

League of Women Voters of Lawrence-Douglas County

P.O. Box 1072, Lawrence, Kansas 66044

~~February 14, 2006~~

August 27, 2007

RECEIVED

AUG 27 2007

City County Planning Office  
Lawrence, Kansas

Grant Eichhorn, Chairman  
Members  
Lawrence-Douglas County Planning Commission  
City Hall  
Lawrence, Kansas 66044

RE: PC AGENDA ITEM 7: REVISED SOUTHERN DEVELOPMENT PLAN  
PC AGENDA ITEM 8: AMEND Horizon 2020, Chapter 14 TO ADD REFERENCE TO THE  
REVISED SOUTHERN DEVELOPMENT PLAN.

Dear Chairman Eichhorn and Planning Commissioners:

We ask that you not adopt this Southern Development Plan as it has been revised. The following includes some of our reasons.

1. This version of the Southern Development Plan is not in conformance with the recommendations regarding commercial land use of the updated *Horizon 2020*, Chapter 6. [Please see the attached graphic illustrations of the *Horizon 2020* Maps and the verbatim text that refers to this area.] New commercial land use areas recommended by *Horizon 2020* have been located on the Chapter 6 H2020 map for commercial land use and are confined to specific nodes. The recommendation for the area adjacent to Iowa St. south of the SLT intersection is specifically for an auto-oriented development limited in size, and very carefully planned. This approach is not indicated in this version of the Southern Development Plan. In this area plan the amount of commercial use allotted south of the SLT approaches more than half of that on both sides of Iowa north of the SLT, and is grossly in excess of what would be needed for an auto-oriented node. The future land use map of *Horizon 2020* recommends this general area south of the SLT for office use (*Horizon 2020*, page 3-4, Map 3-2, Future Land Use).

There is no type of land use proposal in this revision to the Southern Development Plan that would prevent the linear commercial use from extending continuously along the highway to the south, including that portion of the remaining roadway that will not be incorporated into the Freeway. Although the floodplain limits development, this area plan points out that the floodplain does not prohibit development. We need to emphasize that once the commercialization of this sensitive roadway begins, it will be difficult to stop. This is one important reason why *Horizon 2020* did not recommend extending general commercial use into this sensitive southernmost area between the SLT and the beginning of the floodplain.

2. This Southern Area Plan is not in conformance with the *Transportation 2025* map showing projected commercial land use for the area. Please see the illustration taken from the Chapter 5, *Transportation 2025* Future Land Use Map, Figure 5.1.

3. There is not sufficient detail regarding future streets and their connections to the differing land uses to enable facilitation of both pedestrian and bicycle transportation as a viable mode within the area. We sincerely hope that those areas shown for Traditional Neighborhood Development will be the preferred method of developing these residential areas. TNDs are not single, isolated, disconnected uses, such as are large student apartment complexes. Because of this they would contribute the qualities needed for long-term sustainable neighborhoods and we believe TND to be the preferred option for residential development in this location east of Ousdahl. Single use large-lot apartment complexes designed for homogeneous populations risk becoming obsolete, as trends change.

4. We support the use of planned development for new commercial areas as recommended by this area plan revision. However, there needs to be a clear distinction between the land use zoning districts that

can be used for existing uses that already have PUD zoning under the old code and for the new areas that will be rezoned for either commercial or other types of land use. The planned development districts in the new Land Development Code must be rezoned to both the base zoning districts plus the overlay planned development districts *at the same time*. If this procedure is not properly followed, the intended results of planned development recommended by this Southern Development Plan for commercial development will not happen, and the resulting conventional zoning will have an uncertain outcome. The same process is needed for residential PUDs and any other uses recommended for planned development.

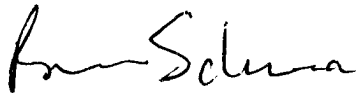
5. We suggest that the planning staff seek a different approach to area planning than the “blob map” type of planning. In our view this is not area planning at all, but rather results in separate, unrelated and disconnected uses. When neighborhood streets with sidewalks are discontinuous with adjacent destinations, often citizens must go by private automobiles to get to schools or other activities rather than walk. Discontinuous neighborhood streets also force local traffic onto our arterials, simply to get from one area of the same neighborhood to another, unnecessarily increasing congestion on our major streets. Street layouts should be planned, not just for arterials and collector streets, but also for local streets.

A street layout is particularly important for the “sliver” of commercial zoning southwest of Iowa Street and the SLT so that both a long “dead-ended” street and building roads in the floodplain can be avoided. In fact, designating that particular area for commercial use makes no sense to us, and we hope you will reconsider the land use for that area.

Some communities require large areas, such as sections, to be master planned. These master plans must include plans for interconnecting streets and integrating neighborhood non-residential uses before developers can proceed to develop within an area. This requires cooperation between landowners, developers, and the community planners. One community that requires this type of master planning in their code is San Antonio, Texas.

We hope for these reasons and others that the Planning Commission will not adopt this plan as it now has been written and will ask for more study.

Sincerely yours,



Paula Schumacher  
President



Carrie Lindsey, LWV L-DC Board  
Land Use Committee

*Please see Attachments One, Two, and Three*

## ATTACHMENT ONE

**Below is an excerpt from Horizon 2020, Chapter 6, Commercial Land Use, P. 6-6**

### **Auto-Related Commercial Centers**

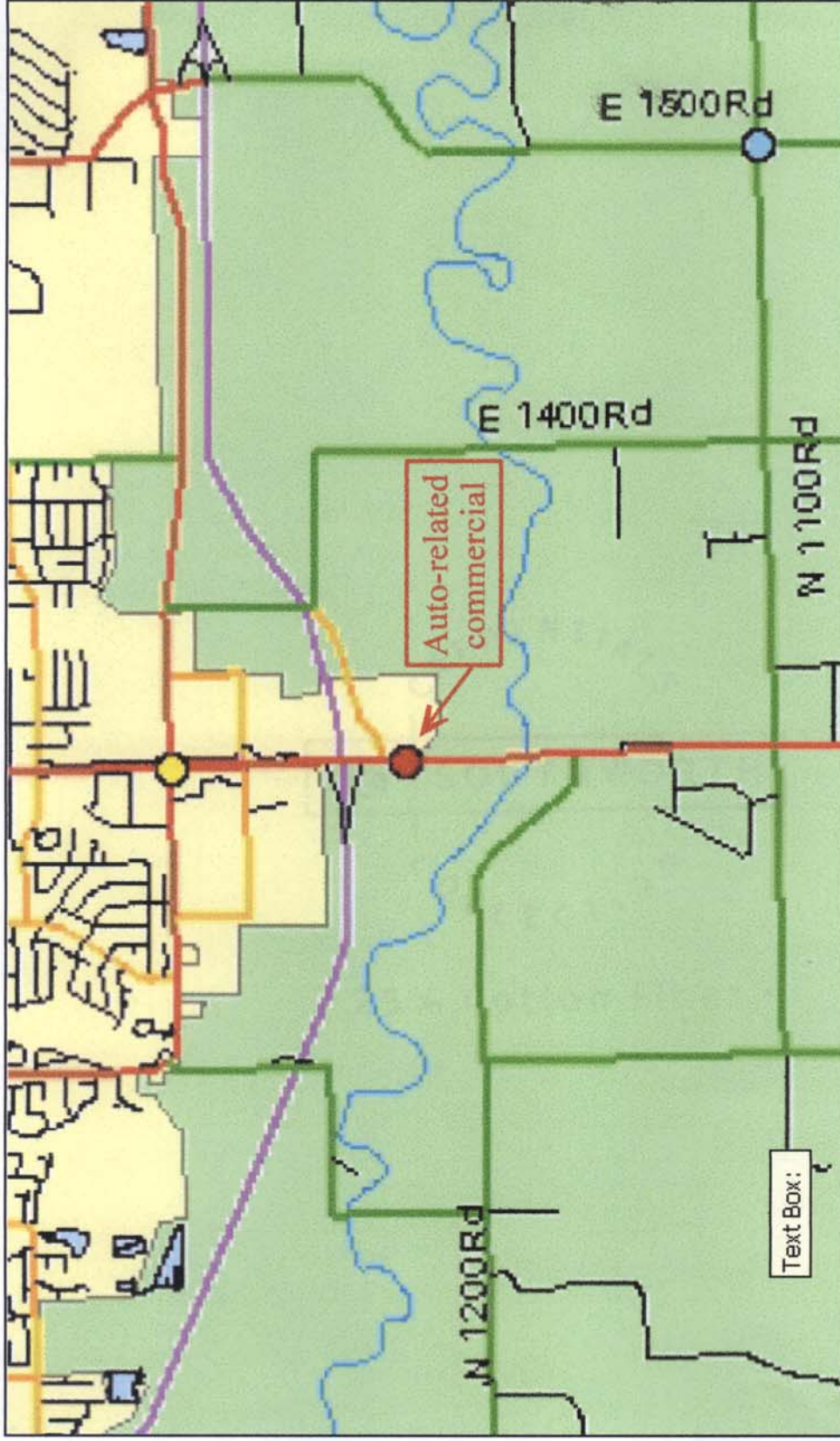
A unique type of commercial development is an Auto-Related Commercial Center. These centers include a wide variety of uses such as auto sales and repair, truck stops, restaurants, hotels , and other similar uses. However, these uses are not limited to Auto-Related Commercial Centers. A common feature of all these uses is that they typically have a small amount of commercial square footage under roof, but require a large amount of acreage.

Because these centers have a limited variety of uses and a relatively small amount of commercial square footage, Auto-Related Commercial Centers do not fit within the definition of a Community or Regional Commercial Center. These types of centers are very intensive and therefore need to be directed to areas that have an ability to handle the intensive nature of an Auto-Related Commercial Center.

Auto-Related Commercial Centers shall be located at the intersection of two state or federally designated highways. To ensure that the Auto-Related Commercial Centers develop in a planned manner that provides a positive benefit to the community, Auto-Related Commercial Centers shall have a lot length-to-depth ratio of 3:2 and must be a minimum of 20 acres in size.

All the potential locations of an Auto-Related Commercial Center are in areas that serve as "gateways" into the city. Since they are in "gateway" areas, any proposal for an Auto-Related Commercial Center shall be closely scrutinized for architectural appearance, landscaping, signage, etc.

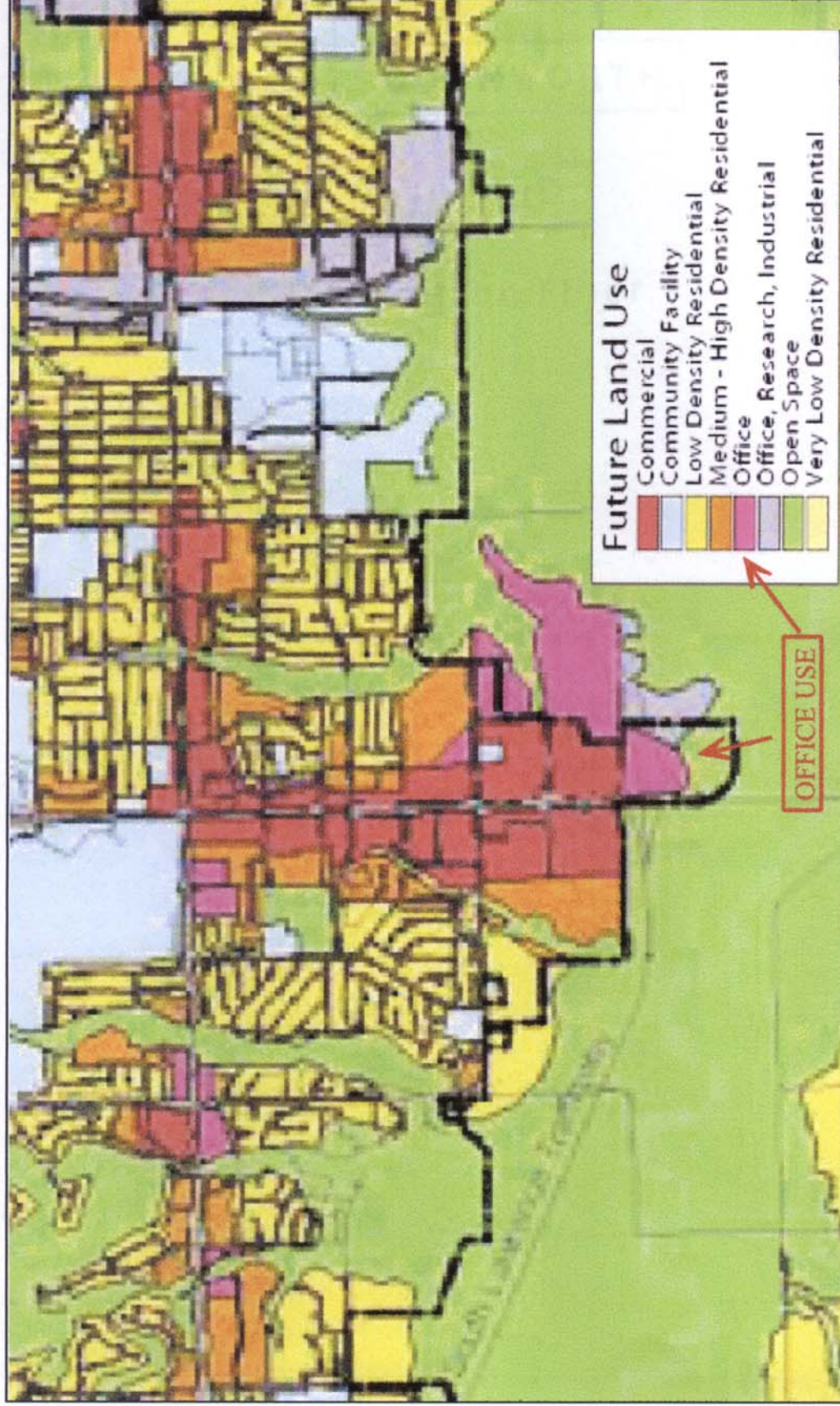
# Horizon 2020 New Commercial Areas Map from Ch. 6, Enlarged



**Figure 2.** This is a screen print of the enlargement of the Chapter 6, Horizon 2020 recommended nodal developments. This location is recommended for auto-related commercial use (filling station-rest area-restaurant, for example). Because the area recommended for additional commercial in the Revised Southern Development Plan is over half again in size to that of the existing commercial use from 23<sup>rd</sup> Street to the SLT, the amount reserved for commercial use south of the SLT intersection on both east and west sides of Iowa is grossly excessive. Any commercial use in that area should be specifically designated as “auto-related” in both the text and the Southern Development Plan map. The updated Horizon 2020 commercial Chapter 6 does not support new commercial uses other than what is specifically recommended so this plan contradicts Horizon 2020.



# Enlarged T2025 Future Land Use, Fig. 5.1, P. 43, Southern Area.



**Figure 4** This is a screen print of an enlarged section of the Land Use and Transportation Map from Chapter 5 of Transportation 2025. The dark pink designates OFFICE land use. This is shown for all land south of 35<sup>th</sup> Street except those areas shown as Office, Research, Industrial.

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August 16, 2007

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Mr. Grant Eichorn  
c/o Lawrence-Douglas County Metropolitan  
Planning Commission  
City Hall  
6 East Sixth Street, P.O. Box 708  
Lawrence, Kansas 66044

Re: Southern Development Plan

Dear Chairman Eichorn:

We represent the Snodgrass family, who own the property north of 31<sup>st</sup> Street between the trailer park and Louisiana Street. When Bruce Snodgrass attended the June 6, 2007 meeting regarding the proposals for the Southern Development Plan, he understood that there would be an additional meeting after that one. He did not know anything about the Comprehensive Plan Committee, nor was he notified of any of the CPC meetings. He was surprised to receive the revised plan, followed by a notice of the Planning Commission meeting.

We immediately called Michelle Leininger to discuss the Snodgrass concerns before the mid-month meeting on August 15<sup>th</sup>. Ms. Leininger advised us not to write a letter before the mid-month meeting and generously agreed to meet with us on August 16, 2007.

While we do appear to be "late to the party", the Snodgrass family has very legitimate concerns that we hope you will keep an open mind to and consider very carefully.

The Snodgrass family has owned this property for more than thirty years. It is located in the county and is zoned A (agricultural). Horizon 2020 shows this property with a majority of higher-density residential with some low-density residential on Map 3-1. Although the future land use map did not have a category for medium-density residential, it suggested a mix of showing both low and higher-density residential is appropriate. Such a designation is compatible with the definition of medium-density residential being appropriate "along major roadways, near high intensity activity areas, and adjacent to important mutual amenities."

*Eichorn, Chairman Grant*

August 16, 2007

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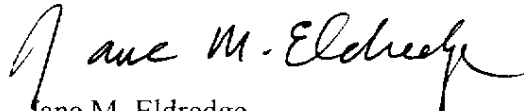
The property backs up to duplexes and tri-plexes to the north and it faces what is proposed as medium-density residential across 31<sup>st</sup> Street to the south. The Horizon 2020, criteria for location of medium and higher-density residential development Policy 1.2c. and Policy 1.3 suggest that this higher-density area should be protected from the one encroachment of low-density residential and should be located at the intersection of major streets.

While the Snodgrass family understands that traffic concerns must be dealt with in the development process, they would like the ability to continue to keep their options open by having their property designated medium-density residential in the Southern Development Plan.

In reviewing the revised Southern Development Plan meeting notes from the public meeting they attended on June 6, 2007, there does not seem to be a record of the concerns the Snodgrass family raised, nor does there seem to have been any recorded discussion about their concerns at either the June 20, 2007 or the July 11, 2007 CPC meetings. Therefore, we would like the opportunity to discuss their concerns with you regarding the designation of their property in the Southern Development Plan.

Sincerely,

BARBER EMERSON, L.C.



Jane M. Eldredge

JME:klb

**Michelle Leininger**

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**From:** Neil Wakefield [entire@sbcglobal.net]  
**Sent:** Tuesday, August 21, 2007 5:42 PM  
**To:** mlininger@ci.lawrence.ks.us  
**Subject:** Southern Development Plan

Ms. Leininger,

As a property owner (***EN-TIRE Car Care Center***, 1801 W 31st) in the area covered by the Southern Development Plan, I have received your letter regarding the planning commissions process of updating the plan.

I have reviewed both drafts at [www.lawrenceplanning.org](http://www.lawrenceplanning.org). I believe plan draft two would be the most beneficial to the area. This is generally is a high traffic retail area. Residents of medium density residential have an expect ion of higher traffic on the streets, thus creating fewer complaints about congestion. Low density residential will not lower traffic in the area but will probably generate more complaints about the congestion to the city.

Thank you for the opportunity to comment on the plans.

Neil Wakefield

8/22/2007