

# Memorandum

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**To:** Sandra Day, Current Planner, AICP  
**From:** Guoqiang, Li  
**Date:** 12/27/2004  
**Re:** Northgate Development Plan Review

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## Introduction

The preliminary development plan for Northgate was proposed by Landplan Engineering, PA in the year of 2004. This is a progressive development plan for the City of Lawrence. Approximately 31 acre low-productive lands will be developed into a modern commercial center.

Northgate project is at the north west of Lawrence, located at the intersection of Highway 40 and South Lawrence Traffic Way (SLT), namely a north gate of Lawrence because of the geographic location. Due to the future development, this project becomes more important because of its important location. The northern face of Lawrence is a symbol of prosperity and livability of this growing city.

The ultimate objectives for the new project should be integrated with current zoning ordinances as well as long term strategic development needs, including density regulation, transportation planning, aesthetic effects, affordable housing and economic demands. In this feasibility review, broad issues will be considered, especially zoning regulation.

## Recommendation

Northgate project is a promising and in-need economic plan. This commercial development provides local residence with convenience of diverse purchase and service. Enough entertainments and business could also increase the land value and could make a place more attractive when it creates more job opportunities. After reviewing the land proposal, I found the project complies with zoning ordinance, and there are no significant essential contradictions to the current development and living residence.

## Physical Condition for the Proposal

Northgate project is lies at the south east corner of K10 and Highway 40. Due to the substantial development pace, this site will be a good location for a commercial land. Despite of some small area with unstable slopes or shrink-swell characteristics, most of the lands are ready to be graded and developed. The slope is gently decreasing from north to south.

## Zoning

The zoning is a legislative guideline for the project.

**Floodplain:**

The lowest floor, including basement, elevated a minimum of one (1) foot above the base flood elevation.

**Access:**

The development plan has direct access to a major collector according to comprehensive plan. Georgewilliams Road provides a main access for the vehicles on either Highway 40 which is located on the east bounds of the plots

**Sidewalks:**

Sidewalks should be built to city specifications shall be built along one side of all streets, public or private.

**Buildings:**

1. All individual buildings or structures shall be separated by a minimum distance of 10 feet. A waiver from this minimum distance to permit zero lot line developments may be permitted if the structures are designed to meet the building code requirements adopted by the city.
2. Each commercial structure shall be located with direct access to a street or other permanent open space, or common yard, or outer court not less than 50 feet wide. Such areas shall be unoccupied by any buildings or other structures except parking facilities, necessary utility facilities or street improvements.
3. The front of a dwelling structure shall not face upon the rear of another, unless approved by the planning commission as a part of the plan.
4. All buildings, structures and parking lots shall be set back from the periphery boundary or periphery street rights-of-way not less than 30 feet.
5. The building height of all buildings and structures shall be as approved by the planning commission, as part of the plan, as being in conformity with the Statement of Objectives for Planned Unit Developments.
6. All buildings and structures three stories or less shall be set back from public or private street or road right-of-way lines, from individual lot lines where established, and from the periphery of the project to comply with the following requirements:
  - (1) Front Yard. There shall be a minimum front yard setback of 15 feet from public or private street or road right-of-way line(s).
  - (2) Periphery Boundary. All buildings, structures and parking lots shall be set back from the periphery boundary or periphery street rights-of-way not less than 30 feet.
  - (3) Side Yard. Side yards shall be provided where buildings or structures are to be developed as follows:
    - (a) Detached or semi-detached buildings or structures-20 feet.
    - (b) Interior attached buildings or structures-none.

- (4) **Rear Yard.** The minimum rear yard setback shall be 25 feet for residential and 35 feet for commercial.

The Planning Commission may approve a lesser setback; provided that if the setback is reduced below 10 feet between structures, the structures must be designed to meet the building code requirements for zero setbacks.

7. Buildings or structures of more than three stories shall be set back from the front, side, or rear lot line or periphery boundary line a distance equal to the required yard as set forth in section 20-1008(D) above plus eight feet for each additional story over three.

#### **Open and common space**

Common open space is encouraged in all phases of commercial development. A minimum of 20 percent of the land area devoted to commercial and/or residential uses shall be set aside and developed for open air and recreational uses and other common open space.

#### **Greening**

Any part of the development area not used for buildings, structures, parking, streets, or access ways shall be landscaped with a sufficient mixture of grass, trees, and shrubs, except those areas designated to be left natural. Proposed landscaping shall be in conformance with Section 20-14A04 [Landscape Standards].

#### **Parking:**

1. One off-street parking space shall be provided for each 200 square feet of floor area of commercial, industrial and office use unless a reduction is approved by the planning commission as a part of the plan.
2. Off-street parking for all nonresidential uses of an educational, cultural, recreational or religious nature shall be the same as set forth for such uses in Articles 6 and 14, Chapter 20 of the Code of the City of Lawrence, unless a reduction is approved by the planning commission as a part of the plan.
3. Commercial, industrial or office off-street parking shall not encroach upon any area set aside for residential use. (Ord. 6652)

*(Pictures in the next few pages were taken at the Northgate Site)*





**An adjacent shopping mall view on Highway 40**



**A medium-density complex residential neighborhood (1)**

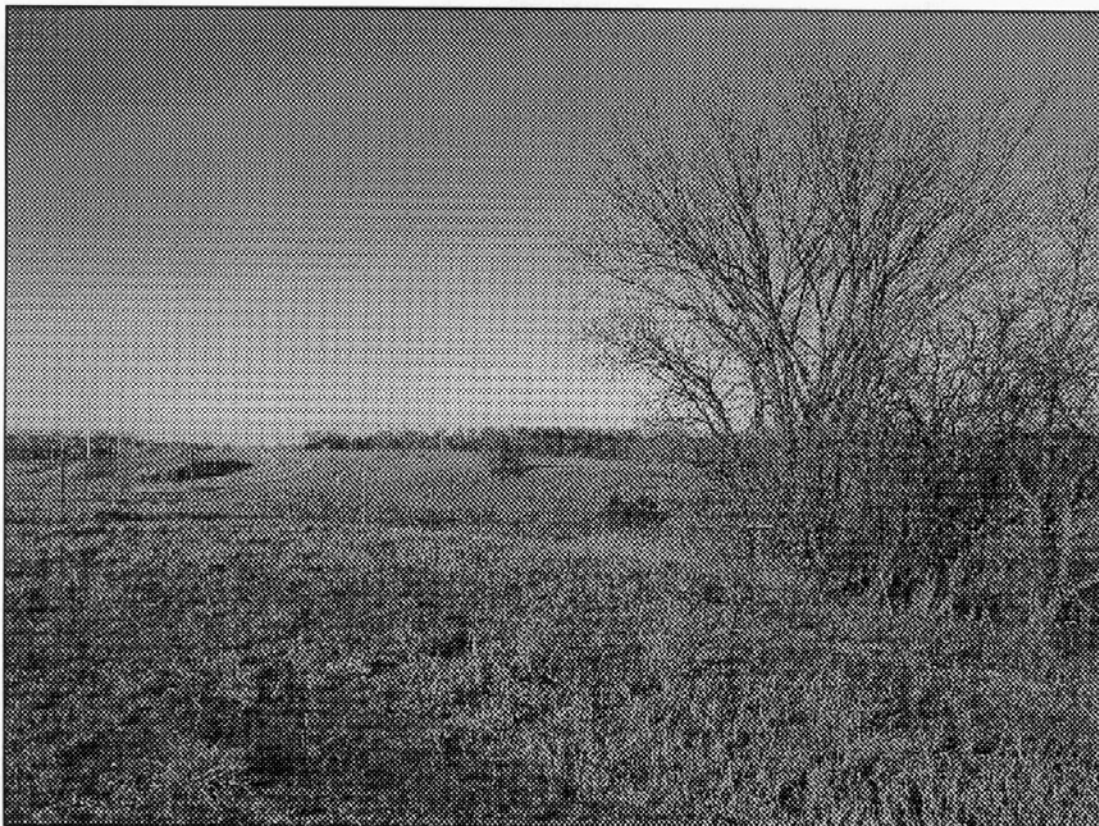


**A medium-density complex residential neighborhood (2)**



**The Northgate site view (1)**

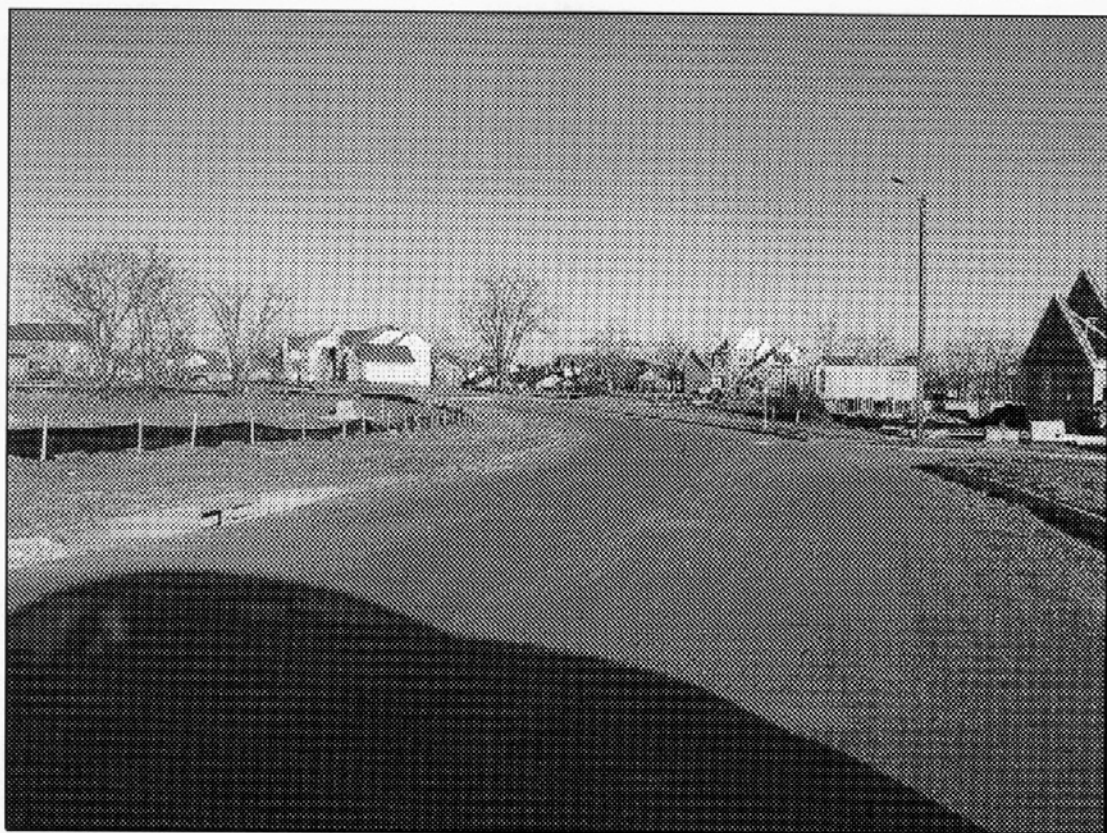




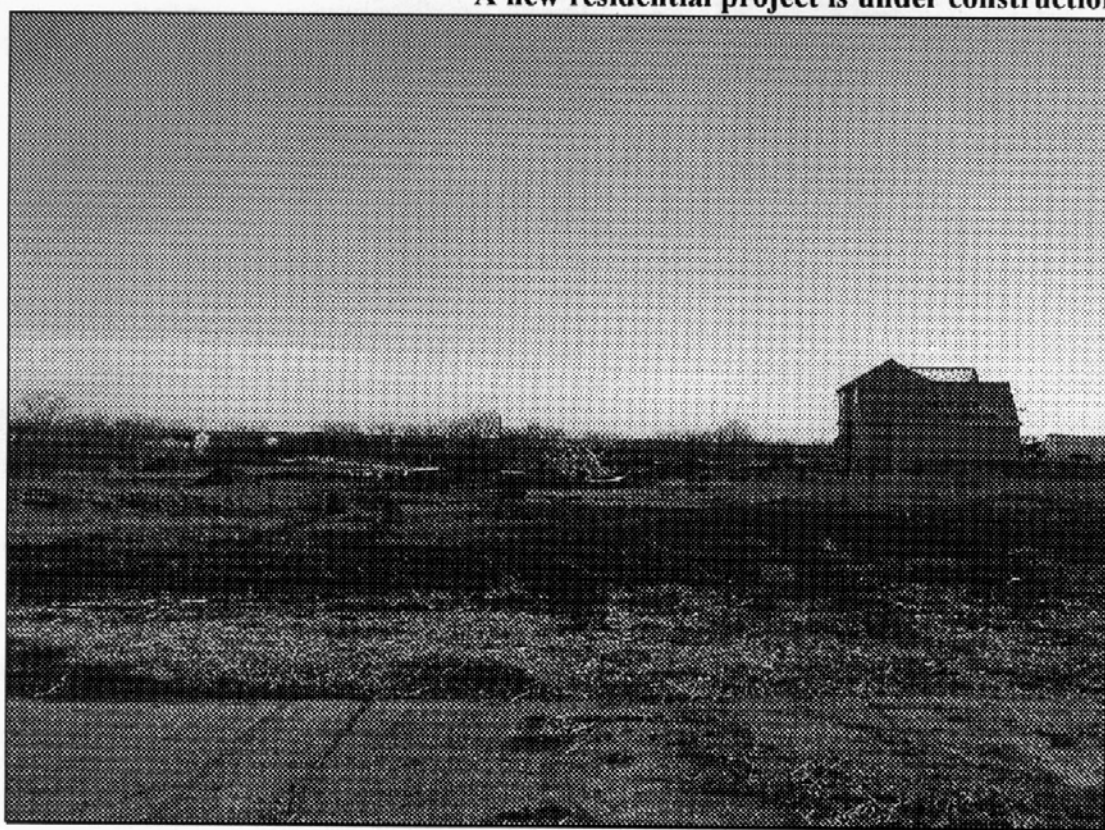
**The Northgate site view (2)**



**Adjacent Clinton Lake View on SLT**



**A new residential project is under construction (1)**



**A new residential project is under construction (2)**