



Eagle Trailer Co., Inc.

920 East 30th Street

Lawrence, KS 66046

1-785-841-3200

November 9, 2017

Sandra Day, AICP
City of Lawrence
Planning and Development Services
6 East 6th Street,
Lawrence, KS 66044

RE: Z-17-00534

Dear Sandy,

Lisa and I would like to express the concern we have about the above referenced zoning request and its potential effect on our company, Eagle Trailer Co., located at 920 East 30th Street.

The proposed change to the zoning and the potential for development could negatively affect the business' value and well as restrict access to the property. The concept development plan and the project summary both refer to vacating Haskell Lane and possibly 30th Street. These are the only access to our property and any replacement would need to provide adequate access to semi-trucks as well as our average customer which would be pulling a trailer.

We have recently dealt with restricted traffic to our property during the construction/closing of Haskell Avenue and 31st Street. This made it challenging for the companies that delivered materials and the customers trying to find us. It had a profound effect on the business that we do not want repeated.

Sincerely,

Kevin Fredrickson

President

Eagle Trailer Co.

Lawrence-Douglas County Planning Commission
Bryan Culver, Chair
6 East 6th St.
Lawrence KS 66044

13 November 2017

re: Z-17-00534, Rezoning from IG to IL, NW of 31st St. & Haskell Ave.

Mr. Culver:

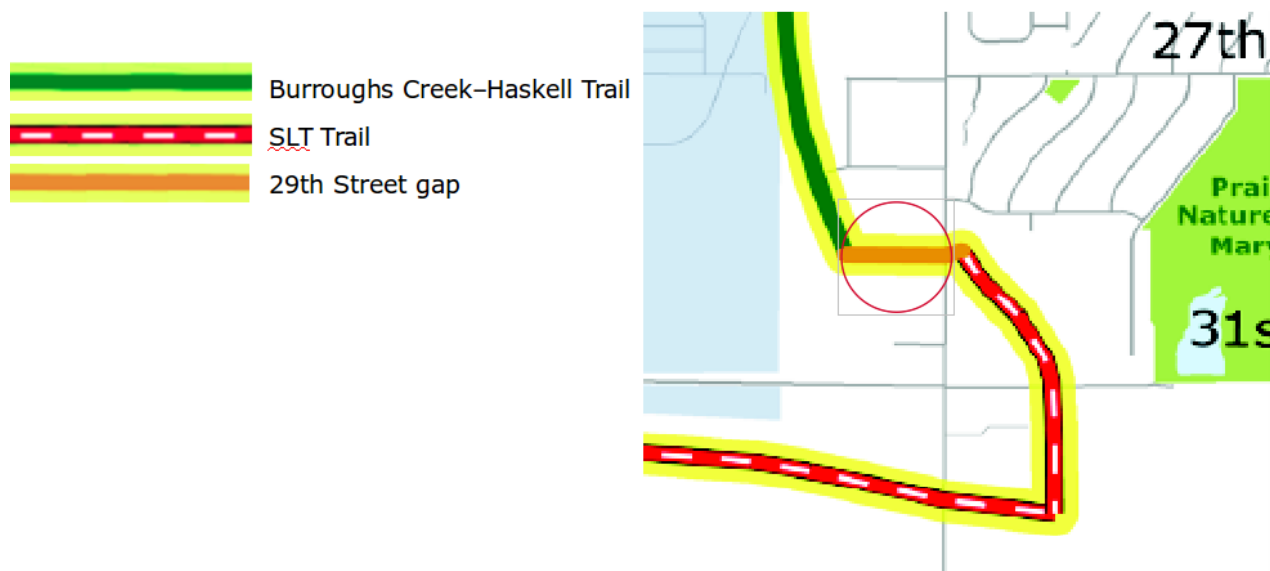
Although we at Sustainability Action have no particular view at this time about the rezoning of these parcels and their future use options, we are very concerned about whether or not the platting of the site and the development plan may negatively impact bicycle transportation through and around the site. There is some case history about this transportation circulation that the staff report does not address.

First, I'd like to put this in context. In the staff report section on conformance with the comprehensive plan Goal #4, "Transportation Considerations", they refer to circulation and impacts by "vehicles" in an inappropriately narrow definition of only "motor vehicles". Staff neglects to give consideration to bicycle transportation.

The area of this proposal is a key nexus for bicycle transportation. The southern terminus of the Burroughs Creek-Haskell Trail is at 29th St., as is the southeast terminus of the SLT Shared Use Trail. Between the two there is a 1/5 mile gap along 29th St. These two trails are so important that some locals have claimed them as segments of what they call the Lawrence Loop. For these reasons, much attention has been focused on closing that gap, but motor vehicle traffic, including trucks, makes that a difficult safety issue.

Burroughs Creek-Haskell Trail and the SLT Trail

East 29th Street Gap



Because of the truck traffic along 29th St., the City of Lawrence had a project in their 2016 Capital Improvement Plan to build a shared use path on the south side of 29th St. That would generally take care of the safety issue from trucks, but a more persistent safety conflict between bicyclists and motor vehicles would result if the shared use path were built to cross the north end of Haskell Lane (the old Haskell Ave.) where it intersects with 29th St.

Complex Intersections of 29th St. with Haskell Ln. and Haskell Ave.

Shared Use Path Design SLT Trail Ends at 29th & Haskell Ln.



Essentially, Haskell Lane is being dangerously and unnecessarily used by cut-through traffic traveling south, and then west onto 31st Street. According to former Traffic Engineer, David Woosley, 86% of southbound drivers on Haskell Ave. intending to go west on 31st St. make a dangerous S-curve maneuver at 29th St., consisting of a rapid right turn onto 29th St., followed immediately by a rapid left turn onto Haskell Lane. 69% of northbound drivers cut up Haskell Ln. instead of turning left at Haskell Ave. Bicyclists would be crossing this river of traffic.



Sustainability Action brought this bicycle safety conflict to the attention of the City Commission on 7 July 2016. They advised referring this issue to the Traffic Safety Commission, who heard it on 3 October 2016. Sustainability Action formally requested that Haskell Ln. be closed at the north end only, allowing business traffic to still go south to 31st Terr. While acknowledging the safety conflict that would result if Haskell Ln. remained open, they wanted to see if patterns would change once the SLT opened two months later in December. They voted to defer our request for six months. It never was reheard, because the Traffic Safety Commission was dissolved in January of 2017.

Meanwhile, Mr. Zaremba spoke against closing Haskell Ln. at that time (though not in principle), because he was planning the project that you have before you now. He and I met, and he pledged that if the City were to hold off on building the shared use path along 29th St., he would incorporate a connecting trail in his development, between the Burroughs Creek-Haskell Trail and the SLT Trail.

Mr. Zaremba also met with then Mayor, Mike Amyx. Reports are that the Mayor was interested in what sort of development could occur in this area, and that Mr. Zaremba was willing to locate the shared use connecting trail through it. The City Commission subsequently postponed construction of the 29th St. shared use path, with a clear expectation that Mr. Zaremba would incorporate an alternative alignment through this project.

When the Planning Commission is making decisions and recommendations about any aspect of Mr. Zaremba's proposed project, whether zoning, platting, or development plans, I urge you to consider the vehicular circulation and safety of all vehicles, both bicycle and motorized. Although Mr. Zaremba's concept plan calls for the vacation of Haskell Lane, which we support, he then simply transfers the site of conflict 260ft west to where he proposes a new north/south street be built. If the bicycle trail ultimately is built along 29th St., the design should address this conflict.

A bicycle corridor through the project site is the best option, and we would like to see the plan revised to accomplish what Mr. Zaremba had pledged to do. Not only would such an alignment be safer, but the businesses adjacent to it would gain customers, as national data indicates. If the new north/south street proposed by Mr. Zaremba were not a cul-de-sac, but instead connected eastward into the east/west street going to Haskell Ave. that corridor could be a safer alignment for the bicycle trail.

We urge the Planning Commission to direct the applicant to bring back a development plan that fulfills his pledge, and provides a safe and convenient and more business friendly bicycle trail alignment.

Thank you,
Michael Almon