

**PLANNING COMMISSION REPORT
REGULAR AGENDA -- PUBLIC HEARING ON VARIANCE REQUEST ONLY**

PC Staff Report
03/22/10

**ITEM NO. 1: PRELIMINARY PLAT FOR LAWRENCE MUNICIPAL AIRPORT
ADDITION NO. 2; 15.7 ACRES, LOCATED AT 1915 AIRPORT RD.
(SLD)**

PP-1-2-10: Consider a Preliminary Plat for Lawrence Municipal Airport Addition No. 2, approximately 15.7 acres, located at 1915 Airport Rd., and variances from Sections 20-801 & 20-810 of the Subdivision Regulations regarding the portion of property to be platted and number of access points to the site. Submitted by the City of Lawrence, property owner of record.

STAFF RECOMMENDATION: Staff recommends approval of the variance from Section 20-801 (c) of the Subdivision Regulations requiring all property of contiguously owned land be platted; and

Staff recommends approval of the variance from Section 20-810 (d)(2)(iii) of the Subdivision Regulations requiring a second access to development with more than 25,000 SF.

STAFF RECOMMENDATION: Staff recommends approval of the Preliminary Plat of Lawrence Municipal Airport Addition No. 2 and forwarding it to the City Commission for consideration of the proposed dedication of easements and rights of way.

Applicant's Reason for Request: To facilitate development of the Lawrence Municipal Airport property.

KEY POINTS

- The City of Lawrence is the applicant.
- Existing development is located on what will be Lot 1, Block 1 of the proposed plat.
- A site plan has been approved for Hawkeye Helicopter to be located on Lot 1, Block 3 of the proposed plat.
- The southern portion of the developable area at the Airport was platted in 2001.
- Only the remaining area anticipated for development is being subdivided with this plat.
- A master plan for the airport is being developed through the Public Works Department.

SUBDIVISION CITATIONS TO CONSIDER

- This application is being reviewed under the Subdivision Regulations for Lawrence and Unincorporated Douglas County, effective Jan 1, 2007.
- Section 20-801 (c) requires all property of contiguously owned land be platted.
- Section 20-810 (d)(2)(iii) requires second access to development with more than 25,000 SF.

ASSOCIATED CASES/OTHER ACTION REQUIRED

- City Commission acceptance of rights-of-way and easements per preliminary plat.
- Submittal, administrative approval, and recording of final plat at the Register of Deeds.

- Airport was rezoned from GPI to IG per Ordinance 8425 (Z-4-5-09).
- SP-10-48-09; Hawkeye Helicopter approved administratively.

PLANS AND STUDIES REQUIRED

- *Traffic Impact Study (TIS)* – study to be provided at time of development of individual lots.
- *Downstream Sanitary Sewer Analysis (DSSA)* – study to be provided at time of development of individual lots.
- *Drainage Study* – study to be provided at time of development of individual lots.
- *Retail Market Study* – Not applicable to this request.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- None

ATTACHMENTS WITH THIS STAFF REPORT:

Attachment A: preliminary plat

Attachment B: <http://www.lawrenceks.org/airport>

Subdivision Summary

Gross Area	683,848 sq ft	(15.699 acres)
Right-of-way	55,539	(1.275 acres) (Airport Road)
Number of Lots	5	
Number of Tracts	0	
Minimum Lot Area:	43,385 sq ft	(.996 acres) (Lot 4, Block 2)
Maximum Lot Area:	254,564 sq ft	(5.844 acres) (Lot 1, Block 1)

GENERAL INFORMATION

Current Zoning and Land Use: IG (General Industrial) District; developed and undeveloped area including existing runways for municipal airport.

Surrounding Zoning and Land Use: A (Agricultural) District surrounds the property in all directions with the exception of isolated tracts zoned I-1 (Limited Industrial) District adjacent to the central section of the airport property. Land use is agricultural crop land.

STAFF REVIEW

Application Summary

Platting of the airport provides easily described parcels for leasing purposes and for the orderly development of the property for airport related uses. Platting is a basic requirement of the development process. This preliminary plat (PP-1-2-10) was initiated by the City to accommodate an ongoing project know as "Hawkeye Helicopter" to be located on Lot 1, Block 2. Four additional lots are included in this plat. One lot defines the existing development around the terminal building. The three remaining lots will be created for future development.

Zoning and Land Use

The property was rezoned to IG in 2009 to accommodate airport related businesses not permitted in the GPI district. The airport occupies approximately 489 acres in Grant Township. A majority of the airport land use is dedicated to the runways, tarmac and safety zones.

Streets and Access

Access to the individual lots is provided via a public roadway system. Airport Road is the main access to the airport. Several other local roads are dedicated but not fully constructed at this time. Airport Road is the only public access point to the interior of the airport. Approval of the plat will extend the right-of-way for Airport Road.

Easements and Rights-of-way

This plat will establish the existing pavement and vehicular drive area around the terminal building as public right-of-way. Right of way for cul-de-sacs at the ends of Bryant Way and Taylor Craft Road are dedicated with this plat. Utility easements are provided along the front of the lots to accommodate services. Rear and side easements are inappropriate in this location because of security and operational concerns. Additional easements are being added to Lot 1, Block 1 to cover existing utility lines serving the terminal building and other existing development.

Utilities and Infrastructure

The City is currently engaged in the construction of water main improvements and the design of public sewer service for the airport.

Water: Potable water service is provided by the City and is currently supplemented by a non-potable fire suppression system. Source water for the non-potable fire suppression system is taken from two on-site wells. The existing system is adequate to provide service to the Hawkeye property as well as the additional lots.

The City is currently constructing a second supply main consisting of 12" and 8" ductile iron piping, City project UT0923DS, to ensure adequate fire suppression and domestic supply rates. The existing non-potable fire suppression system will be converted to potable use with the existing wells being removed from service as part of this project. Construction of this project is contractually required to be completed no later than April 20, 2010.

Rural Water District 13 has an existing line located across the north portion of the proposed plat. There is no record of this line being located in a recorded easement. The City is working with the Rural Water District to relocate the line to the southern portion of the airport property to minimize any future disruption of service related to development and planned airport improvements.

Sanitary Sewer: Public sanitary sewer service is currently unavailable to existing facilities at the airport. Existing buildings are served by septic systems. The City has engaged the services of Burns and McDonnell and BG Consultants to develop design alternatives. The initial basis of the design report has recently been completed and the contract for engineering services for the design of the recommended alternative was approved by the City Commission on February 9, 2010. A final layout of the sanitary sewer collection system is not known at this time.

No changes to existing wastewater services for Lot 1, Block 1 (terminal building and existing development) are proposed at this time. Lot 1, Block 2 (Hawkeye Helicopter) is designed with a sewer connection to an existing holding tank that will provide interim service until sanitary sewer lines are extended to the airport.

VARIANCE

A variance from Section 20-801 (c) and 20-810(d)(2)(iii) are required for the plat as proposed.

Section 20-813(g) states that the Planning Commission may grant a variance from the design standards of these regulations with the exception of the standards of the wastewater disposal system standards only if the following three criteria are met: that the strict application of these regulations will create an unnecessary hardship upon the Subdivider, that the proposed variance is in harmony with the intended purpose of these regulations and that the public health, safety and welfare will be protected. Below is a review of the variance requests in relation to these criteria.

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

Platting Contiguous Property: Platting all contiguous property ensures logical development. The main portion of the airport was surveyed in 1999. Since then the city has acquired additional properties to protect the runways. In 2001, a portion of the property along Airport Road was platted in anticipation of development. The proposed plat is intended to define the immediately developable areas and be responsive to recent development activity. A master plan of the airport is being initiated and will provide more detail about the needs and development opportunities of the airport for the future. Platting the entire property prior to completion of the master plan is premature. Platted lots are a minimum requirement for issuance of building permits. Without such platted lots, recently approved development will be hindered for the airport.

Multiple Access points: The Development Code requires multiple access to ensure connectivity and emergency access to development. The property is fully accessible from Airport Road and N. 7th Street (E 1500 Road). Once on the airport property, access for emergency purposes include interior drives, tarmac and runway areas. An emergency event would likely halt or suspend immediate flight activities. Public access within the airport is intended to be restricted for safety purposes.

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

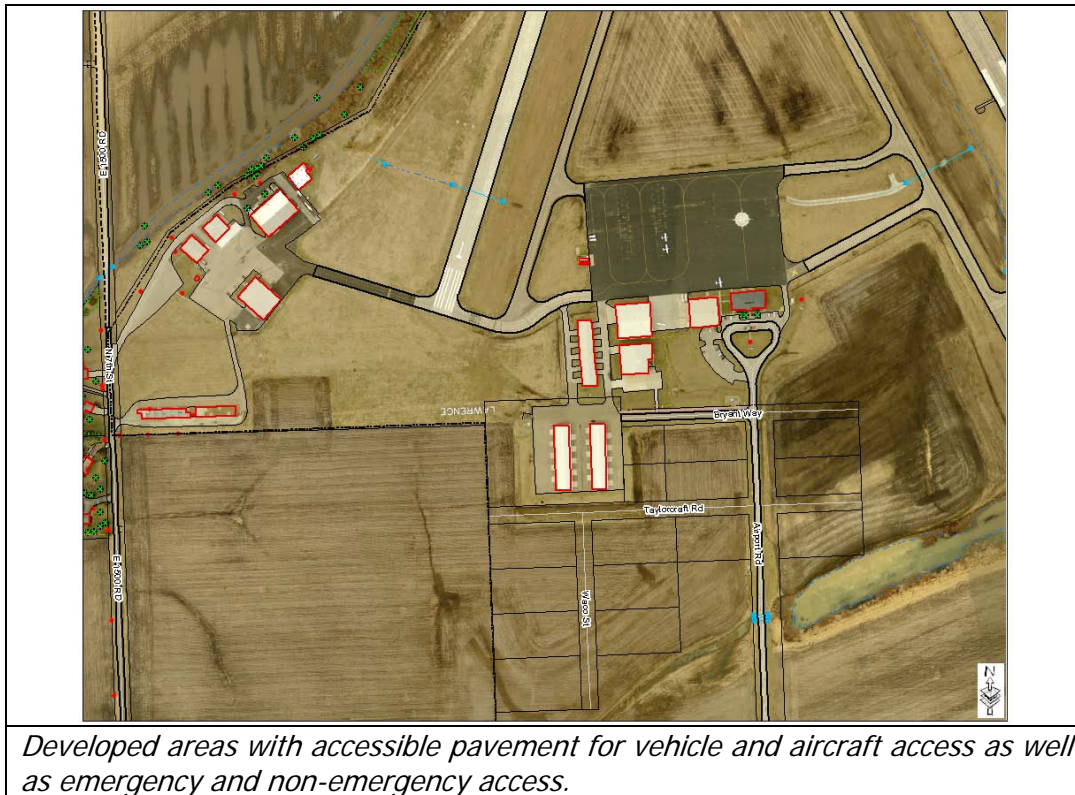
Platting Contiguous Property: The existing master plan is dated and the City is actively pursuing an update. This update will help to define the ultimate boundaries of the airport and designated development areas. A large section of the property will not be developed with buildings. This area is reserved for the airport runways and various protection zones that do not permit structures except those strictly mandated by airport operations (signals, lights, and instrument navigational systems).

Multiple Access points: This development is proposed within the boundary of the Lawrence Municipal Airport. Airport development is unlike any other land use requiring both integration and separation of specific elements such as access. Where vehicle access may be desirable, it would be in direct conflict with aircraft. Where public access may be desirable, unrestricted public access could pose significant safety hazards to the airport operations. Existing taxi-way and tarmac surfaces allow for emergency vehicle access when necessary.

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

Platting Contiguous Property: This preliminary plat includes the immediately developable areas within the boundary of the airport. Completion of the Airport Master Plan will further identify any additional buildable areas that may be platted in the future as well as areas that should be acquired for protection of the airport.

Multiple Access points: The overall intent to provide emergency access is achieved for this site. Public Health Safety and Welfare will continue to be protected during and after development of the airport.



Conformance

With the approved variances, the preliminary plat is in conformance with the standards and requirements of the Subdivision Regulations and the Development Code.