

The Pinckney Neighborhood Plan



Lawrence-Douglas County Planning Office

THE PINCKNEY NEIGHBORHOOD PLAN

JULY, 1978

LAWRENCE-DOUGLAS COUNTY

PLANNING OFFICE

The Lawrence City Commission
City Offices
910 Massachusetts
Lawrence, KS. 66044

Honorable Mayor and Commissioners:

The Lawrence-Douglas County Planning Commission is happy to submit for your acceptance, the Pinckney Neighborhood Plan. The plan was adopted in accordance with State Statutes by the Planning Commission on June 28, 1978.

The Pinckney Plan contains our recommendations for the future development of the neighborhood. The Planning Commission believes that this plan represents a reasonable and fair compromise between the various interests that were brought to our attention through public hearings.

This plan is the result of the collective effort of the Planning Commission, neighborhood residents, and the planning staff. An extensive opinion survey of neighborhood residents and property owners was completed in January of 1978. The results of this survey are included in the appendix of this plan.

These proposals have gone through a period of extensive public review. The neighborhood committee held four well publicized meetings to review the original draft of the plan. The full Planning Commission considered the proposals of the preliminary plan at two public hearings.

We look forward to working with you towards the achievement of the goals and policies set forth in this plan.

Sincerely,


Jane Topping Combest

Lawrence-Douglas County
Planning Commission

THE CITY OF LAWRENCE, KANSAS, 66044

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THE PINCKNEY NEIGHBORHOOD PLAN

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I N T R O D U C T I O N

GENERAL

The purpose of the Pinckney Neighborhood Plan is to provide an official guide to the future development of the neighborhood for the use of the City Commission, the Lawrence/Douglas County Planning Commission, residents, property owners, and other concerned organizations and individuals. For the City Commission and Planning Commission, the Plan provides a reference to be used in connection with their actions on various city development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation, and public facilities which will contribute to the health, safety, welfare, and convenience of the neighborhood, within the larger framework of the City of Lawrence. It is intended to provide a guide for the development and change within the neighborhood, meeting the needs of existing unique conditions and anticipated changes. The policies of the Plan are intended to protect the existing investments to the extent that is reasonable and feasible.

The formulation of neighborhood plans is clearly called for in Plan '95. In Chapter 4, "Land Use Guide Plan", Objective 4, it specifies that "detailed neighborhood plans should be developed." In the same chapter, under Policy 6, it states that neighborhood plans should be used in conjunction with the generalized Land Use Guide and Policies of Plan '95.¹ It is clear that Plan '95 recommends that neighborhood plans be developed and that these plans be used as specific guidelines in conjunction with the overall policies set forth in Plan '95.

Plan '95 endorses the preservation of neighborhoods and the neighborhood unit concept as defined by Clarence A. Perry.² In Chapter 7, Plan '95 recommends preserving and encouraging such neighborhood units by evaluating and defining neighborhood boundaries to avoid possible intrusions and negative impacts through the upgrading of the transportation system.³ This Plan defines the boundaries of the Pinckney Neighborhood and makes recommendations as to the classification of streets as recommended by Plan '95.

-
1. The Lawrence-Douglas County Planning Commission and Ron Jones and Associates, 1977, Pages 4-10, 11.
 2. Ibid, page 13-8
 3. Ibid, page 7-11

This Plan is not an official zoning map. While it is a guide it should not be taken to imply an implicit right to a particular zoning district or the land uses permitted within that district. Zoning changes are considered under specific procedures set forth by the Code of the City of Lawrence, and those procedures are not altered by the policies of this Plan.

FORMULATION OF THE PLAN

The process of formulating this Plan is based on the belief that wide neighborhood participation is not only desirable, but essential. This participation was sought both to identify the neighborhood's problems and to critique possible solutions. The users of a neighborhood often see their needs from a different perspective than do professionals not living in the area. As Randolph Hester said, "What may be the apple of the planner's eye may not appeal to the neighborhood residents at all".⁴

The Planning Commission and its staff have sought user participation throughout the development of this Plan. To date, this process has taken the following steps.

1. The staff met with residents from the neighborhood to find out their most pressing problems that needed to be addressed by a neighborhood plan. This information was used to develop an outline and schedule for the entire process.
2. Members of the Pinckney Neighborhood Association contacted each household within the neighborhood and requested that they fill out a questionnaire concerning selected issues facing the neighborhood. The tabulated results of the survey are included as an appendix to this Plan.
3. The planning staff collected data about the existing environment in the neighborhood. Much of this information is presented in Chapter 3 of the Plan.
4. Using the results of the Neighborhood Survey and the inventory of existing conditions in Pinckney, the planning staff put together initial proposals for the Plan.
5. The Neighborhood Committee of the Lawrence-Douglas County Planning Commission, and residents from the neighborhood, jointly reviewed the staff proposals in a series of meetings held in February and March of 1978. This draft reflects extensive changes that were suggested at these meetings.

4. Randolph T. Hester, Jr., in Neighborhood Space, Halstead Press, 1975.

6. Before adoption, the Planning Commission held two public hearings to consider the proposals of this Plan.

FORMAT OF THE PLAN

This Plan contains four chapters and an appendix. Chapter 1 is a brief summary of recent trends in the neighborhood and some assumptions about the future. Chapter 2 is a statement of goals and policies to guide future decisions that concern the neighborhood. Chapter 3 contains information about the existing conditions within the neighborhood, and Chapter 4 is a series of plans and recommendations relating to land use, transportation, and public facilities in the neighborhood. The appendix contains the results of the neighborhood survey.

SOME RECENT TRENDS AND ASSUMPTIONS ABOUT THE FUTURE

The following assumptions about future trends in Pinckney Neighborhood were used as a basis for the development of the Plan. Most of them are based on a combination of objective quantifiable data, non-quantifiable "common sense" type criteria, and identifiable trends in the recent past. They are classified as assumptions not because they are based on conjecture but because they are not quantifiable numerically.

POPULATION

Based on the number of occupied residential structures in Pinckney in September 1977, the population of the neighborhood is presently estimated to be 2,367.¹ This computation is based on 2.89 residents per single family units and 2.00 residents for all other units (duplexes, four-plexes, apartments, and mobile homes) with a 98% occupancy rate for single family housing and a 95% for mobile homes and apartments.

Given the fact that Pinckney has over 100 acres of undeveloped land,³ much of which is zoned residential and suitable for residential development, it is safe to assume that new residential development will continue. Between 1970 and 1977, an average of six single family units and 12 apartment units and mobile homes were added per year. During the same period an average of 4 single family houses were removed per year. Fifteen of the 28 houses were removed as a result of the hospital expansion project. Since no additional projects of this scale are foreseen, it is estimated that an average of two single family units per year will be replaced by non-residential uses.

-
1. Based on number of dwelling units that were counted during a housing survey completed in September 1977.
 2. The occupancy rates are based on the results of the above survey and on phone conversations with the managers of Woodcreek Apartments and Mobile Homes, Inc.
 3. See "Land Use Acreage" chart in Chapter 3.

Based on the above discussion, it is projected that there will be an average net gain of four single family units and 12 multiple family units per year. This will result in a yearly net population increase of 36 persons. According to this estimate, Pinckney will have a population of an additional 722 persons or a total population of 3,159 by the year 2000. The amount of additional land area covered will depend on the density of the new developments. This projection predicts a 22% population increase for the Pinckney Neighborhood between 1977 and the year 2000. This is above, but comparable to, the 18.5% probable increase projected for the City of Lawrence in Plan '95.

HOUSING

a. Deteriorating housing will continue to be a problem for the Pinckney Neighborhood. This will particularly be true for two areas: 1) the area two blocks east and south of the hospital; and, 2) the area between 5th and 6th Street that adjoins the 6th Street commercial establishments. (See housing condition maps in Chapter 3).

b. Given the proximity of the Pinckney Neighborhood to the downtown area, the hospital, and the University of Kansas campus, there will be continued demand for low and middle income rental housing in the area. In the immediate past, to a large extent, this demand was met by the development of mobile home parks.

c. The area between 3rd and 6th Streets from Tennessee to Mississippi has been showing signs of gradual rehabilitation of older housing stock and an increase in land value. (See housing condition maps in Chapter 3).

TRANSPORTATION

a. It is probable that the traffic volume on Fourth Street will continue to increase as more land is developed for residential purposes on the western part of the neighborhood.

b. Within the next five years, Fourth Street will be widened and resurfaced as proposed in the 1978 Lawrence Capital Improvement Plan.

c. As the population of the neighborhood increases, traffic on Michigan Street will increase at least proportionately. Vehicle traffic on Michigan between 5th and 6th Streets will increase from the present average daily count of 6,100 to over 7,500 by the year 2000.

d. Maine street traffic will increase primarily due to an increase in hospital related traffic. The present hospital bed occupancy rate of 68%⁴ will increase at least proportionately to Lawrence population increases. New facilities that are presently in the planning stage, such as the medical office complex at 6th and Maine Street, and a new 10-unit doctors' office north of the hospital will also contribute to traffic volume on Maine Street.

e. Traffic on Sixth Street will also continue to increase. Latest counts on Sixth Street vary from 12,000 to 18,000 vehicles per day. The location of the new City Hall, the continued renewal of the downtown area, and the overall increase in the population of Lawrence, all will contribute to more traffic on Sixth Street.

f. Indiana Street will continue to be the primary access point for the City Water Plant and Burcham Park. Present plans for Burcham Park include only passive activities (picnic tables, hiking trails, and small play areas) that will not significantly add to the present average daily traffic volume of about 1,000 vehicles per day.⁵

g. Because of the Neighborhood's proximity to many essential facilities and services, it will become more attractive for residential purposes for those seeking alternative modes of transportation (pedestrian, bicycle, etc.).

4. Based on conversation with the Area Health Planner, December 1977.

5. Information about plans for Burcham Park is based on a conversation with Fred DeVictor, Director of the Lawrence Parks and Recreation Department.

Traffic counts were taken by Planning Office, September 1977.

PUBLIC FACILITIES

- a. Lawrence Memorial Hospital
The hospital will remain at its present location and continue to be the major medical facility for Lawrence. As the population of the city and county increases, the use of the hospital will increase at least proportionately. Based on the United States Department of Health and Education's standard of three beds per 1,000 population, and based on Plan '95's probable population estimate of 77,000 for Douglas County, there will be a need for 39 additional hospital beds by the year 2000. If Douglas County reaches the maximum predicted population of 88,000 by the year 2000, there will be a need for 72 additional beds. The above is not intended as an analysis of the needed hospital facilities for Lawrence, but is an overview considering only a few variables, showing that hospital expansion is probable by the year 2000.
- b. Elementary School
The Pinckney Elementary School will remain viable, in terms of both building condition and enrollment. Children living in the Pinckney Neighborhood west of Michigan Street will continue attending the Riverside School.
- c. Water Plant
Activities generated by the Water Plant will continue approximately at present levels throughout the planning period.
- d. Burcham Park
The development of Burcham Park is presently underway. All of the proposed development is passive and will not generate a significant amount of additional traffic. The park will contribute to the desirability of Pinckney as a residential neighborhood.
- e. Clinton Park
Clinton Park will continue to be used as a neighborhood park throughout the planning period.

A STATEMENT OF GOALS AND POLICIES

GENERAL GOALS

1. To maintain and enhance the Pinckney Neighborhood as a viable residential unit while providing non-residential uses that are vital to the neighborhood and accommodating those non-residential uses necessary to the community at large.
2. Encourage participation in the planning and land use development of the Pinckney Neighborhood by residents and property owners of the neighborhood.

GENERAL POLICIES

1. Take into consideration in the land use policies of this Plan and future revisions thereto the location, size, topography and nature of the surrounding properties, the existing zoning, the existing land use and the policies of Plan '95.
2. Update the Pinckney Neighborhood Plan in a timely manner as indicated by changes in actual conditions, land use, or the pressures of the community at large.
3. Review the Plan for update at the request of the Neighborhood Association, provided that one year has elapsed since the last update.
4. Transmit information about proposed zoning changes to the Neighborhood Association and provide for comments from the Association at Planning Commission meetings.
5. Encourage potential developers to discuss planned development with the Pinckney Neighborhood Association before it is submitted to the Planning Commission.

LAND USE: GENERAL

Goals:

1. Provide a pleasant living, working and leisure environment with a sense of community and common identity.

2. Lessen the impact of high and medium intensity land uses (commercial, medical facilities, offices, mobile home parks, and apartments) on low intensity land uses (single family and duplex residential).
3. Locate each land use intensity in an area which is capable of physically supporting it.

Policies:

1. Locate additional high intensity land uses (commercial, industrial, and office) in areas so designated by the Pinckney Land Use Guide Plan or in those areas presently zoned for such uses.
2. Evaluate present zoning classifications of land in light of the Pinckney Neighborhood Plan and their potential for development to determine if it is desirable for the Planning Commission or City Commission to initiate a change in zoning.
3. Plan development in such a way that drainage and flooding problems are neither caused nor aggravated, and, whenever possible, so that existing drainage and flooding problems are alleviated.

RESIDENTIAL

Goals:

1. Provide quality, stable and safe residential areas within the neighborhood.
2. Encourage preservation of existing housing stock, especially housing stock of historical significance.

Policies:

1. Reduce undesirable effects of adjacent incompatible land use through buffering.
2. Protect residential areas from undue pollution from traffic, noise, light and airborne particles.
3. Locate multi-family areas where they can be served by public facilities, utilities, and transportation systems.
4. Consider historic homes, sites, and districts as appropriate for preservation and rehabilitation rather than redevelopment.
5. Evaluate off-street parking requirements of multi-family developments for realistic conformance with the Pinckney Neighborhood lifestyles and the large percentage of university oriented renters.

NON-RESIDENTIALGoal:

1. Enhance the quality of life of the Pinckney Neighborhood and the surrounding community by providing diversified and convenient non-residential facilities while minimizing adverse impacts on residential areas.

Policies:

1. To locate commercial areas along major arterial streets adjacent to existing commercial land uses and in areas indicated by the Pinckney Land Use Guide Plan.
2. Avoid "spot" and "strip" commercial zoning in areas that were previously not developed for commercial use.

3. Prevent or reduce adverse effects of commercial and office areas upon adjacent residential areas, parks and schools by appropriate screening and buffering.
4. Enhance the appearance of existing commercial and office development by encouraging owner/tenant beautification programs, sign restriction, and landscaping according to existing and recommended city codes.
5. Allow sufficient depth for commercial and office development along 6th Street to provide adequate off-street parking and internal circulation.

TRANSPORTATION:

Goal:

1. Provide an economical, convenient, and safe circulation system capable of efficiently moving people, goods, and services throughout the neighborhood with a minimum negative impact on the residential character of the neighborhood.

Policies:

1. Minimize the amount of through traffic in residential areas.
2. Space curb cuts along 6th Street at distances great enough to provide smooth traffic flow and internal circulation.
3. Preserve, as historically significant, brick streets and street curbs of cut stone.

Pedestrian and Bike Ways:

Goal:

1. Provide an aesthetically pleasing and safe pedestrian and bicycle pathway system throughout the neighborhood.

Policies:

1. Develop a system of pedestrian paths throughout the neighborhood with emphasis placed on sites along arterial and collector streets.
2. Develop grade-separated pedestrian and bicycle ways linking Central Park with Tommy Constant Park and across the railroad tracks to Burcham Park.
3. Expand the bicycle ways proposed in the Lawrence Pedal Plan to connect the hospital with the residential pockets of the neighborhood.
4. Use drainage easements, parkland, and existing street rights-of-way to form the neighborhood's bicycle system.

PUBLIC FACILITIESGoal:

1. Locate neighborhood scale public facilities convenient to all residents of the neighborhood.

Policies:

1. To develop community recreation facilities (active and passive) centrally located within the Pinckney neighborhood.
2. To acquire and develop one or more sub-neighborhood parks (0.5 to 1 acre) in the area west of Michigan Street.

CHAPTER 3

AN INVENTORY OF EXISTING CONDITIONS

INTRODUCTION

The following chapter consists mostly of information about the neighborhood in graphic form. It is included in this reference draft of the Plan as an information base with which to evaluate the proposals found in Chapter 4. Also, should an update of the Plan be undertaken, the information included in this chapter provides a data base that can be compared to future information surveys to detect significant trends.

The Pinckney neighborhood was divided into seven "sub-neighborhood" areas with common characteristics. These characteristics include the quality of housing, the existing land use, and the zoning district configurations. A brief verbal description of some of the characteristics within these areas is included in this chapter.

The inventory of existing conditions includes information about housing conditions, the transportation system, and land use characteristics. Most of the information is the result of field surveys completed in the fall of 1977.

HOUSING CHARACTERISTICS OF PINCKNEY

In September, 1977 all residential structures except the Woodcreek Apartment Complex and the mobile home parks were surveyed from the exterior to determine their relative condition. The methodology used was identical to the one used in 1972 for the Neighborhood Analysis Study.¹ This was done primarily to facilitate comparison between the 1972 and 1977 studies. The following is a listing of the categories and criteria used to assign each residential structure within the category.

Sound

Provides safe and adequate shelter, contains no substantial defects, and requires only maintenance to preserve its status.

Minor Deterioration (Rehabilitable)

As a result of inadequate maintenance, up to two minor defects have developed.

Criteria for determining minor deterioration - holes, open cracks, or missing materials of limited degree in the foundation, wall or roof; shaky or unsafe porches or steps; broken or missing window frames and doorsills which are no longer rainproof; rotted, missing or broken roof drains or gutters; unsafe or makeshift chimney; exposed wiring.

Major Deterioration (Rehabilitable)

As a result of inadequate maintenance, three or four minor defects have developed.

Criteria for determining major deterioration - holes, open cracks, rotted or missing materials over a considerable area of the foundation, outside walls or roof; sagging of roof; extensive damage to structure by storm, flood or fire; structure inadequately converted to its present use.

1. Lawrence Area Neighborhood Analyses, Lawrence-Douglas County Planning Commission and the Institute for Social and Environmental Studies, 1972.

Dilapidated

Requires major repairs, was of inadequate original construction, or contains five or more minor defects.

The following components of each building was considered to determine the classification of each structure: 1) roof; 2) drains and downspouts; 3) chimney; 4) walls; 5) window and door frames; 6) window panes; 7) porch and walkways; 8) foundations. After an examination of the above factors from the street rights-of-way the structure was classified into one of the above categories. The following letter grades were attached to the categories.

- A = Sound
- B = Minor Deterioration
- C = Major Deterioration
- D = Delapidated

Table 1 represents the results of the housing condition survey by planning area.

TABLE I

PLANNING AREA	SOUND		MINOR DETERIORATION		MAJOR DETERIORATION		DILAPIDATED		Total	%
	NO.	A %	NO.	B %	NO.	C %	NO.	D %		
1	29	96.6	1	3.4	0	0	0	0	30	4.8
2	79	83.2	15	15.8	1	.01	0	0	95	15.5
3	76	100.0	0	0	0	0	0	0	76	12.4
4	6	75.0	1	12.5	1	12.5	0	0	8	1.3
5	131	59.3	58	26.2	29	13.1	3	1.4	221	36.0
6	18	34.6	21	40.4	10	19.2	3	6	52	8.5
7	80	60.6	35	26.5	17	12.9	0	0	132	21.5
TOTAL	419	68.2	131	21.3	58	9.4	6	1	614	100.0*

* Does not include the structural condition of mobile homes, Woodcreek Apartments, or commercial and public structures.

Table 2 shows the number of housing units that were found by category in September, 1977.

TABLE II

RESIDENTIAL UNITS BY PLANNING AREAS AND TYPE OF HOUSING

PLANNING AREA	SINGLE FAMILY	DUPLEXES	FOURPLEXES	APARTMENTS	MOBILE HOMES	TOTAL
1	30	0	0	0	0	30
2	55	26	44	0	21	146
3	76	0	0	0	0	76
4	8	0	0	124	209	341
5	217	3	4	0	0	224
6	18	2	8	0	1	29
7	128	4	8	0	0	140
TOTAL	532	35	64	124	231	986

The housing condition maps show the relative number of houses in each category by blocks. In addition to the visual comparison that these maps provide, the following is a brief description of housing trends by the previously described planning area.

1. Area number one is characterized by sound single family housing. Twenty-nine of the thirty structures were rated as sound and all thirty are single family units. In 1972, twenty-five of the structures were rated sound, and three were given a rating of minor deterioration. Only two houses were added in this area since 1970. Area number one is a stable single family residential neighborhood, with almost no problems with housing deterioration.
2. Area number two is characterized by predominantly sound housing with some minor deterioration along Fifth Street. Seventy-nine structures were classified as sound, fifteen were suffering from minor deterioration, and only one was classified in the major deterioration category. Area number two has 55 single family units, 26 duplex units, 44 four-plex units, and 21 mobile home units, totaling 146 residential units.
3. Planning area number three is a completely homogeneous single family residential area. There are 76 single family houses in this area, all of which are in sound condition.
4. The most populous of all the planning areas is area number four. It contains 209 mobile homes and 124 apartments. The apartments and mobile homes were not rated according to condition, but most of the mobile homes and all of the apartment buildings at Woodcreek appear to be in good condition.
5. Area number five has a total of 224 housing units, of which all except seven are single family residential units. The quality of housing is mixed, 59% sound, 26% slightly deteriorated, 13% suffering from major deterioration, and 1.4% was classified as dilapidated.
6. Area number six has the highest percentage of deteriorated housing. Only 35% was classified as sound, 40% slightly deteriorated, 19% major deterioration and 6% was classified as dilapidated. There are only 29 residential units in this area, 18 of which are single family structures.

SPRING '78

HOUSING CONDITION 1972

PINCKNEY NEIGHBORHOOD

LEGEND

MAP NUMBER 1

0-5 UNITS 5-10 UNITS



MINOR DETERIORATION

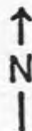


MAJOR DETERIORATIO



DILAPIDATED

SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE



4

PINWOOD DR

SAMARITAN DR

3

MINNESOTA ST

FLORIDA ST

SECOND ST TERR

FOURTH ST

ST

COUNTRY CLUB ST
COUNTRYSIDE LANE

GRANVIEW

WISCONSIN

MINNESOTA

FLORIDA

MICHIGAN

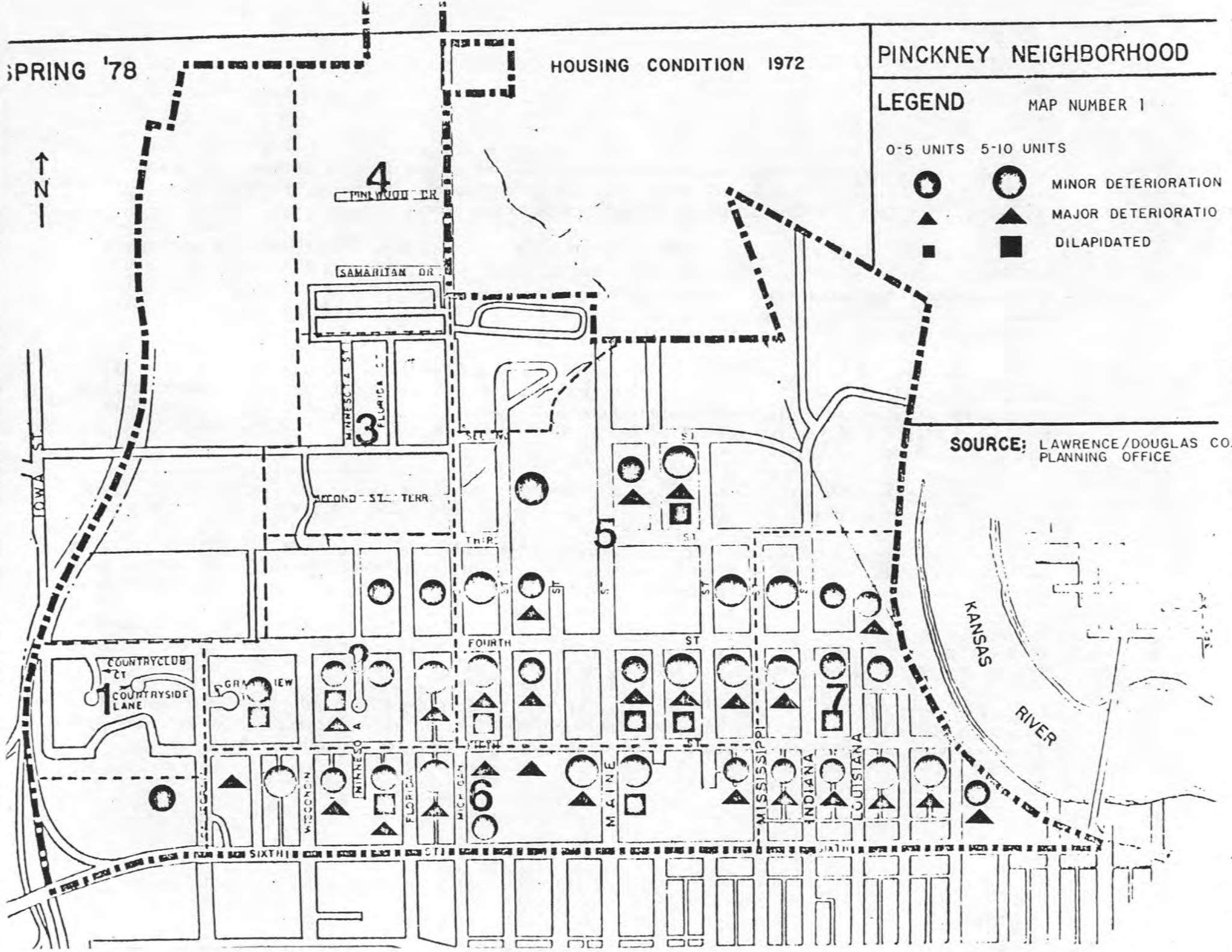
MAINE

MISSISSIPPI

INDIANA

LOUISIANA

KANSAS RIVER



SPRING '78

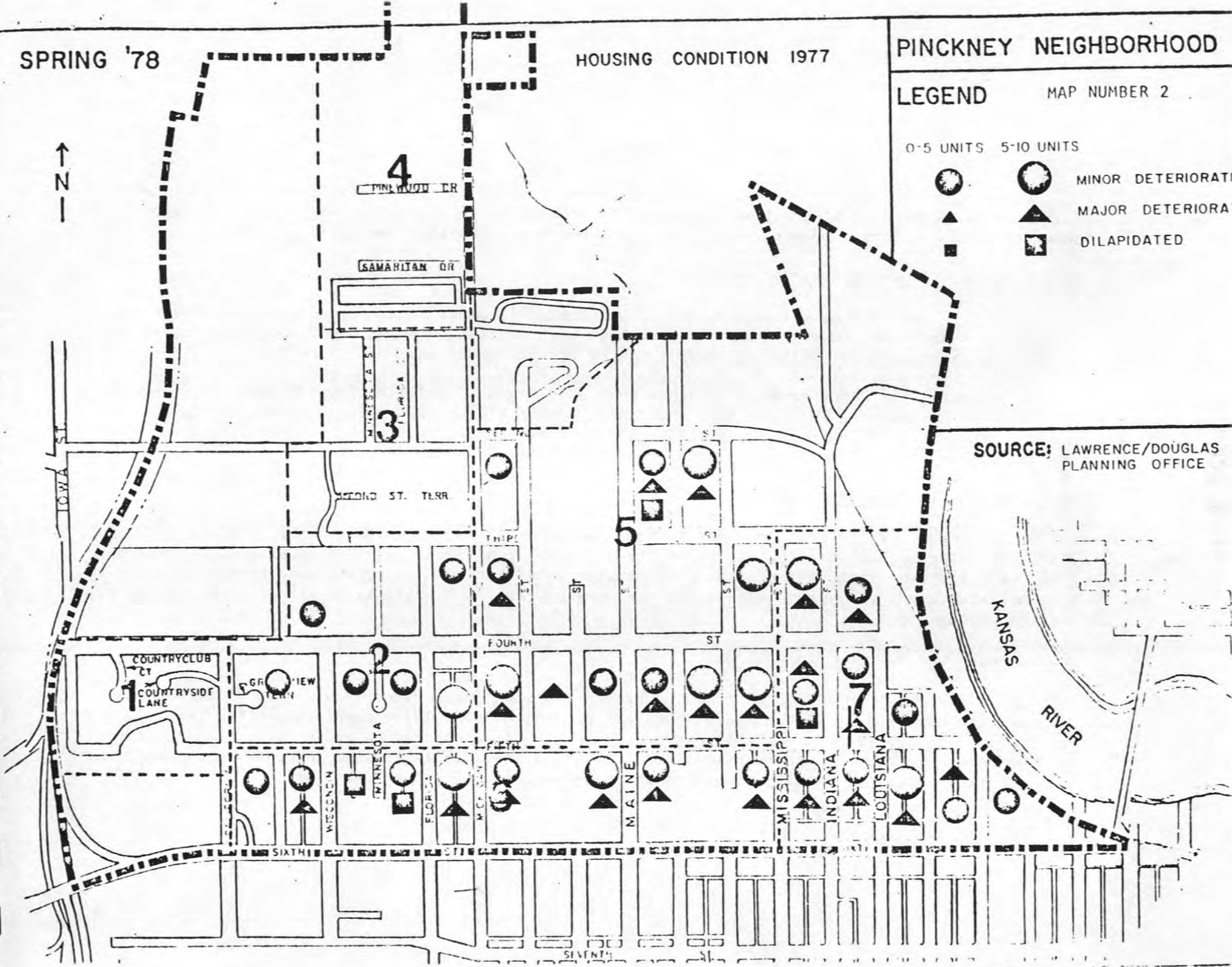
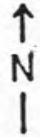
HOUSING CONDITION 1977

PINCKNEY NEIGHBORHOOD

LEGEND

MAP NUMBER 2

- | | | |
|-----------|------------|-------------------|
| 0-5 UNITS | 5-10 UNITS | |
| | | MINOR DETERIORATI |
| | | MAJOR DETERIORA |
| | | DILAPIDATED |



SOURCE: LAWRENCE/DOUGLAS PLANNING OFFICE

7. Planning area number seven is an area of almost exclusively single family housing of mixed quality. Sixty percent of the housing are sound, 26% minor deteriorated, and 13% in the major deterioration category. None of the houses in seven were classified as dilapidated.

Recent Trends in Owner/Renter Percentages

Maps No. 3 and 4 show trends between 1970 and 1976 in owner occupied and renter occupied housing. Area number seven has four blocks that have been shifting towards owner occupied housing and two blocks that have been shifting towards renter occupied housing.

As a whole, the Pinckney Neighborhood shows some signs of shifting towards owner occupied housing between the years of 1970 and 1976. Overall, eleven blocks show a trend towards a higher percentage of owner occupied housing, and five blocks show a shift towards renter occupied housing. The remainder show no significant trend either way. (See Maps Numbers 3 and 4).

Recent Trends in Housing Conditions

The majority of the housing stock in Pinckney has remained relatively stable between 1972 and 1977. Two blocks, both adjacent to Maine Street, show significant signs of housing deterioration. Eight blocks shows signs of improvement in housing condition. Overall, the condition of housing in Pinckney show signs of improvement in the past seven years, but there is no strong trend either way. (See Map Number 5).

Houses Added and Removed Since 1970

There were 29 houses removed from the Pinckney Neighborhood since 1970. Most of these houses were removed as a result of the recent hospital expansion and related physician office facilities. New housing construction during this period has been confined mostly to areas number two and three. In area number three, new construction has been exclusively single family, and in number two it has been a mixture of single family, duplexes and four-plexes. (See Map Number 6).






SPRING '78

8

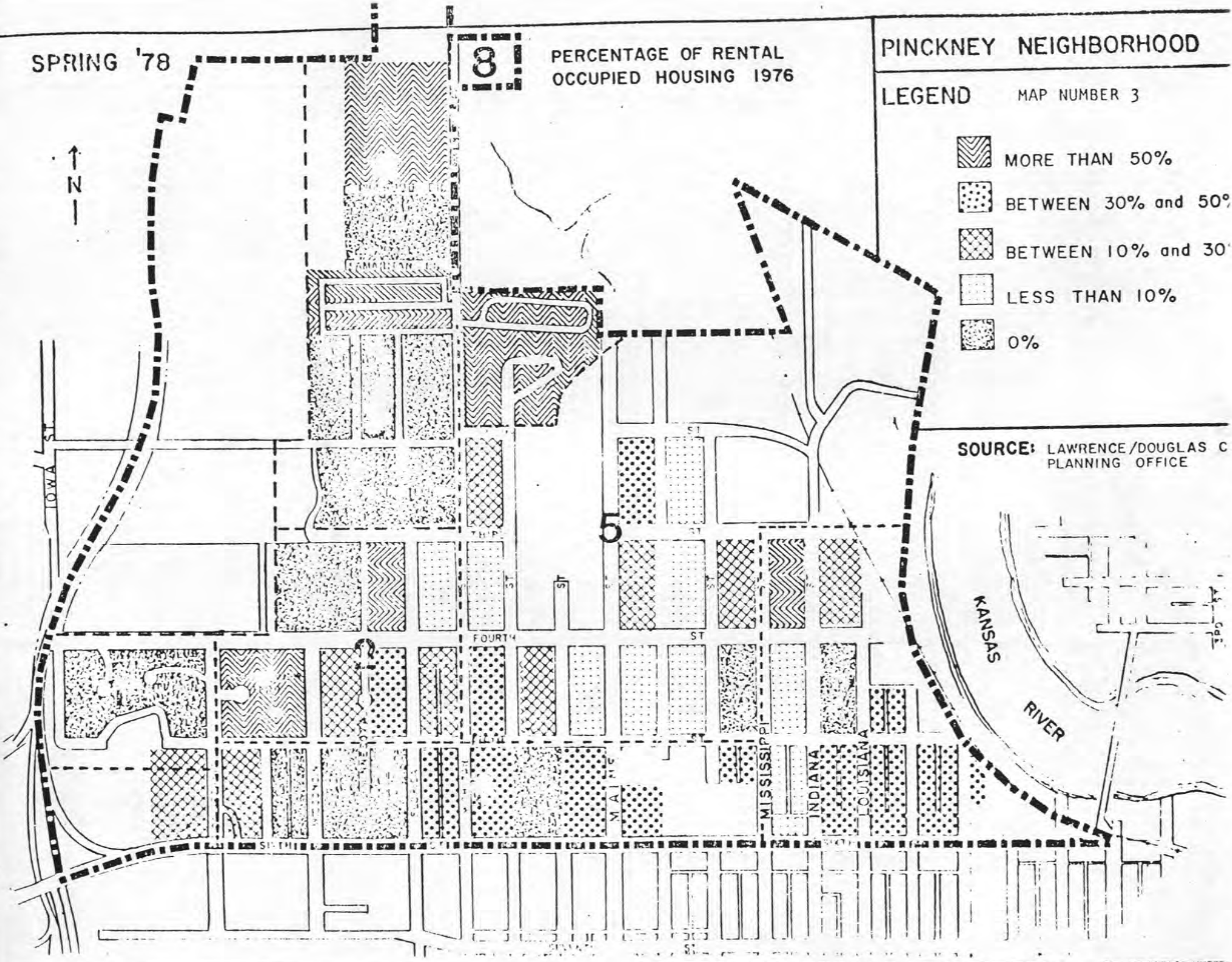
PERCENTAGE OF RENTAL
OCCUPIED HOUSING 1976

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 3

-  MORE THAN 50%
-  BETWEEN 30% and 50%
-  BETWEEN 10% and 30%
-  LESS THAN 10%
-  0%

SOURCE: LAWRENCE/DOUGLAS C
PLANNING OFFICE



SPRING '78

8

RECENT TRENDS IN OWNER/RENTER PERCENTAGES

PINCKNEY NEIGHBORHOOD

LEGEND

MAP NUMBER 4

- ★ RECENT TREND TOWARD OWNER OCCUPIED HOUSING
- ▲ RECENT TREND TOWARD RENTER OCCUPIED HOUSING



4

PINEWOOD CT

SAMARITAN DR

3

MINNESOTA ST

FLORIDA ST

SECOND ST TERR

THIRD ST

5

ST

ST

FOURTH ST

ST

COUNTRY CLUB ST
1
COUNTRYSIDE LANE

GRANDVIEW TERR

2

★

MINNESOTA ST

ST

▲

★

★

★

★

7

WISCONSIN ST

★

★

★

FLORIDA ST

MICHIGAN ST

▲

MAINE ST

▲

MISSISSIPPI ST

★

INDIANA ST

★

LOUISIANA ST

★

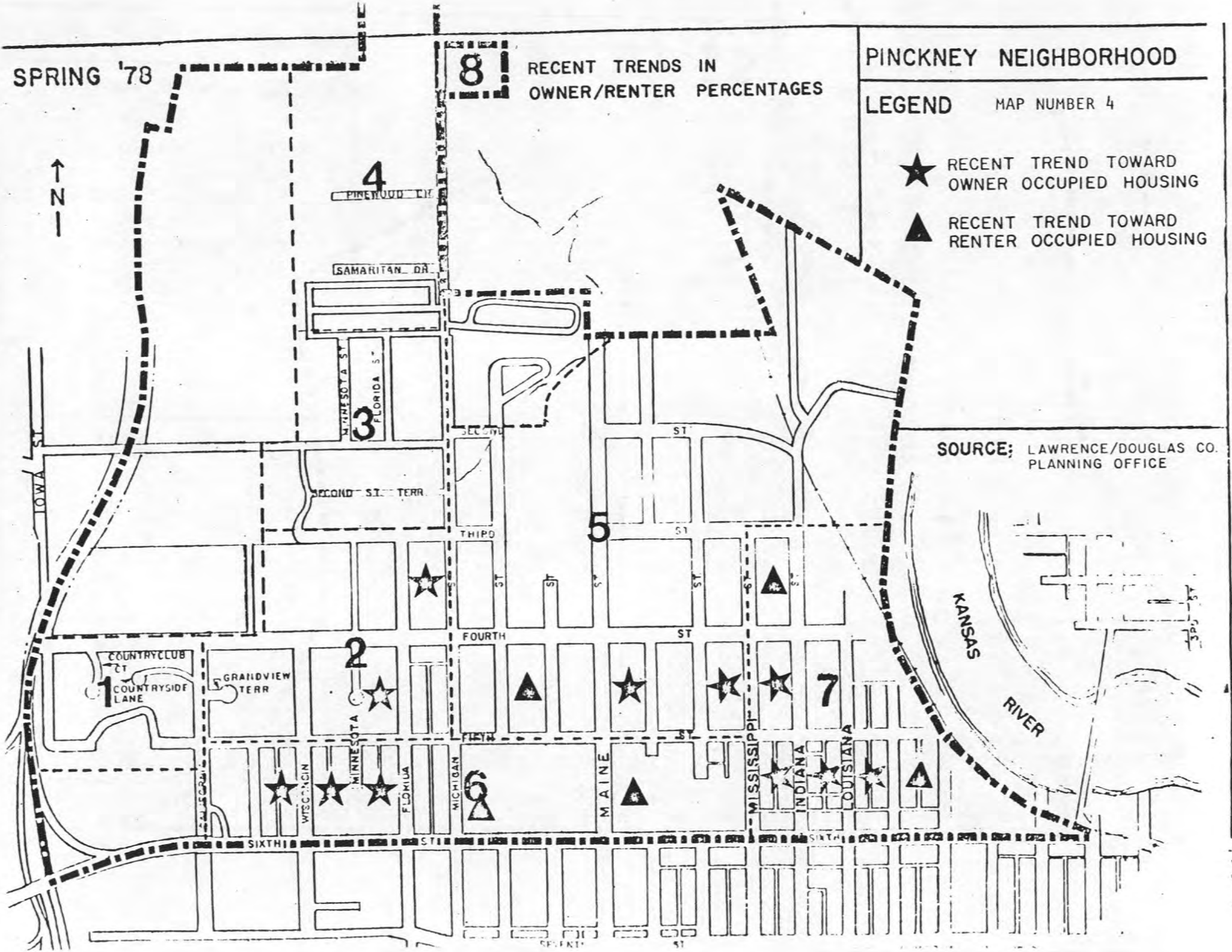
▲

SIXTH ST

SIXTH ST

SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE

KANSAS RIVER



SPRING '78

HOUSING CONDITION RECENT TRENDS 1972 - 1977

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 5

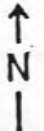
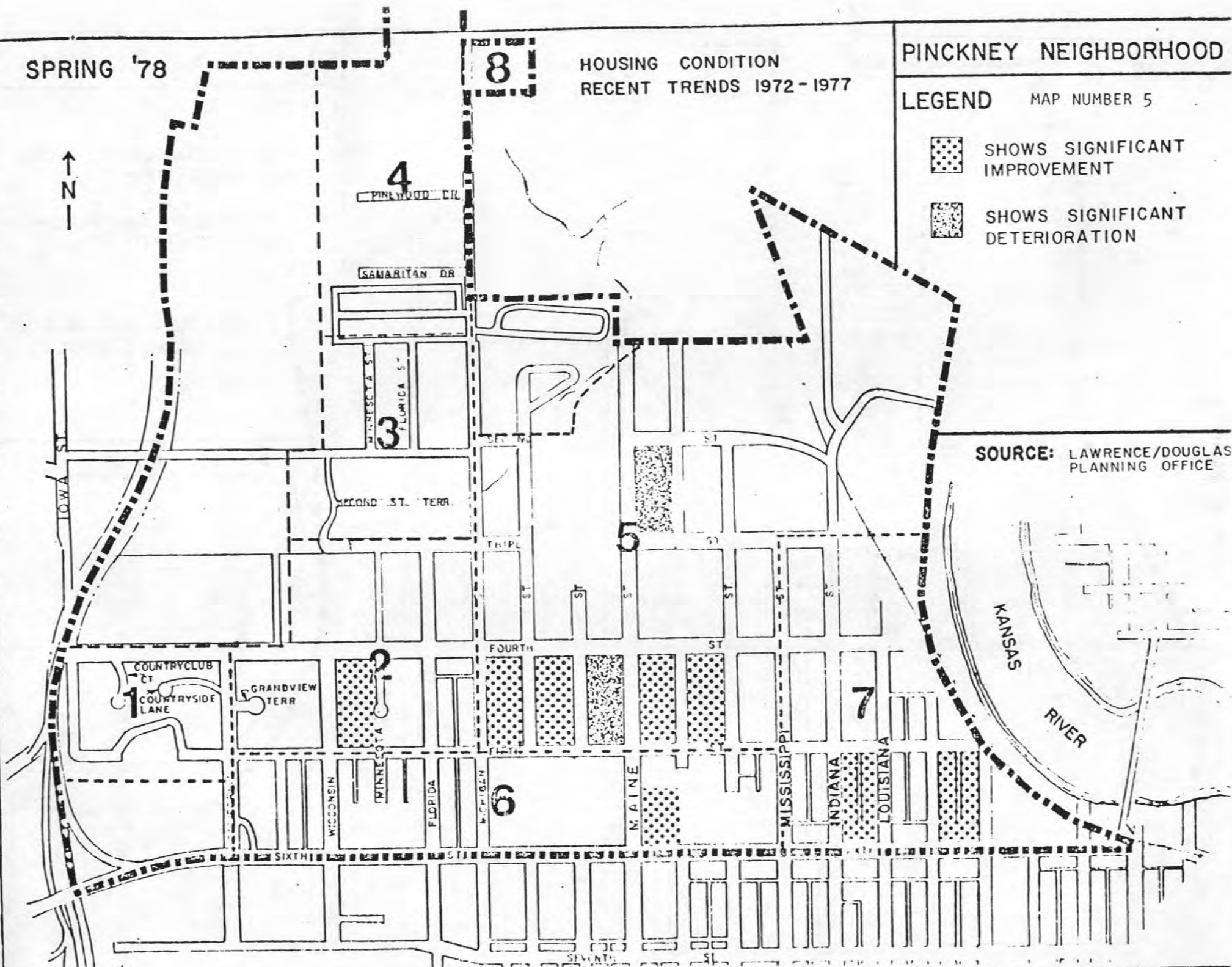


SHOWS SIGNIFICANT
IMPROVEMENT



SHOWS SIGNIFICANT
DETERIORATION

SOURCE: LAWRENCE/DOUGLAS
PLANNING OFFICE



SPRING '78

HOUSES ADDED AND
REMOVED SINCE 1970

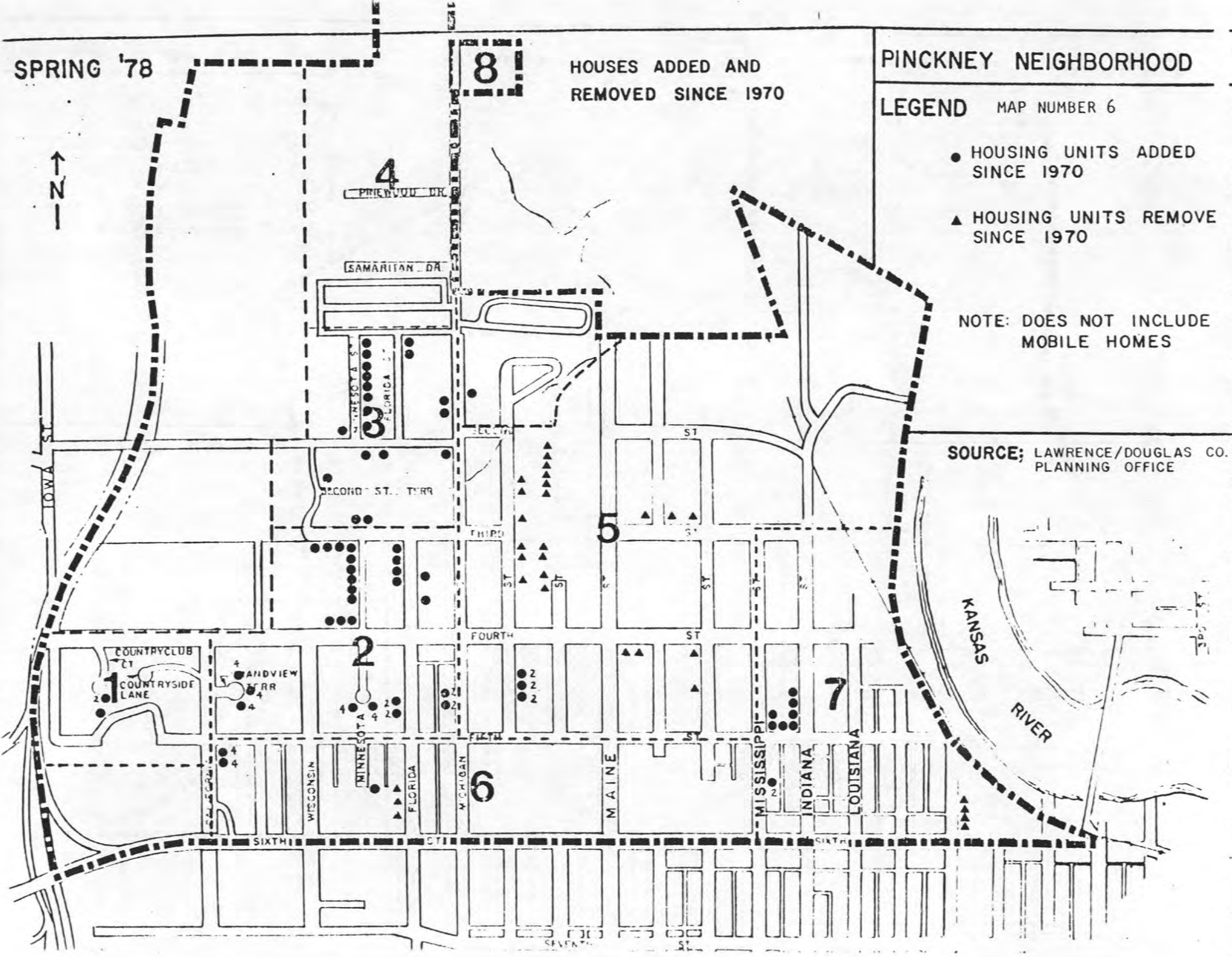
PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 6

- HOUSING UNITS ADDED SINCE 1970
- ▲ HOUSING UNITS REMOVE SINCE 1970

NOTE: DOES NOT INCLUDE MOBILE HOMES

SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE



Tax Delinquent Properties

In December, 1977 the following list of delinquent properties were obtained from the County Assessor's office. At that time there were a total of 58 lots that were delinquent in the neighborhood.

TABLE III

<u>PLANNING AREA</u>	<u>NO. OF LOTS</u>
1	0
2	2
3	2
4	4
5	22
6	23
7	<u>5</u>
TOTAL	58

As can be seen by referring to Map Number 7, by far the majority of the tax delinquent properties are located in areas number five and six.

LAND USE

Existing land use in Pinckney is summarized in Table IV and shown on Map Numbers 8 and 9. In the following text description some of the categories used in the table and maps are combined.

Residential:

For the purposes of this Plan, residential land uses in Pinckney were divided into four general categories: single family, duplex, multi-family, and mobile homes. Combined, these four categories equal 28.9% of the total land area of the neighborhood. This is below the 35.6% that is used for residential purposes in Lawrence as a whole.² Approximately 73% of the residential land area is used for

2. Ron Jones and Associates and the Lawrence/Douglas County Planning Office, Plan '95, 1977, pg. 3-5.

SPRING '78

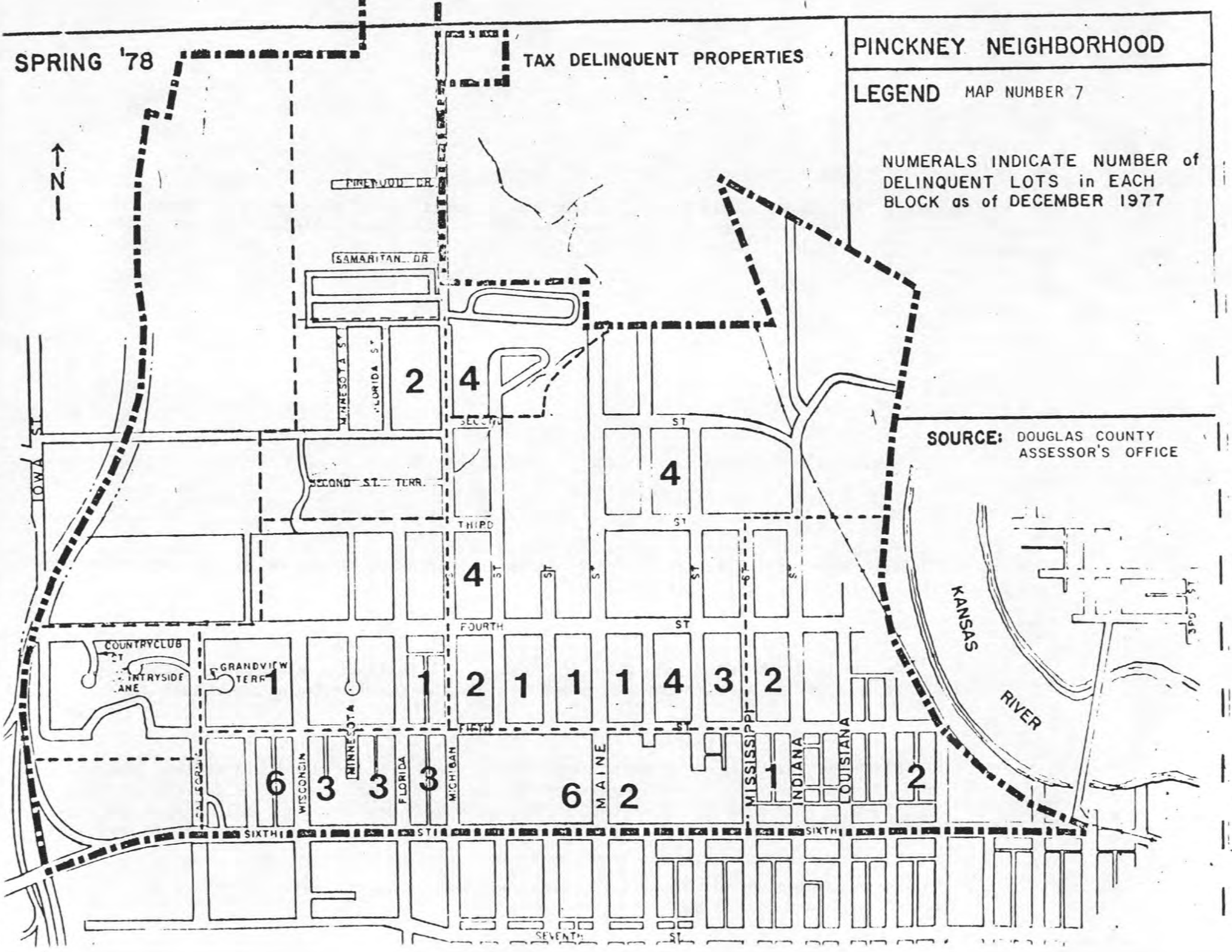
TAX DELINQUENT PROPERTIES

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 7

NUMERALS INDICATE NUMBER of DELINQUENT LOTS in EACH BLOCK as of DECEMBER 1977

SOURCE: DOUGLAS COUNTY ASSESSOR'S OFFICE



single family dwellings, 13% for mobile homes, 11% for multi-family residential, and 2.3% for duplexes. Single family homes are located throughout the neighborhood, except for the northern portion of Michigan Street, which is mostly occupied by mobile homes and apartments.

Commercial

The Pinckney Neighborhood has 27 acres or 6% of the developed area in commercial and service uses. This compares to 5.1% of the developed land that is used for commercial and service uses in the entire City of Lawrence. It should be noted that the 5.1% includes the Lawrence downtown area as well as the major shopping centers.

The commercial uses in Pinckney consist mostly of highway service oriented facilities such as filling stations, used car lots, drive-in restaurants, taverns, and other related commercial facilities. The desirable depth for future commercial expansion on Sixth Street is one of the issues that this Plan addresses. (See Map No. 9)

Office

The location of medical offices has been an issue in the Pinckney Neighborhood for many years. Approximately 1% of the neighborhood land area is presently used for medical offices.

Public

The major public land uses in Pinckney are the Lawrence Memorial Hospital, the Pinckney Elementary School and the City Water Plant. The public uses comprise 6% of the land area in Pinckney, or 28.2 acres. This does not include street rights-of-way or parks and recreational uses.

Streets and Alley Rights-of-Way

Public rights-of-way comprise 30.4% of the total land area of Pinckney. Of this, 138.6 acres or 29.8% is in street rights-of-way, and .06% is in alley rights-of-way. The Original Townsite Plat and the West Lawrence Plat portion of Pinckney are laid out on strict grid-iron patterns. The typical blocks are 250' by 600' rectangles of identical size. Countryside and Grandview Heights Additions

in area number one vary from this pattern and are laid out on a partially curve-linear pattern.

Agricultural Land and Open Space

A total of 103 acres or 2% of the land area of the neighborhood is either predominantly used for agricultural purposes or is vacant. Vacant lots are scattered throughout the neighborhood. There are a large number of vacant lots north of Third Street between Maine and Indiana, and north of Fourth Street west of Wisconsin.

TABLE IV
Land Use In Acres and Square Feet

Land Use	Square Feet	Acres	Percent of Area
Commercial	1,174,740	26.9	5.8
Office	208,350	4.8	1.0
Public	1,230,760	28.2	6.1
Multifamily	679,950	15.6	3.4
Duplex	137,726	3.1	.7
Single family	4,232,000	97.0	21.0
Mobile homes	768,500	17.6	3.8
Streets	6,035,700	138.6	29.8
Alleys	130,000	3.0	.6
Vacant & open space	4,484,200	102.9	22.2
Parks	544,100	12.5	2.7
Industrial	616,300	14.1	3.0
TOTAL	20,153,526	464.3	100.0

SPRING '78

8

EXISTING LAND USE
NOVEMBER 1977

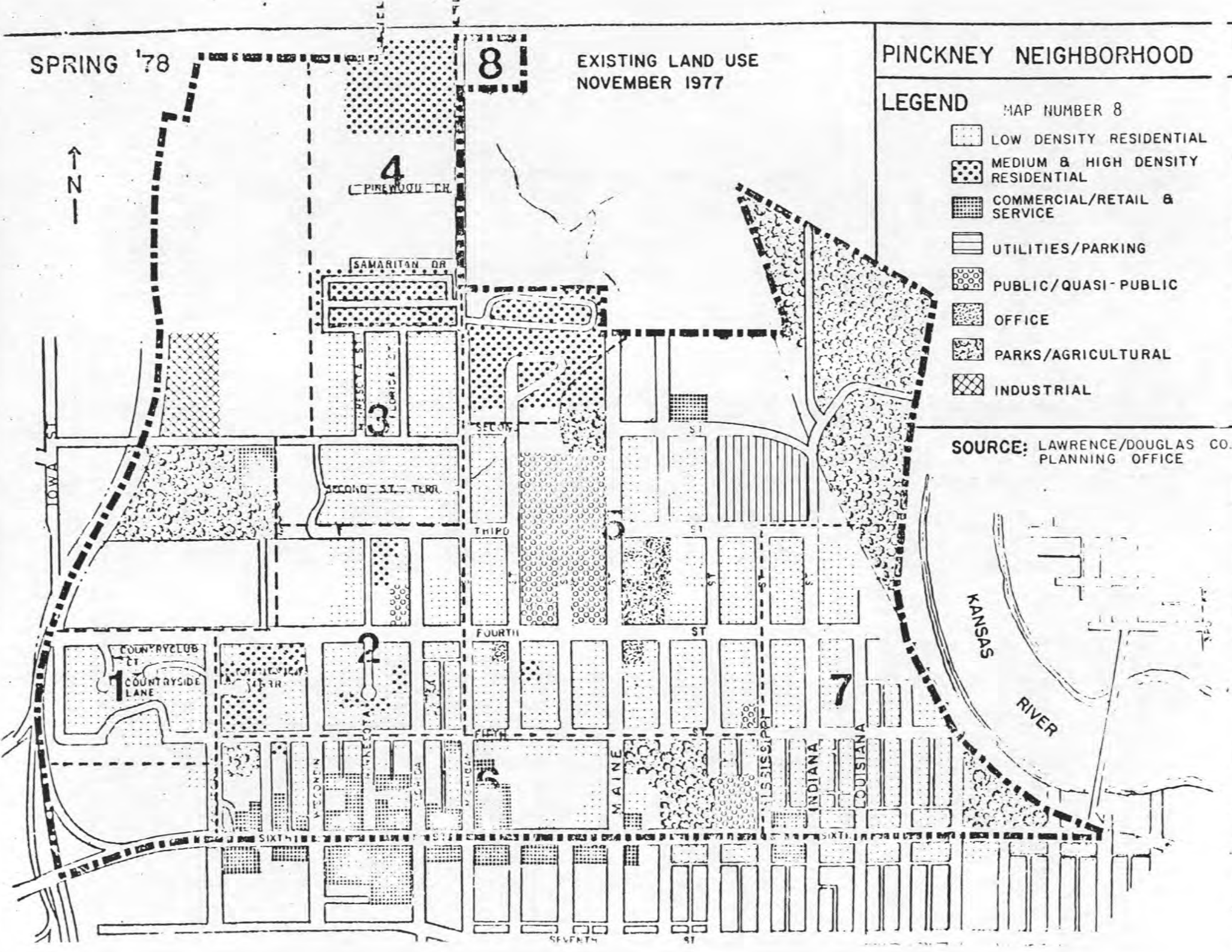
PINCKNEY NEIGHBORHOOD

LEGEND

MAP NUMBER 8

-  LOW DENSITY RESIDENTIAL
-  MEDIUM & HIGH DENSITY RESIDENTIAL
-  COMMERCIAL/RETAIL & SERVICE
-  UTILITIES/PARKING
-  PUBLIC/QUASI-PUBLIC
-  OFFICE
-  PARKS/AGRICULTURAL
-  INDUSTRIAL

SOURCE: LAWRENCE/DOUGLAS CO.
PLANNING OFFICE

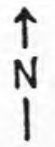


SPRING '78

NON-RESIDENTIAL LAND USE BY SPECIFIC CATEGORY

PINCKNEY NEIGHBORHOOD

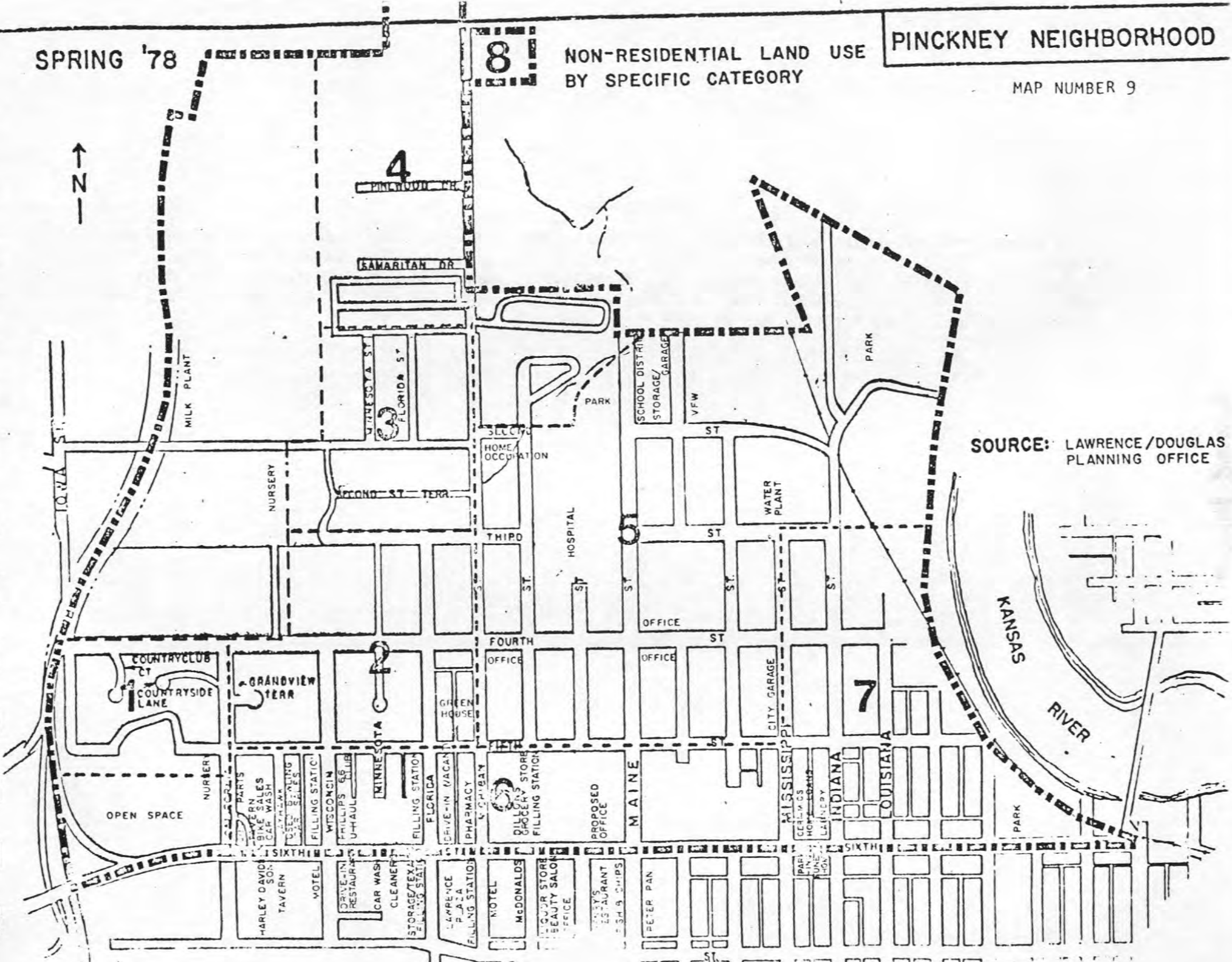
MAP NUMBER 9



8

4

7



SOURCE: LAWRENCE/DOUGLAS
PLANNING OFFICE

Existing Zoning

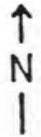
Most of the neighborhood is zoned either RM-1 or RM-2. Single family zoning is found only in areas number 1, 3, and 4. Most of the single family zoning in number four is presently used for mobile home parks by special use permit. There are two areas of industrial zoning (M-2 and M-3) presently used by the City Water Plant and the Parks Department, Veterans of Foreign Wars, and the School District. (See Existing Map No. 10)

SPRING '78

EXISTING ZONING

PINCKNEY NEIGHBORHOOD

MAP NUMBER 10



8

RM-1

4

RS-1

M-2

SAMANTHA DR

3

M-2

M-3

RS-2

FP

RM-D

C-5

C-2

RM-2

RO-1

RO-2

RO-2

ST

ST

ST

ST

RM-1

7

RS-1

RO-2

MISSISSIPPI

NDIANA

LOUISIANA

C-5

C-4

C-4

C-5

RO-2

C-4

C-5

M-2

RS-2

KANSAS RIVER

RIVER

SOURCE: LAWRENCE/DOUGLAS PLANNING OFFICE

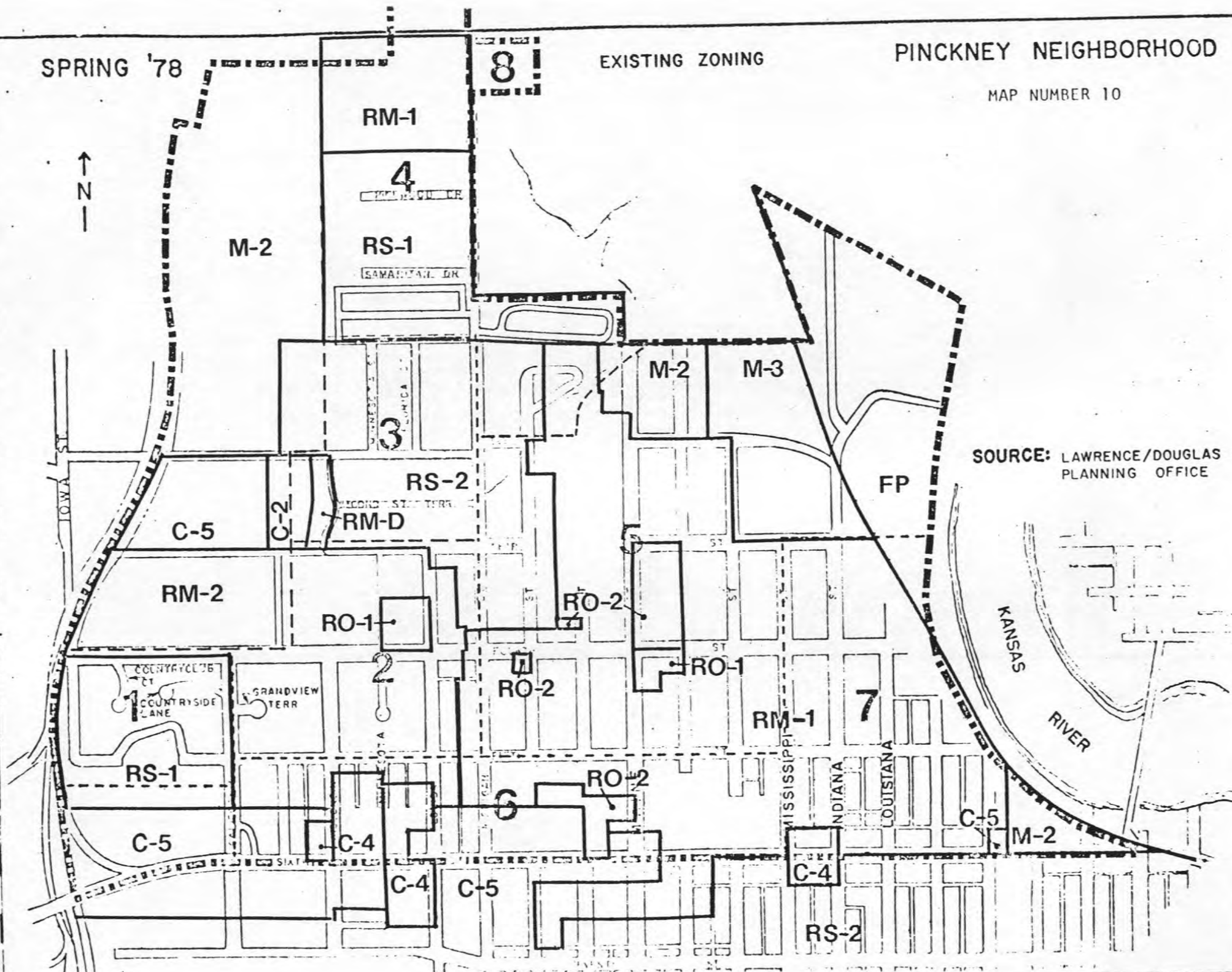


TABLE V

VACANT AREAS BY ZONING DISTRICTS, 1977

<u>ZONING DISTRICTS</u>	<u>ACRES</u>	<u>PERCENT</u>
RS-1	17.6	17.2
RS-2	14.7	14.3
RM-1	16.2	15.7
RM-2	25.9	25.2
RO-1	0.0	0.0
RO-2	2.9	2.8
C-2	4.3	4.2
C-4	0.1	0.1
C-5	12.3	12.0
M-1	3.2	3.0
M-2	<u>5.7</u>	<u>5.5</u>
TOTAL	102.9	100.0

Table V divides the vacant areas into their zoning classifications by acres and percentage of total vacant area. The table does not include land that is in street rights-of-way or in public easements, but represents net acres that are available for development.

THE EXISTING TRANSPORTATION SYSTEM

The following graphics provide some information about the existing street and sidewalk characteristics, and some problems that are associated with each.

Existing Street and Curb Material

In the southeastern corner of the neighborhood streets are of asphalt with stone curbs. Area number one on the western end of the neighborhood has almost exclusively asphalt streets with open bar ditch type drainage. In the central portion of the neighborhood, streets are mostly asphalt with concrete curbs, with some of the newer streets being concrete. (See Map No. 11)

Location of Sidewalks in Relation to Children Walking to School

A list of the addresses of children enrolled at the Pinckney Elementary School were obtained in the fall of 1977. The approximate residences of the children are shown on Map No. 12. The location of existing sidewalks is shown in relationship to the children enrolled at the school, with the intention of showing where the most obvious deficiencies are. Both Michigan and Arkansas Streets appear to need sidewalks.

Fire Hydrants and Traffic Volume Counts

There are thirteen intersections in Pinckney that do not have fire hydrants.

Streets that have more than 1,000 vehicle trips per day are Sixth, Michigan, Maine, Fourth, Indiana, and Second Streets. (See Map No. 13)

Traffic Accidents 1972 - 1976

A total of 280 accidents occurred on Sixth Street between the years of 1972 and 1976. Of these, 103 resulted in injuries and there was one fatality. This represents a sizable loss of property and a significant danger to the lives of Lawrence residents. Future planning decisions concerning land along Sixth Street should take into consideration the problem of traffic hazards. There were a total of 41 traffic accidents on Michigan Street north of Sixth Street between the years 1972 and 1976. (See Map No. 14)





SPRING '78

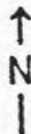
8

STREET/CURB MATERIALS

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 11

-  ASPHALT/CONCRETE CURBS
-  CONCRETE STREETS/CURBS
-  ASPHALT STREET/BAR DITCH
-  ASPHALT STREET/STONE CURBS



4
PINEWOOD DR

SAMARITAN DR

3

6

7

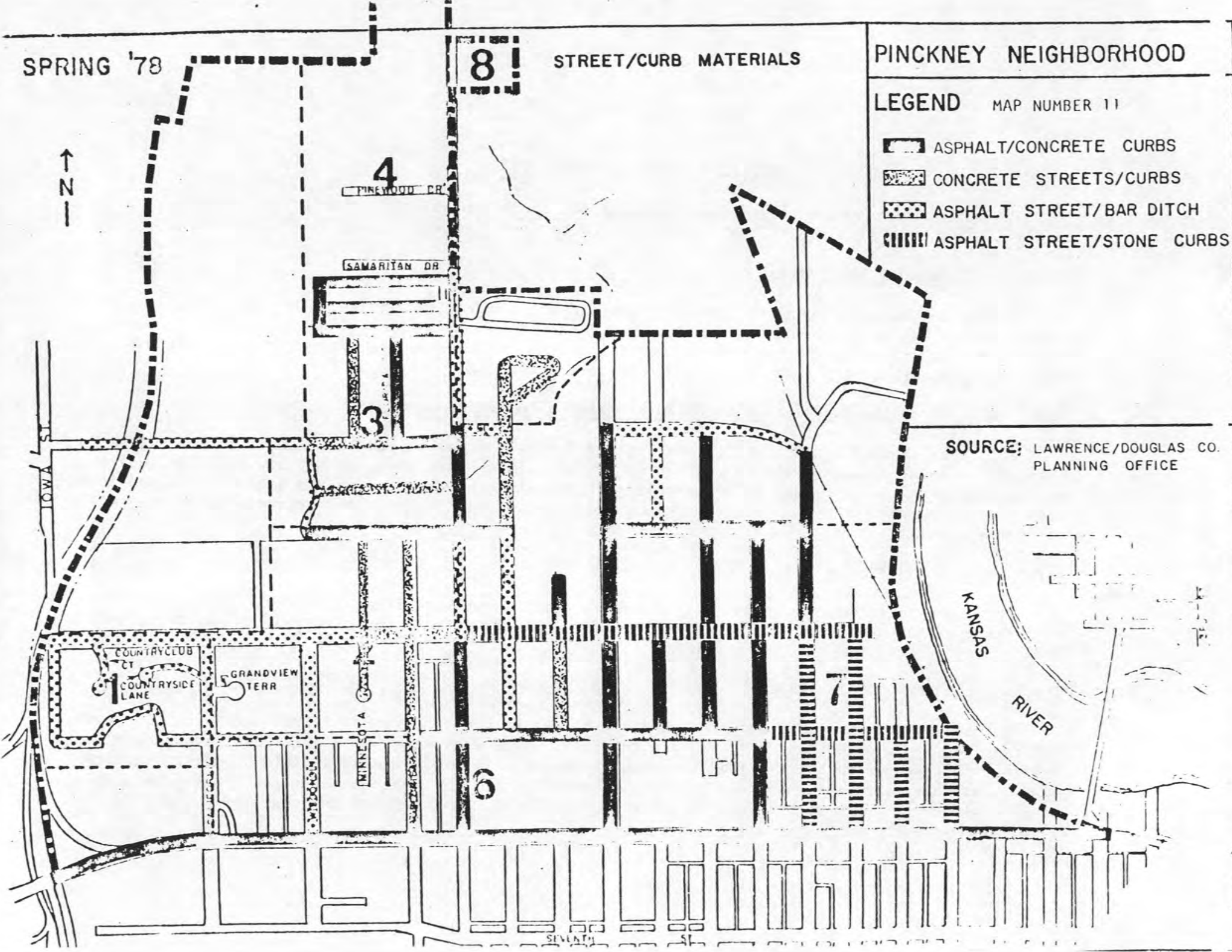
SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE

KANSAS RIVER

COUNTRY CLUB CT
COUNTRYSIDE LANE

5
GRANDVIEW TERR

MINNESOTA



SPRING '78

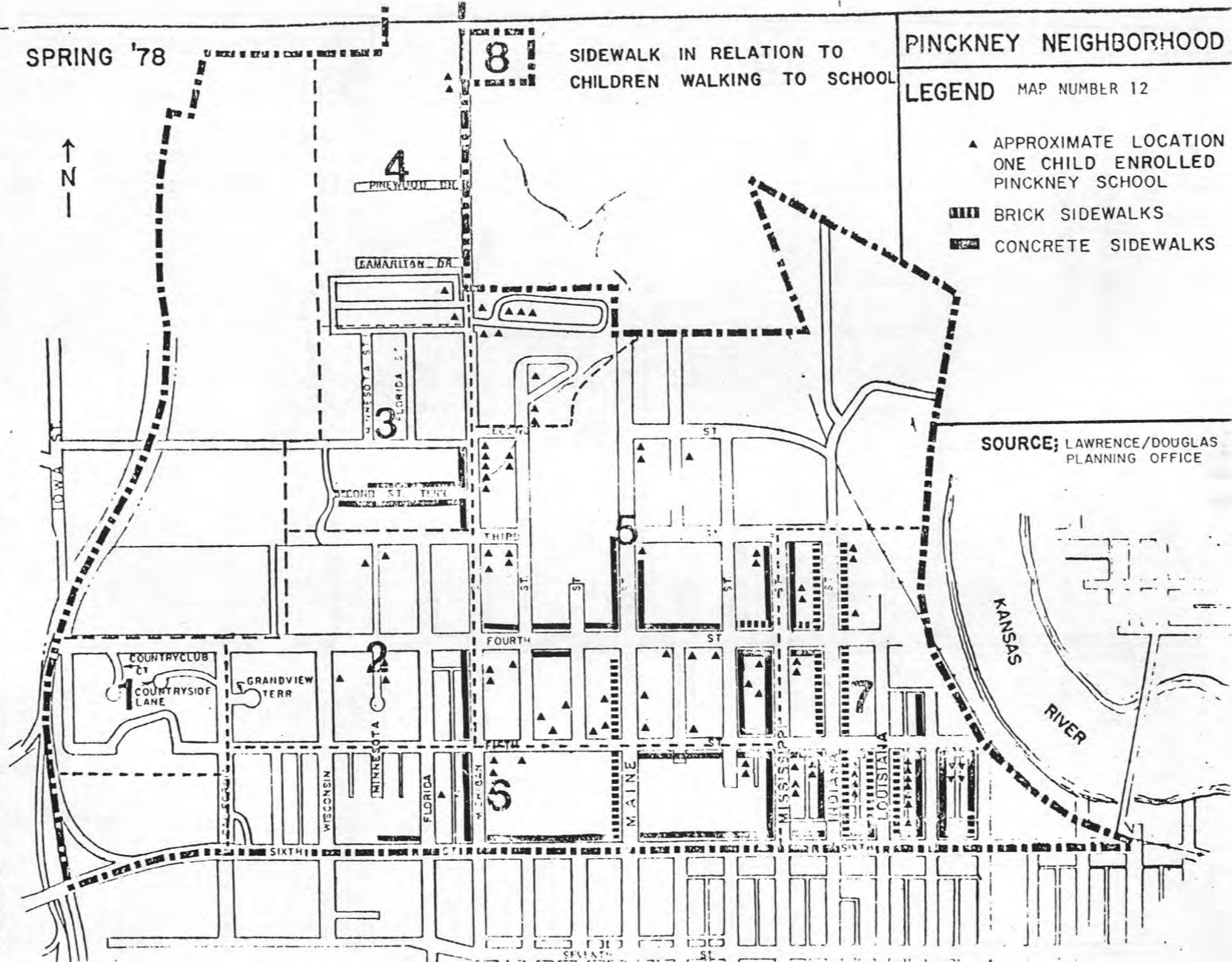
SIDEWALK IN RELATION TO CHILDREN WALKING TO SCHOOL

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 12

- ▲ APPROXIMATE LOCATION ONE CHILD ENROLLED PINCKNEY SCHOOL
- ▤ BRICK SIDEWALKS
- ▥ CONCRETE SIDEWALKS

SOURCE: LAWRENCE/DOUGLAS PLANNING OFFICE



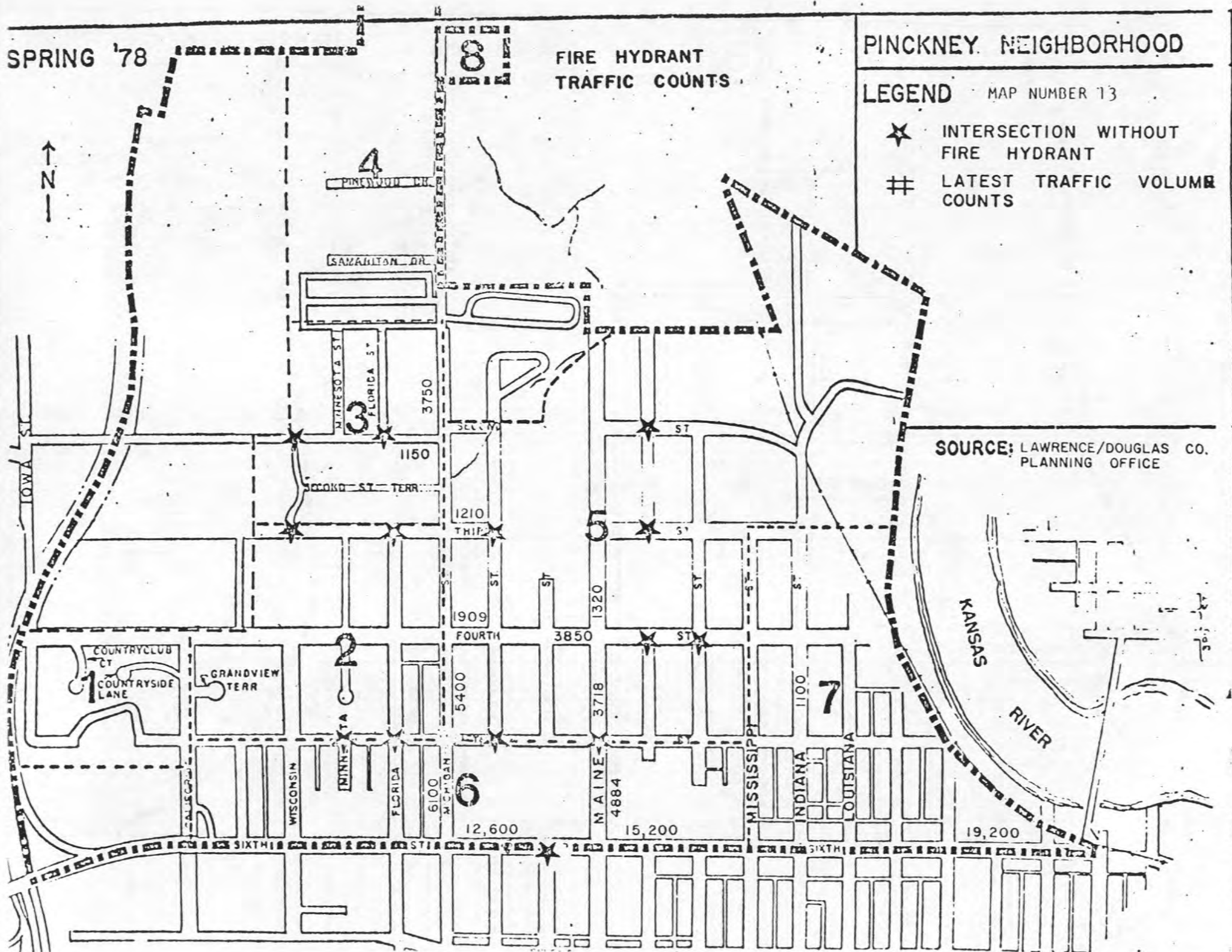
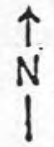
SPRING '78

FIRE HYDRANT TRAFFIC COUNTS

PINCKNEY NEIGHBORHOOD

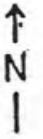
LEGEND MAP NUMBER 13

- ★ INTERSECTION WITHOUT FIRE HYDRANT
- # LATEST TRAFFIC VOLUME COUNTS



SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE

SPRING '78



8

TRAFFIC ACCIDENTS
1972 - 1976

PINCKNEY NEIGHBORHOOD

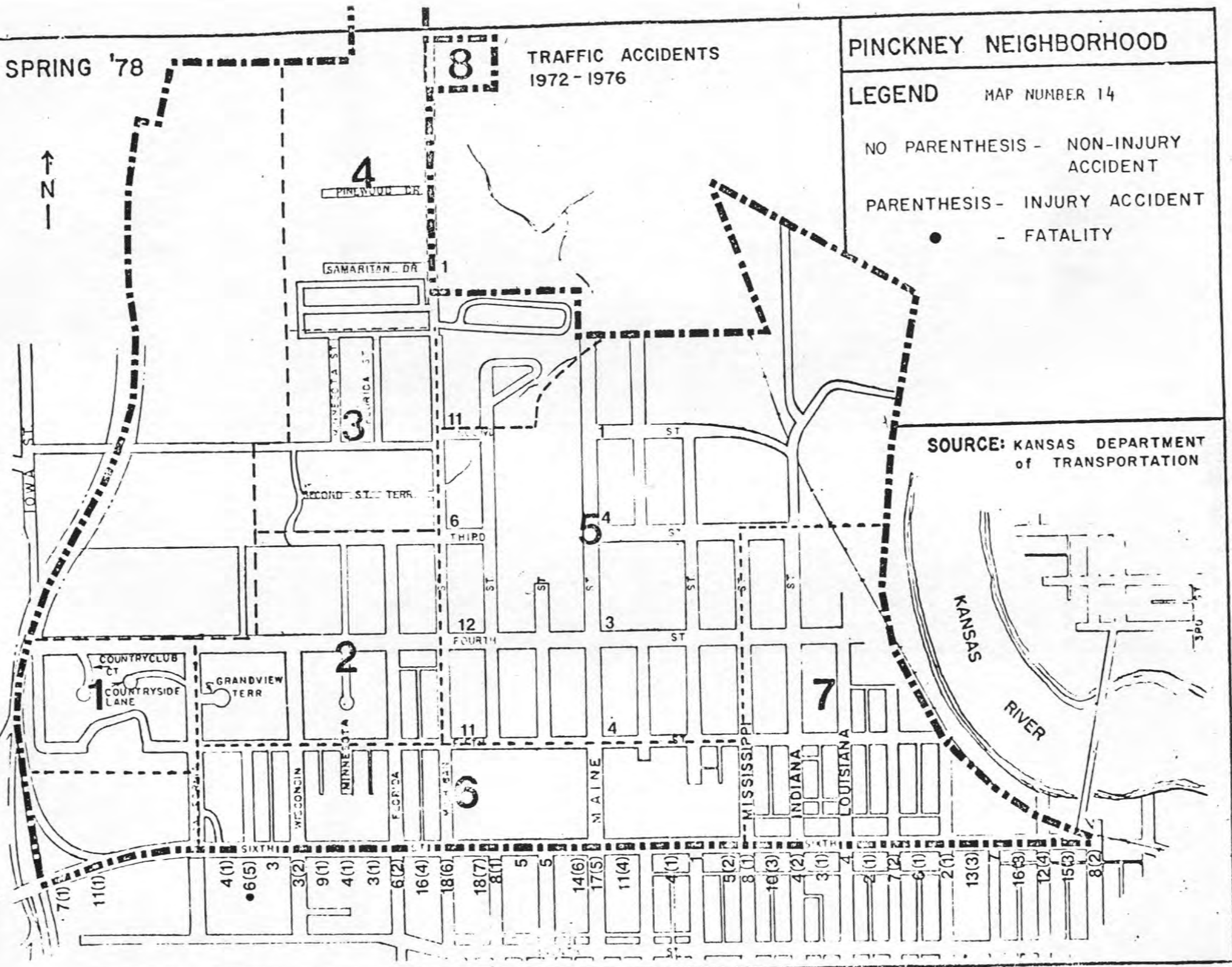
LEGEND MAP NUMBER 14

NO PARENTHESIS - NON-INJURY
ACCIDENT

PARENTHESIS - INJURY ACCIDENT

● - FATALITY

SOURCE: KANSAS DEPARTMENT
of TRANSPORTATION



7(0)	11(0)	4(1)	6(5)	3	3(2)	9(1)	4(1)	3(1)	6(2)	16(4)	18(6)	18(7)	8(1)	5	5	14(6)	17(5)	11(4)	4(1)	5(2)	8(1)	16(3)	4(2)	3(1)	4	2(1)	7(2)	6(1)	2(1)	13(3)	16(3)	12(4)	15(3)	8(2)
------	-------	------	------	---	------	------	------	------	------	-------	-------	-------	------	---	---	-------	-------	-------	------	------	------	-------	------	------	---	------	------	------	------	-------	-------	-------	-------	------

EXISTING SANITARY AND STORM SEWERS

Maps Number 15 and 16 show the location of sanitary sewer lines and the existing storm drainage improvements.

SPRING '78

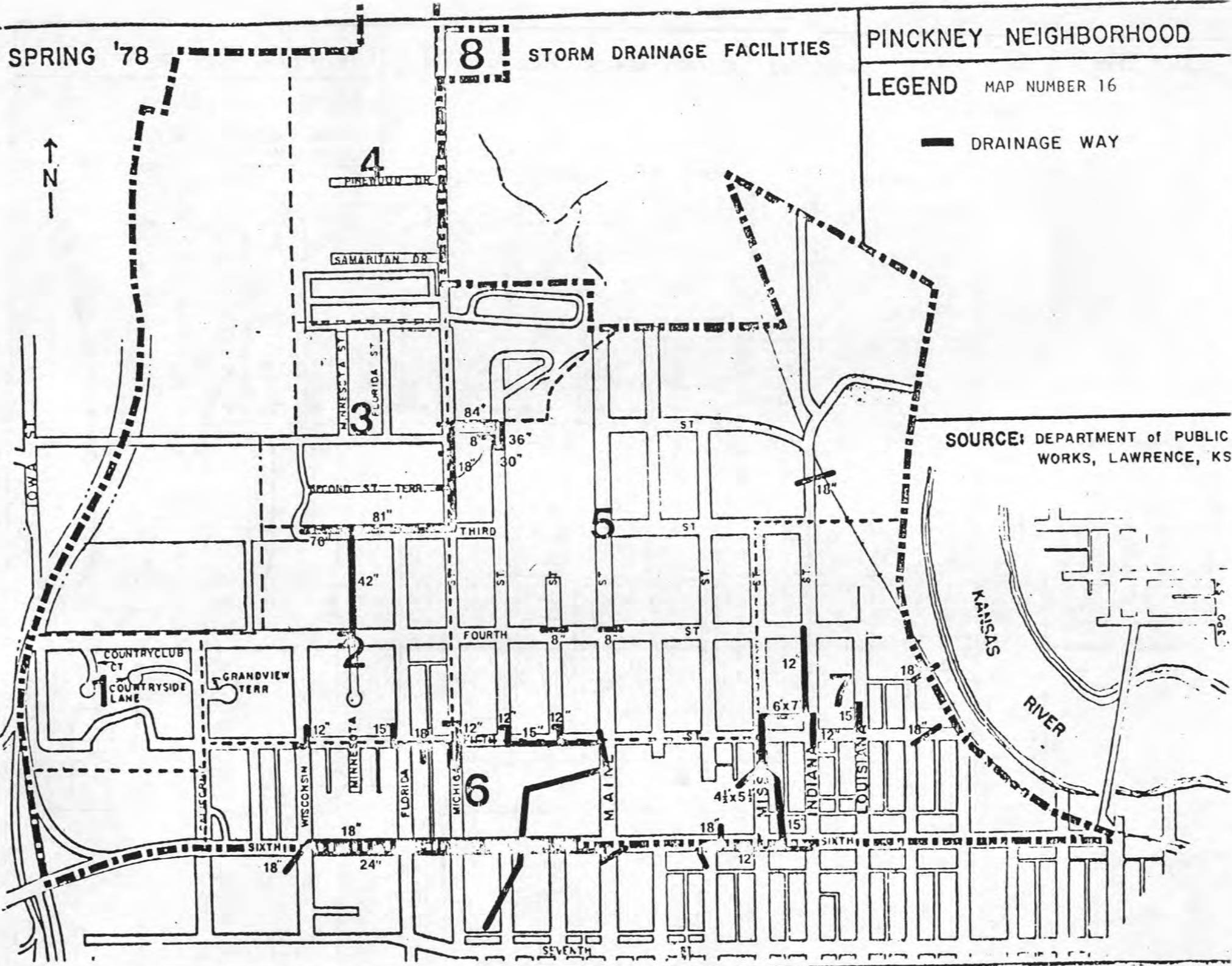
8

STORM DRAINAGE FACILITIES

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 16

DRAINAGE WAY



SOURCE: DEPARTMENT of PUBLIC WORKS, LAWRENCE, KS

KANSAS RIVER

SPRING '78

EXISTING SANITARY SEWER LINES

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 15

- SEWER LINE
- MANHOLE



PLANS AND RECOMMENDATIONS

LAND USECommercial

The Land Use Plan designates the area between Fifth and Sixth Streets adjoining the existing commercial development as a transition zone. This Plan does not endorse extending the commercial use beyond the depth of 300' from Sixth Street on a lot by lot basis. To ensure that the residential area north of Fifth Street is protected from harmful commercial encroachment, a depth beyond 300' is recommended in a planned context only.

Additional commercial depth in a planned context would not cause many of the circulation and environmental problems that are associated with extending the strip commercial along Sixth Street. This area is presently vacant to a large extent, and has potential for neighborhood oriented shopping that residents of the neighborhood indicated was needed on the north side of Lawrence. Should this location not be economically feasible for retail facilities, this Plan includes the option for residential development at whatever density for which there is a market.

The area next to the turnpike entrance between Second and Third Streets is shown for commercial use according to this alternative. This entire tract is presently zoned C-5 (Limited Commercial) and C-2 (Neighborhood Commercial) and has potential for turnpike oriented commercial development. Much of it is immediately across the street from an existing milk plant, and the remainder is used for a nursery.

Offices

A clear majority of the residents of the neighborhood believe that locating medical offices within the neighborhood is not a major problem, (see Appendix). Theoretically, the planned medical complex at Sixth and Maine Streets and the proposed hospital office project will meet the medical office space needs for many years to come. It is probable, however, that individual physicians will need to be located close to the hospital that do not wish to rent space from one of the larger complexes.

This Plan designates the block between the proposed hospital parking lot and the water plant for the location of offices. Given the surrounding land uses, negative impacts on the residential neighborhood are seen to be minimal at this location. This Plan recommends that each application be carefully considered to determine how it interfaces with the existing residential uses.

The land use plan designates the northwest corner of Sixth and Maine Streets for offices. Additional space for office development is suggested for the block east of Maine Street between Third and Fourth Streets. Much of this area is already used for offices and related parking.

Residential Densities

Single family housing rehabilitation has been occurring in the eastern portion of the neighborhood in the recent past, (see housing condition data in Chapter 3). In recognition of this fact, the plan proposes low density residential for the entire residential area west of Tommy Constant Park and the railroad tracks to Michigan Street, with the exception of the half block north of Dillons. This entire area is proposed for consideration for rezoning from RM-1 (Multiple-Family) to RS-2 (Single-Family) or RMD (Residential-Duplex) districts.

The remainder of the residential land use proposals are basically consistent with the existing zoning, except for the high density that is proposed for the area between Fifth and Sixth Streets. (See Map No. 17)

Industrial

The area north of the corner of Second and Indiana Streets that is now zoned industrial and in private ownership is designated for either public acquisition or rezoning to a non-residential district.

The only area designated for industrial development is the area north of the existing milk plant along the turnpike entrance that is presently zoned M-2 (General Industrial).

Public and Open Space

The entire area presently owned and used by the hospital authority, the Alfred Clark Veterans of Foreign War Post, and the Lawrence School District is shown as public. Future uses for the vacant public areas should be carefully chosen to minimize adverse effects on the residential neighborhood.

A corridor of open space is proposed for the interface between the I-70 entrance industrial uses and the residential area. The area that is presently used for a nursery between Second and Third Streets, and the drainage ditch immediately to the south, are also proposed for open space corridors.

As originally proposed in Plan '95, this Plan recommends that the bluffs area along Sixth Street west of California Street be acquired for open space. (See Map No. 17)

COMMUNITY FACILITIES

a. Parks and Recreation

As Plan '95 indicates, according to all available planning criteria, Pinckney has adequate park space within the neighborhood in relation to the existing or projected population. Even though Pinckney does have adequate space on a per capita/acreage basis, there is a problem with accessibility for some parts of the neighborhood. The entire developing area between Michigan and the turnpike entrance does not have any space set apart for recreational uses.

Since Clinton Park is basically a neighborhood size park (supplemented by Tommy Constant, Burcham, and Woody Parks) another neighborhood size park is not justified. There is, however, a need for a "mini-park" or a "tot-lot" west of Michigan Street for children of younger ages.* This Plan proposes one or more small "mini-parks" north of Fourth Street and west of Michigan, one half to one acre in size, primarily equipped for ages ten and under.

The suggested location is based on the need for park space in this area for children not old enough to safely cross busy streets. Given the areas that are now undergoing development, a central location for the majority of the population is west of Michigan Street and north of Fourth Street. (See Map No. 18)

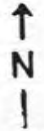
This Plan recommends that additional active recreational facilities be developed in a central location to service the entire neighborhood.

* See results of the Neighborhood Survey in the Appendix

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FUTURE LAND USE PLAN

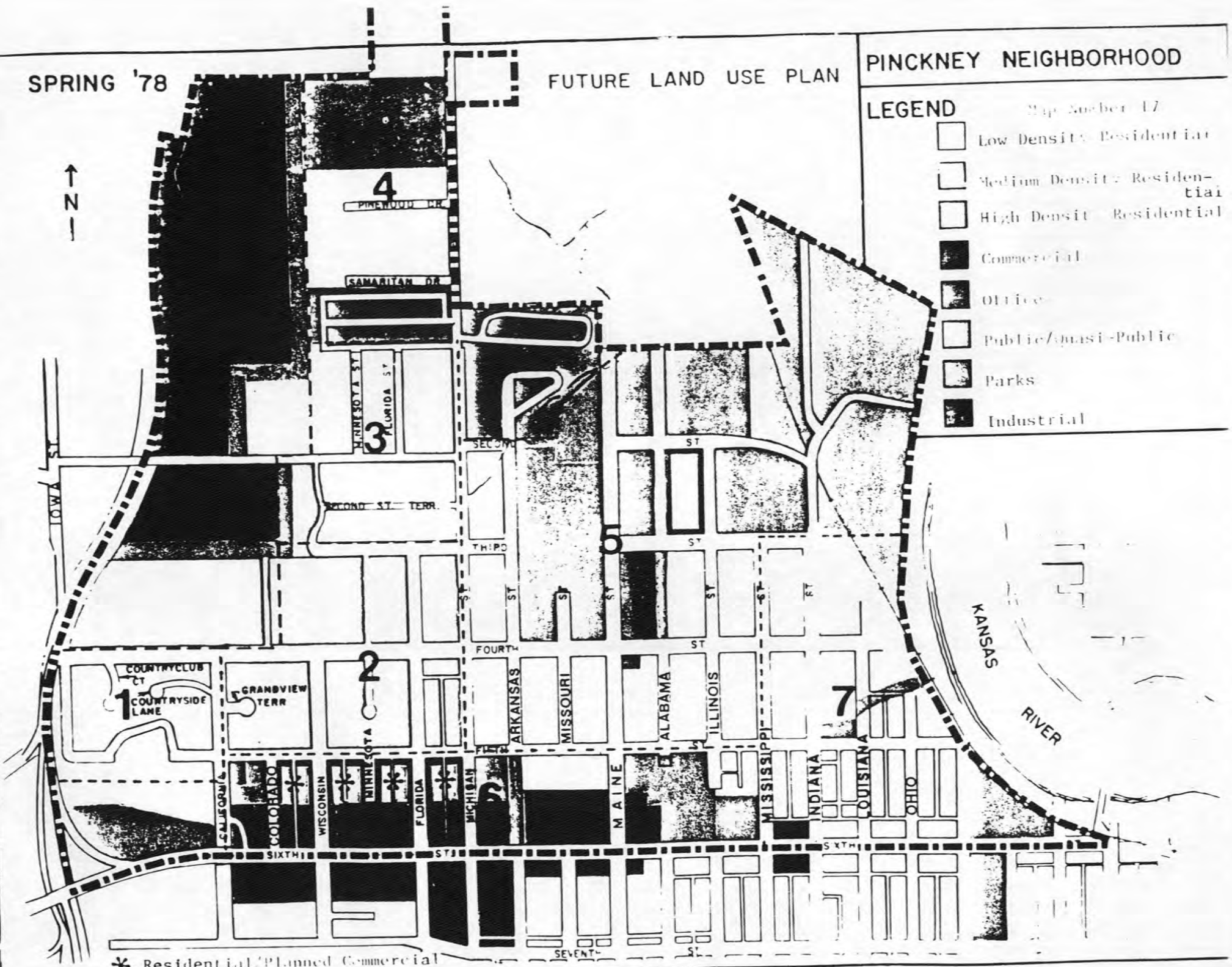
PINCKNEY NEIGHBORHOOD



LEGEND

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Office
- Public/quasi-Public
- Parks
- Industrial

Map Number 17





* Residential/Planned Commercial

SPRING '78

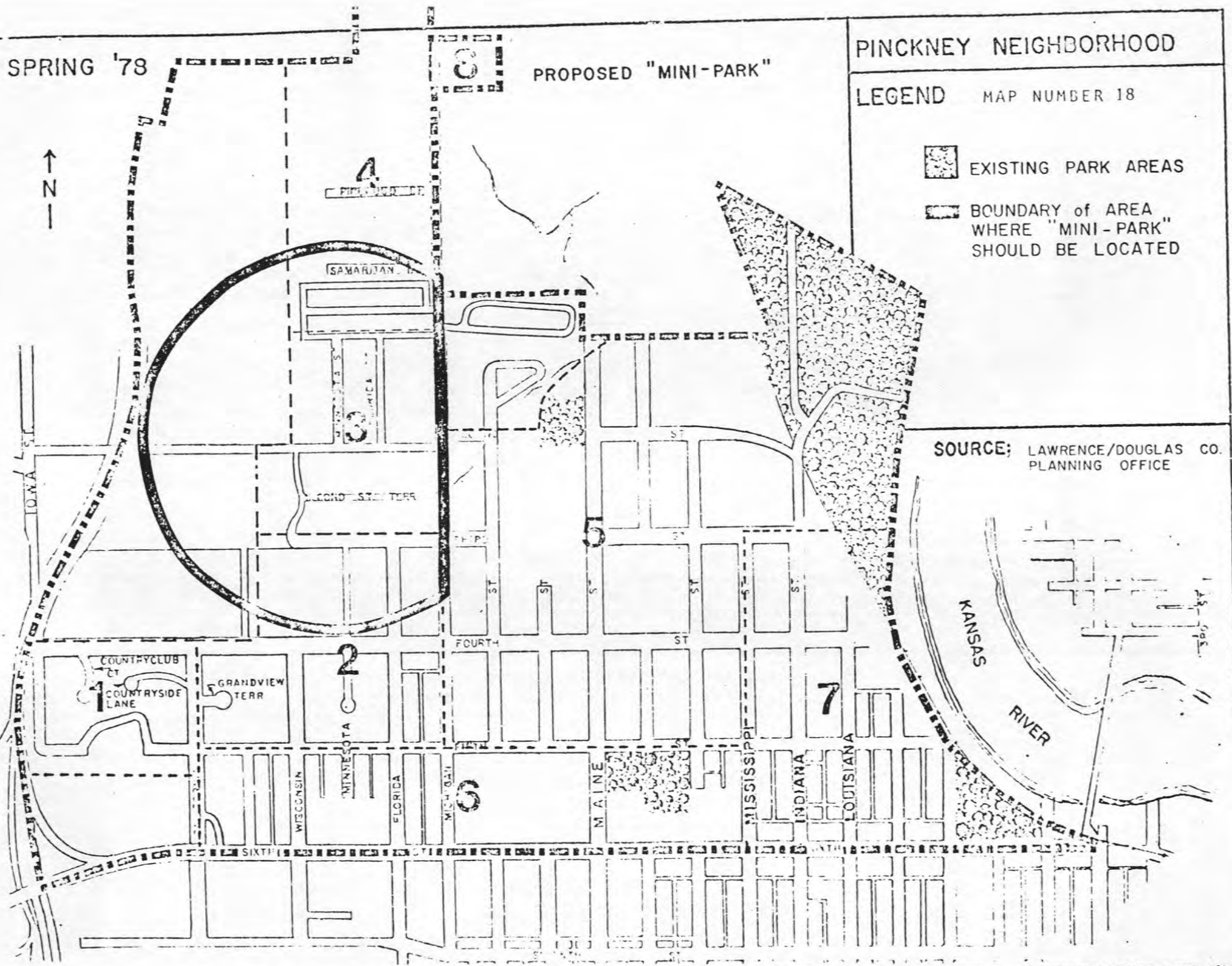
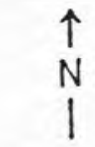
PROPOSED "MINI-PARK"

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 18

-  EXISTING PARK AREAS
-  BOUNDARY of AREA WHERE "MINI-PARK" SHOULD BE LOCATED

SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE



b. Elementary School

Plan '95 recommends that recreational and educational facilities be consolidated whenever possible.¹ Although Clinton Park and the Pinckney School are adjacent to one another, the facilities are not consolidated to the extent possible. According to adopted standards in Plan '95, the Pinckney School is short in space by six acres. By providing a pedestrian overpass between the park and the school grounds, the shortage of space would be partially relieved, and consolidation of recreational facilities recommended by Plan '95 would be achieved.

TRANSPORTATION

a. Street Classification

Plan '95 classifies Sixth and Iowa Streets as primary thoroughfares, Michigan and Fourth as secondary thoroughfares, and sections of Third and Maine Streets as collectors, the remainder as local. This Plan recommends that this designation be retained except for Third Street. This Plan recommends that the classification for Third Street between Indiana and Maine Streets be changed from collector to local. (See Maps No. 19 and 20)

b. Street Repairs

This Plan recommends that the portions of the street shaded on Map No. 21 be considered for resurfacing, curbing, and gutters in the coming years. A neighborhood capital improvements program should be developed in the near future to estimate timing and costs for street improvements and other improvements suggested by this Plan.

c. Sidewalks

An examination of the results of the Neighborhood Survey shows that the residents feel that a lack of sidewalks in Pinckney is one of their most pressing problems.

The following map suggests some priorities for sidewalk construction. These priorities are based on the following criteria: 1) the location of children enrolled at Pinckney in relation to existing sidewalks; 2) traffic volume counts (busy streets are more dangerous for pedestrians); and 3) comments from the Neighborhood Survey.




1. Plan '95, p. 12-8

SPRING '78

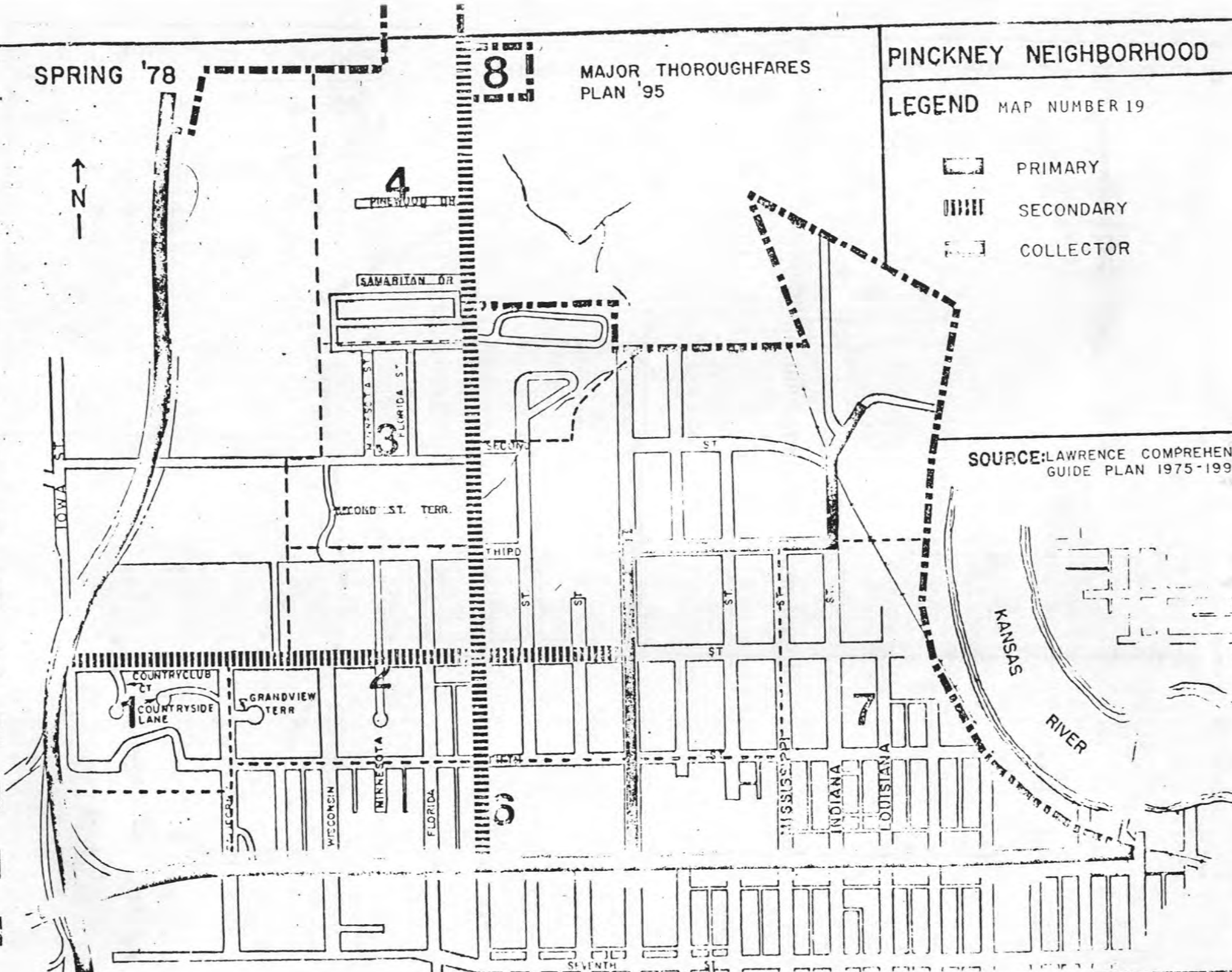
MAJOR THOROUGHFARES
PLAN '95

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 19

-  PRIMARY
-  SECONDARY
-  COLLECTOR

SOURCE: LAWRENCE COMPREHENSIVE
GUIDE PLAN 1975-1991






SPRING '78

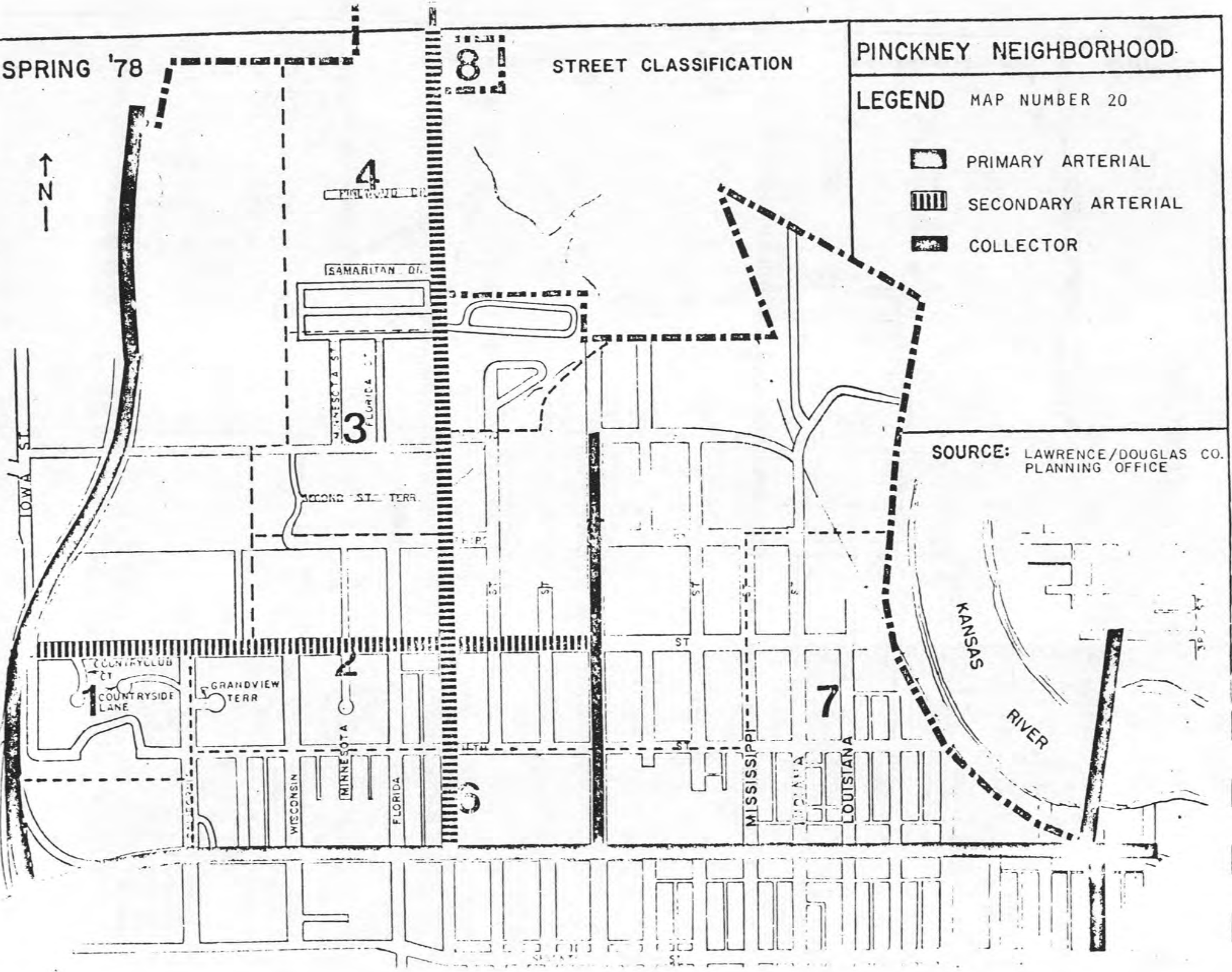
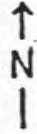
STREET CLASSIFICATION

PINCKNEY NEIGHBORHOOD

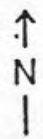
LEGEND MAP NUMBER 20

-  PRIMARY ARTERIAL
-  SECONDARY ARTERIAL
-  COLLECTOR

SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE



SPRING '78




8

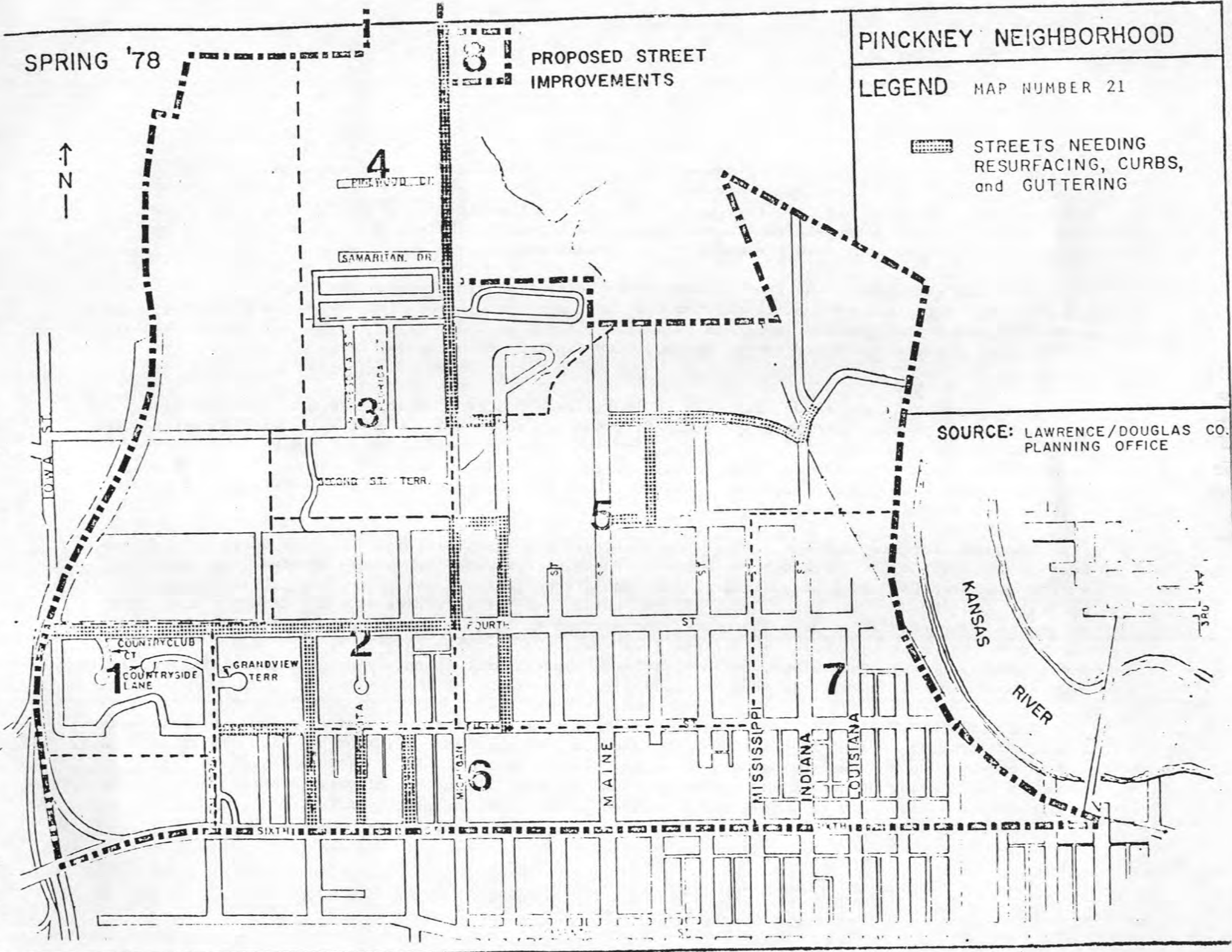
PROPOSED STREET IMPROVEMENTS

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 21

 STREETS NEEDING RESURFACING, CURBS, and GUTTERING

SOURCE: LAWRENCE/DOUGLAS CO. PLANNING OFFICE



4

PINCKNEY DR

SAMARITAN DR

3

SECOND ST TERR

FOURTH ST

7

KANSAS RIVER

1
COUNTRYCLUB CT
COUNTRYSIDE LANE

5
GRANDVIEW TERR

2

6

MICHIGAN

MAINE

MISSISSIPPI

INDIANA

LOUISIANA

SIXTH ST

Under the existing policies, sidewalk construction and maintenance is the responsibility of property owners. This can occur individually (the property owner constructing or repairing sidewalks adjacent to or on his property) or jointly through the creation of benefit districts. An examination of the Pinckney Neighborhood clearly indicates that this policy has not resulted in systems of sidewalks that meet the needs of the neighborhood.

This Plan recommends that the possibility of joint financing between the City of Lawrence and the adjacent property owners be considered for those systems of sidewalks that would benefit a large portion of the neighborhood. These are primarily priorities 1 and 11 on Map No. 22. This proposal should also be further refined in the Neighborhood Capital Improvements Plan.

d. Bicycle Ways

Introduction: A system of bicycle ways in Lawrence has been anticipated for some time now, and plans are beginning to take shape. The City has agreed to a 50-50 cost share with the Army Corps of Engineers for a levee bicycle trail, and Plan '95 promotes consideration for more bicycle ways. Chapter 12 of Plan '95 calls for bicycle way use in conjunction with parks, and Chapter 13 on neighborhoods states that "Special concern should be shown for the provision of.....pedestrian/bicycle alternatives to the street network."

Lawrence bicyclists are of all ages with differing degrees of ability, and the varying needs can best be addressed by a flexible bicycle plan. Young riders (and even others at times) may prefer the safety of sidewalks. Some bicyclists may concentrate on recreational riding and utilize scenic trails and quiet neighborhood streets. Other riders, while commuting, require safe and direct routes through or around heavy traffic areas. Therefore, any successful bicycle system must provide the choices that these different uses call for. To achieve this goal, the Pinckney Bicycle Plan considers not only the physical bicycle ways themselves, but also related aspects such as safety programs, legislation, adjacent site planning, and bicycle support facilities.





The Network: The bicycle ways proposed in this Plan are of three physical types: bicycle routes, lanes, and trails, as described in the Pedalplan for Lawrence. Bicycle routes (Class III Bicycle Ways) are shared by cars and designated only by signs. Bicycle lanes (Class II Bicycle Ways) are separate areas of an existing street delineated by pavement markings for use by bicyclists only. And bicycle trails (Class I Bicycle Ways) are grade separated paths unencroachable by cars.

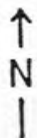
SPRING '78

PROPOSED SIDEWALKS

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 22

-  PRIORITY 1
-  PRIORITY 2
-  PRIORITY 3
-  EXISTING SIDEWALKS



4
PINEWOOD

SAMARITAN DR

SOURCE: LAWRENCE / DOUGLAS
PLANNING OFFICE

KANSAS
RIVER

COUNTRYSIDE
LANE

GRANDVIEW
TERR

MINNESOTA

WISCONSIN

FLORIDA

MISSISSIPPI

LOUISIANA

SIXTH

SEVENTH

EIGHTH

NINTH

TENTH

ELEVENTH

TWELFTH

THIRTEENTH

FOURTEENTH

FIFTEENTH

IOWA ST

THIRD

FOURTH

FIFTH

SIXTH

SEVENTH

EIGHTH

NINTH

TENTH

ELEVENTH

TWELFTH

THIRTEENTH

FOURTEENTH

FIFTEENTH

SIXTEENTH

SEVENTEENTH

EIGHTEENTH

NINETEENTH

TWENTY

TWENTY-ONE

TWENTY-TWO

TWENTY-THREE

TWENTY-FOUR

TWENTY-FIVE

TWENTY-SIX

TWENTY-SEVEN

TWENTY-EIGHT

TWENTY-NINE

THIRTY

THIRTY-ONE

THIRTY-TWO

THIRTY-THREE

THIRTY-FOUR

THIRTY-FIVE

THIRTY-SIX

THIRTY-SEVEN

THIRTY-EIGHT

THIRTY-NINE

FOURTY

Of initial concern to the cyclist in Pinckney Neighborhood is trip destination. Neighborhood bicycle ways need to link the major activity nodes in and around the neighborhood with each other and with the residential areas. By modifying and extending the bicycle ways as proposed in the Pedalplan for Lawrence, an optimal pattern is achieved, providing safe, convenient and pleasant means of travelling to and from these nodes. The entire neighborhood is then covered by a bicycle network that puts almost every home within two block access of a bicycle way.

Each element of this network has been evaluated using several criteria to determine the appropriateness as a part of the whole. Those criteria of initial importance are: the avoiding of conflicts with motor vehicles; traffic speed and volume; roadway gradients; pavement and right-of-way widths; on-street auto parking; and continuity with adjoining neighborhoods. Final design stage criteria should include: bicycle stopping distance; signage; intersection visibility; night-time illumination; curb-cut location; sewer grate configuration; and pavement materials and maintenance.

The Segments: The first portion of the system centers on the commercial area along Sixth Street eastward to the Central Business District. Sixth Street itself is avoided except for a bicycle/pedestrian overpass at Kentucky Street, and intersections at Louisiana, Alabama, Arkansas, and Florida Streets. These crossings then connect bicycle lanes on Fifth Street to similar bicycle lanes on Seventh Street, thus forming a closed loop around the area. Both Fifth and Seventh Streets are divided into four-foot wide bicycle lanes separated by two eleven-foot auto lanes, with parking removed on both sides of each street. These two streets also have a posted 20 mph speed limit to discourage their use as motor vehicle thoroughfares.

A second segment bounds the eastern edge of the neighborhood. This bicycle trail goes south from Burcham Park, across the railroad tracks on a proposed overpass at Fifth and Tennessee Streets, and enters Tommy Constant Park. Here the trail splits into two trails, one south through Central Park and the other east to the new City Hall area.

A bicycle route on Alabama Street, including two sections of trail, forms a north-south connection between the hospital area, Clinton Park and Pinckney School, and ultimately the University.

Farther west is a major north-south segment comprised of a trail that goes south from the Woodcreek Apartment complex along the east side of Michigan Street to Second Street and continuing along Arkansas from Second to Fourth Street, at which point it becomes a route for one block of Arkansas Street. Then between Fifth and Sixth Streets, a trail utilizes an undeveloped 80 foot right-of-way. This portion is actually proposed as a vest-pocket park that features bicycle parking, rest area, and landscaping. Although this use is not irreversible, it tends to fulfill the neighborhood desire that this right-of-way never be used for a street. And then from Sixth to Seventh Street, Arkansas again is a route.

The western-most bicycle way is a route along Wisconsin Street joining together a trail on Second Street with a lane on Fifth Street. Additionally, a trail heads west from Wisconsin on the north side of Fourth Street to the Turnpike Access Road, where it connects with a route on Iowa Street.

The last segment traverses the neighborhood from Burcham Park west along Second Street through Woody (Lincoln) Park to the Turnpike Access Road. It is a route except for a portion of trail through the park to Michigan Street, and then again a trail west of Wisconsin Street, on the south side of Second Street. (See Maps Number 23 & 24)

Supportive Programs: In addition to the actual bicycle ways, such a network can be made much more beneficial by adopting certain supportive programs. For example, effective bicycle planning requires coordination with plat reviews and site planning of areas adjacent to bicycle ways to make efficient use of drainage easements, to anticipate any need for additional rights-of-way, to provide adequate curb-cuts, and to assure safe auto/bicycle traffic flows.

Legislation is another tool to enhance the effectiveness of bicycle ways by setting lower motor vehicle speed limits along bicycle routes, by banning all motor vehicles from bicycle trails and lanes, by stipulating that, at intersections, motor vehicles yield to bicycles and both yield to pedestrians, and by establishing bicycle parking requirements for commercial areas, apartment buildings, and public facilities.

A final device for improving the quality of bicycle use, with or without networks, is a comprehensive safety education program. Safety education is vital not only at the elementary school level, but also in the high school drivers education classes where auto drivers can learn responsibility for cyclists.

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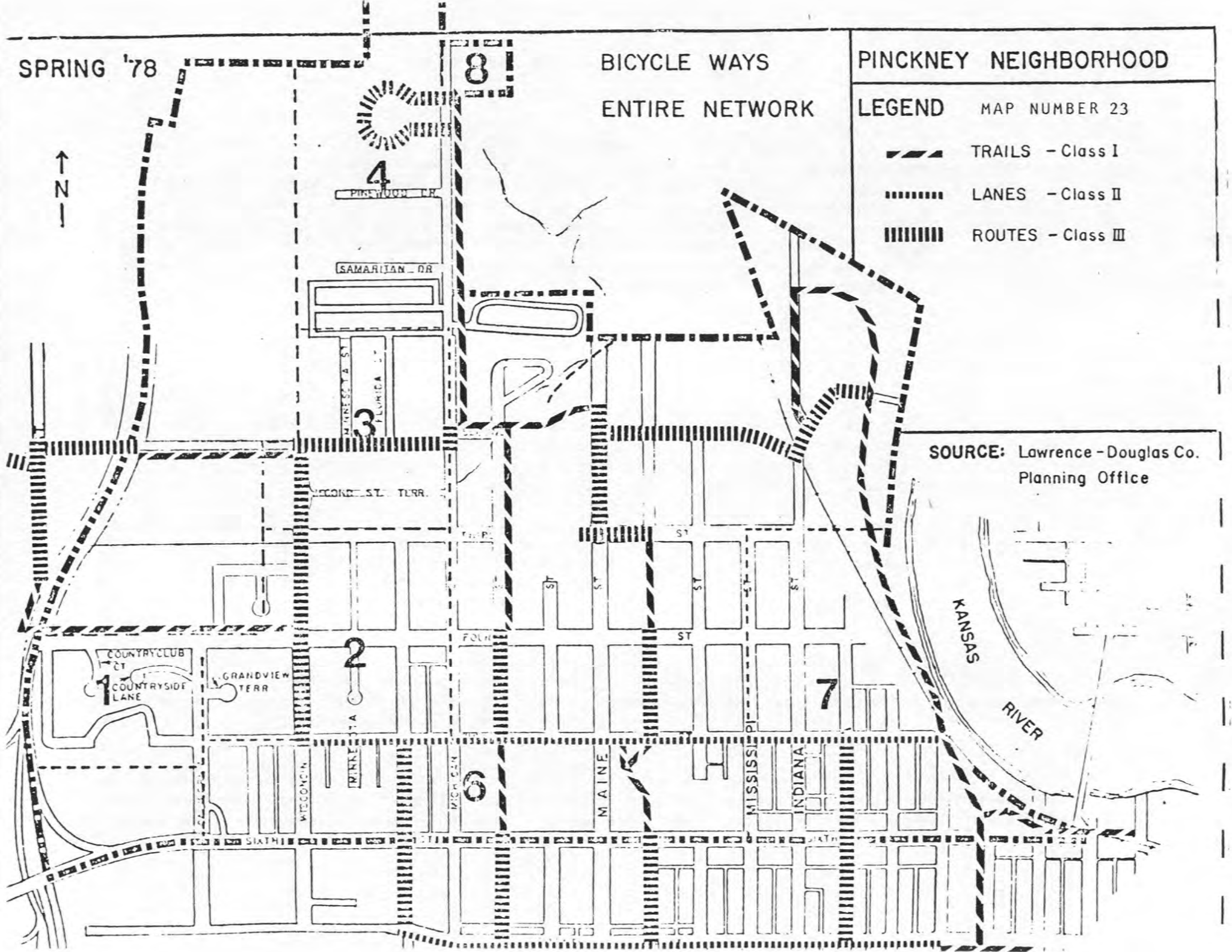
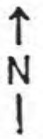
BICYCLE WAYS ENTIRE NETWORK

PINCKNEY NEIGHBORHOOD

LEGEND

MAP NUMBER 23

-  TRAILS - Class I
-  LANES - Class II
-  ROUTES - Class III



SOURCE: Lawrence - Douglas Co.
Planning Office




SPRING '78



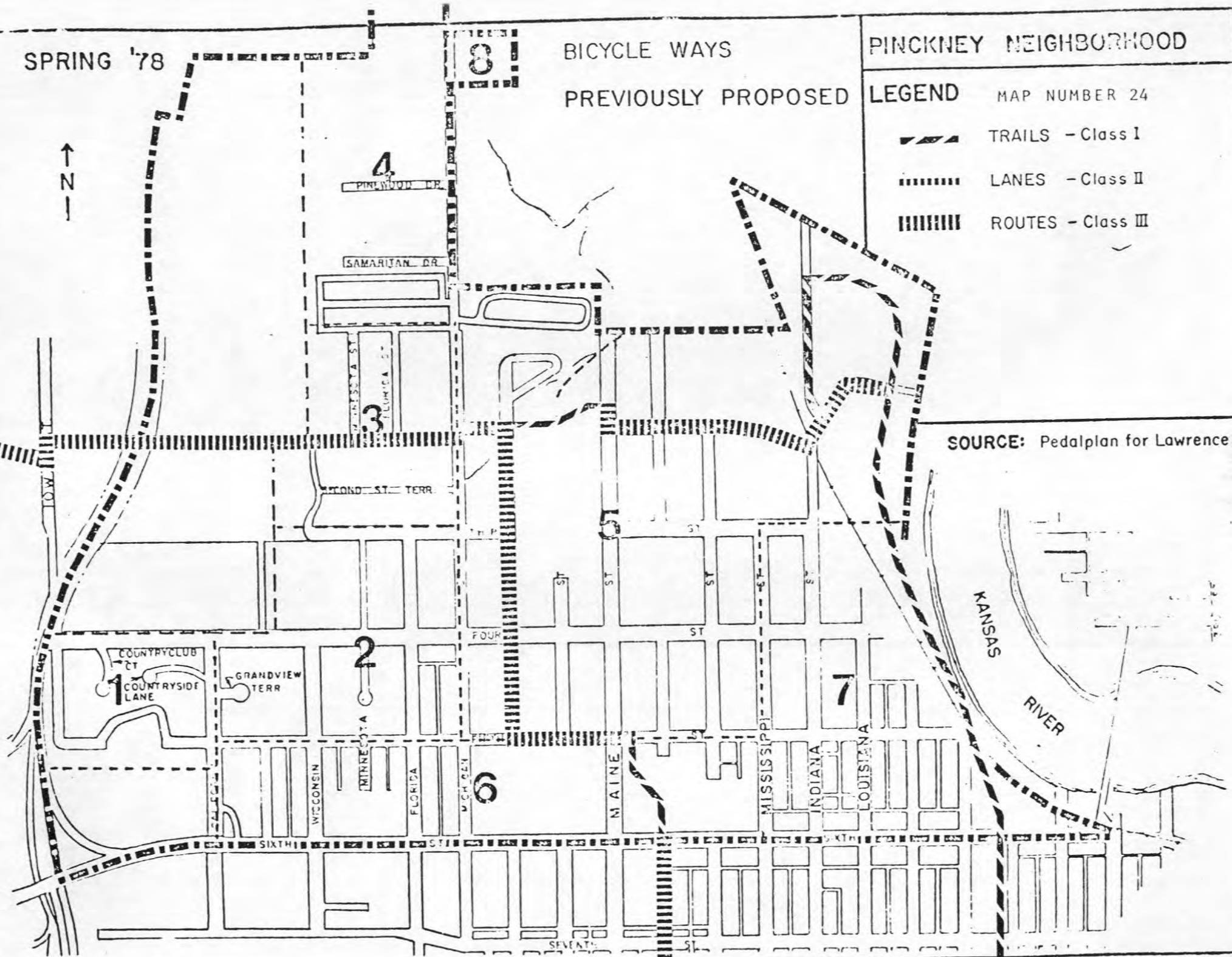
BICYCLE WAYS PREVIOUSLY PROPOSED

PINCKNEY NEIGHBORHOOD

LEGEND MAP NUMBER 24

-  TRAILS - Class I
-  LANES - Class II
-  ROUTES - Class III

SOURCE: Pedalplan for Lawrence



APPENDIX

Results of the Neighborhood Survey

Methodology

A list of questions to be used in a comprehensive survey of the Pinckney Neighborhood were proposed by the planning staff. Changes were made to the survey according to suggestions made by the Lawrence/Douglas County Planning Commission and the Pinckney Neighborhood Association.

In December, 1977, volunteers from the Pinckney Neighborhood Association went door to door to selected houses in all areas of the neighborhood in an attempt to obtain responses from a cross-section of the neighborhood's residents. A sampling of 90 responses were obtained before the surveying was discontinued. The survey was resumed in mid-January and completed by the first of February.

A list of those owning property within the neighborhood, but living outside its boundaries, was obtained from the Data Processing Department of Douglas County. A copy of the questionnaire, an explanatory letter from the mayor, and a stamped self-addressed envelope was mailed directly to the entire list.

Response

A total of 438 completed surveys were received at the Planning Office by Monday, February 13, 1978. Some additional surveys have been received since that date, but are not included in this tabulation. The original sampling completed in December, 1977, was not broken down by planning area. The percentage response by planning area was as follows: 1) 43%; 2) 65%; 3) 71%; 4) 21%; 5) 27%; 6) 64%; 7) 66%; and property owners not living in Pinckney, 35%.

TABULATED RESULTS BY PLANNING AREA

ISSUE: HOUSING QUALITY

Please circle one:

1. In the neighborhood in which you live, do you personally feel:

- a. Hemmed in by too many people in your neighborhood now.
- b. That crowding in your neighborhood is no particular problem.
- c. That more people could live in your neighborhood comfortably if proper housing were available.

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	1	16	12	15	2	1	11	9	3	70	19.2
b.	4	39	18	18	18	7	44	57	17	222	60.8
c.	5	9	6	4	14	4	3	15	13	73	20.0

2. Which statement comes closest to expressing your opinion?

- a. I believe that the value of all homes in a neighborhood should be about the same.
- b. I believe that home values should be mixed, that is: have some high, some medium, and some low in each area of the neighborhood.

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	3	27	29	11	10	4	22	34	9	149	40.3
b.	6	35	8	27	26	8	39	49	23	221	59.7

3. Do you feel that the condition of the housing stock in your immediate neighborhood is presently,

- a. improving
- b. stable
- c. deteriorating

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	2	12	8	7	2	1	20	23	10	85	22.9
b.	6	36	24	24	22	7	27	42	17	222	59.8
c.	1	12	2	5	10	5	9	15	5	64	17.3

4. Assuming that government subsidized housing for low income and elderly will be built, do you think it should be:

- a. Concentrated in one of just a few sections of the city.
- b. Distributed throughout the city, including your neighborhood.

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	2	21	23	10	6	3	12	27	8	112	31.3
b.	8	43	10	27	24	7	40	58	29	246	68.7

5. As a general rule, do you think that apartment dwellers are carrying the same burden of citizen responsibilities in the neighborhood as those people who live in single family dwellings?

- a. yes
- b. no

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	1	24	8	10	12	4	11	13	10	93	27.1
b.	9	36	27	26	27	7	44	61	22	250	72.9

6. Which statement expresses your opinion?

Living in an apartment:

- a. Appeals to me now
- b. May appeal to me sometime in the future
- c. Does not appeal to me at all

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	1	21	2	2	4	1	2	11	2	46	12.7
b.	3	8	7	14	12	5	20	23	13	105	28.9
c.	8	34	23	21	22	7	34	46	17	212	58.4

ISSUE: OFFICE AND COMMERCIAL DEVELOPMENT

1. Would you like to have neighborhood convenience shopping (such as groceries, drugs, restaurants) within:

- a. one to one-half mile from your home
- b. 5-10 blocks
- c. 1-4 blocks

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	2	13	13	7	8	4	12	29	3	91	25.5
b.	6	33	16	20	14	6	31	27	16	169	47.3
c.	3	16	4	10	10	3	14	26	11	97	27.2

2. Would you purchase a single-family home that you like if it were adjacent to:

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
A major street?											
a. yes	0	12	3	5	7	5	11	21	11	75	21.2
b. no	10	49	28	36	18	7	47	65	19	279	78.8
A strip commercial area?											
a. yes	0	6	3	14	6	3	6	9	18	65	18.6
b. no	10	54	26	24	28	9	53	80	11	284	81.4
A duplex of comparable quality and price?											
a. yes	8	41	18	27	20	8	42	47	15	226	65.5
b. no	2	18	11	11	10	4	16	34	13	119	34.5
An apartment complex of comparable quality?											
a. yes	5	25	7	16	14	5	18	33	18	141	41.0
b. no	5	33	21	21	18	7	38	49	11	203	59.0

3. Do you feel that the expansion of the doctor's office facilities around the hospital area:

- a. Decreases the livability of the surrounding residential area?
- b. Does not significantly decrease the livability of this surrounding residential area?
- c. Decreases the livability of the surrounding residential area but that it is in the public interest for doctor's office to locate there anyway.

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a.	7	6	5	3	8	3	14	24	6	76	21.7
b.	3	39	16	24	16	5	28	37	18	186	53.0
c.	0	16	7	12	6	5	16	18	9	89	25.3

4. Please explain your answer to question 3.

FOR THE DEVELOPMENT OF ADDITIONAL OFFICE FACILITIES

	NO. RESPONSE
1. Do not create problems in residential neighborhoods	38
2. Should be located close to the hospital	32
3. Contributes to the attractiveness of the neighborhood	27
4. Convenient	14
5. Not a problem if they are residential in design	8
6. Should be allowed to locate where they want to	6
7. Removes deteriorating housing	5
8. Have to locate somewhere	4
9. Fourth and Arkansas should be approved	3
10. Space can be provided for both res. and office	3

AGAINST DEVELOPMENT OF ADDITIONAL OFFICE FACILITIES

	NO. RESPONSE
1. Causes additional traffic problems	49
2. Should be distributed throughout the city	16
3. Destroy residential property values	9
4. Deplete housing stock	8
5. Commercializes the area	4
6. There are too many already in Pinckney	3

5. Do you feel that commercial development should be allowed to continue expanding on Sixth Street?

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a. yes	5	35	16	28	18	6	30	37	26	201	64.2
b. no	6	16	9	8	12	10	19	30	2	112	35.8

6. Do you feel that commercial development should be allowed, but only adjacent to existing commercial areas meeting strict developmental guidelines?

AREA	1	2	3	4	5	6	7	*1	Property Owners	Total Response	*2 %
a. yes	5	41	20	25	22	9	35	55	14	226	66.7
b. no	2	19	10	13	4	4	22	25	14	113	33.3

7. Please explain your answers to questions 5 and 6.

FOR COMMERCIAL DEVELOPMENT

1. Expansion should be only under strict development guidelines 37
2. Need additional commercial facilities on this side of town 20
3. Should be kept to Sixth St. 15
4. The expansion is irreversible 15
5. Should be allowed without restrictions 8
6. Sixth St. is no longer desirable for residential purposes 7
7. Should be encouraged to expand westward 5

AGAINST EXPANSION

1. Have enough strip commercial on sixth street 19
2. We don't need another 23rd St. 17
3. Decreases residential investments in surrounding areas 10
4. Too much traffic already 8
5. Sixth St. does not serve the neighborhood 4
6. Need buffer zone 4
7. No more quick shops 3

ISSUE: NEIGHBORHOOD PUBLIC FACILITIES AND SERVICES

We would like for you to think about and evaluate the public facilities in your neighborhood. This will aid the city in prioritizing public expenditures for expansion and maintenance.

Would you rate the following neighborhood facilities and services as:

	<u>EXCELLENT</u>		<u>ADEQUATE</u>		<u>NEEDS IMPROVEMENT</u>		<u>DON'T KNOW</u>		<u>TOTAL</u>
		%		%		%		%	<u>RESPONSE</u>
a. sidewalks	5	1.4	82	24.5	235	70.1	13	4.0	335
b. streets	15	4.7	169	53.1	130	40.9	4	1.3	318
c. street lighting	17	4.8	157	44.0	162	45.4	21	5.9	357
d. storm drainage	12	3.8	130	40.8	149	46.7	28	8.8	319
e. traffic control	15	4.5	203	61.5	99	30.0	13	3.9	330
f. garbage pickup	47	13.9	169	49.8	103	30.4	20	5.9	339
g. fire protection	39	12.6	181	58.4	28	9.0	62	20.0	310
h. elementary school	45	14.6	170	55.4	34	11.1	58	18.9	307
i. police protection	29	9.5	186	60.8	40	13.1	51	16.7	306
j. parks and recreation	28	10.3	148	54.6	88	32.5	7	2.6	271
k. other: mosquito control					5				
animal control					2				

If you marked any of the above "needs improvement" please explain what the specific problems are.

	<u>NO.</u>		<u>NO.</u>
	<u>RESPONSE</u>		<u>RESPONSE</u>
a. sidewalks:		b. streets:	
1) inadequate or no sidewalks	95	1) more street repair needed	46
2) repair and clean up needed	19	2) streets too narrow	5
3) sidewalks needed on Michigan	8	3) Fourth Street needs widening and resurfacing	4
4) needed on Arkansas & Fourth	4	4) Michigan Street needs curbing and guttering between Fourth & Third Sts.	4

	<u>NO.</u> <u>RESPONSE</u>
c. street lighting:	
1) need more and better placed lights	88
2) better park lighting	4
3) need night light at Tennessee/5th	2
e. traffic control:	
1) stricter control of traffic within neighborhood is needed	10
2) 6th St. is difficult to cross	9
3) too much traffic on Michigan Street	13
g. parks and recreation:	
1) need park space east of Michigan	15
2) Woody Park needs equipment	8

	<u>NO.</u> <u>RESPONSE</u>
d. storm drainage:	
1) have recently had storm drainage problems	61
SPECIFIC AREAS INCLUDE:	
Michigan/2nd, 4th/Minnesota, North of 4th St., Arkansas St., 5th & Indiana to River, and Michigan St. between 4th and 6th St.	
f. trash pickup:	
1) trash pickup is careless or sloppy	30
h. miscellaneous:	
1) mosquito control	6
2) dog control	5

ISSUE: YOUR GENERAL COMMENTS

Please list what you see as the most important issues facing your neighborhood below in order of importance.

Below is a listing of the five most important issues by planning area.

AREA NO. 1

- 1) location of the hospital
- 2) tacky construction of the new housing
- 3) maintaining residential property values
- 4) reserving greenbelts

AREA NO. 3

- 1) control of commercial development
- 2) housing rehabilitation
- 3) park space west of Michigan
- 4) storm drainage
- 5) trash and litter pickup

AREA NO. 2

- 1) sidewalk construction
- 2) inadequate and narrow streets
- 3) better street lighting
- 4) containment of apartment construction
- 5) drainage

AREA NO. 4

- 1) development of a sense of "neighborhood"
- 2) storm drainage
- 3) equipment for parks
- 4) traffic control on Michigan St.
- 5) street repair

The following questions are important for analyzing your opinions about the issues. We do not want your name but we do need some information about you and your family. Please give us the information on each question, and we again assure you that we will not relate it to your address or name.

1. If you are employed, what is your occupation?

AREA	1	2	3	4	5	6	7	*1	Total Response	*2 %
a. Professional	6	17	9	6	6	0	16	20	80	36.5
b. Management	0	4	5	2	4	0	2	2	19	8.7
c. Clerical	0	4	2	1	2	0	0	4	13	5.9
d. Sales	0	3	3	2	0	3	3	2	16	7.3
e. Skilled	1	9	3	4	14	0	9	3	43	19.6
f. Semi-Skilled	0	3	3	3	4	1	4	4	22	10.0
g. Other	0	11	2	3	2	0	4	4	26	11.9

2. If you are not employed, are you:

a. retired	1	4	4	10	4	2	10	21	56	44.8
b. student	2	13	0	7	2	0	6	10	40	32.0
c. housewife	0	3	0	2	2	2	6	6	21	16.8
d. other	0	0	1	1	4	0	2	0	8	6.4

+ Property owners not living in the neighborhood were not asked information about personal characteristics.

AREA NO. 5

- 1) maintenance of personal property
- 2) traffic control
- 3) sidewalk construction and maintenance
- 4) keeping doctors from locating next to the hospital

AREA NO. 7

- 1) storm drainage improvements
- 2) preservation of the residential nature of the neighborhood
- 3) continuing deterioration of the housing stock
- 4) repair and maintenance of sidewalks
- 5) repair and maintenance of streets

ORIGINAL SAMPLING

- 1) maintaining residential nature of neighborhood
- 2) commercial encroachment
- 3) hospital and office expansion
- 4) development of the remaining open space
- 5) improvement of storm drainage problems

AREA NO. 6

- 1) deteriorating housing
- 2) street repair
- 3) commercial expansion
- 4) traffic control

PROPERTY OWNERS

- 1) upgrading the image of the area
- 2) encouraging property owners to take pride in the neighborhood
- 3) removal of deteriorating housing
- 4) development of more single family housing

3. In which category does your total family income fall?

AREA	1	2	3	4	5	6	7	*1	Total Response	*2 %
a. under 4,000	0	4	1	5	6	1	4	12	53	17.1
b. 4,000 to 6,999	0	7	1	7	2	1	7	9	34	11.0
c. 7,000 to 9,999	0	8	2	10	8	3	11	7	49	15.8
d. 10,000 to 14,999	0	21	8	10	6	3	16	16	80	24.8
e. 15,000 to 24,999	2	14	12	3	2	2	12	16	73	23.5
f. 25,000 and over	4	3	2	2	2	1	1	8	21	6.7

4. Which is your age group?

AREA	1	2	3	4	5	6	7	*1	Total Response	*2 %
a. under 15 years	0	2	0	0	0	0	0	0	2	.6
b. 15-24	0	10	0	10	16	1	6	9	52	16.7
c. 25-34	2	35	11	8	4	2	22	18	102	32.7
d. 35-44	2	6	6	4	4	3	10	14	49	15.7
e. 45-54	1	2	4	2	4	0	5	11	29	9.3
f. 55-64	0	3	5	2	4	0	5	7	26	8.3
g. 65 and over	0	4	5	9	6	3	7	18	52	16.7

5. How long have you lived in Lawrence?

AREA	1	2	3	4	5	6	7	*1	Total Response	*2 %
a. less than a year	0	12	0	3	4	1	4	2	26	8.7
b. one to five years	2	15	6	9	4	3	13	18	70	23.4
c. five to ten years	0	11	4	10	6	1	10	11	53	17.7
d. ten to twenty five years	0	8	11	7	8	1	13	19	67	22.4
3. over 25 years	4	0	9	9	12	6	15	28	83	27.8

6. How long have you lived at your present address?

AREA	1	2	3	4	5	6	7	*1	Total Response	*2 %
a. less than one year	0	25	4	9	8	1	15	14	76	25.3
b. one to five years	2	16	9	15	10	2	16	28	98	32.7
c. over five years	4	10	16	10	20	7	21	38	126	42.0

*1 Represents original sampling December, 1977

*2 Percentages are percentages of total response to each question and not of total surveys received.