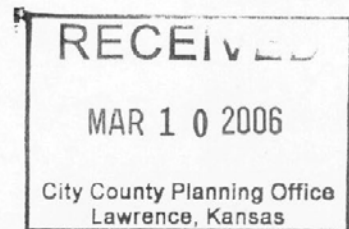


March 8, 2006



Dear Commissioner,

Over a hundred and fifty years ago freed blacks and poor immigrant whites fulfilled their visions of a new life by building their humble homes on a bend in the Kaw river, later to be called the East Bottoms. Before them Kansa and Osage Indians had different visions. Later Mexican workers settled in the bottoms with their simple visions of a better life. All these peoples hopes who called this part of town home are lost to us today. Men came with their vision of a road to make it faster for cars to get to our downtown. Through imminent domain they evicted this last wave of settlers.

Now a new group of men have come with their vision. It is not a vision of buffalo grazing or simple homes, but of high density, critical mass and new urbanism. Theirs' unfortunately, is not very "visionary" instead it is the same old Johnson county model. The basic idea is to cram as many bodies into the smallest space as possible to generate the largest profit possible. The fact that the architecture doesn't fit in the neighborhood is of no concern. The massive increase in traffic doesn't seem to be addressed either. This development is more suitable for Shanghai!

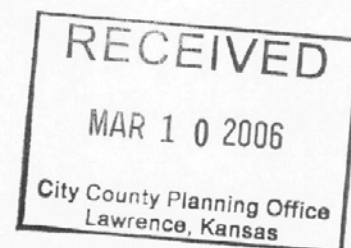
Who will pay for the expansion of the sewer lines to accommodate this project? And the traffic signals that will be necessary to handle the increased traffic? What are the long term costs to the city so Cinco Hombres can make a buck. Not to mention to the detriment to the quality of life for those in the environs who have been "blessed" with this new "vision".

The problem with developers is they keep wanting to develop at the tax payers expense just like sharks have to keep feeding. The job of the planning commission is to plan responsibly and not allow these "good ole boy networks" that Lawrence has been victimized by over and over again thru ex-parte contacts to continue unchecked. And I would very much appreciate if Cinco Hombres would quit pissing in my boots and telling me its raining.

Respectfully,

R. J. Myers

Dear MsErickson,



I am writing to express my concern over Harris Construction's proposed development in East Lawrence. My partner and I are homeowners in East Lawrence. We chose to buy in this part of town due to its character. Therefore, any development that would significantly change the character of our neighborhood concerns me. Moreover, I feel that my quality of life will also be significantly lowered by this project. But let me first discuss the development itself.

This project is being covered by a thin veneer of so called historical preservation. If we truly look at the proposed structures, we can see that they do not resemble historical East Lawrence. One part of the development would consist of high-density row houses. East Lawrence however, does not now contain and never has contained row houses. Rather, East Lawrence has always been a neighborhood consisting predominately low income to lower middle class homes on separate lots that allow for space between the structures. The row houses proposed of course would be well on the high end and would definitely raise property taxes in this area. This may seem at first blush as a good thing. Yet, it may cause many lower income families to no longer be able to afford the mortgage on their homes. Secondly, the density of the proposed housing would also increase the amount of traffic in East Lawrence. To this end, Harris Construction has proposed building a new street running from 8th Street and Pennsylvania to 7th Street and New Jersey. But who is to pay for this extension? Moreover, this extension looks suspiciously like the proposed Haskell Loop or the East Lawrence Traffic Way. I need not remind you that this proposal was struck down long ago. This extension also directly affects my quality of life.

Our home is at 714 New York Street. The new road would bring increased traffic directly behind my backyard. The increase would not be insignificant and would not just be driven by the higher density of homes. Rather, this would become a quicker route for Penny's cement trucks and for any traffic east of Haskell Road or from K-10 looking for a quicker route to I-70 and/or to downtown and North Lawrence. My relatively quiet backyard would become a noisy uncomfortable place. We love spending time in our yard. We have built nice gardens and a fairly large deck. In warm weather when the train is turned off, it is very soothing to sit outside. We have many wild birds that come to our yard. Occasionally we have raccoons and possums that come across from the woods. In fact, one of the things that attracted us to this property was the fact that the woods were directly behind it.

I want to close by saying that I do not believe that the driving force behind this development is historical and altruistic. Rather, I believe that the "historical" approach is being used to fool people into supporting this development and to have the government help pay for this it. The development will not fit in with the nature of our neighborhood. It will in fact change the very nature of our neighborhood both structurally and demographically. I hope as a member of the Lawrence-Douglas County Metropolitan Planning Commission you will not allow this project to go through.

Sincerely,

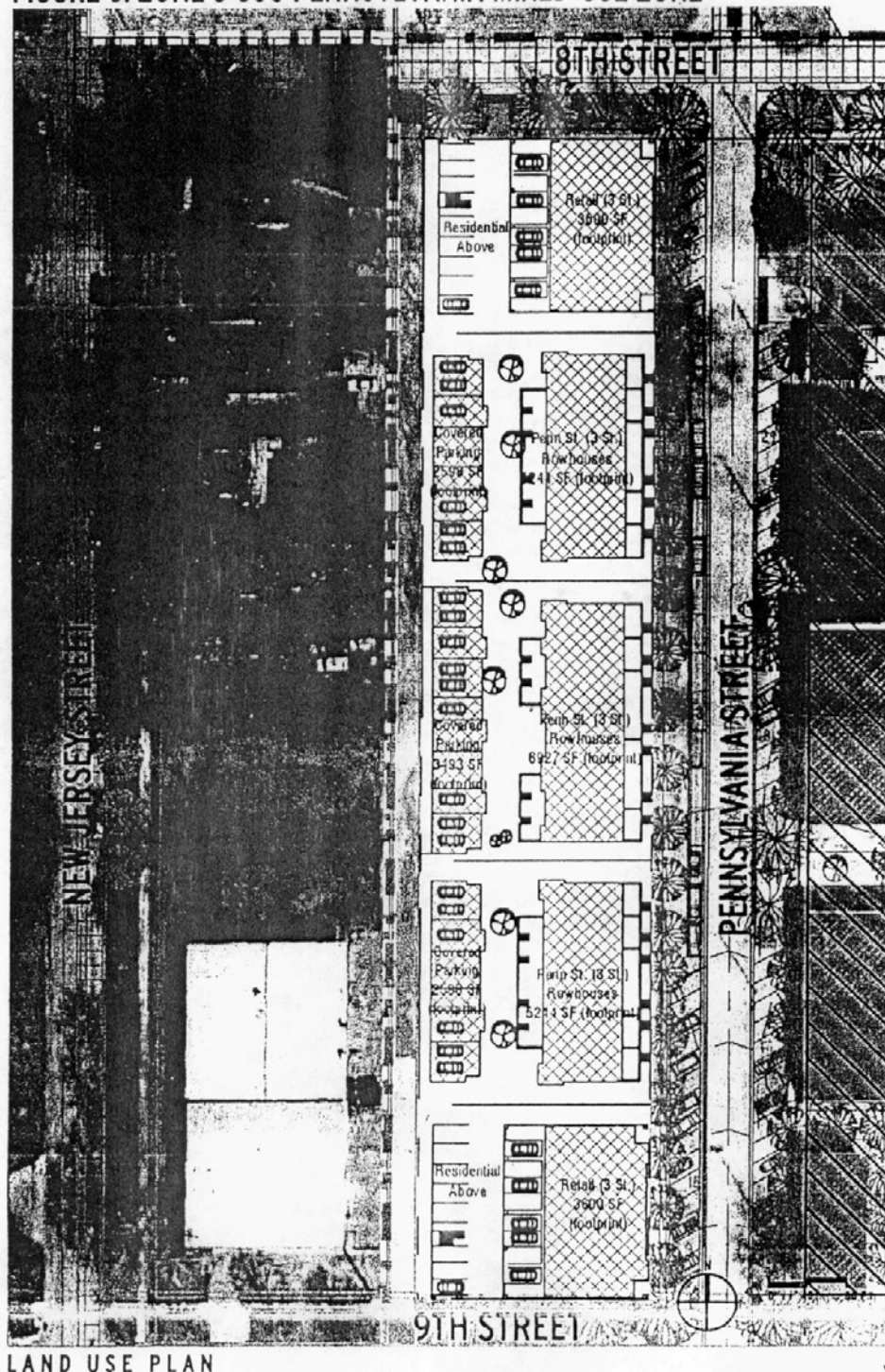
Gina Rose

RECEIVED

MAR 10 2006

City County Planning Office
Lawrence, Kansas

FIGURE 6: ZONE 3 800 PENNSYLVANIA MIXED-USE ZONE



No
No
No
No
68 parking spaces in the alley.

March 8, 2006

Dear Commissioner,

In regards to the upcoming Planning Commissioners meeting concerning the 800 block of Pennsylvania and the Urban Overlay District I would like to express my opinion. To start off, the neighborhood has not been in total agreement with Bo Harris' plans. Yes he did talk to us and initially said he would have green space, he would be renewing the leases of the current business owners in the area and that the west side would be row housing. When we were first shown the drawing, 3 months ago, there were many concerns, such as "do you call green space a parking lot?" He would only respond by saying yes there are trees landscaped in. In addition all of the current businesses will NOT have their leases renewed. And his row housing has turned in to high density apartment complex and retail with inappropriate parking. The community was not involved with any aspect of the planning and our past ELA president has been working for Mr. Harris for the last two years. To me this shows our representative didn't have the community interest in mind but maybe his employer. Watching the development of the Hobbs Loft and seeing how quickly that went thru and was built with resistance I question the judgment of the Commissioners. I refer to: Ten Tips for City Commissioners. A guide line for City commissioners;

1. Listen!
2. Educate Yourself
3. Be polite
4. Ask questions
5. Do your homework
6. Avoid "Ex-Part" contacts
7. Recognize conflicts of interest
8. Attend and contribute
9. Be independent & Informed
10. Make a difference

I am asking that you follow the guide lines on the sensitive issue of parking, traffic, density, green space, and the ultimate cost to the city. We the tax payers will be donating to Mr. Harris' development that some members of the community do not want as it stands.

It doesn't take the sharpest tool in the shed to see there are grave concerns on a development surrounded by parking in an alley adjacent to an established family neighborhood. One look at the map and I would venture to say you wouldn't want it in your back yard. (see Map attachment). I am talking about Zone #3. 117 feet wide. I'm sorry but there is not enough space there to accommodate all the residents and their vehicles, in Mr. Harris' plan for Zone #3. Not to mention the retail and general mayhem that this congestion would mean to all residents that live here. In my study for guidelines for urban development, it clearly states "do not

have the development surrounded by parking."

East Lawrence is a pedestrian friendly community and we would like to keep it that way. A huge development such as the Urban Overlay District on Pennsylvania should consider traffic calming measures for smart development. "Residential streets are multi-purpose facilities shared by pedestrians, cyclist, automobiles, public transit, truck and service vehicles...In some communities, however, there are residential streets on which motor vehicle traffic has become a problem. These problems may be related to traffic volumes, traffic speed, road geometry, traffic operations, or any combination of these. Traffic Calming is a combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. This means defusing traffic by altering the grid, narrowing streets and having walkable and "cycle pathways." These issues are not addressed in the development project.

The density issue comes up again in Zone #3 as there is not enough land there to support roomy, private apartments' around a common play space. Which again I refer to the Urban Guide lines. Most of American Association's New Urbanism Design Division is related to major metropolitan areas, the only ones I found for 32 units for one acre section were in Los Angeles and New York and some consisted of 6 stories high buildings. A more moderate equation would be 50 families in a two acre area with a common green space, square or park. With some ingenuity this could be accomplished in Mr. Harris project but the density will have to be lowered.

All urban design must have green space and recreation. The New Urbanism is all about the neotraditional neighborhoods that must have a discernible center and edge. In that center, where a project's density is greatest, there should be ample public space in the form of a town square or urban park. As Lawrence is not a major metropolitan area we can still utilize some guidelines for smart growth in scale with our town and the East Lawrence community.

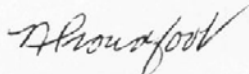
What exactly will the city be paying for? Traffic impact studies, new sewer and storm drains, new traffic signals, abatements, street lights, road repairs? The list I am sure goes on and on. I assume the city will pay, not the developer for a project that benefits him alone. The residents that made this neighborhood desirable saved it from destruction by stopping the huge bypass. Downtown is thriving because the voters saw the calamitous result of the so called "development plan" in the 1980s', called for the demolition of the north end of Massachusetts street. Where would Liberty Hall and many of our historic buildings be today if people hadn't stopped that ridiculous idea. How many wasteful projects do the people of Lawrence have to endure, like the Riverfront mall and the Tangers "Ghost" mall. People are tired of the lack of vision of the cabal of developers and builders who are deciding the future of our city. Your job is not to rubber stamp inappropriate and disproportionate development in established neighborhoods. Would you approve

this development in "Old West Lawrence", I think not.

I would like to close by inserting an excerpt from the Planning Commissioners Journal which you receive at City hall. The article title is "The Property Rights Challenge: What's a Commissioner to Do? "Enhance Public Participation in the Planning Process. In an uncertain legal and political environment it is more important than ever that the goals and objectives of the planning process be fully supported by all elements of the community. Through the use of focus groups, public meetings, surveys and other techniques, residents should be provided and early and continuous voice in the planning process."

In the current situation this has not occurred. Also the HRC had reservations when they passed their approval as so many community members protested. They warned the applicant he must keep communications open with the public. This neighborhood does not want a block buster project as a buffer zone.

Respectfully,

A handwritten signature in dark ink, appearing to read "N. Proudfoot", written in a cursive style.

N. Proudfoot,

Long time East Lawrence resident

List of references and publications:

**'Neotraditional design gets people out of their cars' by Marilyn Bowden
BANKRATE.COM**

New Urbanism - - - www.cnu.org

**American Planning Association's New Urbanism Design Division
www.planning.org**

New Urbanism -- Walkable communities --- www.walkable.org

**The Planning Universe -- Welcome to the commission -- A guide for members by
Sheryl Bower AICP**

**Summary of a Canadian Guide to Neighborhood Traffic Calming, by Todd Litman
Sierra Club -**

Planning Commissioners Journal www.plannersweb.com

Property rights challenge, What's a planner to do? PCJ #21, winter 1996

Providing Affordable Housing. PCJ #45 Winter 2002

Bright Ideas #61: winter 2006 (This whole journal is excellent)

Stop Sprawl Sierra Club www.sierraclub.org

The best new urbanism communities -- www.sierraclub.org

Transfer of development rights -- PCJ # 31 Summer 1998

Why plan! - A note from the trenches. by Bruce D. Bender PCJ Issue #2

Ethics and the Planning Commission -- Ex - Parte Contacts by Greg Dale

Smart Growth -- PCJ #44 Fall 2003

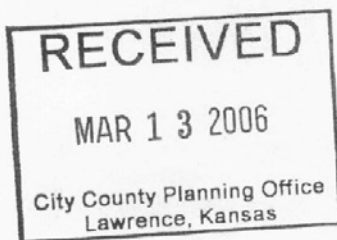
**"A question of balance" (a balancing community needs and property rights)
by Greg Dale PCJ #57 - Winter 2005**

**The impact of an aging population on planning. by Greg Dale PCJ #57 Winter
2005**

'Designing Multi Family Housing for Residential Neighborhoods' Sunrise Place and Daybreak Grove, By Rene David PCJ #23, Summer 1996

'Engaging Citizens in Planning', By Mary Helen Duke- Community developer specialist. PCJ # 42, Spring 2001

'Housing as if people mattered' - Sight design guidelines for medium density family housing. By Clare Cooper Marcus Considering residents needs in planning for denser housing, PCJ # 8 Jan/Feb 1993



Mark Kaplan
1029 Delaware
Lawrence, Kansas 66044

March 13th, 2006

Lawrence-Douglas County Planning Commission
Lawrence City Hall
PO Box 708
Lawrence, Kansas 66044

Dear Planning Commissioners,

I'm writing to remark upon the proposed zoning reclassification of Lawrence's original industrial district, before you now, and the development proposals of Harris Construction, which is also seeking to build a half-block of apartments, condominiums and living lofts in the area of the 800-block of Pennsylvania Street – as an adjunct to their overall plans for the district.

I won't pretend to fully understand all the issues that are at stake with the applicant's proposed zoning classification of C-5 – especially in light of the fact that it's apparently about to be eliminated, along with most of the historical zoning regimes of Douglas County. Some portions of this zoning classification may be appropriate for some of the area of development in question. I won't dispute that. What I don't like about the development proposal, as it stands, is that it will result in the block-busting of much of the Old East Lawrence district which surrounds our north end – with absolutely nothing provided in exchange, for the neighborhood, besides noise and traffic, and a serious long-term threat to the stability of our racially and economically mixed district, which forms part of the core of one of the most historic urban sites in America west of the Mississippi River.

As a thirty-two year resident and property owner of East Lawrence – I personally will not stand by and watch, as a neighborhood which I and so many others have worked so hard, for so long, to rebuild and protect. This development proposal – especially the unconsonably dense residential and commercial proposals for the west side of the 800-block of Pennsylvania Street – cannot and will not be allowed to demean and defame a residential character which has lived in relative harmony with this industrial district for most all of our community's storied history.

The site is surrounded on two sides by residential uses and zoning – some of which is single family – or RS-2. The remainder, west of this block, should have been rezoned single family in the early 80s – to protect its historic housing stock. It wasn't. But it is

zoned RM-2, I believe, or duplex, per buildable city lot – which I think is the maximum density which the neighborhood should allow on the west side of the 800-block – with out a stiff legal and political struggle to halt the proposed residential development.

I feel that the neighborhood has tremendous moral and ethical grounds upon which to make such a stand on this issue. Although it's partly water under the bridge, it being important to always be looking ahead rather than behind – the lots in question on Pennsylvania Street were largely seized by the City of Lawrence in 1974, with eminent domain, for the ill-conceived and ill-fated Haskell Loop – otherwise viewed as Lawrence's first real experiment with 'Negro Removal.' More than a dozen property owners and residents, mostly fixed-income aging and elderly Mexican American women – were handed a pittance for their properties – and evicted – for a roadway which thankfully was never built. What was leveled was practically the last vestige of Lawrence's historic East Bottoms district – which harbored a number of escaped Slaves and Freedmen, in what was one of the few districts where men of Color could successfully buy property – particularly as the years of Jim Crow, towards the latter portion of the 19th century, wore on. In an era when our city has finally reawakened to the discordant notes of a painful heritage of national civil strife – with an oncoming new National Heritage Area, being developed by the Lawrence Chamber – this is not the time to bury and degrade that history – and the historic character of an important portion of Lawrence, which is all we have left with which to commemorate that history.

It being said that I appreciate the fact that Harris Construction is itself seeking to list some of the historic structures in the district, near the residential blocks of East Lawrence -- I fear that this tact is being taken as a wise financial measure, in potential tax savings -- rather than for any real appreciation for the cultural history which historic designations are intended to draw attention to and protect.

In my view, the proposed uses for the west side of the 800-block of Pennsylvania, in the current Harris Construction sketches, are simply too dense to be passed off as a 'buffer' between the old neighborhood, and the new 'live, eat, work, play' project which otherwise, on its face, could be considered a cleaver and visionary reuse of a completely underutilized and under-appreciated portion of Lawrence's original town-site. This half block, so developed, could not be considered by any professional planner as a 'buffer,' unless some definition unknown to Webster's, on the word's behalf, were to be substituted in its place. Again – I believe that there is absolutely no reasonable case to be made for creating any more than up to twenty-four living units on the west side of the 800-block of Pennsylvania Street – and no case to be made at all for a vortex of commercial zoning and activity at the south end of this block, sixty feet across the street from the beginning of the single-family zoning district of historic Old East Lawrence.

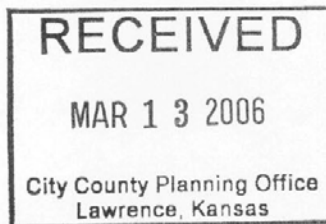
In addition to my expression and concern for this issue – I challenge our planning establishment in Lawrence to flesh out what the true costs to the taxpayer are apt to be for this extravaganza – once all the cheering stops. I would contend that there must be many hundreds of thousands of dollars, if not more, in needs to be applied to rebuilding the area's network of streets, curbs, gutters, sidewalks, sewers, and other infrastructure

needs – the estimation and projected costs of which are yet to be placed on the table by the developer, I fear.

As residents of Old East Lawrence, being of sound minds, if moderate means – we do not want to see our neighborhood harmed or threatened – without just compensation of some kind – at our own expense, and the expense of other taxpayers of Lawrence and Douglas County.

Sincerely,

Mark Kaplan



March 9, 2006

Lisa A. Pool
City / County Planner
6th & Massachusetts Street
PO Box 708
Lawrence, Kansas 66044-0708

RE: Written Response to Rezoning Request Z-01-01-06 & PP-01-04-06/PF-01-03-06

Dear Ms. Pool,

This letter is written in response to the request of Cinco Hombres, LLC & Pennsylvania Street Investors, LLC to rezone property bound by 8th & 9th Streets and New Jersey & Delaware Streets in the vicinity of Penny's Concrete, Inc. and Van, LLC. Our specific concerns relate to the access of our concrete and haul trucks through this area. Specifically, we travel this area (Pennsylvania Street between 8th & 9th Streets & 9th Street to Delaware) with both our concrete & aggregate trucks. It is especially difficult to maneuver with any kind of parking allowed that may restrict the turning radius at 8th & Pennsylvania, 9th & Pennsylvania, or 9th & Delaware. Our vehicles need to navigate these streets to get through to Haskell Avenue.

Since 1927, we have produced concrete and sand from our current location on 8th Street. We have made a number of compromises to our trucking routes during this time period which require this route (Pennsylvania Street between 8th & 9th Streets & 9th Street to Delaware) for access to deliver to ourselves and our customers.

Please keep this letter on file as it relates to any parking issues, turning radius issues or issues that would in any way limit the use of these routes.

I would like to go on record as opposing any zoning change or street ordinance changes that would affect these routes to and from our concrete and sand locations.

Thanks for your help in all matters relating to this issue.

Sincerely,

William J. Penny
C.E.O. Penny's Concrete, Inc.

East Lawrence Neighborhood Association

P.O. Box 442393

Lawrence, KS 66044

eastlawrence@yahoo.com

RECEIVED

MAR 13 2006

City County Planning Office
Lawrence, Kansas



March 13, 2006

Lawrence-Douglas County Planning Commission

Lawrence City Hall

PO Box 708

Lawrence, Kansas 66044

Dear Planning Commissioners,

Harris Construction is redeveloping the 800 block of Pennsylvania Street. While there is a real sense of appreciation for Harris' historic preservation on the east side of this section of Pennsylvania, there are many concerns among residents regarding the impact of this project.

There are issues with the proposed zoning reclassification to C-5, some of which can be resolved with restrictions on the C-5 zoning in conjunction with the overlay district. However, there are more serious concerns about the mixed residential and commercial proposal for the west side of the 800-block of Pennsylvania Street. This "buffer zone" between the historic residential neighborhood, and the adaptive reuse of the historic industrial buildings on the east side of Pennsylvania project is very dense, and the attendant parking, traffic and other issues have many residents very worried about neighborhood impact.

We are hopeful that these issues can be resolved to everyone's satisfaction.

Sincerely,

Janet Good, President

East Lawrence Neighborhood Association