

March 19, 2019

**MS-19-00035:** Lawrence Municipal Airport Addition No. 3, a minor subdivision/replat of Lots 1, 2, and 4, in Block 2, Lawrence Municipal Airport Addition No. 2, a subdivision in the City of Lawrence, Douglas County, Kansas. Submitted by Landplan Engineering, PA, on behalf of Hetrick Air Services, City of Lawrence, property owners of record.

- Dedication of easements to be accepted by the City Commission.

**ADMINISTRATIVE DETERMINATION:** The Planning Director approves the minor subdivision.

#### **KEY POINT**

- Application proposes reconfiguring lot lines to create a more desirable development parcel for a large hangar/office building.
- The subdivision includes three platted lots and proposes two lots and one tract.
- Rural Water District 13 has existing facilities located on airport property that must be relocated as part of the proposed site development.
- A separate easement for the rural water district will be dedicated from the City to the rural water district as part of this development.
- Airport Road is an existing street; no changes are proposed to the street alignment.
- Sidewalks were required on only one side of the public street at the time the original subdivision was approved. Airport Road existed prior to the original platting of the property and was not constructed with a sidewalk on either side of the street.
- Streets were platted but not constructed with the original subdivision plat. Streets will be developed as needed within the airport campus.
- There are no plans to construct Bryant Way at this time. This construction is deferred until development of adjacent lots is proposed in the future.

#### **SUBDIVISION CITATIONS TO CONSIDER**

- The Subdivision Regulations for Lawrence and Unincorporated Douglas County.
- Section 20-811 (c) regarding sidewalk requirements
- Section 20-811 (h) regarding completion of public improvements/construction of public streets

#### **COMMUNICATIONS**

none

#### **ASSOCIATED CASES**

- Z-4-5-09; GPI to IG CC approved 7/14/09 Ord. # 8425.
- PP-1-2-10; approved by the Planning Commission on 3/22/10. Easement and rights of way accepted by the City Commission on 4/6/10.
- PF-01-02-10; Lawrence Municipal Airport Addition No. 2
- SP-19-00029; 1910 Airport Road office/warehouse (hangar) construction

#### **OTHER ACTION REQUIRED**

Submittal of a signed copy of the minor subdivision, an executed master street tree plan, and

document recording fees for recording with the Douglas County Register of Deeds.

**Attachments**

Attachment A: Proposed minor subdivision drawing

<b>GENERAL INFORMATION</b>	
Current Zoning and Land Use	IG (General Industrial) District; vacant land located east of terminal building.
Surrounding Zoning and Land Use	IG (General Industrial) District in all directions. <ul style="list-style-type: none"><li>• Tarmac and taxi-way to the north,</li><li>• Open space and primary runway to the east</li><li>• Vacant lots to the south</li><li>• Terminal building to the west.</li></ul>
Number of Existing Lots: 3 lots	Lot 1: 1.625 acres (1910 Airport Road– new development parcel) Lot 2: 1.883 acres (920 Bryant Way) Lot 4: .996 acres (910 Bryant Way)
Number of Proposed Lots: 2 lots and one tract.	Tract A: .547 acres (portion of original Lot 1) Lot 1: 1.760 acres (1910 Airport road– new development parcel) Lot 2: 2.197 acres (Original Lots 2 and 4)

**BACKGROUND**

The Lawrence Municipal Airport has operated in this location since 1929. The University of Kansas originally owned the property. Runway 1-19, the primary runway, was reconstructed and extended from a turf runway to an asphalt surface in 1958. The University of Kansas deeded the airport to the City of Lawrence in 1977. In the 1960's several hangars were constructed and an aircraft tiedown apron was added. The existing terminal building was constructed in 1986.

The City constructed Airport Road in 1982 as a rural road rather than to a standard city street. A collection of buildings are located on the west side of the airport property accessed from E. 1500 Road (N. 7<sup>th</sup> Street extended). Cross-vehicular access is possible between this area and the main development via a taxiway. Vehicular access using the taxiway is restricted to airport operations. Airport Road provides the primary access to the facility. Several other streets have been platted south of the terminal building that branch east and west off Airport Road. Bryant Way, west of Airport Road, was constructed in 2003.

Section 20-808 (c)(1) allows property to be both subdivided up to 4 or fewer platted lots using the minor subdivision/replat procedures. This application consolidates and reconfigures property by creating two development parcels and one tract that is not a buildable lot.

**STAFF REVIEW**

This proposed minor subdivision modifies interior lot lines to accommodate this specific proposed development. The rear portion of existing Lot 1 is encumbered by a regulatory setback directly associated with the airport operations. The rear 35 feet of the lot restricts building height to keep the parallel taxiway area clear of obstructions. Since this area is not buildable, the developer is not interested in leasing the area. Therefore, the rear area that is affected by the extraordinary setback is proposed as a tract in this minor subdivision. Lot 1 is expanded to the south into original lots 2 and 4 to create a desirable development parcel. The remaining portion of lots 2 and 4 are combined into a single lot for future development. There are no known projects for the remaining property within the boundary of the minor subdivision.

The property is not located within any historic district and is not located in a regulatory floodplain.

### DIMENSIONAL REQUIREMENTS

Per Section 20-601(a) of the Land Development Code, the IG (General Industrial) District requires a minimum lot area of 5,000 square feet and a minimum lot width of 50 feet for lots platted after the July 1, 2006 effective date. The lots included in this minor subdivision exceed the minimum requirements for lot area and width for this zoning district.

### ZONING AND LAND USE

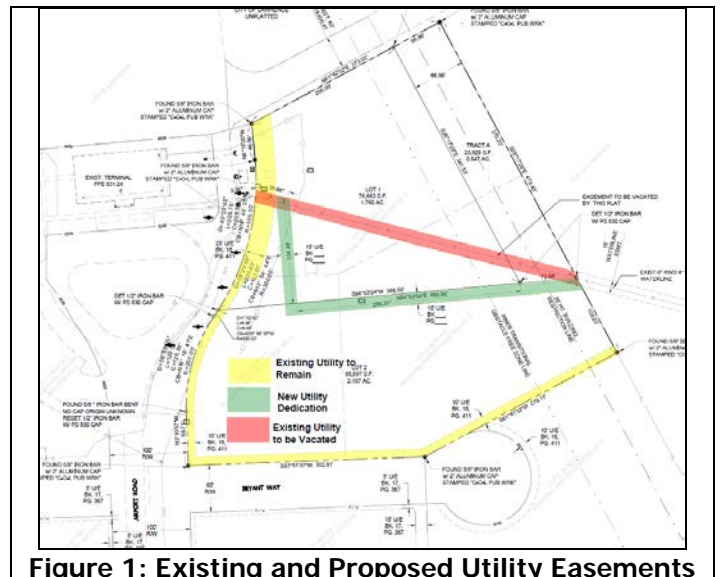
The property is zoned IG (General Industrial) District. A wide variety of uses are permitted in this district. The property is vacant and located on the east side of the terminal building. Because the property is located in the Airspace Overlay District (20-302) additional considerations are required to develop. The site plan (SP-19-00029) is subject to review by the Planning Commission as the Airport Zoning Commission per section 20-301.

### UTILITIES/EASEMENTS

Water and sanitary sewer services are available to this area and can be extended from main lines located along Airport Road as needed. Rural Water District 13 has a transmission line that crosses the airport property and encumbers the proposed lots as shown on the proposed minor subdivision.

The minor subdivision shows the rural water district line being relocated and a corresponding new utility easement to accommodate the relocated line. The rural water district required the easement to be exclusively dedicated. The minor subdivision shows the easement will be dedicated by separate instrument. That dedication requires separate city action. The applicant will work with City legal staff to prepare the necessary document for this separate dedication. This new easement is shown graphically on the minor subdivision.

There are no public improvements associated with this project. The rural water district will prepare their own plans and reconstruct the water line. The City does not have a responsibility for review and approval of this water transmission line. It is owned and managed by the rural water district.



**Figure 1: Existing and Proposed Utility Easements**

Per Section 20-808 (c)(1)(ii), there are no vacations of streets, alleys, setback lines, or access control associated with this minor subdivision. The project does include both the vacation of existing easement and the dedication of new easements. Per sub section iii, the minor subdivision may be placed on the governing body's agenda for approval of the subject vacation or acceptance of the additional dedications after mailed notice is provided. This property is surrounded by property owned by the City of Lawrence. Due notice has been provided to allow the City Commission to consider the proposed changes to the easements as allowed by the code.

### ACCESS AND RIGHT-OF-WAY

- Lot 1 – adjacent to Airport Road
  - North of Bryant Way excess of 100 feet wide
  - South of Bryant Way 100 feet wide

- Lot 2 – adjacent to Airport Road and Bryant Way (not constructed)
  - Bryant Way 60 wide

Lots are adjacent to a public rights-of-way. Only Airport Road has been constructed. Other streets within the airport campus would be constructed when adjacent properties are developed. Bryant Way, west of Airport Road, has been constructed. There are no plans to construct Bryant Way east of Airport Road at this time. Access to the proposed development will be provided via Airport Road. The project is being designed to accommodate a shared driveway with the lot to the south if or when that lot develops.

The project abuts dedicated public right-of-way along the south and west property lines. A portion of Airport Road along the north side of Lot 1 is only 50 feet wide. This segment of the right-of-way provides vehicular access to the apron, but is not accessible to the public. This area could be effectively vacated in the future if needed. Airport Road was constructed with a large green space island at the north end, with parking located on the north side of the green space, within the right-of-way. The street was constructed with a loop to accommodate turn-round traffic, rather than a conventional cul-de-sac.

Dedication of new right-of-way is not required for this project. Per Section 20-808 (c)(1)(i) no new street or extension of an existing street is created.

Per Section 20-808 (d)(3) each lot must have access to an existing public street or road that meets the adopted access and public improvement standards or will meet such standards as a result of improvements required as a condition of approval of the minor subdivision. Each lot has direct access to Airport Road, an existing public street.

The proposed minor subdivision does not alter the approved street network pattern for this area or the ability for Bryant Way to be constructed in the future.

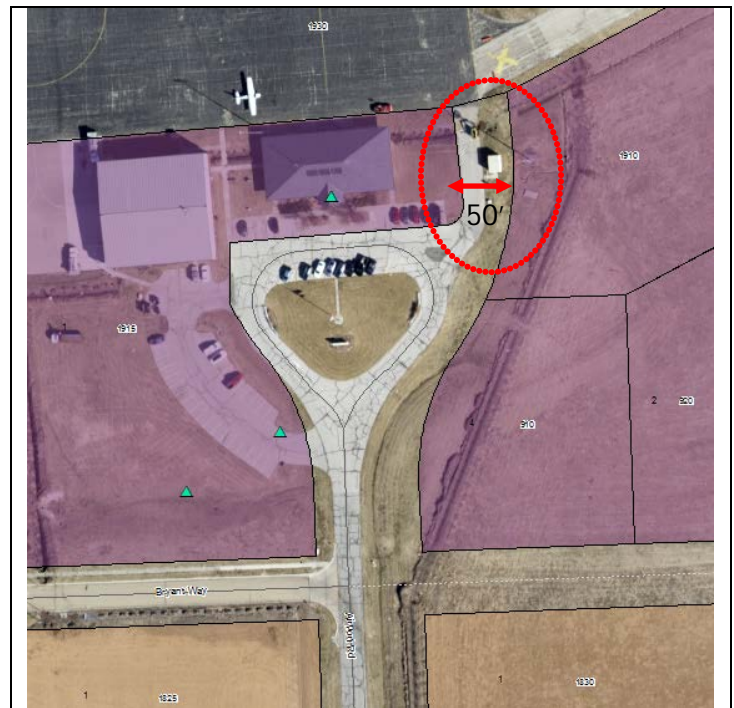
#### MASTER STREET TREE PLAN

Street trees are required at a rate of one tree per 40 feet of frontage. Trees pose an inherent risk to airport operations. Trees planted within the boundary of the airport are, by necessity, ornamental and small. Staff will review the location of trees and other landscape material placement at the time of site planning to ensure there are no conflicts.

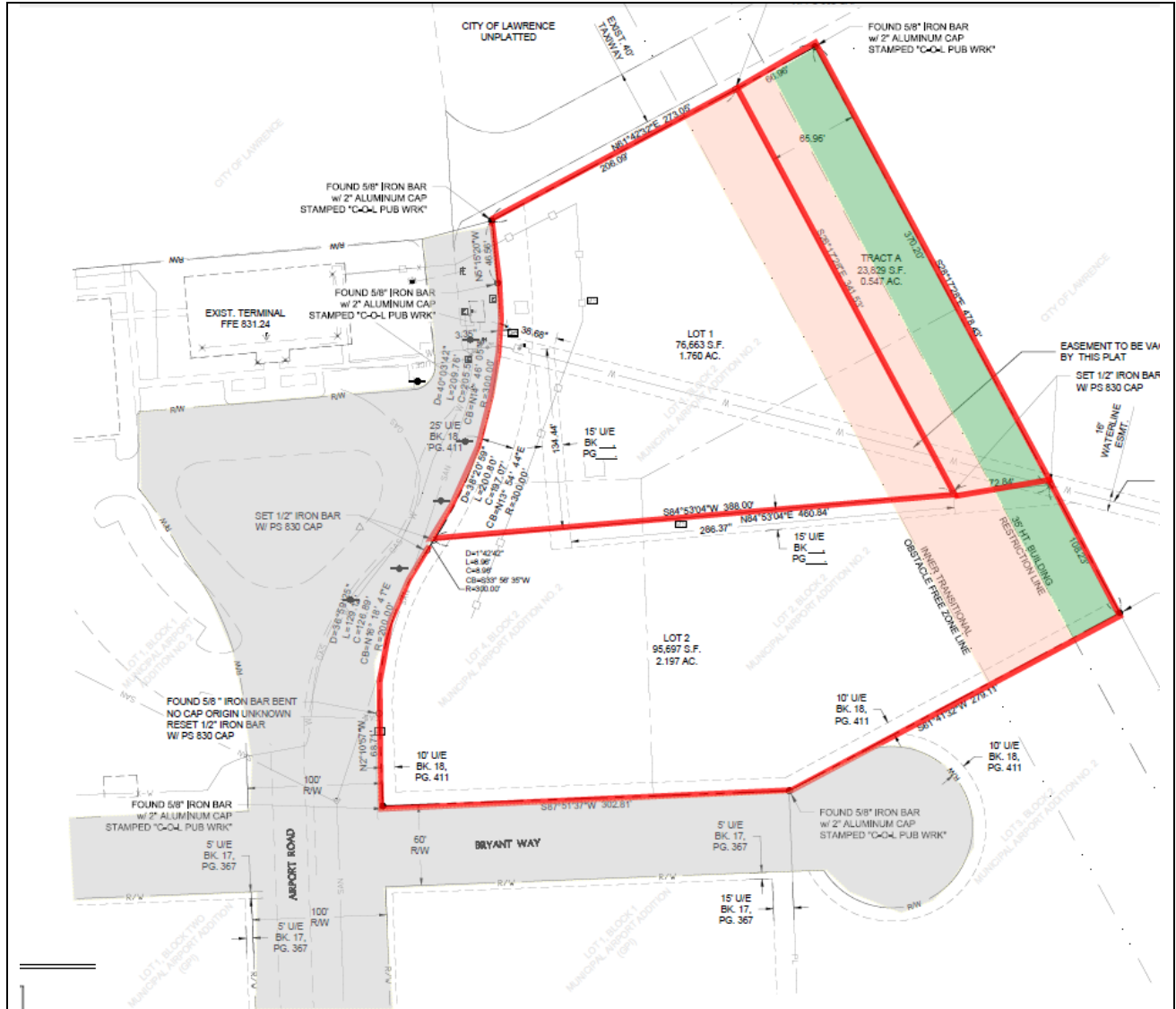
#### SUMMARY

The proposed lot and all aspects of the proposed minor subdivision conform to the current comprehensive plan of Lawrence and Douglas County.

**Conclusion:** The minor subdivision meets the approval criteria in Section 20-808(d) of the Subdivision Regulations. All lots created the minor subdivision/replat process conform to the lot size requirements of the zoning district.



**Figure 2: Airport Road with On-Street Parking**



	Existing ROW
	35' No Build Line
	Transitional Zone, restricted building height area