13	6	19	0	2	1	1																
14	6	23	0	0	0	4																
15	7	0	1	0	0	4																
16	7	9	0	2	1	1																
17	7	23	0	0	0	4																

APPENDIX VII

City’s T2040 Major Thoroughfares Map (2018)

T2040 Major Thoroughfares



0 3 6 Miles

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Source: Lawrence-Douglas County MPO (2018)
Approved by Lawrence-Douglas County MPO Policy Board 3-15-18. Incorporated into Lawrence-Douglas County Comprehensive Plan (CPA-18-00168) 8-14-18 by Lawrence City Commission Ordinance 9520
Produced: Lawrence-Douglas County MPO (2018)

DISCLAIMER NOTICE
The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

- Freeway
- Future Freeway
- Principal
- Future Principal
- Minor Arterial
- Future Minor
- Collector/Rural
- Future Collector
- Rural Minor
- County Limits
- City Limits
- Parks
- Water Bodies

Z-05-23-00

ORDINANCE NO. 7285

AN ORDINANCE PROVIDING FOR THE REZONING OF APPROXIMATELY 29.0 ACRES FROM PCD-2 (PLANNED COMMERCIAL DISTRICT) WITH USE RESTRICTIONS, TO PCD-2 WITH AMENDED USE RESTRICTIONS, AS HEREINAFTER SET FORTH, AND AMENDING THE ZONING DISTRICTS MAP INCORPORATED BY REFERENCE IN CHAPTER 20, ARTICLE 5, SECTION 501, OF THE "CODE OF THE CITY OF LAWRENCE, KANSAS, 1997," AND AMENDMENTS THERETO.

WHEREAS, after due and lawful notice and hearing, the Lawrence-Douglas County Metropolitan Planning Commission recommended that the zoning classification for the following described tract of land within the City of Lawrence, Douglas County, Kansas, to-wit:

COMMENCING FROM THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE SIXTH PRINCIPAL MERIDIAN, THENCE COMMENCING SOUTH ALONG THE EAST LINE OF SAID SECTION AN APPROXIMATE DISTANCE OF 490.00 FEET TO THE POINT OF BEGINNING, THENCE WEST AN APPROXIMATE DISTANCE OF 322.00 FEET; THENCE NORTH AN APPROXIMATE DISTANCE OF 15 FEET; THENCE WEST AN APPROXIMATE DISTANCE OF 262.00 FEET; THENCE NORTH ALONG THE CENTER LINE OF NIEDER ROAD AN APPROXIMATE DISTANCE OF 473.00 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION, THENCE WEST ALONG SAID NORTH LINE OF SAID QUARTER SECTION AN APPROXIMATE DISTANCE OF 310.00 FEET; THENCE SOUTH AN APPROXIMATE DISTANCE OF 312.00 FEET; THENCE WEST AN APPROXIMATE DISTANCE OF 150.00 FEET; THENCE NORTH AN APPROXIMATE DISTANCE OF 312.00 FEET TO THE NORTH LINE OF SAID SECTION, THENCE WEST ALONG SAID NORTH LINE OF SAID SECTION AN APPROXIMATE DISTANCE OF 320.00 FEET, WHICH IS A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER OF SECTION 14, THENCE SOUTH ALONG SAID LINE AN APPROXIMATE DISTANCE OF 1312.00 FEET TO THE SOUTH LINE OF SAID QUARTER OF SAID QUARTER; THENCE EAST ALONG SAID LINE AN APPROXIMATE DISTANCE OF 1020.00 FEET; THENCE NORTH AN APPROXIMATE DISTANCE OF 278.00 FEET; THENCE EAST TO THE EAST LINE OF SAID SECTION AN APPROXIMATE DISTANCE OF 320.00 FEET; THENCE NORTH ALONG SAID EAST LINE OF SAID QUARTER SECTION AN APPROXIMATE DISTANCE OF 555.00 FEET TO THE POINT OF BEGINNING. THE ABOVE CONTAINS 29.00 ACRES, MORE OR LESS, ALL IN LAWRENCE, DOUGLAS COUNTY, KANSAS, MORE COMMONLY KNOWN AS THE TARGET PCD,

be changed from PCD-2 (Planned Commercial District) with use restrictions to PCD-2 with amended use restrictions hereinafter set forth.

WHEREAS, after due and lawful notice the zoning recommendation came on for hearing before the governing body of the City of Lawrence, Douglas County, Kansas, and after due consideration and deliberation the recommended zoning change was approved.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

SECTION I. The above stated recitals are by reference incorporated herein, and shall be as effective as if repeated verbatim.

SECTION II. That the zoning district classification for the following described tract of land situated in the City of Lawrence, Douglas County, Kansas, to-wit:

COMMENCING FROM THE NORTHEAST CORNER OF THE NORTHEAST QUARTER OF SECTION 14, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE SIXTH PRINCIPAL MERIDIAN, THENCE COMMENCING SOUTH ALONG THE EAST LINE OF SAID SECTION AN APPROXIMATE DISTANCE OF 490.00 FEET TO THE POINT OF BEGINNING, THENCE WEST AN APPROXIMATE DISTANCE OF 322.00 FEET; THENCE NORTH AN APPROXIMATE DISTANCE OF 15 FEET; THENCE WEST AN APPROXIMATE DISTANCE OF 262.00 FEET; THENCE NORTH ALONG THE CENTER LINE OF NIEDER ROAD AN APPROXIMATE DISTANCE OF 473.00 FEET TO A POINT ON THE NORTH LINE OF SAID SECTION, THENCE WEST ALONG SAID NORTH LINE OF SAID QUARTER SECTION AN APPROXIMATE DISTANCE OF 310.00 FEET; THENCE SOUTH AN APPROXIMATE DISTANCE OF 312.00 FEET; THENCE WEST AN APPROXIMATE DISTANCE OF 150.00 FEET; THENCE NORTH AN APPROXIMATE DISTANCE OF 312.00 FEET TO THE NORTH LINE OF SAID SECTION, THENCE WEST ALONG SAID NORTH LINE OF SAID SECTION AN APPROXIMATE DISTANCE OF 320.00 FEET, WHICH IS A POINT ON THE WEST LINE OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER OF SECTION 14, THENCE SOUTH ALONG SAID LINE AN APPROXIMATE DISTANCE OF 1312.00 FEET TO THE SOUTH LINE OF SAID QUARTER OF SAID QUARTER; THENCE EAST ALONG SAID LINE AN APPROXIMATE DISTANCE OF 1020.00 FEET; THENCE NORTH AN APPROXIMATE DISTANCE OF 278.00 FEET; THENCE EAST TO THE EAST LINE OF SAID SECTION AN APPROXIMATE DISTANCE OF 320.00 FEET; THENCE NORTH ALONG SAID EAST LINE OF SAID QUARTER SECTION AN APPROXIMATE DISTANCE OF 555.00 FEET TO THE POINT OF BEGINNING. THE ABOVE CONTAINS 29.00 ACRES, MORE OR LESS, ALL IN LAWRENCE, DOUGLAS COUNTY, KANSAS, MORE COMMONLY KNOWN AS THE TARGET PCD,

be and the same is hereby changed from that of PCD-2 with use restrictions, to PCD-2 with expanded uses, as such district is defined and prescribed Chapter 20 of the "Code of the City of Lawrence, Kansas, 1997," and amendments thereto, subject to the following restrictions of use:

In Phase 1, uses are restricted to the following uses in Use Group 12 *[Retail Stores]*:

- Department Store or Variety Store
- Food Store, including bakery

In Phase 2, Uses are restricted to any use in Use Group 4 *[Residential – Multi-Family]*, Use Group 7 *[Community Facilities]*, Use Group 9 *[Professional Offices]*, Use Group 11 *[Inner Neighborhood commercial]* and Uses in Use Group 12 *[Retail Stores]*,

- except that the following uses in Use Group 12 are prohibited:
  - Licensed premises with a majority (51%) income from cereal malt beverage and/or alcoholic liquor sales.
  - Pawnshop;
  - Post Office;
  - Theater, indoor commercial
- Uses in use Group 13 *[Automotive Services; Retail Sales; Other]* are allowed, except that the following uses are prohibited:
  - Aircraft sales, rental, service
  - Ambulance service
  - Amusement park, commercial
  - Automobile Parking garage
  - Automobile parts store, tires & accessories
  - Automobile repair service
  - Automobile sales, service, rental (new & used)
  - Automobile service station
  - Baseball Park, commercial
  - Licensed premises with a majority (51%) income from cereal malt beverage and/or alcoholic liquor sales
  - Boat and marine sales, rental & repair
  - Bus passenger station
  - Business machine rental, repair, sales

- Carting, crating, express hauling, moving & storage
- Exterminator, pest
- Garage or parking for common or public utility vehicles
- Golf driving range, commercial
- Hotel
- Liquids, fammable, underground storage of
- Lumber, limited sales
- Mobile homes, sales and service
- Monument sales, including incidental processing
- Motel
- Swimming Pool, commercial
- Theater, Drive-in
- Trailer sales & rental
- Transit, vehicle storage and servicing
- Truck rental and sales

➢ All uses in use Group 14 *[Retail-Wholesale sales and Service]* are prohibited.
➢ Uses in use Group 15 *[Amusement, Recreational and Cultural Facilities]* are allowed except the following uses are prohibited.

- Auditorium
- Fieldhouse
- Baseball Park
- Golf driving range or putting green, commercial
- Marina
- Race Track
- Stadium or amphitheater

In **Phase 3**, uses in Phase 3 are the same as uses allowed and restricted in Phase 2 except that uses in Use Group 4 [Residential - Multi-Family] are prohibited in Phase 3.
In **Phase 4**, uses in Phase 4 are the same as uses allowed and restricted in Phase 2, except that uses in Use Group 4 are prohibited in Phase 4.

SECTION III. That the Zoning Districts Map incorporated by reference in and by Chapter 20, Article 5, Section 501, of the "Code of the City of Lawrence, Kansas, 1997," be and the same is hereby amended by showing and reflecting thereon the new zoning district classification for the aforesaid tract, as set forth in Section II of this ordinance.

SECTION IV. This ordinance shall be in full force and effect from and after its passage and publication as provided by law.

PASSED by the Governing Body of the City of Lawrence, Kansas, the 14th day of November, 2000.

APPROVED:

James R. Henry, Mayor

ATTEST:

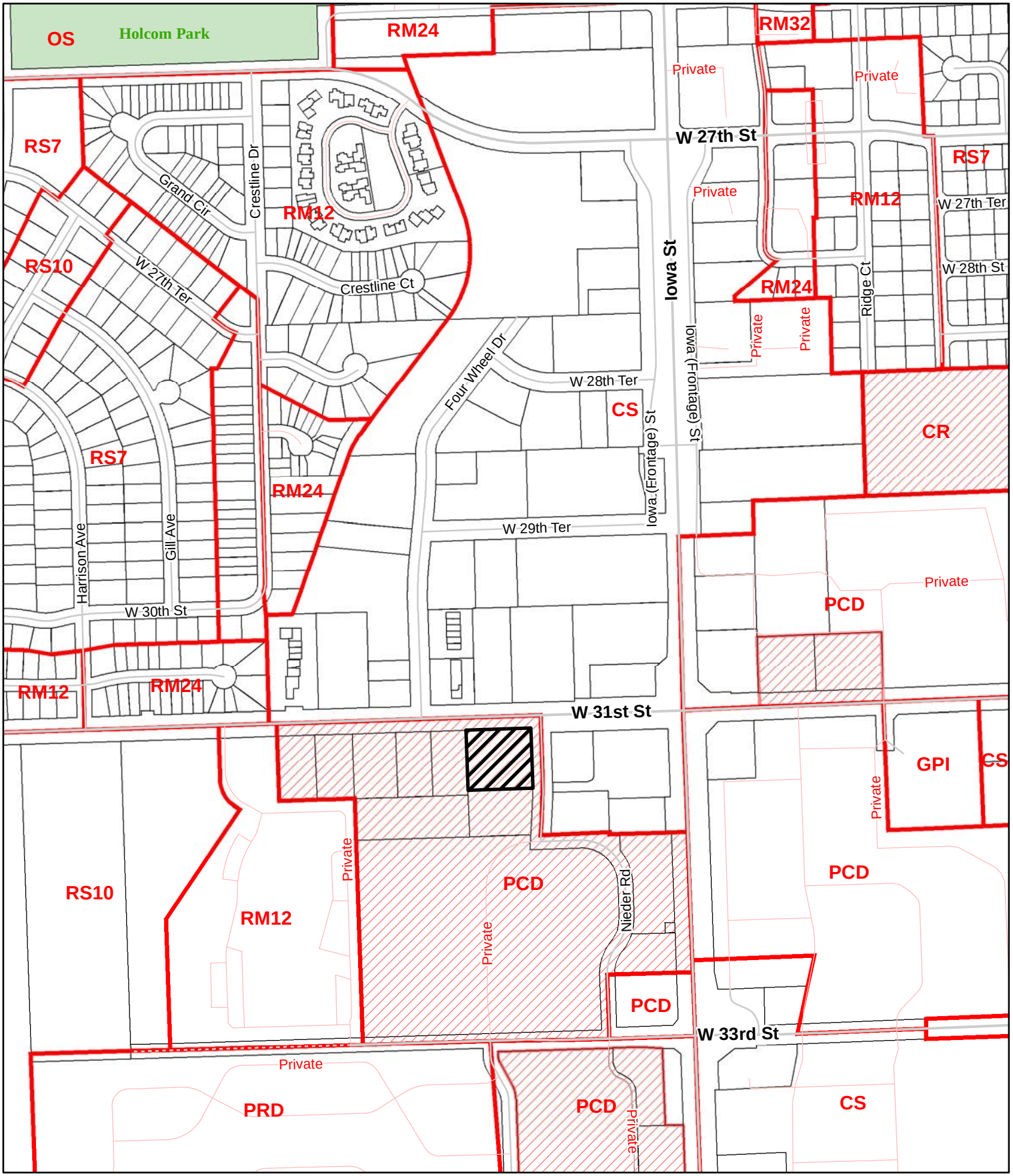
Raymond J. Hummert, City Clerk

APPROVED AS TO FORM AND LEGALITY:

David L. Corliss 11-6-2000
David L. Corliss Date
Director of Legal Services

LEGAL DESCRIPTION VERIFIED:

David R. Corbett 11/6/00
Date



PDP-19-00139: Consider a Preliminary Development Plan for Casey's General Store, located at 3111 Nieder Rd.

Lawrence-Douglas County Planning Office
May 2019

PDP-19-00139

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PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

ITEM NO. 1: 2020 – 2024 CAPITAL IMPROVEMENT PLAN (JSC)

Review projects proposed for inclusion in the City of Lawrence 2020–2024 Capital Improvement Plan.

STAFF RECOMMENDATION: Staff recommends the Planning Commission make a finding that the projects presented in the 2020 – 2024 capital improvement plan are in conformance with the City's comprehensive plan and forward a recommendation to the City Commission for approval.

GENERAL INFORMATION

K.S.A. 12-748 provides the basis for the Capital Improvement Plan (CIP), which is a planning tool that helps guide city investments in constructing public facilities and utilities that are in conformance with the comprehensive plan. The statute emphasizes the link between public improvements and adopted land use plans. The Planning Commission's role in the CIP process is to review the multi-year plan that includes the attached CIP Recommended Projects List and determine if these proposed projects are consistent with the goals and policies in *Horizon 2020*.

For example, if a proposed street improvement project was located miles outside the adopted Urban Growth Area, the Planning Commission would make a finding that the proposed improvement was not in conformance with the Comprehensive Plan and provide a report to the governing body identifying how the project did not conform. In staff's opinion, the proposed projects included in the attached CIP project list conforms to the adopted policies in *Horizon 2020*.

BACKGROUND

To keep pace with Lawrence's growth and to provide for many of the community's needs identified in the City's comprehensive plan, it is necessary for public investments to be made annually in capital improvements. If needed improvements are not made annually, the condition of the City's infrastructure will deteriorate and eventually will not be able to be ignored. At that point, the cost will be much greater due to the size and scope of the needed improvements, in addition to the increase in associated construction costs.

In addition to growth, there are also older areas of Lawrence that were developed without adequate facilities, such as storm sewers and sidewalks. Capital improvements are needed to address these inadequacies, benefiting not only the neighborhoods where they are located, but the entire community.

It is necessary to create a multi-year plan based on priority of need and the anticipated resources available each year because the cost of addressing all the City's capital needs in one budget year is too great.

There are many benefits of having a Capital Improvement Plan. It provides an overall perspective of the development pattern of the city, thereby enabling the citizens, the City Commission and city staff to take a long-range view of their future activities and responsibilities. It calls attention to the deficiencies within the city and stimulates action to correct them. It promotes coordination of projects across city departments and across overlapping governmental jurisdictions. It also can allow city staff to more effectively budget the annual operating expenditures that are necessary to maintain new projects and stabilize personnel demands.

Capital Project Defined

A capital project is defined as a project with a minimum estimated cost of $100,000 and a life expectancy of at least 2+ years. These projects may be funded from any source or a combination of sources such as property and sales taxes, rate payer or user fees, general obligation debt or intergovernmental revenues. Project examples include construction or expansion of public buildings; new storm and sanitary sewers; water line upgrades and extensions; the acquisition of land for public uses; planning and engineering costs; and street and sidewalk construction & maintenance.

Capital Improvement Plan Development Process

For this year, capital project request forms were prepared by various City departments, agencies, and members of the public. Completed forms were submitted to the City Manager's Office for all needed improvements that should be constructed or started during the next five fiscal years ending in 2023. The request forms included a description of the scope and justification for the projects, as well as a budget for anticipated costs and expected funding sources. The departments also suggested a year for the project based on priorities and needs. If appropriate, master plans were used as a basis for recommendations.

The projects were reviewed by the City's administrative review team using scoring criteria. The scores were translated into priority rankings and a funding plan was developed for the highest priority projects. The 2020 recommended CIP projects are those that, by virtue of priority and need, are recommended for inclusion in the 2020 budget.

The plan includes a list of the recommended projects by department and by funding sources, indicating expected expenditures in each year of the 5-year plan. In addition to the project list, the CIP detailed project summary sheets for each of the recommended projects is included in the plan. The Capital Improvement Plan is ultimately approved by the City Commission and implemented through the adopted annual budgets.

CIP RECOMMENDED PROJECTS LIST

The CIP list includes projects underway this year or anticipated for construction/implementation within the next five years. The list is presented by departments, programs, and by funding source. There is a significant emphasis on infrastructure reinvestment in the City's water and wastewater systems; street and facility maintenance; the establishment of a joint Operations Center for Parks & Recreation and Municipal Services & Operations; and operational equipment and vehicles. In addition to the expected expenditures for facilities and maintenance, as well as infrastructure and equipment, the plan includes funding for land acquisition and social justice initiatives.

- *Facilities & Maintenance* projects include new buildings; upkeep or upgrades to existing sites; or work group projects proposed to increase efficiencies in the city.

- *Infrastructure* encompasses projects that require the construction and/or development of public infrastructure (primarily street and stormwater improvements; sanitary sewer and water improvements; and service delivery programs); non-motorized transportation improvements; and public transit and parking facilities.

- *Equipment* includes projects such as vehicle and machinery replacements; transit amenities; and public safety equipment.

- *Land Acquisition* projects identify the need for future parkland and other needs, such as rights-of-way or easements associated with transportation, utility or fiber improvements.

- *Social Justice Initiatives* include identifying funding for affordable housing projects and programs.

As noted above, the recommended projects list is followed by a series of project summary sheets that provide a description and justification explaining the details of the project and the necessary reasons for undertaking the project. Projects are not specifically prioritized in this list, although funding is recommended in specific years within the plan. The City Commission prioritizes projects as part of the annual budget process.

PLANNING COMMISSION'S ROLE

Per K.S.A. 12-748, the Planning Commission is required to review all Capital Improvement Projects included in the CIP to ensure conformance with *Horizon 2020, the* City's comprehensive plan. All of the projects listed are supported by goals and policies in *Chapter 10 – Community Facilities*:

GOAL 1: Provide Facilities and Services to Meet the Needs of the Community

Provide quality public and semi-public facilities equitably distributed throughout the community.

Policy 1.1: Maintain Existing Facilities

a. Encourage the adaptive reuse or redevelopment of excess community facilities and sites.
b. Maintain or upgrade existing facilities and services where necessary to serve existing development.

Policy 1.3: Coordinate the Delivery of Services

a. Plan cooperative use of facilities, services and land to optimize use of resources and avoid duplication.
b. Encourage the coordination of services and facilities among those municipal service providers engaged in similar services in the county.

Policy 1.4: Combine Facilities

a. Encourage multiple uses of educational facilities for recreation and/or other service programs.
b. Promote combined public facilities such as school/community centers, police/fire stations, or library/community centers in several locations throughout the community to improve accessibility and promote efficient delivery of services.

Many of the *Infrastructure* projects are specifically transportation projects. A number of the *Equipment and Facilities* projects, such as vehicle replacements, mobile radio upgrades, ITS video detection installations and street/intersection/turn lane improvements, are related to security, mobility and accessibility. This also includes the Multi Modal Facility to house a first-floor transit transfer station that will act as the primary hub for the transit system. These projects are supported in *Chapter 8 – Transportation:*

GOAL 1: Enhance Transportation options and choices for improved system performance

Objective 1.1: Improve regional connectivity (urban/rural) of all modes of the transportation networks including access to desired destinations.

Objective 1.2: Enhance transit service, amenities and facilities.

GOAL 2: Efficient movement of people, goods, and freight

Objective 2.1: Implement strategies that address system performance and improve reliability, capacity and competitiveness for regional freight.

GOAL 3: Prioritize preservation, safety, and security of the transportation network

Objective 3.1: Support projects and policies that improve safety and security.

Objective 3.2: Preserve and enhance transportation infrastructure and assets.

GOAL 4: Minimize adverse social, economic, and environmental impacts created by transportation

Objective 4.1: Promote density to reduce transportation costs and reduce environmental impacts of transportation.

Objective 4.2: Reduce single occupancy vehicle trips.

Parks and Land Acquisition projects are supported in both *Chapter 10 – Community Facilities* and *Chapter 9 – Parks Recreation and Open Space:*

GOAL 2: Protect the Existing Parks, Recreation, and Open Space System

Maintain and enhance the existing parks, recreation, and open space system to meet an expressed community need for improvements to this system and to improve the overall community image.

GOAL 3: Expand the Existing Parks, Recreation, and Open Space System

Acquire new parkland and open space areas to stay ahead of growth and to meet anticipated community demand and locate such areas in a manner that is consistent with

the coordinated planning and development efforts of the community. Within urban areas, work towards providing public green spaces within ¼ mile of each residence.

GOAL 4: Connectivity To, From, and Between Park, Recreation, and Open Space Areas and Facilities
Provide linkages to the parks, recreation, and open space system that improve community accessibility to such areas and that take into consideration the variety of linkage types available for active and passive recreational needs.

The improvements for E. 19th Street, E. 23rd Street, Wakarusa Drive and 27th Street bridge reconstruction, as well as the sidewalk hazard mitigation program, support the continued improvements in our existing infrastructure. Airport improvements facilitate new, private investment and continue to increase safety. These projects are supported by goals and policies in *Chapter 7 – Industrial and Employment-Related Land Use* and *Chapter 12 - Economic Development:*

GOAL 2: Criteria for Location of New Industrial and Employment-Related Development
Provide industrial and employment-related areas to meet the economic needs of the community.

GOAL 4: Transportation Considerations
Promote a multi-modal transportation system which provides or improves access and circulation within and adjacent to industrial and employment-related areas.

A number of projects are related to attracting visitors to the community through the Parks & Recreation department's sporting and golf tournaments, regional swim meets, National Heritage Area activities and maintenance of civic spaces, and Downtown Lawrence improvements are supported by the goals and policies in *Chapter 12 - Economic Development:*

Policy 5: Visitor Industry Development
Visitors play a vitally important role in economic development. Douglas County is attractive because of its higher-education resources and activities, its arts, its unique heritage, and its authentically historic downtown with locally-owned retail businesses. The extraordinary quality of life that attracts residents and businesses also attracts high-quality visitors.

The projects related to *Affordable Housing Initiatives* are supported by the goals and policies in *Chapter 5 – Residential Land Use*. The chapter is based on the **Neighborhood Concept**:

Neighborhoods are the building blocks of strong communities both physically and socially. Consequently, neighborhoods should be designed to promote social interaction, efficient use of automobiles, and encourage pedestrian and non-motorized activity. To enable this, neighborhoods should provide residents with a functional and aesthetic environment where a sense of identity is created, historic features and cultural traditions are respected, choices are offered, basic services are provided, and connections to a common past maintained.

The concept describes physical elements that support strong neighborhoods, including:

3. Mixed Housing Types

Different types, styles, sizes, densities, and price ranges should be incorporated. Where possible, rehabilitation of existing structures is encouraged. Live/work opportunities should be explored.

Goal 2: Create a Functional and Aesthetic Living Environment
Policy 2.7: Provide for a Variety of Housing Types

a. Intersperse low- to moderate-income housing throughout the city.
b. Encourage the use of a variety of housing types.

The Capital Improvement Plan includes a number of projects that will provide increased pedestrian & bicycle infrastructure throughout Lawrence. These projects include the sidewalk gap program, reconstruction of major streets with bike lanes and sidewalks, downtown brick pavers, trail connections, and public transit shelters & amenities. These projects are supported by the strategies in *Chapter 8 – Transportation*, as well as goals and policies throughout the plan. *Chapter 16 – Environment* includes a variety of policy statements that emphasize alternative transportation methods, encourage development patterns that strengthen connectivity, and investments in ways to support a sustainable, healthy, and active community.

Policy 1.7: Develop stormwater management policies and programs in a manner that ensures water quality and properly controls runoff.

c. Maintain an inventory of stormwater structures for ongoing inspection, compliance and maintenance procedures. Establish an inspection and maintenance plan with property owners as part of Best Management Practices (BMPs).

d. Use nonstructural or natural approaches to stormwater system design and management. Encourage stormwater management that uses natural features, rain barrels, rain gardens, bio-retention swales, pervious paving materials, and limits the use of impervious surfaces, etc.

Policy 2.6: Preserve existing open space and create new open space areas to preserve and expand a sustainable green infrastructure system.

a. To maximize the advantages to the community that the natural and built environments provide, open space preservation shall remain a goal especially as it relates to protecting and preserving natural features discussed in the Comprehensive Plan. This should be done through:
    a.1 Maintaining and enhancing existing open space.
    a.2 Creating new designated open space areas.
    a.3 Creating a large interconnected network of open space.

e. The acquisition and continued maintenance of open space that is publicly accessible shall be strongly encouraged.

Policy 3.1: Improve air quality through reduction in emissions from vehicle exhaust by reducing the number of vehicle miles traveled.

g. Develop a walkable, complete street program stressing connectivity and street design that safely accommodates all users including non-motorized vehicular traffic.

Policy 3.2: Reduce emissions from vehicle exhaust and encourage the use of more energy efficient vehicles.

c. The City and County should take a leadership role in reducing emissions from the city/county vehicles and public transit vehicles, purchasing more energy efficient vehicles, and reducing the number of miles traveled when possible.

Policy 5.1: Manage solid waste through a program that emphasizes the principles of Reduce, Reuse, and Recycle.

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends the Planning Commission make a finding that the projects presented in the 2020 – 2024 capital improvement plan are in conformance with the City's comprehensive plan and forward a recommendation to the City Commission for approval.

Memorandum
City of Lawrence
Planning & Development Services

TO: **Planning Commission**

FROM: **Planning Staff**

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

Date: **May 15, 2019**

RE: **MISC. NO. 1. VARIANCE FOR GREENTOUCH ADDITION 508 MICHIGAN STREET (SLD)**

Attachment A: Minor Subdivision MS-19-000217
Attachment B: Original Subdivision Plat
Attachment C: Area Map

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 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.

VARIANCE: The applicant proposes to replat the property, currently made up of three individual lots, into a single development parcel to accommodate site improvements.

The property is zoned CS (Commercial Strip) District. Section 20-808 (d)(2) requires any new lot to conform to the lot size requirements of the underlying zoning district. Per Section 20-601(b) of the Land Development Code, the CS (Commercial Strip) District requires a minimum lot width of 100 feet for any lots platted (created) after the July 1, 2006 effective date. The configuration of the property includes only 49.95 feet along Michigan Street. The lot widens to 99.89 feet at the rear of the lot.

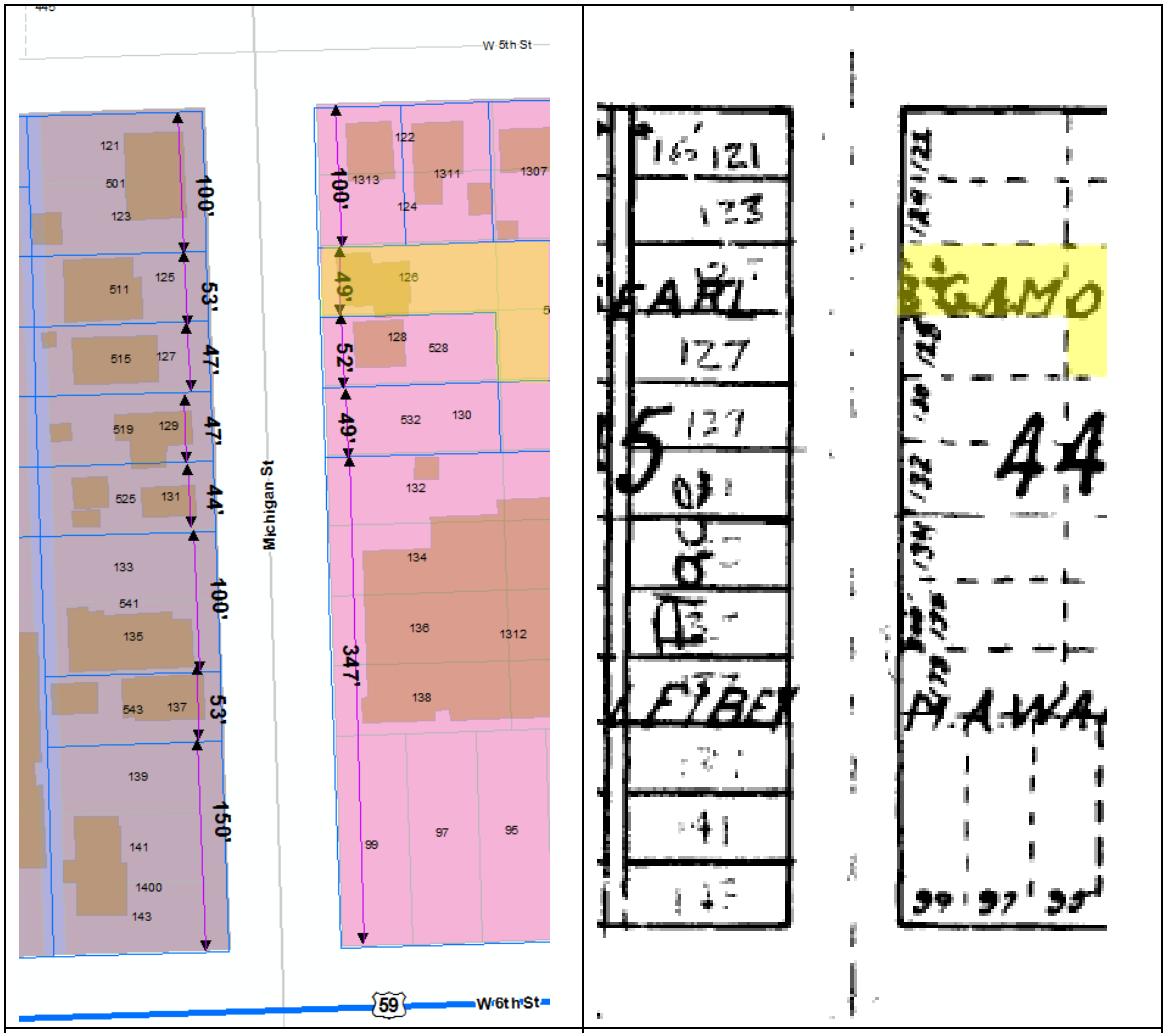
The original lots were platted with only 50 feet of frontage along public streets. This pattern exists throughout the neighborhood.

REVIEW CRITERIA:

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

Applicant's Response: *"Strict application of the specified 100' width for CS zoned property would allow the existing property at 508 Michigan Street any means of combining the existing three lots which is being mandated by the planning department. The existing frontage is 49.95' and this property has no other means of gaining frontage."*

This parcel is located along a developed street corridor. Properties to the north and south of the subject property are also developed with residential uses. The applicant owns the property to the south but it is not zoned for commercial development. There are no plans to demolish the existing residence and combine the property with the subject property to create a larger commercial property. Lot width varies, based on land use and ownership along this segment of Michigan Street.



Frontage along Michigan Street | West Lawrence Subdivision

STAFF FINDING: Strict application of the regulations would require the property owner to acquire additional land and rezone the additional property to create a lot with 100 feet of frontage along Michigan Street. This would result in the loss of one or more existing residential properties.

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

Applicant's Response: "The regulations specify a 50-foot lot width if platted prior to the effective date of the Development Code. The subject property is located in a generally fully developed neighborhood

in which most lots are 50' wide. The existing frontage has been 50' since platted in 1920. This replat is only for the purpose of combining lots and in no way does it reduce the existing frontage/lot width."

The CS District was created to provide a transition of commercial zoning from the previous 1966 Zoning Code to the Land Development Code. Expansion of the CS District is limited. The CS District is found along major arterial streets, developed with a style of development characterized by generally small lot sizes. As property redevelops, adequate lot size and density and dimensional standards are applied to accommodate modern redevelopment.

This project is intended to retain the essentially developed pattern along Michigan Street, but accommodate the construction of a storage building in the rear portion of the lot. Because the parcel is made up of three separate lots, a replat is required to combine the lots into a single parcel before a building permit can be issued for this property.

STAFF FINDING: Granting this variance from the lot width requirement is reasonable given the location of this CS District and the existing development pattern along Michigan Street.

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

Applicant's Response: *"Maintaining the existing lot width will not jeopardize public health, safety, or welfare, nor would somehow increasing the width serve to improve them."*

The standard to provide the wider lot width/frontage standard applies only when property is being replatted. This standard does not address developed patterns retained within neighborhoods or along certain commercial corridors.

STAFF FINDING: Granting this variance to allow the 50-foot wide frontage to remain would 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-19-00216, to allow a reduced frontage/ lot width from 100 feet to 49.95 feet as shown on the attached drawing.

GES GROB ENGINEERING SERVICES, LLC
Site Planning & Land Development
Civil Engineering, Design & Consulting

May 3, 2019

Sandra Day
Lawrence Douglas County Planning Office
6 East 6th Street
Lawrence, KS 66044

RE: 508 Michigan Street – Greentouch Addition
Minor Subdivision/Replat Variance

Dear Sandy,

On behalf of the Ross's, I am requesting a Variance from City Code Section 20-808(d)(2) and Section 20-601(b), which specifies an minimum lot width of 100 feet. The following comments address the criteria of Section 20-813(g)(2) for variance request, shown below.

20-813 Administration and Enforcement

(g) **Variances**

In cases where there is hardship in carrying out the literal provisions of the design standards of these regulations (such as design standards for lot width, lot depth, block depth, etc.), the Planning Commission may grant a variance from such provisions, except that in cases where there is hardship in carrying out the literal provisions found in Section 20-811(d) (wastewater disposal systems) the appropriate Governing Body may grant a variance from such provisions.

(1) An application for a variance shall be made to the Planning Department. The planning commission shall give the applicant and any other interested persons an opportunity to be heard with respect to the proposed application for a variance from the provisions of the regulations, except that the Governing Body shall give the applicant and any other interested persons an opportunity to be heard with respect to the proposed application for a variance from the provisions dealing with Sidewalks, Pedestrian Rights-of-Way or pedestrian ways.

(2) A variance shall not be granted unless all of the following apply:

(i) Strict application of these regulations will create an unnecessary hardship upon the Subdivider;

(ii) The proposed variance is in harmony with the intended purpose of these regulations; and,

(iii) The public health, safety and welfare will be protected.

i. Strict application of these regulations will create an unnecessary hardship upon the Subdivider.

Strict application of the specified 100' width for CS zoned property would allow the existing property at 508 Michigan Street any means of combining the existing three lots which is being mandated by the planning department. The existing frontage is 49.95' and this property has no other means of gaining frontage.

ii. The proposed variance is in harmony with the intended purpose of these regulations.

The regulations specify a 50-foot lot width if platted prior to the effective date of the Development Code. The subject property is located in a generally fully developed neighborhood in which most lots are 50' wide. The existing frontage has been 50' since platted in 1920. This replat is only for the purpose of combining lots and in no way does it reduce the existing frontage/lot width.

iii. The public health, safety and welfare will be protected.

Maintaining the existing lot width will not jeopardize public health, safety, or welfare, nor would somehow increasing the width serve to improve them.

We appreciate your consideration in this matter. We look forward to hearing from you soon. If you are in need of assistance or require additional information, please do not hesitate to call me at (785) 856-1900.

Sincerely yours,

J. Dean Grob

J. Dean Grob, P.E.
Principal
Grob Engineering Services, LLC
Kansas Professional Engineer License No. 12769

cc: Owner

WEST LAWRENCE.

* SEE ATTACHMENTS FOR DETAILS.

N — Mag. Meridian — W — E — S

SCALE: One Inch To 250 Feet.

Location and Description

West Lawrence is located on lots numbers three and four, the south west quarter of the north east quarter, the west half of the south east quarter, and the south west quarter. All of SECTION No. 25 of Township No. 12. S. of Range No. 19 E. of the 6th P.M.

The dimensions of Lots and Blocks, and the widths of Streets are designated by figures on the Map, the measurements being in feet. PENN, PINCKNEY, WINTHROP, ALABAMA, ILLINOIS, MISSISSIPPI, INDIANA and LOUISIANA Streets are continuations of Streets of like names from the City of Lawrence.

Quarter Section Stone

West Boundary of Sec. 25

DANE STREET — REED STREET — ELIOTT STREET — PENN STREET — PINCKNEY STREET — WINTHROP STREET

CALIFORNIA STREET — WISCONSIN STREET — FLORIDA STREET — MICHIGAN STREET — ARKANSAS STREET — MISSOURI STREET — MAINE STREET

ALABAMA STREET — ILLINOIS STREET — MISSISSIPPI STREET — INDIANA STREET — LOUISIANA STREET

KANSAS RIVER

4th St. — 5th St. — 6th St. — 7th St.

CALIFORNIA ADDITION

VACATED ROW

The several Lots and Blocks marked on this map are apportioned to the several parties whose names are thereon marked. The boundaries thereof extending to the centers of the adjacent Streets.

O.E. Leonard
N.T. Stevens
W.L. McCurdy

I certify that this is a correct Map of WEST LAWRENCE according to Survey made by me September 1st A.D. 1869

Holland Wheeler.

Filed Sept. 29th A.D. 1869.
B.D. Palmer - Clerk.

Filed for record in the office of Register of Deeds, Douglas County July 12th, 1920, at 3:00 o'clock P.M.
Estelle Northrup Register of Deeds
Holland Wheeler (de)

WEST LAWRENCE

Explanation

Lots marked A appertained to ..... A.H. Mallory
" " " B " " " ..... Lew. Gates
" " " C " " " ..... A.B. Wade
" " " D " " " ..... A.H. Reeder
" " " E " " " ..... J. Walker
" " " F " " " ..... N.E.E.A. Co.
" " " G " " " ..... K. Coots
" " " H " " " ..... H. Hill
" " " K " " " ..... J. Lykins
" " " N " " " ..... E.B. Whitman
Lots not marked remain unappertioned

I hereby certify that this is a true and correct plot of Wyandotte Reserve No. on what is known as the Joel Walker Floot. The blue line represents the boundary of the reserve originally located and surveyed by me June 22, 1855. The red line represents the bounary of the Reserve as described in a patent issued by the U.S. Gov't. to Joel Walker June 14, 1865.

Soon after the original location of the Reserve, I surveyed it into streets, Lots and Blocks as shown on this plot, after which a division of Lots among the original owners was made, as indicated by the above explanation

Lawrence Douglas Co. Nov. 2nd 1868.

A.D. Searl
Surveyor

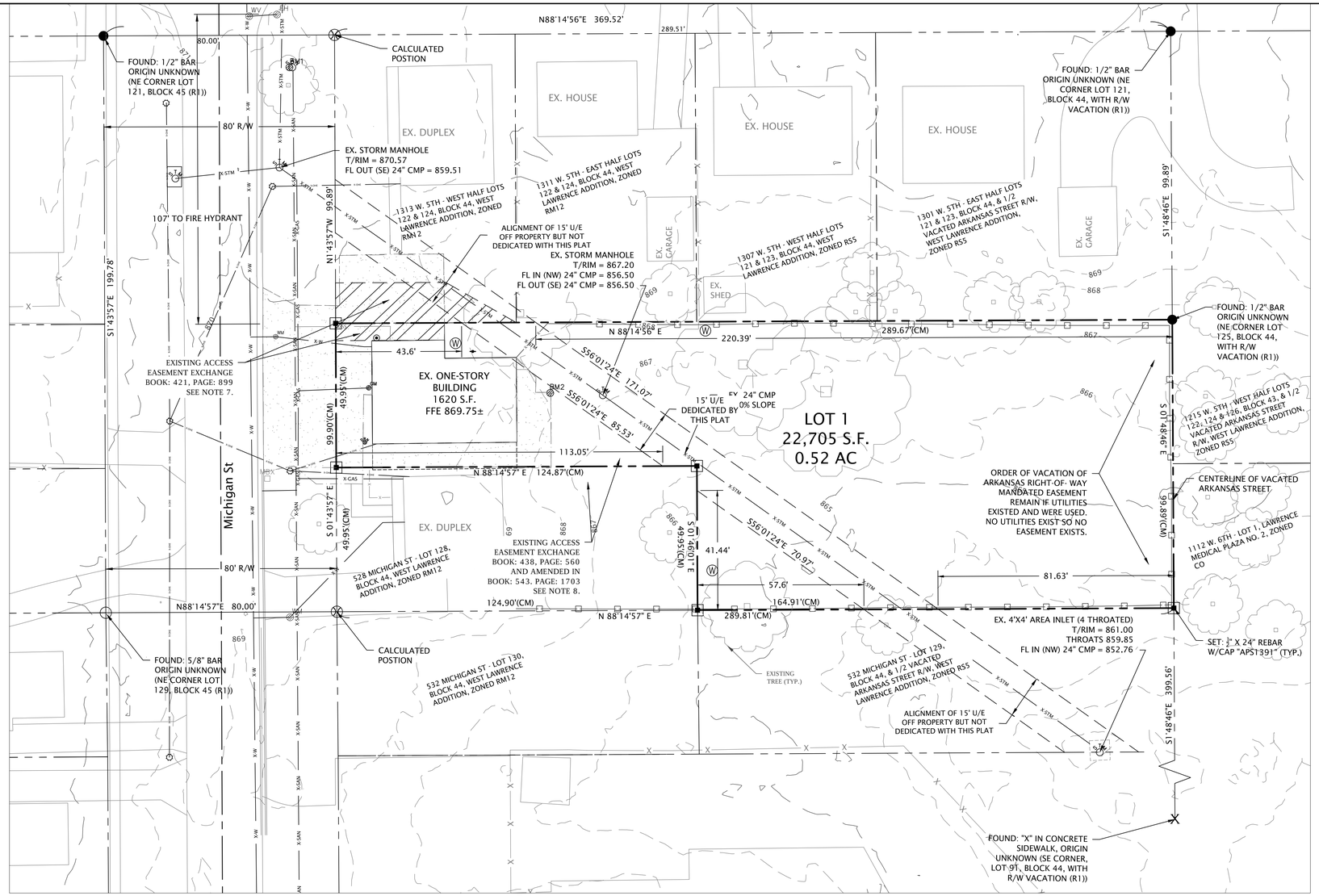
Giles F. Filley
Vs.
Mary A. Walker et al

SCALE
250 FEET TO ONE INCH

Filed April 26th A.D. 1869.
With Referee's Report
B.D. Palmer Clerk D.C.

Filed for record Office of Register of Deeds
July 12th 1920 at 3:00 o'clock P.M.

West Lawrence



LEGEND

OHW — OHW	OVERHEAD WIRE	SAN	SANITARY SEWER MANHOLE
OHE — OHE	OVERHEAD ELECTRICAL	STM	STORM MANHOLE
UGT — UGT	UNDERGROUND TELEPHONE	STM	STORM DRAIN
GAS — GAS	GAS	GA	GUY ANCHOR
W — W	WATERLINE	UP	UTILITY POLE
SAN — SAN	SANITARY SEWER LINE	WM	WATER METER
SS — SS	SANITARY SEWER SERVICE	WV	WATER VALVE
STM — STM	STORMWATER LINE	FH	FIRE HYDRANT
— — —	PROPERTY LINE	TS	TRAFFIC SIGNAL STR.
— — — —	EASEMENT	GV	GAS VALVE
— · — · —	CENTER/SECTION LINE	GM	GAS METER
X — X — X	EX. VARIOUS FENCES	LP	LIGHT POLE
—o—o—o—o—	EX. STEEL FENCE		SIGN
—o—o—o—o—	EX. WOODEN FENCE	E	ELECTRIC BOX
		C	CABLE TV BOX

NOTE: "X" IN UTILITY LINE DENOTES EXISTING FEATURE

B/B	BACK OF CURB TO BACK OF CURB
R/W	RIGHT-OF-WAY
C/L	CENTERLINE
D/E	DRAINAGE EASEMENT
U/E	UTILITY EASEMENT
PED.	PEDESTRIAN EASEMENT
(P)	PLATTED
(M)	MEASURED
(CM)	CALCULATED FROM MEASUREMENTS
●	FOUND: BAR AS NOTED
▣	SET: 1/2" X 24" REBAR W/CAP "APS1391"

PROJECT BENCH MARK:

BENCHMARK NO. 1 - PUNCHMARK ON WEST RIM RIM SANITARY MANHOLE AT SOUTHEAST QUADRANT AT 5TH AND MICHIGAN STREET.
ELEVATION = 992.70

BENCHMARK NO. 2 - CHISELED SQUARE AT NORTHEAST CONCRETE APRON EAST OF BUILDING AT 508 MICHIGAN STREET.
ELEVATION = 983.78

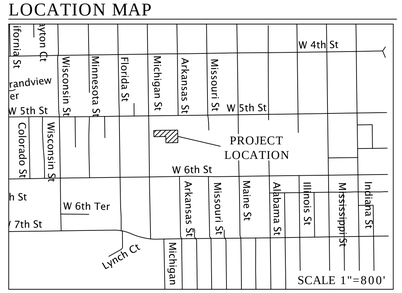
REFERENCED DOCUMENTS

1. PLAT OF WEST LAWRENCE ORIGINALLY FILED ON APRIL 26, 1869 AND REFILED AT DOUGLAS COUNTY REGISTER OF DEEDS ON JULY 12, 1920 IN BOOK 1, PAGE 1.

N

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

LOCATION MAP



COMMUNITY FEATURES WITHIN A MILE:

CLINTON PARK, CENTENNIAL PARK, BURCHAM PARK, PETERSON PARK, WOODY PARK, SANDRA J. SHAW COMMUNITY HEALTH PARK, SOUTH PARK, CONSTANT PARK, ROBINSON PARK, BUFORD M. WATSON, JR PARK AND LAWRENCE AQUATIC CENTER

GENERAL NOTES

1. Basis of Bearings for this Plat is Kansas State Plane NAD 83 (Kansas North Zone).
2. No part of the property is encumbered by the "Special Flood Hazard Area" per FEMA Flood Insurance Study and Map Number: 20045C0157E & 20045C0176E, Maps Revised: September 2, 2015.
3. 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).
4. The lots will be pinned prior to recordation of the Minor Subdivision/Replat at the Register of Deeds Office (per Section 20-811(k)).
5. Street trees shall be provided in accordance with the Master Street Tree Plan recorded with the Register of Deeds Book _____, Page_____.
6. 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.
7. An Access Easement Exchange has been filed at the Douglas County Register of Deeds between this property and the property at 1313 W. 5th Street, legally known as the WEST HALF LOTS 122 & 124, BLOCK 44, WEST LAWRENCE ADDITION. The file document does not delineate that exact location of the easements. The cross hatching shown on the drawing is meant to illustrate the area used for the defined easement.
8. An Access Easement Exchange has been filed at the Douglas County Register of Deeds, and subsequently amended between this property and the property at 528 Michigan Street, legally known as the LOT 128, BLOCK 44, WEST LAWRENCE ADDITION. The file document does not delineate that exact location of the easements.
9. A 15.0 foot wide Utility Easement is being dedicated with this Minor Subdivision which is partly encumbered by an existing structure on the previously platted LOT 126, BLOCK 44, WEST LAWRENCE ADDITION. This structure will remain. No further encroachment will be allowed with any future construction.
10. The following variances were approved by the Board of Zoning Appeals at their May 2, 2019 meeting, File No. B-19-00181:
    - 10.1. from Section 20-601(b) of the Development Code to allow the side yard setback to be decreased from 12' to 8' while adjacent to "R" zoned property.
    - 10.2. from Section 20-601(B) of the Development Code to memorialize an existing condition of the existing front yard building setback of 12.5'.
11. The following variance was approved by the Planning Commission at their May 22, 2019 meeting, File No. MS-19-00217:
    - 11.1. from Sections 20-808(d)/20-601(b) of the Development Code to allow the front width to be 49.95' in lieu of 100' (Pending).

LEGAL DESCRIPTION - BOOK: 1142, PAGE: 2639

LOTS 125, 126, & 127, IN BLOCK 44 IN THE WEST LAWRENCE ADDITION TO THE CITY OF LAWRENCE, KANSAS AND THAT PORTION OF ARKANSAS STREET ADJACENT TO THESE LOTS, WHICH WERE VACATED BY THE CITY OF LAWRENCE, PURSUANT TO THE ORDER OF VACATION FILED NOVEMBER 20, 1991, ALL IN DOUGLAS COUNTY, KANSAS.

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

ENDORSEMENTS

Approved as a Major Subdivision under the Subdivision Regulations of the City of Lawrence & the Unincorporated area of Douglas County.

_____ Date
Planning Director
Scott McCullough

Minor Subdivision Variance approved by Lawrence-Douglas County Planning Commission, Douglas County, Kansas

_____ Date
Chairperson
Karen Willey

Easements Accepted by City Commission Lawrence, Kansas

_____ Date
Lisa Larsen
Mayor

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

_____ Date
Kevin R. Sontag P.S. #1640
Douglas County Surveyor

_____ Date
City Clerk
Sherri Riedemann

DEDICATION

Be it known to all men that I (we), the undersigned owner(s) of the above described tract of land, have had cause for the same to be surveyed and platted as a Minor Subdivision under the name of "GREENTOUCH ADDITION" and have caused the same to be subdivided into lot(s) and streets as shown and fully defined on this plat. An easement is hereby granted to the City of Lawrence and public utility companies to enter upon, construct and maintain "utility easement" or "U/E".

_____
Jesson S. Ross
135 Earhart Circle
Lawrence, Kansas 66049

_____
Season I.S. Ross
135 Earhart Circle
Lawrence, Kansas 66049

ACKNOWLEDGEMENT

State of Kansas
County of Douglas

Be it remembered that on this _____day of _____, 2019, before me, the undersigned, a notary public, in and for said county and state, came Jesson S. and Season I.S. Ross, 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.

_____ My commission expires
Notary Public

_____
Printed Name

ENGINEER'S CERTIFICATION

I hereby certify that the information and area map shown hereon are true and accurate to the best of my knowledge. Plat prepared April 2019.

John Dean Grob
Professional Engineer #12769
3210 Mesa Way, Suite A
Lawrence, KS 66049
(785) 856-1900

SURVEYOR'S CERTIFICATION

I hereby certify that the platted area shown hereon is the true and accurate result of a field survey performed under my direct supervision in April __, 2019, and that the plat is a closed traverse. This survey conforms to the Kansas Minimum Standards for Boundary Surveys.

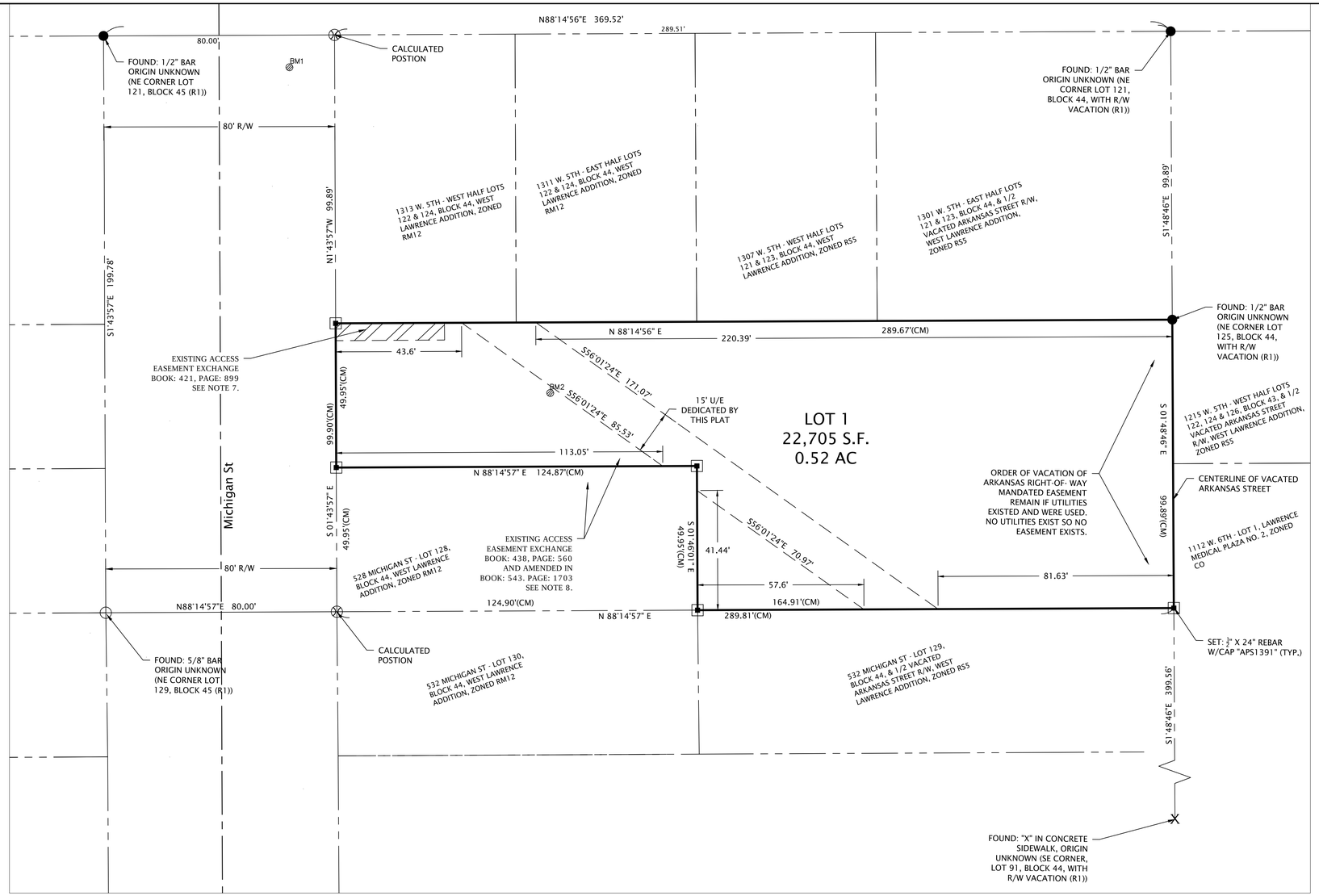
Steven D. Williams, P.S. #1391
P.O. Box 4444
Lawrence, KS 66046
(785)832-2121

GREENTOUCH ADDITION

A MINOR SUBDIVISION/REPLAT OF

LOTS 125, 126, & 127, IN BLOCK 44 IN THE WEST LAWRENCE ADDITION TO THE CITY OF LAWRENCE, KANSAS AND THAT PORTION OF ARKANSAS STREET ADJACENT TO THESE LOTS, WHICH WERE VACATED BY THE CITY OF LAWRENCE, PURSUANT TO THE ORDER OF VACATION FILED NOVEMBER 20, 1991, a subdivision in the SW¼ of Section 25, Township 12 S, Range 19 E, in the City of Lawrence, Douglas County, Kansas

Prepared May 14, 2019



LEGEND

PLAT BOUNDARY		R/W	RIGHT-OF-WAY
PROPERTY LINE - WITHIN BOUNDARY		C/L	CENTERLINE
PROPERTY LINE - OFFSITE/REMOVED		D/E	DRAINAGE EASEMENT
CENTERLINE		U/E	UTILITY EASEMENT
EASEMENT		PED.	PEDESTRIAN EASEMENT
FOUND: BAR AS NOTED		(RD1)	REFERENCED DOCUMENT
SET: 1/2" X 24" REBAR W/CAP "APS1391"		(P)	PLATTED
		(M)	MEASURED
		(CM)	CALCULATED FROM MEASUREMENTS

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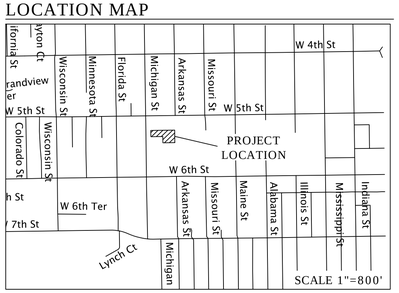
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SCALE: 1" = 20' 0 16' 32'

LOCATION MAP



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GENERAL NOTES

1. Basis of Bearings for this Plat is Kansas State Plane NAD 83 (Kansas North Zone).
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7. An Access Easement Exchange has been filed at the Douglas County Register of Deeds between this property and the property at 1313 W. 5th Street, legally known as the WEST HALF LOTS 122 & 124, BLOCK 44, WEST LAWRENCE ADDITION. The file document does not delineate that exact location of the easements. The cross hatching shown on the drawing is meant to illustrate the area used for the defined easement.
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10. The following variances were approved by the Board of Zoning Appeals at their May 2, 2019 meeting, File No. B-19-00181:
    - 10.1. from Section 20-601(b) of the Development Code to allow the side yard setback to be decreased from 12' to 8' while adjacent to "R" zoned property.
    - 10.2. from Section 20-601(B) of the Development Code to memorialize an existing condition of the existing front yard building setback of 12.5'.
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LEGAL DESCRIPTION - BOOK: 1142, PAGE: 2639

LOTS 125, 126, & 127, IN BLOCK 44 IN THE WEST LAWRENCE ADDITION TO THE CITY OF LAWRENCE, KANSAS AND THAT PORTION OF ARKANSAS STREET ADJACENT TO THESE LOTS, WHICH WERE VACATED BY THE CITY OF LAWRENCE, PURSUANT TO THE ORDER OF VACATION FILED NOVEMBER 20, 1991, ALL IN DOUGLAS COUNTY, KANSAS.

FILING RECORD

State of Kansas
County of Douglas

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_____
Register of Deeds
Kay Pesnell

ENDORSEMENTS

Approved as a Major Subdivision under the Subdivision Regulations of the City of Lawrence & the Unincorporated area of Douglas County.

_____ Date
Planning Director
Scott McCullough

Easements Accepted by City Commission Lawrence, Kansas

_____ Date
Lisa Larsen
Mayor

_____ Date
City Clerk
Sherri Riedemann

Minor Subdivision Variance approved by Lawrence-Douglas County Planning Commission, Douglas County, Kansas

_____ Date
Chairperson
Karen Willey

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

_____ Date
Kevin R. Sontag P.S. #1640
Douglas County Surveyor

DEDICATION

Be it known to all men that I (we), the undersigned owner(s) of the above described tract of land, have had cause for the same to be surveyed and platted as a Minor Subdivision under the name of "GREENTOUCH ADDITION" and have caused the same to be subdivided into lot(s) and streets as shown and fully defined on this plat. An easement is hereby granted to the City of Lawrence and public utility companies to enter upon, construct and maintain "utility easement" or "U/E".

Jesson S. Ross
135 Earhart Circle
Lawrence, Kansas 66049

Season I.S. Ross
135 Earhart Circle
Lawrence, Kansas 66049

ACKNOWLEDGEMENT

State of Kansas
County of Douglas

Be it remembered that on this _____day of _____ , 2019, before me, the undersigned, a notary public, in and for said county and state, came Jesson S. and Season I.S. Ross, 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.

_____ My commission expires
Notary Public

_____
Printed Name

ENGINEER'S CERTIFICATION

I hereby certify that the information and area map shown hereon are true and accurate to the best of my knowledge. Plat prepared April 2019.

John Dean Grob
Professional Engineer #12769
3210 Mesa Way, Suite A
Lawrence, KS 66049
(785) 856-1900

SURVEYOR'S CERTIFICATION

I hereby certify that the platted area shown hereon is the true and accurate result of a field survey performed under my direct supervision in April __, 2019, and that the plat is a closed traverse. This survey conforms to the Kansas Minimum Standards for Boundary Surveys.

Steven D. Williams, P.S. #1391
P.O. Box 4444
Lawrence, KS 66046
(785)832-2121

GREENTOUCH ADDITION

A MINOR SUBDIVISION/REPLAT OF

LOTS 125, 126, & 127, IN BLOCK 44 IN THE WEST LAWRENCE ADDITION TO THE CITY OF LAWRENCE, KANSAS AND THAT PORTION OF ARKANSAS STREET ADJACENT TO THESE LOTS, WHICH WERE VACATED BY THE CITY OF LAWRENCE, PURSUANT TO THE ORDER OF VACATION FILED NOVEMBER 20, 1991, a subdivision in the SW¼ of Section 25, Township 12 S, Range 19 E, in the City of Lawrence, Douglas County, Kansas

Prepared May 14, 2019