

# K-10 & Farmer's Turnpike Plan

Lawrence-Douglas County Planning Office

Lawrence-Douglas County Planning Commission 11/17/08

Lawrence City Commission 12/9/08

Douglas County Board of County Commissioners 1/7/09

[Amended: <DATE PENDING>](#)





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## Section 1: Introduction

### 1.1 Purpose

The purpose of the *K-10 & Farmer's Turnpike Plan* is to outline specific land use goals, policies and recommendations for the planning area shown on Map 1-1, while being consistent with the overall adopted comprehensive plan for the community. Portions of the planning area are adjacent to the city of Lawrence and because of its proximity to the city and interstate highways, it is likely to be an area of intense development pressure. The plan outlines future land uses for the planning area to be used as a guide for urban development only after annexation into the city of Lawrence occurs. This plan does not annex property nor does it rezone property upon adoption. These types of requests are typically requested by the property owners and/or developers that have stake in such property and wish to develop within the city of Lawrence.

The plan should fit like a puzzle piece into the larger context of the surrounding street, utility, and land use network of the entire community. Logical connections between the planning area and adjacent neighborhoods are a key factor in the development of the plan. The recommendations contained within this plan are intended to guide the area's growth patterns as the development of the K-10 Highway and Farmer's Turnpike area occurs within the city of Lawrence. The plan identifies appropriate land uses along an arterial road corridor and a highway interchange that aid in meeting a recognized need for industrial/employment center opportunities that will support the general health and prosperity of the region.

It is expected that development in the planning area will occur within the span of decades as the market demands and as urban services are able to be provided. It is anticipated that rural and agricultural uses will continue to be present as the planning area urbanizes. Because of the long timeframe of the plan, it should be reviewed on a regular basis.



## 1.2 Description of Planning Area

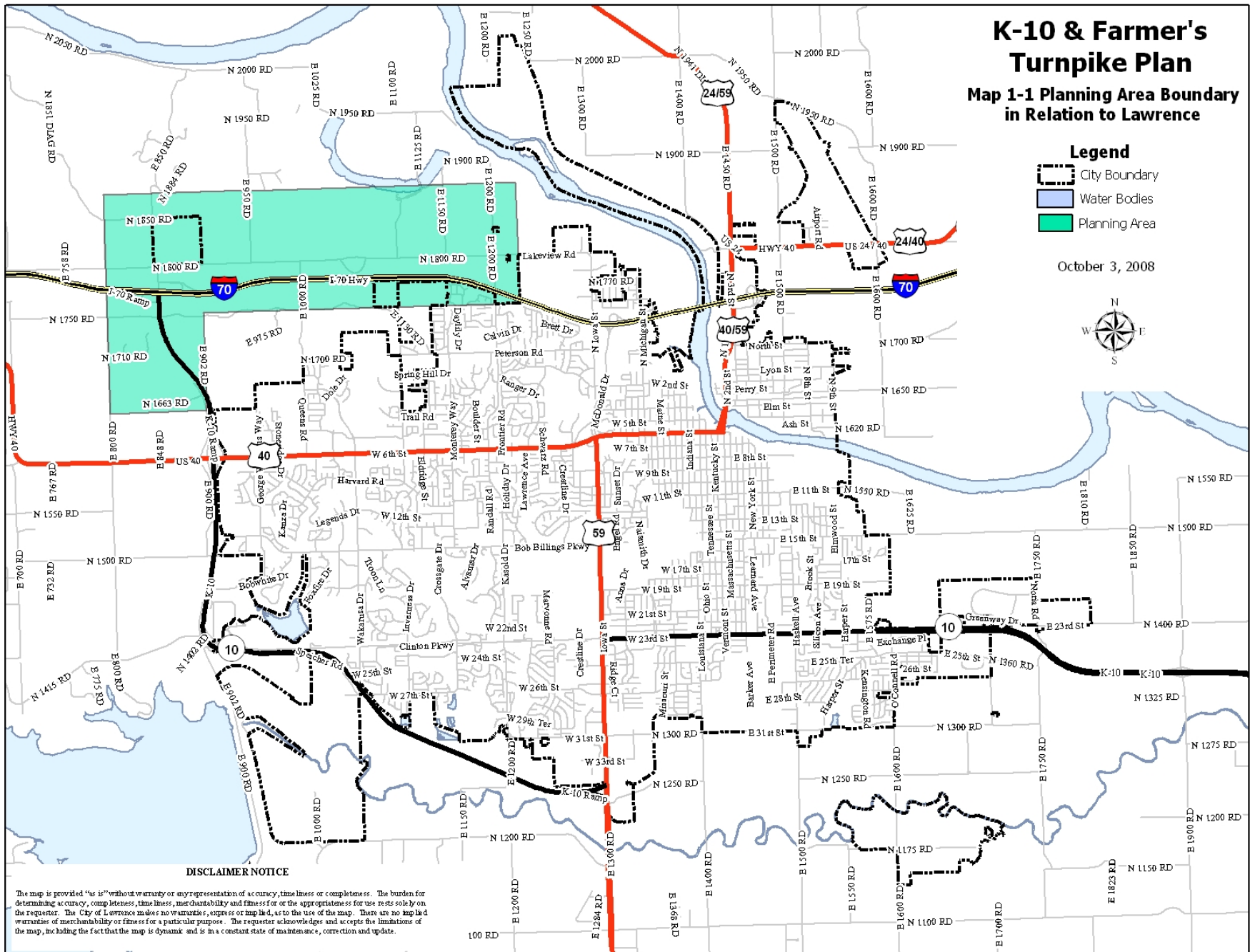
The *K-10 and Farmer's Turnpike Plan* planning area is located northwest of the city of Lawrence (see Map 1-1) and southeast of the city of Lecompton, in northern Douglas County, Kansas. The planning area contains approximately 4,075 acres and encompasses portions of Sections 17 and 18 of the Lecompton Township, portions of Sections 14, 15, 16, 21, 22, and 23 of the Wakarusa Township, and portions of Sections 19, 20, and 30 of the Kanwaka Township.

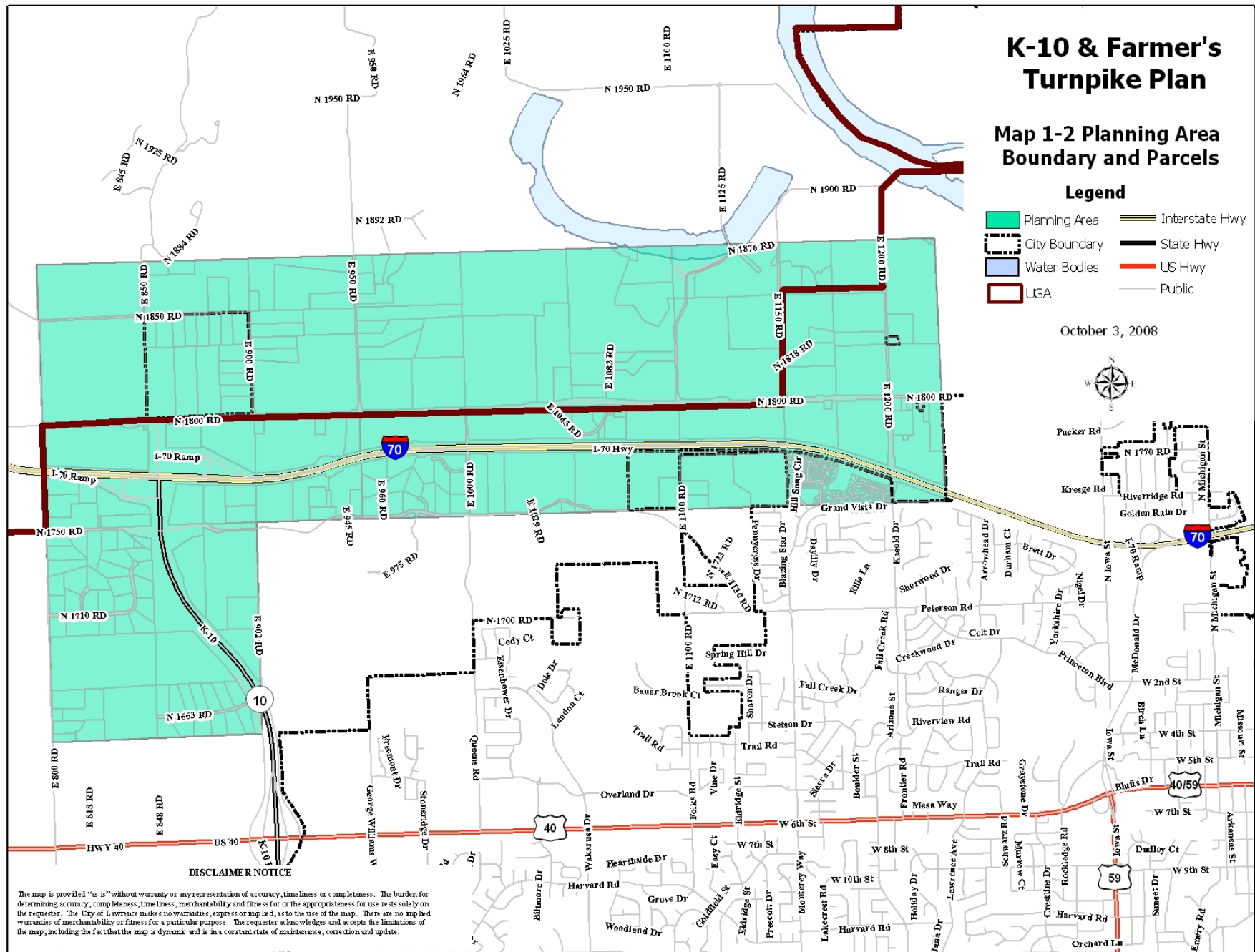
The planning area boundaries are: E 800 Road on the west, approximately  $\frac{3}{4}$  of a mile north of the Farmer's Turnpike (N 1800 Road/County Hwy 438) on the north, approximately  $\frac{1}{4}$  of a mile east of E 1200 Road from the north boundary to Grand Vista Drive extended on the east and E 902 Road from approximately N 1750 Road to approximately  $\frac{1}{2}$  of a mile north of W. 6<sup>th</sup> Street (Hwy 40), and approximately N 1750 Road from E 902 Road to approximately  $\frac{1}{4}$  of a mile east of E 1200 Road and approximately  $\frac{1}{2}$  of a mile north of W. 6<sup>th</sup> Street (Hwy 40) from E 800 Road to E 900 Road on the south. See Map 1-1. Approximately half of the planning area is located outside the Lawrence Urban Growth Area (UGA), as currently identified in *Horizon 2020*. Those portions of the planning area that are located within the UGA, are located in service area 4 which is the outer most service area in *Horizon 2020*.



The dominant character of the planning area is rural in nature although a variety of uses surround the planning area. I-70 and a toll plaza are major elements within the area. North of the planning area is predominantly rural in nature with some rural residential uses and agriculture crop uses. East of the planning area is primarily industrial along with the Westar power plant. Urban density residential uses are south of the planning area, but mainly to the east. Rural uses are also south of the planning area, but the area is urbanizing from the south towards the planning area. West of the planning area is rural in nature. While the areas described are outside of the planning area boundaries, they can influence the land use development patterns within the K-10 Highway and Farmer's Turnpike area.

The planning area contains a wide range of ownership parcel sizes with the largest being approximately 186 acres to approximately 1,378 square feet. The planning area boundaries and parcel composition are illustrated in Map 1-2.





### 1.3 Background

The Kansas Turnpike travels through the planning area as it travels through Lawrence and Douglas County. The Kansas Turnpike is 50 years old and extends 236 miles from Kansas City, Kansas to the Oklahoma border south of Wichita. 32,755,932 vehicles traveled the Turnpike in 2006.<sup>1</sup> The Lecompton, Lawrence: K-10 interchange (Exit 197) opened in November of 1996 and is the western Kansas Turnpike interchange in Douglas County that serves the planning area. It connects the Kansas Turnpike to K-10 Highway which was also completed in November of 1996. K-10 Highway, also known as the South Lawrence Trafficway (SLT), takes traffic from the Kansas Turnpike and from US Hwy 40, south to US Hwy 59, south of Lawrence.

The city of Lecompton is a destination located approximately 3 miles northwest of the planning area. Lecompton has a long history beginning in 1854 when it was founded and originally called "Bald Eagle". Lecompton became the capital of the Kansas Territory in 1855. Its early history as the territorial capital revolved around gaining Kansas' entrance into the Union as a pro-slave state. That effort failed as the free-state supporters ultimately prevailed and lead to the political birth of the Civil War. The free-state leaders moved the capital to Topeka when Kansas became a state in 1861. Much of that early history is on display in Lecompton<sup>2</sup>. Farmer's Turnpike (N 1800 Road) and the Lecompton interchange play an important role in directing tourists to Lecompton. The Farmer's Turnpike was the original highway between Lecompton and Lawrence before I-70 (Kansas Turnpike) was completed in 1956.

The Kansas Territory was opened to settlement in May of 1854. Soon after the territory was opened, abolitionists from New England rushed to the area in an effort to keep the territory from becoming pro-slavery. Lawrence is said to be one of the few cities founded purely for political reasons. The founding group named the town after the financier of the expedition, Amos Lawrence. Lawrence also acted as an important stop on the Underground Railroad, helping escaped slaves reach freedom safely. On August 21, 1863, William Quantrill assembled a group of men in Missouri and rode into Lawrence. The raiders entered the city "to burn every house and kill every man." Additionally, Lawrence is located between the two trails, the Oregon and the Santa Fe Trails. After the Civil War ended in 1865, railroads rapidly pushed across the Great Plains and wagon trails became obsolete<sup>3</sup>.

Most recently the city of Lawrence has been growing and developing to the south and west of the central city. Development proposals to the north and west of the city of Lawrence, within the Urban Growth Area (UGA), have become more frequent in recent years. The completion of Free State High School in 1997 also spurred development on the west side of Lawrence. *Horizon 2020* includes policies that encourage development to city standards within the UGA.

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<sup>1</sup> Kansas Turnpike Authority, <http://ksturnpike.com/history.shtml>

<sup>2</sup> Lecompton Kansas Historical Society, <http://lecomptonkansas.com/>

<sup>3</sup> Lawrence Convention and Visitor's Bureau, <http://www.visitlawrence.com/>

## 1.4 Industrial and Employment Related Development

There is a recognized need to foster job creation and industrial space in the community, with a particular deficiency of large tract industrial space (approximately 100 acres and greater). *Horizon 2020*, the city and county's comprehensive long-range plan, identifies many goals, policies and strategies as to how to grow and develop the city of Lawrence and Douglas County as a whole. Chapter 7 – Industrial and Employment-Related Land Use of *Horizon 2020* lists a strategy of “increasing the community's involvement in economic development in order to secure a job growth goal of 20,000 total new jobs in Douglas County by the year 2020”. The K-10 & Farmer's Turnpike area can assist in reaching this goal by supporting areas for potential industrial and office/research development. The area lends itself as an ideal location for industrial and employment center development because of the access to both a federal interstate and a state highway. Additionally, there is an opportunity to develop large parcels on land that contains minimal slopes. The intent is not to locate all of those potential jobs within the planning area but to spread them out across the city and county in existing and new industrial areas to address the different needs of the potential employers.

Historically, industry has developed in clusters throughout the city. Some examples of existing industrial areas are the Santa Fe Industrial area, the Burroughs Creek Corridor, the Union Pacific Railroad Corridor and the East Hills Business Park. The East Hills Business Park specifically was developed in the 1980's by a partnership between the city of Lawrence, Douglas County and the Chamber of Commerce as a way to fulfill the need for industrial space. Presently, East Hills is almost fully built out, with only a few small lots available for development along with one large tract consisting of approximately 87 acres on the east side of the park.

ECO<sup>2</sup> is an advisory board to the Lawrence City Commission and Board of County Commissioners of Douglas County created in order to develop a long-term plan for the identification, evaluation and selection of land for both industrial/business parks and open space preservation. They presented their report in 2007 which outlines a long-term plan of public/private partnership that satisfies their goals of the advancement of industrial/business park and open space preservation. The ECO<sup>2</sup> report, in conjunction with *Horizon 2020* provides a methodology to weigh specific criteria to identify and recommend a number of new business and industrial development locations in the city of Lawrence and unincorporated Douglas County. Some of the criteria used to identify and recommend locations for industrial development include being generally located in close proximity to major transportation networks, contains land that has minimal average slope, be in an area that lies outside of the regulatory floodplain, and have the potential for large tract development.

## 1.5 Policy Framework

*Horizon 2020* serves as the overall planning guide and policy document for this plan. In addition to *Horizon 2020*, guiding policy is also obtained in other adopted physical element plans. Together, these plans provide the general “umbrella” policies under which this plan is developed. Listed, these plans are:

- *Horizon 2020*, the Comprehensive Plan for Lawrence and Unincorporated Douglas County. Lawrence-Douglas County Metropolitan Planning Office. 1998 as amended.
- *Transportation 2030*, Lawrence/Douglas County Long Range Transportation Plan. Lawrence/ Douglas County Metropolitan Planning Office and Parsons Brinkerhoff. March 26, 2008.
- *Lawrence-Douglas County Bicycle Plan*, Lawrence/Douglas County Metropolitan Planning Office. May 2004.
- *Northwest Plan*, Lawrence/Douglas County Metropolitan Planning Office. January, 1997.
- *Lawrence Parks & Recreation Department A Comprehensive Master Plan*. Leon Younger & PROS. 2000.
- *City of Lawrence, Kansas Water Master Plan*. Black & Veatch. December 2003.
- *City of Lawrence, Kansas Wastewater Master Plan*. Black & Veatch. December 2003.
- *2008-2013 Capital Improvement Plan*. City of Lawrence. June 26, 2007.



## Section 2 - Existing Conditions

The inventory and analysis of existing conditions in this plan are intended to serve as a resource and background for the recommendations included in Section 3 of this plan.

### 2.1 Land Uses

#### 2.1.1 Existing Land Uses

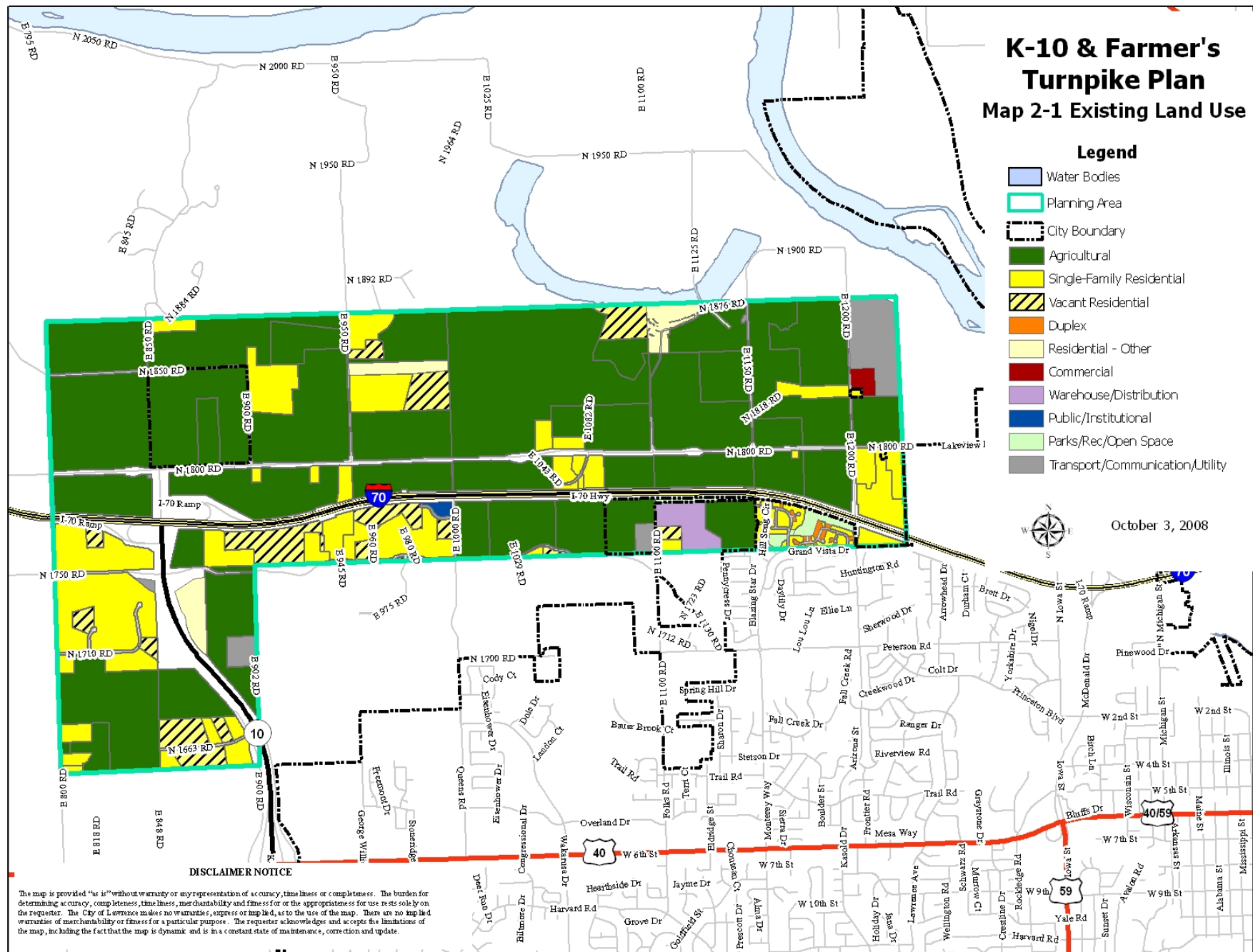
There are currently a variety of land uses within the planning area. The planning area has approximately 3,609 acres of land dedicated to uses other than public rights-of-way. The source information for the existing land use summary and map are based on the County Appraisers' land use code and updated by planning staff. Agricultural uses, in the form of row crops, pasturelands, and farms are the prominent land uses and encompass approximately 2,569 acres of land. As the area urbanizes, these agricultural uses will be reused for more urban uses and this category is not carried forward to the future land use map. Remaining open spaces in an urbanized environment are referred to as park or open space.

The second largest land use category is single-family residential use with approximately 593 acres. The single-family residential use category is property with one dwelling unit located on it. The *Land Development Code* defines a dwelling unit as, "one room, or a suite of two or more rooms, designed for or used by one family or housekeeping unit for living and sleeping purposes and having only one kitchen or kitchenette". The single-family residential use is seen within the planning area in both the rural and urban form. There are three rural subdivisions and two urban subdivisions platted within the planning area. The urban subdivisions are a mix of single-family and duplex residential uses.

The remaining land is designated a variety of uses ranging from open space to public/institutional uses. The category identified as residential-other is mainly used to identify a situation near Lakeview Lake where the property is owned by a homeowners association but the individual homes are privately owned. The existing land uses are shown on Map 2-1 and the planning area breakdown is described in Table 2-1.

TABLE 2-1: EXISTING LAND USE SUMMARY

Land use	Acres
Agricultural	2,568.60
Single-Family Residential	593.57
Vacant Residential	203.83
Duplex	6.00
Residential - Other	69.58
Commercial	9.980
Warehouse/Distribution	33.998
Public/Institutional	4.972
Parks/Rec/Open Space	22.69
Transport/Communication/Utility	95.72
TOTAL	3,608.94





### *2.1.1 Historic Resources*

Currently, there are no sites or structures listed on the National, State or Local Register of Historic Places within the planning area. However some resources have been identified as having the potential to qualify for listing. At the time that these sites or structures are listed, those resources should be protected and preserved in accordance with local, state and national preservation law.

The planning area is located within the Freedom Frontier National Heritage Area. This is an area encompassing 41 counties in Kansas and Missouri. A National Heritage Area, as defined by the National Parks Service, U.S. Department of Interiors, is “a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them.” Currently the Freedom Frontier National Heritage Area is in the process of completing a management plan to set out goals, objectives, suggest alternative approaches for development, management, preservation, conservation, interpretation, and/or marketing for the area.

The Lawrence-Douglas County region has been the epicenter of conflicts that still define American values, and its struggles to achieve them. The issues of slavery’s abolition, the forced immigration of Native American nations and the inspiring resilience of those nations in the face of oppression, the voluntary immigration of settlers along the Santa Fe and Oregon Trails, and the final resolution of racial segregation in our public schools a century later – all these belong to the story of the Freedom’s Frontier National Heritage Area. This story continues to evolve, to define and influence who we are today, in the region and as a nation.<sup>4</sup>

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<sup>4</sup> Freedom’s Frontier National Heritage Area, <http://www.freedomsfrontier.org>

## 2.2 Zoning Patterns

The planning area encompasses approximately 4,075 acres of land including public rights-of-ways and most of which is located within the unincorporated area of Douglas County. The majority of the planning area that is located within unincorporated Douglas County is zoned A (Agriculture District). This is mainly used for row crops, pasture land and farm purposes. There are four areas zoned A-1 (Suburban Homes District) which are mainly large lot residential subdivisions. The remainder of the planning area within unincorporated Douglas County is zoned R-1 (Single-Family Residential), I-3 (Heavy Industrial) and VC (Valley Channel) Districts. See Map 2-2.

The planning area also includes three areas that are within the city of Lawrence. One area is developed with single-dwelling and multi-dwelling zoning districts. A second area is zoned GPI (General Public and Institutional) and OS (Open Space). These areas include park space and a sanitary sewer pump station. The third area within the city limits is located in the northwest portion of the planning area and is zoned for industrial uses. This area is not yet developed.

Table 2-2 County Zoning Classifications

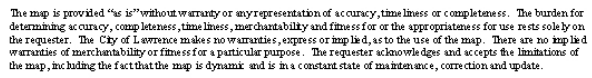
County Zoning	District Name	Comprehensive Plan Designation
A	Agricultural	Agriculture
A-1	Suburban Homes	Very Low-Density Residential
R-1	Single-Family Residential	Low-Density Residential
I-3	Heavy Industrial	Industrial
VC	Valley Channel	N/A

Table 2-3 City Zoning Classifications

City Zoning	District Name	Comprehensive Plan Designation
RS10	Single-Dwelling Residential (10,000 sq. feet per dwelling unit)	Low-Density Residential
RS7	Single-Dwelling Residential (7,000 sq. feet per dwelling unit)	Low-Density Residential
RM12D	Multi-Dwelling Residential Duplex (12 dwelling units per acre)	Medium-Density Residential
IG	General Industrial	Warehouse and Distribution or Industrial
GPI	General Public and Institutional	N/A
OS	Open Space	N/A

### Map 2-2 Existing Zoning

 Planning Area      City Zoning  
 City Boundary      County Zoning  
 Water Bodies

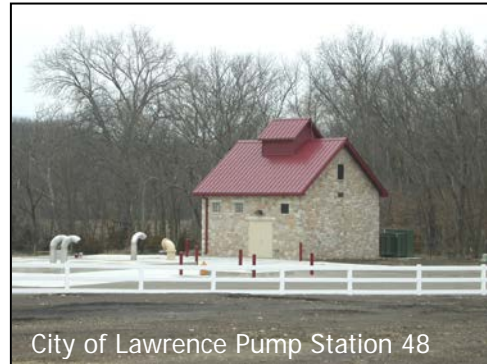


## 2.3 Infrastructure

### 2.3.1 Water and Wastewater Infrastructure

A summary of the existing water utilities is shown on Map 2-3 and wastewater utilities (sanitary sewer) is shown on Map 2-4. Municipal water and wastewater is provided to those properties that are within the current city limits. Properties that are within the planning area, but outside the city limits, are served by Douglas County Rural Water District #1, #6 or private wells, and private septic systems.

The city of Lawrence sanitary sewer infrastructure does not extend outside the current city limits. Pump Station 48 (PS 48) was recently completed to provide for growth in the northwest area of Lawrence and is located just south of E 1100 Road and I-70. The Department of Utilities is currently underway with a project to extend a gravity interceptor line west from PS 48 to the area within the city limits, north of W. 6<sup>th</sup> Street, between Queens Road and K-10 Highway. Based on the adopted sanitary sewer master plan, this interceptor line is being designed to allow for future service to the I-70 corridor within the current urban growth area (UGA) as identified in *Horizon 2020*. The currently adopted 2003 Water and Wastewater Master Plans do not address areas outside of the UGA. As such, the majority of the area north of N 1800 Road within the planning area has not yet been evaluated for water and sanitary sewer service as a part of utilities master plan. An update to the sanitary sewer master plan is in the preliminary stages at this time. The plan update will address the areas within the planning area that have not previously been evaluated.



The majority of the planning area, which is located outside of the Lawrence city limits, is currently served by Douglas County Rural Water District's #1 and #6. The city of Lawrence water distribution mains currently extend to the intersection of E 1200 Road (Kasold Drive) and N 1800 Road (Lakeview Road); Wakarusa Drive and E 1000 Road (Queens Road) and US Hwy 40 (W. 6<sup>th</sup> Street) and K-10 Highway.

### 2.3.2 Stormwater Infrastructure

A summary of the existing stormwater utilities, channels, and natural streams are shown on Map 2-4. There is a small amount of stormwater collected by an enclosed stormwater pipe system within portions of the planning area that are within the city limits. The majority of the stormwater is handled by open channels and streams. The stormwater drains to the north, by way of the tributaries, to Lake View Lake and the Kansas River.

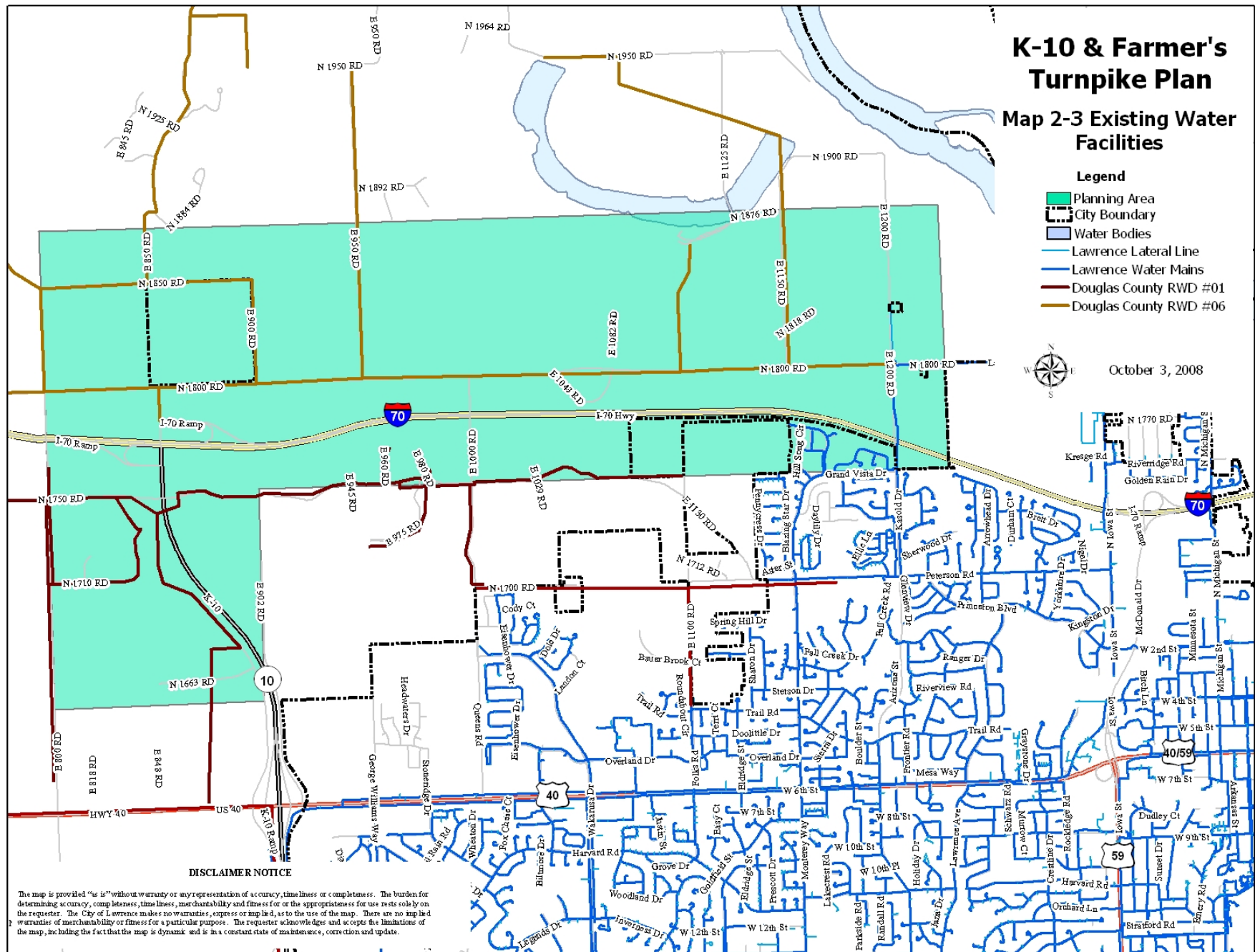
### 2.3.3 Gas Infrastructure

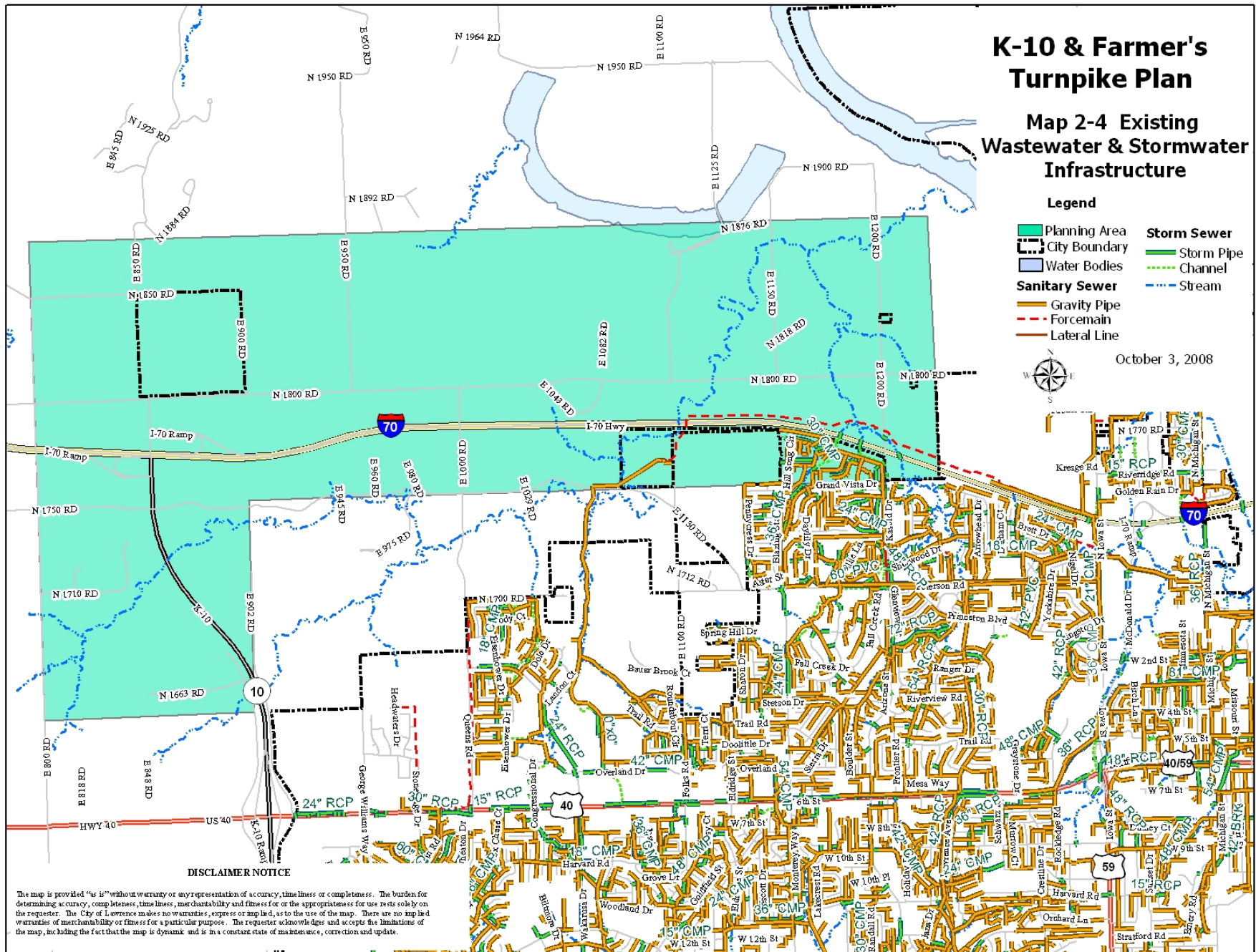
The planning area includes two natural gas lines. One is owned by Southern Star Gas and it crosses the southwestern portion of the planning area. The second is owned by Williams Natural Gas and it crosses the planning area on the southwest portion and crosses again on the eastern portion of the planning area. See Map 2-5.

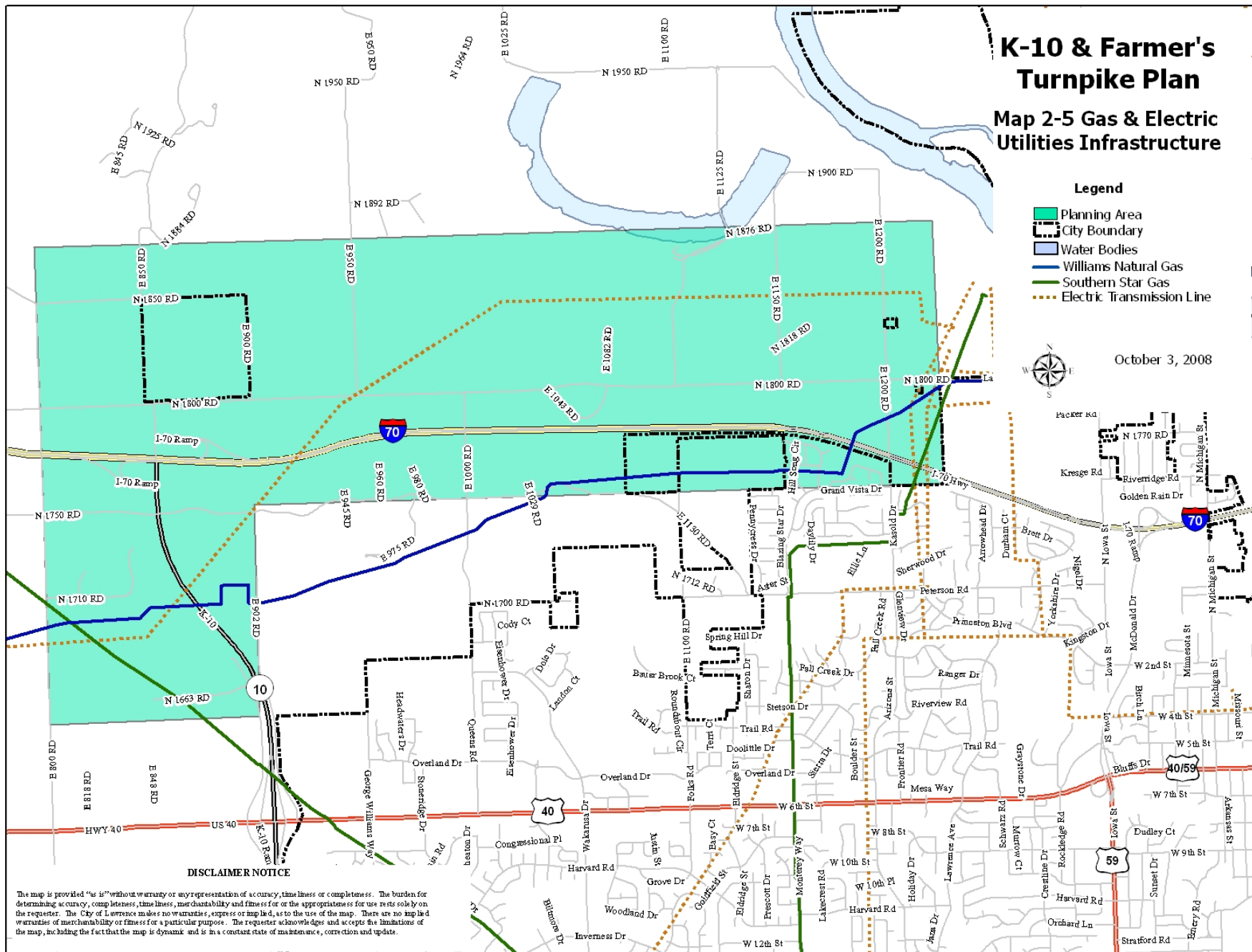
### 2.3.4 Electric Infrastructure

There are currently two electric companies that service the planning area. Generally, Kaw Valley Electric services the western side of the planning area and Westar services the eastern side. Large electric transmission lines also travel through the planning area. See Map 2-5.







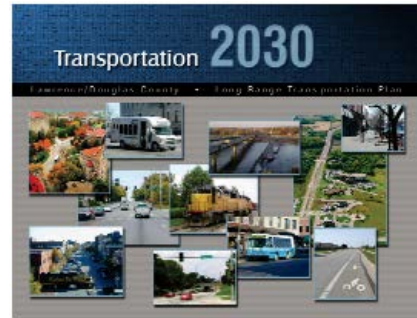




### 2.3.3 Transportation

#### 2.3.3.1 Streets

*Transportation 2030* (T2030) is the comprehensive, long-range transportation plan for the metropolitan area. T2030 designates streets according to their functional classification or their primary purpose. These functional classifications are shown on Map 2-6. The classification system can be described as a hierarchy from the lowest order, (local streets) that serve to provide direct access to adjacent property, to (collector streets) that carry traffic from local streets, to major thoroughfares (arterial streets) that carry traffic across the entire city. Freeways and expressways are the highest order of streets and are designed with limited access to provide the highest degree of mobility to serve large traffic volumes with long trip lengths.



T2030 does not identify collector streets for the entire planning area. T2030 is updated at least every 5 years. This area should be fully studied during the next update to address the future street network.

#### 2.3.3.2 Gateways

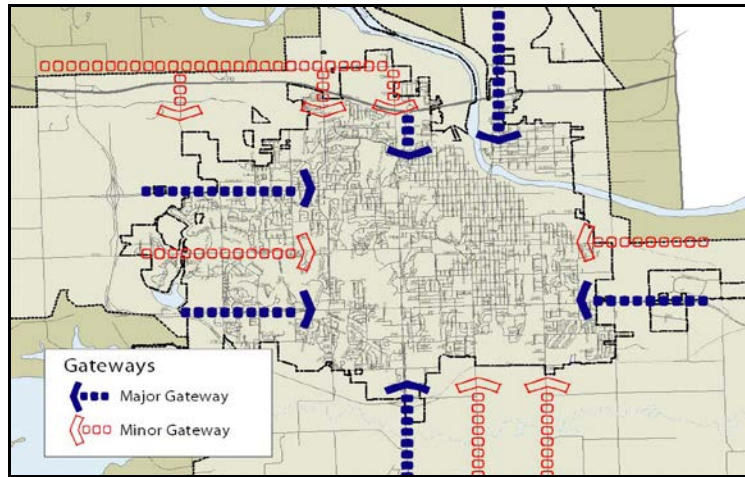
Chapter 2 of T2030 discusses and identifies minor and major gateway into and out of Lawrence. T2030 states, "Gateways are locations on transportation corridors that define the entrances to cities. These provide visitors with a first impression of the city and often indicate the transition from rural to urban land uses. As such, cities desire to make these locations as attractive and informative as possible. As noted in T2030 in Figure 2.4, there are several roadways that represent gateways into the city of Lawrence or into smaller communities within the region that should be reviewed for aesthetic and informational enhancements when they are improved."

T2030 identifies Farmer's Turnpike (N 1800 Road/County Hwy 438) and E 1000 Road (Queen's Road) as minor gateways into Lawrence based on the corporate boundaries shown in Figure 2.4 of T2030. The interchange of K-10 Highway and I -70 will be a gateway into Lawrence when and as development occurs within the city, and provides the greatest opportunity to develop with quality site planning, building materials, signs and other elements that create a sense of place. Also, K-10 Highway and I-70 are identified as truck routes into and out of Lawrence.

Additionally the I-70/K-10 Highway interchange is a gateway into Lecompton. The "Lecompton Interchange", as it is referred to by the Kansas Turnpike Authority, is the only gateway into the city of Lecompton from I-70.



## Lawrence Gateways



## 2.3.3.3 Transit



Lawrence has a public transportation system (The T) which operates throughout the city. This system allows people to travel to other areas of the city without relying on a personal automobile. There are currently no transit routes that travel into the planning area.

## 2.3.3.4 Bicycle Facilities

Lawrence and Douglas County have a joint bicycle plan for the community, the *Lawrence-Douglas County Bicycle Plan*. This plan identifies existing and future bicycle routes, lanes, and multi-use paths. A bicycle route is a network of streets to enable direct, convenient and safe access for bicyclists. A bicycle lane is a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street. A multi-use path is a separate path adjacent to and independent of the street and is intended solely for non-motorized travel.



Currently, there is only one existing bicycle facility within the planning area. There is an existing multi-use path along the east side of K-10 Highway to E 1130 Road. There is a future bike lane identified to connect E 1100 Road (Folks Road) to Monterey Way by way of Hunters Hill Drive. Existing bike routes are identified along N 1800 Road (Farmer's Turnpike/County Hwy 438 and Lakeview Road) through the planning area and from N 1800 Road (Farmer's Turnpike and Lakeview Road) along E 1200 Road (Kasold Drive) to I-70. Future multi-use paths are identified along E 1130 Road, E 1000 Road (Queens Road) and Kasold Drive from I-70 to the south, out of the planning area. These facilities are shown on Map 2-7.

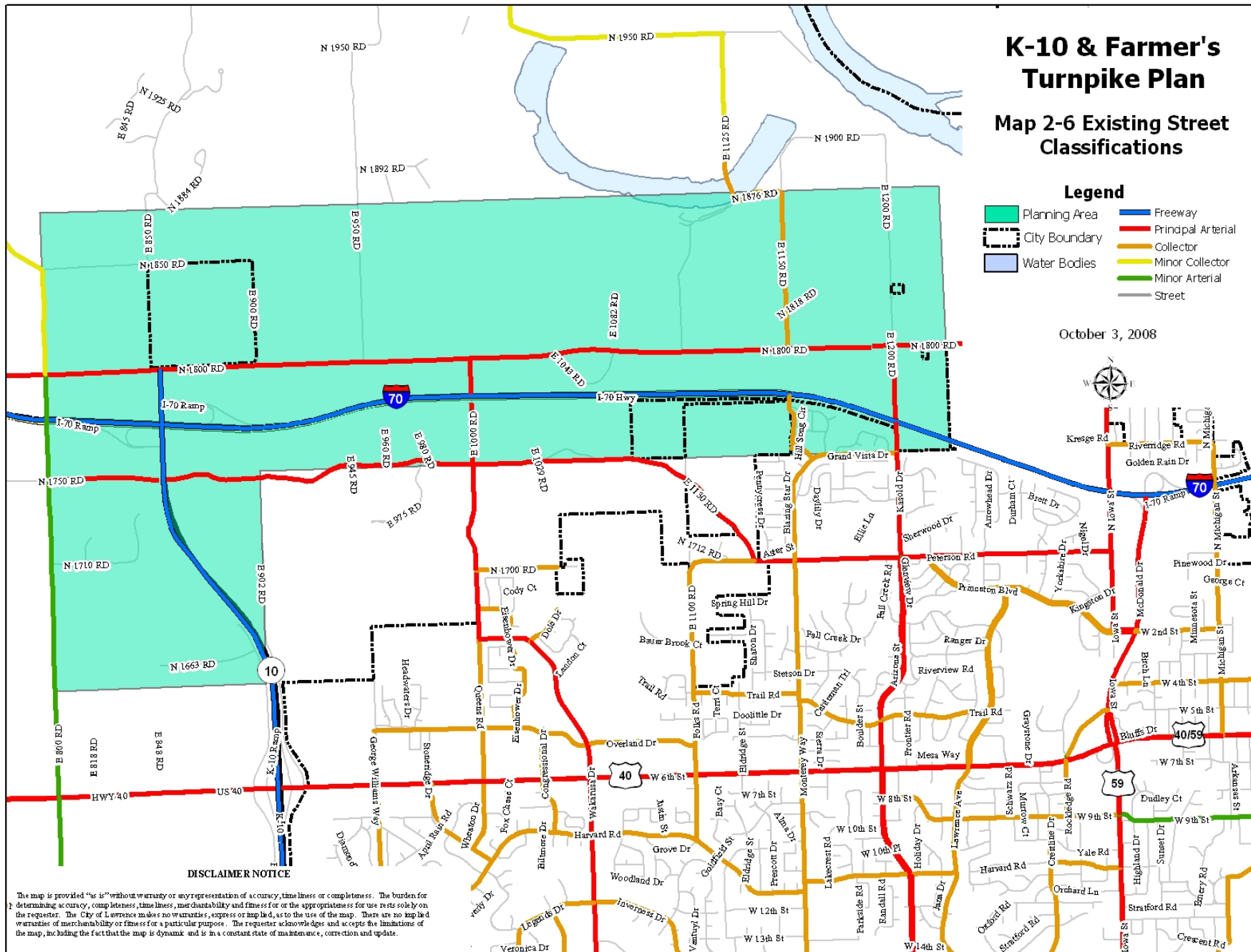
# K-10 & Farmer's Turnpike Plan

## Map 2-6 Existing Street Classifications










### Legend

- Planning Area
- City Boundary
- Water Bodies
- Freeway
- Principal Arterial
- Collector
- Minor Collector
- Minor Arterial
- Street

October 3, 2008



### Map 2-7 Existing and Future Bicycle Facilities

 Planning Area      Existing Bike Lane  
 City Boundary      Existing Bike Route  
 Water Bodies      Existing Rec Path  
                                   Future Bike Lane  
                                   Future Bike Route  
                                   Future Rec Path



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.

## 2.4 Environmental Conditions

The planning area is made up of several drainage basins. The drainage basins drain into the Kansas River or Lake View Lake. There is Federal Emergency Management Agency (FEMA) designated floodplain and floodway located within the planning area. These are areas around Baldwin Creek, Deerfield Creek, Lake View Lake and the Kansas River. See Map 2-8. The floodplain is any land area susceptible to being inundated by flood waters from any source. The floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Developing in the floodplain is allowed both in the city and in the county based on the corresponding regulations. No development is allowed in the floodway except for flood control structures, road improvements, easements and rights-of-way, or structures for bridging the floodway. This helps to protect drainage ways that lead to Lake View Lake and the Kansas River and wetland areas such as Lake View Lake.

Three significant water features either run through or are in portions of the planning area. Lakeview Lake, a privately owned lake located in the northeast portion of the planning area, is an old oxbow of the Kansas River and one of Kansas's only naturally created lakes. This lake is shallow and contains areas of wetlands. Baldwin Creek and Deerfield Creek are both creeks that drain into the Kansas River and help take stormwater out of the planning area.

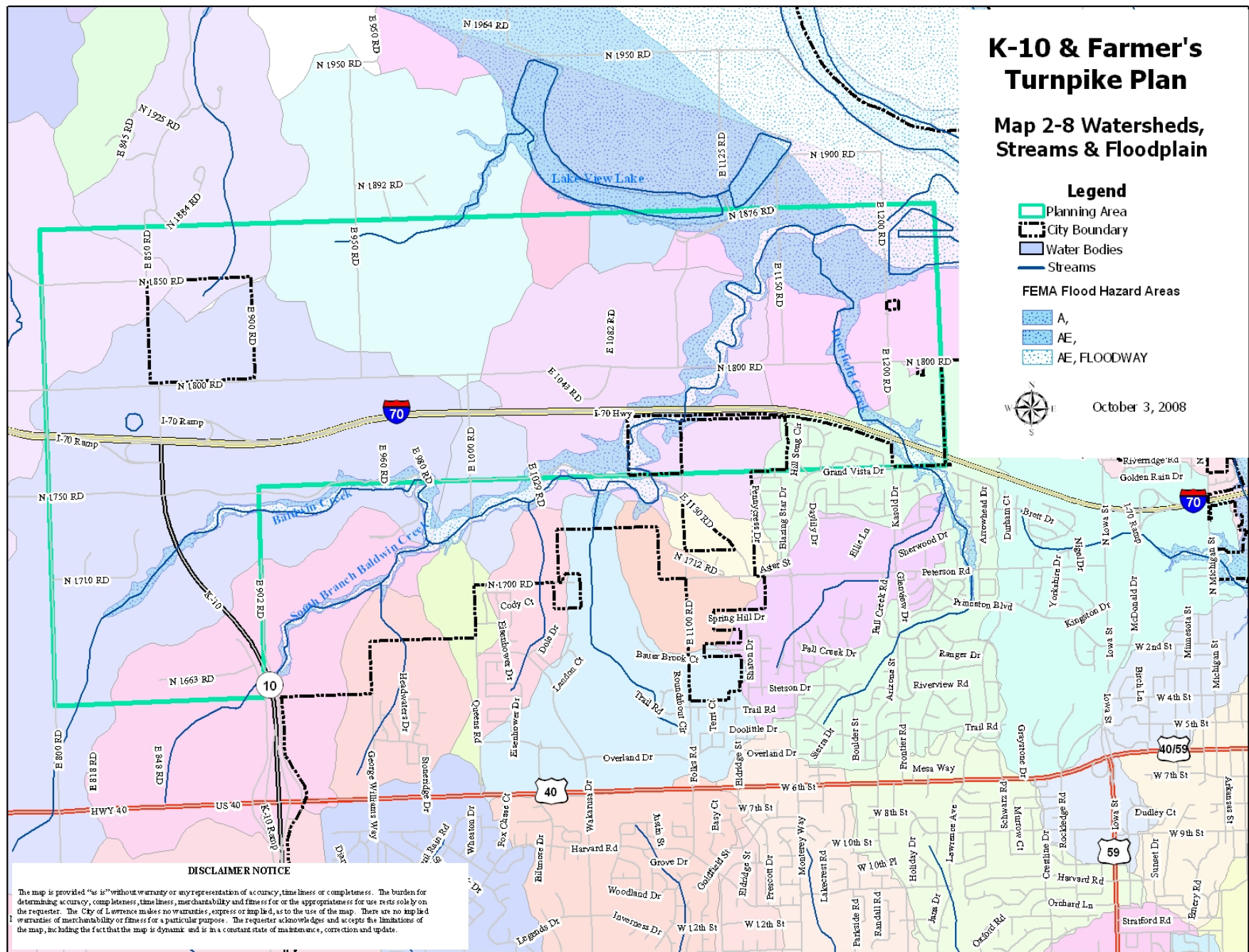
The majority of the undeveloped land within the planning area is either forest land or non-native grass land which is mainly used for cattle grazing. The planning area also contains areas of prairie, cultivated land and areas of land that are a part of the Conservation Reserve Program. See Map 2-9 for a summary and locations.

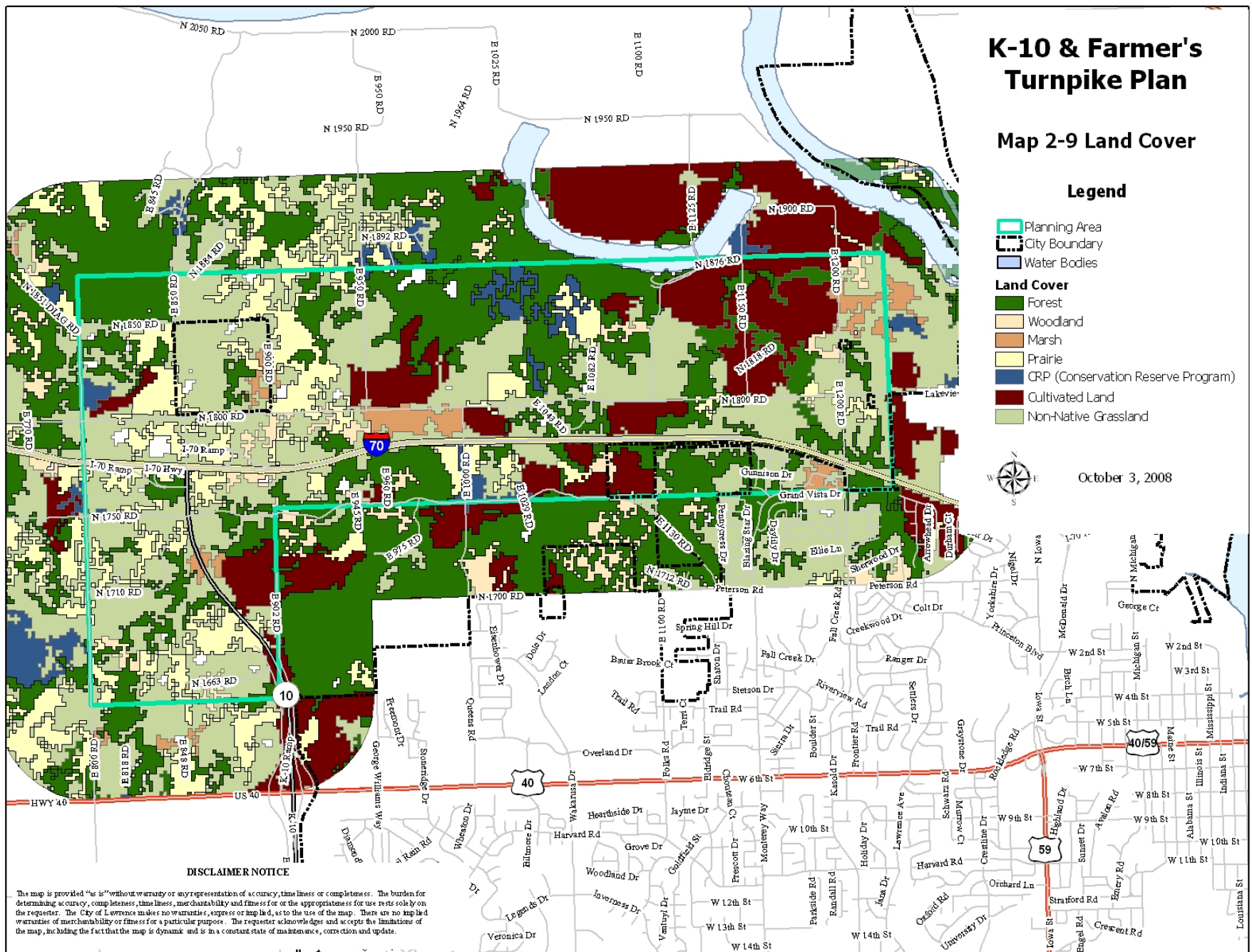


There is a wide range of topography within the planning area. The high points are along the western side of the planning area north of I-70 and in the southwestern portion around K-10 Highway. The low points are along the eastern side of the planning area where Baldwin Creek cuts through the planning area. The northeast corner of the planning area, which is also encumbered by floodplain, is relatively flat. The area in the middle contains the most abrupt grade change which continues with rolling hills to the west. A lack of steep slopes is

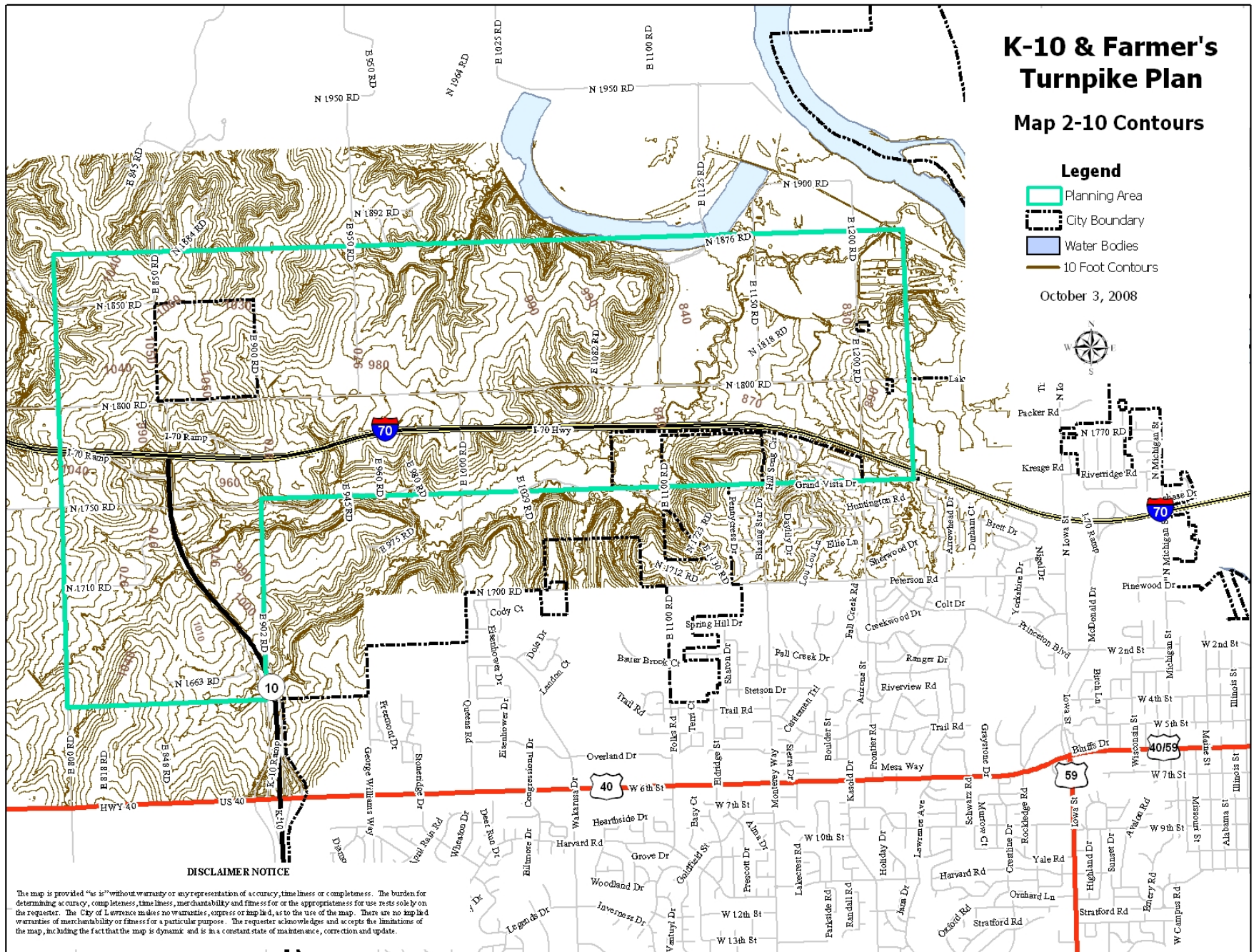
considered to be a beneficial factor for urban and industrial/employment center development. See Map 2-10 and Map 2-11. Detailed topographic surveys will be required as individual properties are developed.















## 2.5 Community Facilities

Community facilities are services provided either by government or non-government agencies for the benefit of, and use of, the community. Most of the community facilities including urban public services, schools, fire/medical, law enforcement, developed parks, etc., are located to the east and south of the planning area within the city of Lawrence. See Map 2-12.



Free State High School

The planning area is located within the Lawrence Public School District (USD 497) and the Perry-Lecompton School District (USD 343). The Lawrence School District covers the southwest portion and the northeast portion of the planning area. The students currently within the Lawrence School District attend either Langston

Hughes Elementary or Deerfield Elementary for elementary school; West Junior High or Central Junior High for junior high; and Free State High for high school. The students currently within the Perry-Lecompton school district attend Lecompton Elementary School, Perry-Lecompton Middle School and Perry-Lecompton High School.

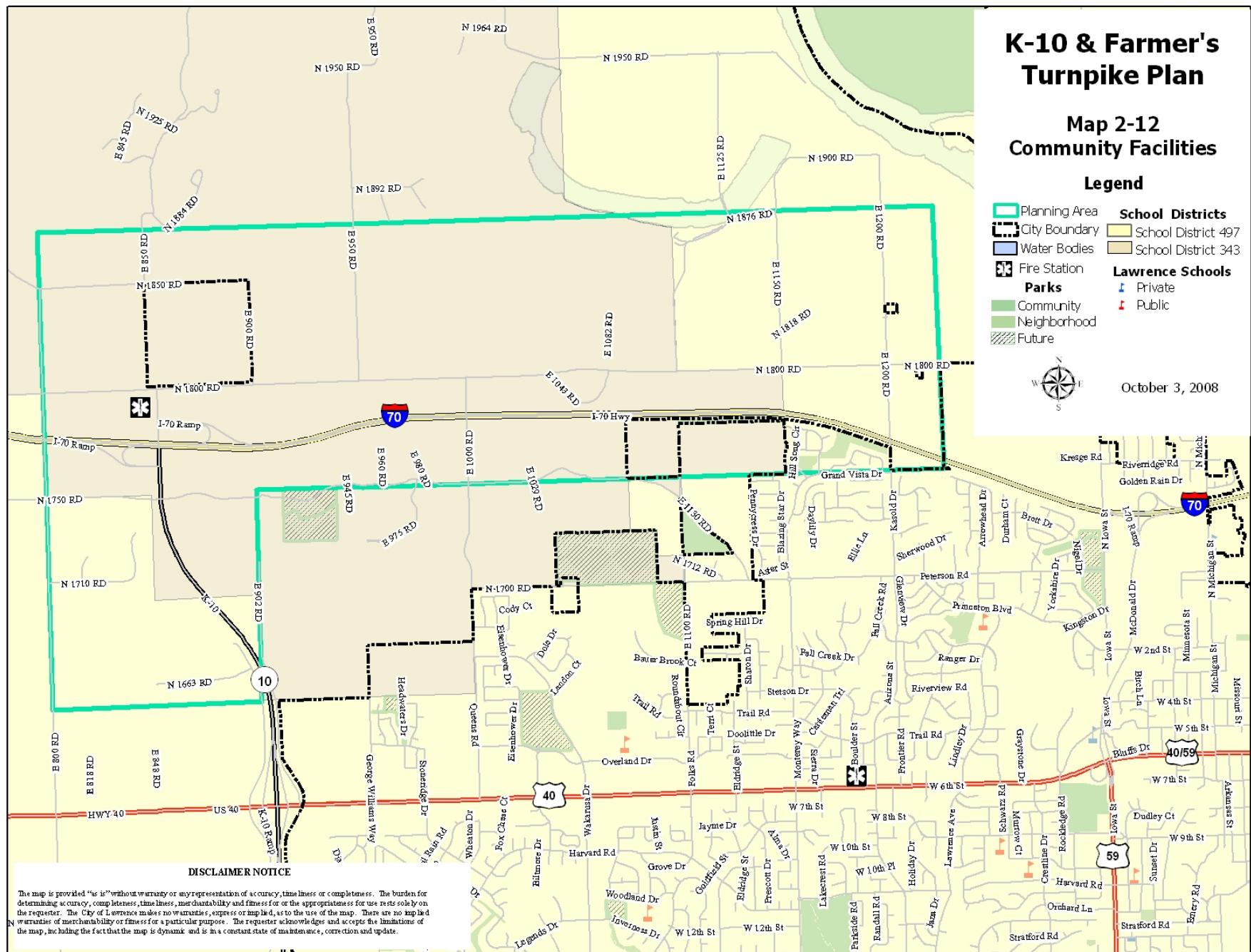
Currently, there are three public or institutional land uses within the planning area. These uses include Stonegate Park, Lecompton Township fire department and Morning Star Christian Church. It is anticipated that additional park areas will be developed within the planning area, as the area urbanizes. There is currently land adjacent to the planning area to the south, along N 1750 Road which is owned by the city. This land is undeveloped and identified as a future park. This park would serve the planning area once developed.

The planning area will be served partially by Lawrence-Douglas County Fire & Medical Station Number 3, an existing facility located on W. 6<sup>th</sup> Street between Kasold and Monterey Way and partially by township fire departments. The Lecompton Township Fire Department has a station on N 1800 Road, northwest of the I-70/K-10 Highway interchange. A future Fire & Medical station location west of the intersection of K-10 Highway and W. 6<sup>th</sup> Street is identified for 2009-2010 in the city of Lawrence *2008-2013 Capital Improvement Plan*. A more in depth study will need to be conducted to ultimately locate the facility and to address emergency response time issues as the city grows and develops to the west.



Fire Station 3

Law enforcement would be shared between the City of Lawrence Police Department and the Douglas County Sheriff's Department, depending on whether the property is within the city or in the county. Both are located in the Law Enforcement Center in downtown Lawrence.



## Section 3 – Recommendations

The K-10 & Farmer's Turnpike planning area is anticipated to develop with a wide range of uses and intensities that extend from very low-density residential to industrial uses. The more intensive industrial and commercial use areas are recommended where they are in close proximity to K-10 Highway, I-70 and Farmer's Turnpike, and arterial and collector streets. Residential uses are generally located in the southern and northern portions of the planning area.

### 3.1 Goals and Policies

Goals are broad statements of ideal future conditions that are desired by the community. Policies are guiding principles that provide direction for decisions to be made regarding the planning area in order to meet the goals. These policies are in addition to the policies in *Horizon 2020* and are only applicable to the property within the *K-10 & Farmer's Turnpike Plan* planning area.

#### 3.1.1 Goals

- Goal 1:** Create quality development that will further support the city's efforts to promote additional employment opportunities for economic development and tax base expansion and diversification.
- Goal 2:** Maintain the rural character in existing areas until the time that municipal services allow urban densities to develop.
- Goal 3:** Create quality, mixed-use areas that encourage pedestrian friendly, work-live neighborhoods where appropriate.
- Goal 4:** Develop to urban densities over time while taking care to respect and protect the natural systems currently in place.
- Goal 5:** Provide ongoing infrastructure and public facilities improvements as the area develops.
- Goal 6:** Create viable and unique urban residential neighborhoods; develop sound commercial nodes, develop strong park/trail systems that are sustainable and remain viable over the long-term.

### 3.1.2 Policies

The following policy statements are for the development of the K-10 & Farmer's Turnpike area. "Shall" statements identify the items that are expected to be incorporated into development within the planning area. "Should" and "encouraged" statements identify the items that are strongly recommended to be incorporated into development within the planning area. "Shall" statements are stronger than "should" and "encouraged" statements.

#### 3.1.2.1 General

1. Encourage maximum efficiency, low wattage, downward directional exterior lighting. The point source shall be screened from view off-site. Encourage limiting exterior lighting at night.
2. Quality, aesthetically pleasing building materials and quality architectural elements should be used.
3. Pedestrian friendly connectivity between land uses and properties should be incorporated.
4. Sensitive lands, as designated by the *Land Development Code* shall be preserved and protected per those standards identified in the code.
5. Landscaping that includes native and drought resistant materials is strongly encouraged to create a rural feel and to conserve water.

#### 3.1.2.2 Residential Land Uses

1. Residential uses shall maintain a "back-to-back" relationship to more intense uses. Buffering shall include use of green space as a primary transition tool.
2. Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.
3. The medium-density residential use is not intended to provide for large-scale apartment type development but instead take the form of small lot, detached, attached, cluster type housing, or small scale multi-dwelling structures, such as two-story, 4-6-plexes containing residential architectural elements.
4. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
5. Cluster development is strongly encouraged where environmentally sensitive areas are present.
6. Residential developments are encouraged to create a sense of rural living while achieving the designated density identified on the future land use map.

#### 3.1.2.3 Residential/Office Land Use

1. Development shall include a residential use.
2. The residential/office use is not intended to provide for large-scale apartment type development.
3. Traditional Neighborhood Development (TND)/mixed use is encouraged.

#### 3.1.2.4 Commercial Land Use

1. The neighborhood commercial centers shall be designed in accordance with policies and standards of *Horizon 2020*.
2. Commercial development shall be designed to facilitate pedestrian and non-motorized access from abutting areas.
3. The auto-related commercial center is intended to serve the immediate employment center area and passenger vehicles from I-70. It is not intended to

serve a significant amount of large truck traffic from the interstate as there are larger service facilities that exist along I-70.

4. The auto-related commercial center should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.
5. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
6. Commercial development is intended to be nodal type development at the identified intersections. Areas identified for office/research uses along the N 1800 Road (Farmer's Turnpike) corridor are intended to support employment center type uses and discourage strip-type commercial development.
7. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.

#### 3.1.2.5 Industrial/Office/Research Land Uses

1. Structures should be aesthetically pleasing from all sides and should incorporate quality building materials and quality architectural elements.
2. Transitions between uses should be accomplished by buffer yards, landscaping, setbacks, scale and massing, and transition of uses to include low-intensity industrial uses along the perimeter of the areas identified as industrial or office/research.
3. Sites should incorporate a variety of landscaping treatments to alleviate the potential for monotonous perimeter buffering.
4. Structures along N 1800 Road (Farmer's Turnpike) should present a front face to N 1800 Road (Farmer's Turnpike) to add to the high quality aesthetics encouraged in the gateway.
- 4.5. Structures with visible façades from K-10/South Lawrence Trafficway shall have high quality architecture to enhance and support the gateway entries of this plan, as well as adjacent sector and area plans.
- 5.6. Access to major roads from the industrial or office/research development lots shall be limited. However, industrial users on large lots that are significant generators of traffic may directly access arterial roads if the size of the site is such that it allows internal circulation without the necessity of constructing local roads to direct that circulation to the arterial road. Such access shall be based on sound traffic engineering principles and shall be properly controlled with appropriate signalization and turn lanes. Smaller lots shall take access from local roads. Additional local roads that serve the site should be arranged to minimize development lot access to the future major roads.
- 6.7. Commercial uses shall not be permitted along the frontage of N 1800 Road (Farmer's Turnpike) except where commercial centers are identified in this plan. Areas identified for office/research uses along this corridor are intended to support employment center type uses and discourage strip-type commercial development.
8. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.
- 7.9. Exterior storage, fleet storage, and other similar exposed storage shall not be permitted.

#### 3.1.2.6 Public Facility/Open Space/ Floodplain Land Uses

1. Smaller parks should be located throughout the planning area as outlined in Chapter 9 of *Horizon 2020*.
2. Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.
3. Regional detention should be utilized when possible within each corresponding watershed.
4. Streams should follow their natural paths and should not be rerouted or straightened.
5. Environmentally sensitive lands should be protected and maintained as natural areas per the *Land Development Code* standards.
6. Restrict uses within the regulatory floodplain that are dangerous to health, safety or property in times of flooding or that cause undue increases in flood heights or velocities.
7. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

#### 3.1.2.7 Gateways

1. The intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) shall be identified as a gateway to the city of Lawrence as the area urbanizes.
2. The intersection of K-10 Highway/South Lawrence Trafficway and W. 6th Street/US-40 shall be identified as a gateway to the City of Lawrence as the area urbanizes.
- ~~2.3.~~ Development shall enhance the gateway at the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) by creating an aesthetically pleasing corridor.
- ~~3.4.~~ Gateway treatments shall be a priority in development and redevelopment of the area around the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) and shall reflect the goals and policies stated in *Horizon 2020*.
- ~~4.5.~~ Aesthetically pleasing landscaped entryways should be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically pleasing landscaping.
- ~~5.6.~~ Gateway development should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.

#### 3.1.2.8 Transportation Facilities and Corridors

1. Sufficient area, outside of the required street rights-of-way, should be required to provide and shall be restricted in use to provide for: utility, berming, and landscaping needs.
2. No additional access to K-10, except as identified in *Transportation 2030*, shall be permitted.
3. Street networks should be interconnected through and beyond the planning area wherever possible.
4. Truck routes shall not be designated through areas identified for residential land uses and should be limited to N 1800 Road (Farmer's Turnpike), K-10 Highway and I-70 or as otherwise designated by the city.
5. Adequate rights-of-way shall be obtained at the time of platting to ensure for sufficient space for roads, utility and landscaping easement needs.
6. Topography should be taken into account when comparing different alignments for future roads.

7. Master planning areas identified as industrial and office/research is encouraged to provide an adequate street network that limits the number of access points to N 1800 Road (Farmer's Turnpike).

#### 3.1.2.9 Utilities

1. The area north of N 1800 Road (Farmer's Turnpike) has not been evaluated in the currently adopted 2003 Water and Wastewater Master Plans. This area should be evaluated on a watershed basis with the upcoming plan update and an overall service plan developed with project costs for water and sanitary service prior to development requiring urban services.
2. Extension of water and sewer infrastructure should be coordinated with ultimate street right-of-way acquisition and construction to avoid reconstructing water and sewer lines as streets are improved to city standards.
3. Extension of water and sewer services to the area should follow adopted city policies for such.
4. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

#### 3.1.2.10 Traditional Neighborhood Design (TND)

1. Development under the *Lawrence SmartCode* is encouraged throughout the planning area wherever industrial or office/research is not designated. TND development can be used upon annexation and through the process outlined in the *Lawrence SmartCode*.
2. Development under the *Lawrence SmartCode*, Landowners/developers shall develop their own plans that conform to the *Lawrence SmartCode* in order to develop TND neighborhoods.
3. Development shall be developed as either a Cluster Land Development (CLD) or a Traditional Neighborhood Development (TND) community type as outlined in the *Lawrence SmartCode* in a Greenfield development situation. A minimum of 40 acres is required to develop a CLD neighborhood and a minimum of 60 acres is required to develop a new TND neighborhood.
4. A range of transects shall be incorporated into a CLD or TND community type.

#### 3.1.2.11 Environmentally Sensitive Lands

1. Environmentally sensitive lands shall be protected as outline in the *Land Development Code*.
2. Street rights-of-way, public utility corridors and building sites should be located so as to minimize their impact on environmentally sensitive areas.
3. Where possible, environmentally sensitive areas to be protected should be located within designated public or private open space, either through dedication, a conservation easement, or control by a homeowner's association.
4. If a review indicates that it is not possible or reasonable to protect sensitive features, mitigation should be incorporated.



## 3.2 Land Use

This section outlines the recommended land uses for the planning area. The future land use maps (Map 3-1) and land use descriptions are explained on the subsequent pages. The map is an illustration to help visually identify the recommended land uses in the K-10 & Farmer's Turnpike planning area. The land use descriptions are more detailed information regarding the different land use categories. The official definitions and the permitted uses within each zoning district are outlined in the use tables that are located in the *Land Development Code* for the City of Lawrence. The map and text descriptions must be used in conjunction with one another in order to obtain the complete recommendation for each particular area. The map is not intended to provide a scaleable map for determining specific land use/zoning boundaries within this area.

### 3.2.1 Land Use Descriptions

#### 3.2.1.1 Very Low-Density Residential

The intent of the very low-density residential use is to allow for large lot, single-dwelling type uses.

Density: 1 or fewer dwelling units per acre

Intensity: Very low

Applicable Area:

- Ranch Estates Subdivision, west of the intersection of N 1663 Road and E 900 Road.
- Oak Ridge Estates, area bounded to the north by I-70, to the south by N 1750 Road, to the west by E 950 Road extended and to the east by E 1000 Road.

Zoning Districts: RS40 (Single-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, group home, public and civic uses

#### 3.2.1.2 Low-Density Residential

The intent of the low-density residential use is to allow for single-dwelling, duplex, and attached dwellings but emphasis is placed on residential type uses.

Density: 6 or fewer dwelling units per acre

Intensity: Low

Applicable Areas:

- Area bounded by the planning area boundary on the north and west, N 1850 Road and N 1850 Road extended on the south and the FEMA designated floodplain on the east.
- Area generally southeast of the intersection of N 1850 Road and E 800 Road.
- Area bounded by N 1750 Road on the north, the southern boundary of the planning area on the south, E 800 Road on the west and K-10 Highway on the east; excluding Ranch Estates Subdivision.
- Area bounded by N 1850 Road extended on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road extended on the west and the FEMA designated floodplain to the east; excluding the area bound approximately ¼ mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road on the west and approximately ½ mile east of E 1000 Road on the east.



- Area bound by I-70 on the north, N 1750 Road on the south, E 1000 Road on the west and the FEMA designated floodplain west of E 1100 Road on the east.
  - Area north of the intersection of N 1800 Road (Farmer's Turnpike) and E 1150 Road, and bound to the north by the FEMA designated floodplain.
  - Area bound by I-70 to the north, N 1750 Road extended on the south, E 1100 Road on the west and the west side of Stonegate III Addition on the east.
  - Area generally south of I-70 and east of Kasold Drive.
- Zoning Districts: RS10 (Single-Dwelling Residential), RS7 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), PD (Planned Development Overlay)
- Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, group home, public and civic uses

#### 3.2.1.3 Medium-Density Residential

The intent of the medium-density residential use is to allow for a variety of types of residential options for the area.

Density: 7-15 dwelling units per acre

Intensity: Medium

Applicable Areas:

- Area bound by I-70 on the north, N 1750 Road on the south, E 800 Road on the west and K-10 Highway on the east.
- Area bound by I-70 on the north, N 1750 Road on the south, K-10 Highway on the west, and George Williams Way extended on the east.
- Area bound by N 1850 Road extended on the north, approximately 1/4 mile north of N 1800 Road (Farmer's Turnpike) on the south, E 900 Road on the west and E 1000 Road extended on the east.
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1043 Road on the west and the FEMA designated floodplain on the east.
- Area bound by I-70 on the north, Grand Vista Drive on the south, just west of Gunnison Way on the west and Kasold Drive on the east.

Zoning Districts: RS5 (Single-Dwelling Residential), RS3 (Single-Dwelling Residential), RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, multi-dwelling structures, boarding houses, group home, civic and public uses

#### 3.2.1.4 High-Density Residential

The intent of the high-density residential use is to allow for compact residential development.

Density: 16+ dwelling units per acre

Intensity: High

Applicable Areas:

- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, and the FEMA designated floodplain on both the west and east.

Zoning Districts: RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), RM24 (Multi-Dwelling Residential), RM32 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Attached dwellings, zero lot line dwellings, duplex, boarding houses, multi-dwelling structures, group home, civic and public uses

#### 3.2.1.5 Residential/Office

The intent of the residential/office use is to accommodate mixed use development of administrative and professional offices with varying degrees of residential. This may be achieved by the use of work/live units.

Density: 6-22 dwelling units per acre

Intensity: Medium-high

Applicable Areas:

- Area bound by N 1750 Road on the north, K-10 highway on the west, and E 902 Road on the east.
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1000 Road on the west and E 1043 Road on the east.
- Area bound approximately ¼ mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road on the west and approximately ½ mile east of E 1000 Road on the east.

Zoning Districts: RSO (Single-Dwelling Residential-Office), RMO (Multi-Dwelling Residential-Office), MU (Mixed Use), PD (Planned Development Overlay)

Primary Uses: [Detached Dwellings](#), ~~W~~work/live units, non-ground floor dwellings, attached dwellings, multi-dwelling structures, civic and public uses, veterinary office, administrative and professional offices, financial, insurance and real estate services, personal improvement, health care office, health care clinic, health care center

#### 3.2.1.6 Commercial

The intent of the commercial use is to allow for retail and service uses. A Neighborhood Commercial Center provides for the sale of goods and services at the neighborhood level. An auto-related commercial center provides goods and services aimed toward those traveling by an auto. This commercial center is intended to serve the surrounding employment center area in addition to tourists traveling along I-70 and/or visiting Lecompton and Lawrence tourist attractions. *Horizon 2020*, Chapter 6 – Commercial Land Use offers more specific language regarding each commercial center.

Intensity: Medium-High

Applicable Areas:

- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 800 Road on the west and E 900 Road on the east. (Auto-Related Commercial Center)
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, FEMA designated floodplain on the south and west and E 1200 Road on the east. (Neighborhood Commercial Center)
- One of the northern corners of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road. (Neighborhood Commercial Center)
- One corner of the intersection of N 1700 Road extended and E 800 Road. (Neighborhood Commercial Center)

Zoning Districts: MU (Mixed Use), CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District), CC200 (Community Commercial

District) (auto-related commercial center only), PD (Planned Development Overlay)

Primary Uses: non-ground floor dwellings, civic and public uses, eating and drinking establishments, general office, retail sales and services, hotels, motels, gas and fuel sales, car wash

#### 3.2.1.7 Office/Research

The office/research use is characterized by businesses involved in technology, research and scientific-related activities and/or office, office research activities that are designed in a campus like setting. Light manufacturing and production uses are also acceptable within this use category. Areas identified for office/research uses along N 1800 Road (Farmer's Turnpike) are intended to support employment center type uses and not strip-type commercial development.

Intensity: Medium

Applicable Area:

- Area bound by approximately 1/4 mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 900 Road on the west and E 1000 Road extended on the east.
- Area bound by the FEMA designated floodplain on the north, west and east and N 1800 Road (Farmer's Turnpike) on the south.
- [Area bound by K-10 to the west, E.902 Road to the east, approximately the future crossing near N. 1700 Road to the south.](#)

Zoning Districts: IBP (Industrial and Business Park District), IL (Limited Industrial District), PD (Planned Development Overlay)

Primary Uses: Professional offices, research services, manufacturing and production limited and technology, light wholesale, storage and distribution

#### 3.2.1.8 Industrial

The intent of the industrial use is to allow for moderate to high-impact uses including large scale or specialized industrial uses geared toward utilizing K-10 Highway and I-70 for materials transportation.

Intensity: Medium-High

Applicable Area:

- Area generally bound by N 1850 Road on the north, N 1800 Road (Farmer's Turnpike) on the south, E 800 Road on the west and E 950 Road on the east; excluding an area generally southeast of the intersection of N 1850 Road and E 800 Road .
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 900 Road extended on the west and E 1000 Road on the east.
- Area bordered by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1200 Road on the west and the eastern boundary of the planning area on the east.

Zoning Districts: IBP (Industrial and Business Park District) IL (Limited Industrial District), IG (General Industrial District), PD (Planned Development Overlay)

Primary Uses: Utility facilities, building maintenance services, fleet storage, business support services, construction sales and service, industrial facilities, wholesale, distribution, and storage, research services, manufacturing and production limited and technology

#### 3.2.1.9 Public/Institutional

The intent of the public/institutional use is to allow for public, civic, and utility uses.

Intensity: Variable

Applicable Area:

- Area bound by the FEMA designated floodplain on the north and west, N 1750 Road extended on the south and E 1100 Road on the east.

Zoning Districts: GPI (General Public and Institutional)

Primary Uses: Cultural center/library, school, utilities, recreational facilities, utility services

#### 3.2.1.10 Open Space/Floodplain

The intent of the open space/floodplain use is to provide space for public recreational facilities and natural area preservation.

Intensity: Low

Applicable Areas:

- Regulatory floodplain and floodway.
- Tributaries along the northern area of the planning area.

Zoning Districts: GPI (General Public and Institutional District), OS (Open Space), UR (Urban Reserve),

Primary Uses: crop agricultural, cultural center, schools, active recreation, passive recreation, nature preserve, entertainment and spectator sports, participant sports and recreation outdoor, private recreation

Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

# K-10 & Farmer's Turnpike Plan

## Map 3-1 Future Land Use

### Legend

- Planning Area
- City Boundary
- Water Bodies
- Future land use**
  - Very Low-Density Residential
  - Low-Density Residential
  - Medium-Density Residential
  - High-Density Residential
  - Residential/Office
  - Auto-Related Commercial
  - Neighborhood Commercial
  - Office/Research
  - Industrial
  - Public/Institutional
  - Open Space/Floodplain
- Neighborhood Commercial Center

### T2040 Future Thoroughfares

- Future Freeway
- Future Principal Arterial
- Future Minor Arterial
- Future Collector
- Future Local
- Freeway
- Principal Arterial
- Minor Arterial
- Minor Collector
- Collector
- Street

### Plan Identified Thoroughfares

- Future Collector



March 1, 2016

**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.

### 3.3 Implementation

1. Amend *Horizon 2020* Chapter 6 - Commercial Land Use to add a Neighborhood Commercial Center at the southwest corner of the intersection of N 1800 Road (Farmer's Turnpike) and E 1200 Road.
2. Amend *Horizon 2020* Chapter 6 - Commercial Land Use relocate the Neighborhood Commercial Center at the intersection of N 1750 Road and E 1000 Road to the northern portion of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road.
3. Update *Horizon 2020*, Chapter 7 – Industrial Land Use to reflect industrial land use locations as identified in this plan.
4. Reevaluate and update the Urban Growth Area (UGA) in *Horizon 2020*.
5. Adopt industrial design guidelines for industrially zoned areas to provide high quality, aesthetically pleasing industrial development.
6. Include the planning area in the future wastewater and water master plan updates.
7. Amend plan identified future streets into the future thoroughfares map in *Transportation 2030*.
8. Include the planning area in future long-range transportation plan updates.