

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
4/20/15

**ITEM NO. 2 SPECIAL USE PERMIT FOR LAKE VIEW VILLAS @ ALVAMAR; 2250
LAKE POINTE DR (SLD)**

SUP-15-00065: Consider a Special Use Permit for Lake View Villas @ Alvamar, a residential development including 11 existing four-plex buildings, 8 proposed duplex buildings and 24 detached dwelling units on approximately 16 acres, located at 2250 Lake Pointe Dr. Submitted by CFS Engineers, for CornerBank, property owner of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of a Special Use Permit for a residential development including 11 existing four-plex buildings, 8 proposed duplex buildings and 24 detached dwelling units on approximately 16 acres, located at 2250 Lake Pointe Dr. and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Prior to release of the Special Use Permit for issuance of a building permit:
 - a. Submission and approval of public improvement plans for sanitary sewer extension.
 - b. Execution of a site plan performance agreement.
2. The applicant shall submit a revised Special Use Permit drawing showing a second access point to the development, located from the northwest cul-de-sac to Lake Pointe Drive, per the approval of the City Fire Prevention Division.

Applicant's Reason for Request: *This site plan needs to be revised to reflect changes of undeveloped areas of the lot from 4-plex condominiums to duplex and single-dwelling units. A special use permit is needed for single dwelling units on a multi-family zoned property.*

ASSOCIATED CASES/OTHER ACTION REQUIRED

- SP-4-25-04: Lake View Villas at Alvamar
- SP-6-60-06: Lake view Villas at Alvamar revision to clubhouse and interior pedestrian sidewalks

OTHER ACTION REQUIRED

- City Commission approval and adoption of ordinance.
- Publication of ordinance.

KEY POINTS

- Existing development includes residential dwellings (four-plexes) and private streets.
- Existing development includes 44 total dwellings.
- Proposed request is to allow detached residential uses in a Multi-Dwelling Zoning District.
- Fire Code access requirements for residential development have been modified since the original approval in 2004 requiring second access.

PLANS AND STUDIES REQUIRED

- *Traffic Study* – Updated study provided. Accepted by Staff.
- *Downstream Sanitary Sewer Analysis* - The cover letter dated February 17, 2015 provided by CFS Engineers states that the previously approved site plan had 104 units and the proposed site

plan has a total number of 84 units. The reduction of 20 units within the same site plan area will likely reduce the design flows from the previously approved site plan. The cover letter is accepted for this project to satisfy the criteria required for the downstream sanitary sewer analysis as outlined in Administrative Policy 76.

- *Drainage Study* – The drainage letter dated 2-17-2015 meets the specified requirements and is approved.
- *Retail Market Study* – Not required for this application.
- *Alternative Compliance* – Not requested with the application.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- A representative of the home owners association contacted staff for clarification of the proposed development and to understand the public participation process.

ATTACHMENTS

1. Area Map
2. Proposed Site Plan
3. Conceptual Building Elevations
4. 2006 Site Plan
5. South Lawrence Trafficway Concept Plan

GENERAL INFORMATION

Current Zoning and Land Use: RM12 (Multi-Dwelling Residential) District; developing residential use with existing four-plex units, private streets, and clubhouse.

Surrounding Zoning and Land Use: To the north:
RS7 and RS10 (Single-Dwelling Residential) District; existing residential subdivision with detached dwellings on individual lots.

To the west/southwest:
RM-24 (Multi-Dwelling Residential) Development; Developed multi-dwelling residential complex with 42 detached homes on one lot with a private drive.

and
PD-[Lake Pointe PCD]; existing undeveloped commercial lots including an approved final development plan that was not executed.

To the south (South of Clinton Parkway):
County A (Agricultural) District; existing K-10 Highway and Corps of Engineers land. Further south, within city limits is Sesquicentennial Point – City Park.

To the East:
PD-[The Ridge PRD]; undeveloped and unplatted parcel.

Summary of Request

The purpose of this request is to modify the housing type permitted in this development. The property is zoned RM12 (Multi-Dwelling Residential) District. The proposed request includes duplex and detached residential units. Duplex uses are permitted in the RM12 District. Detached dwellings are permitted in the RM12 District subject to a special Use Permit. This project was originally approved as a site plan with multiple 4-unit buildings and a clubhouse. The proposed request addresses the remaining undeveloped area within the lot and alters the approved four-plex units to duplex and detached units.

Review and Decision-Making Criteria (Land Development Code Section 20-1306(i))

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE

Applicant's Response: *Yes, this is multi-family residential development on a multi-family residential zoned property. Project is pursuing a special use permit to accommodate single dwelling units on a multi-family residential zoned property.*

The inclusion of detached housing within the development requires a Special Use Permit. The building orientation and intent are consistent with the developed portion of the subdivision. The project includes a detached unit located in the southeast corner of the site that previously had been reserved as open space providing a buffer between the development and Clinton Parkway. This development was approved prior to adoption of the Development Code and required buffer yards. Street trees and building orientation and placement were used to provide a buffer between the development and the abutting arterial street and Commercial development on the south side of the project.

Building setbacks, off-street parking requirements and landscape are consistent with the Development Code.

Staff Finding – This use complies with the applicable provisions of the Development Code.

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS

Applicant's Response: *Yes, the proposed use is compatible because it remains residential as previously approved. The revised site plan reduces the overall number of proposed units by 20 units. This change was approved by the Lake View Villas @ Alvamar Home owners Association, and Amended in their Declaration of Covenants, Restrictions Assessments and Easements document.*

This property is developed with 11 residential buildings that include four units each. Buildings with three or more units are considered to be multi-dwelling residences. The site is developed around and interior access drive providing access to each unit. The site is accessed from a main driveway to Lake Pointe Drive. Each building includes a residential type driveway that provides direct access to the unit and off-street parking. These driveway areas provide conventional type vehicle parking for the units.

The site also includes an existing clubhouse building. The proposed development fills in the undeveloped area of the site with duplex and detached residential buildings. The main access driveway, interior circulation and location of residential units do not change with this plan.

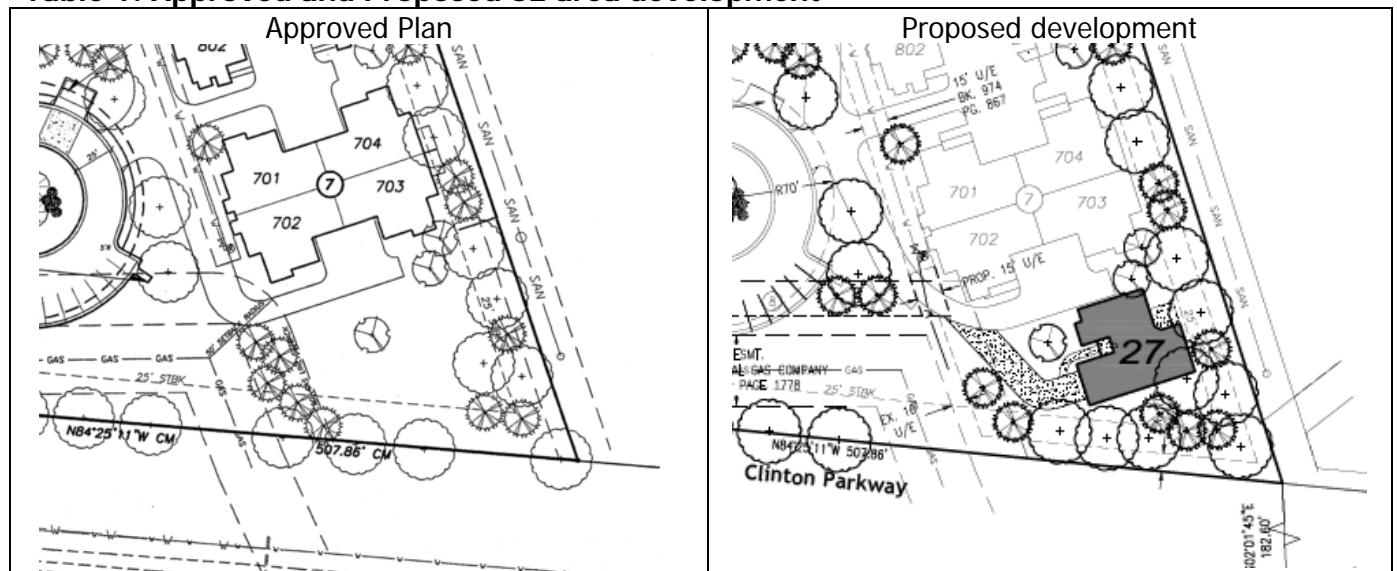
The surrounding area includes developed and undeveloped land outside of the subject property. The area along the south side of Lake Pointe Drive is zoned for commercial development but is currently vacant. The area to the east along the back side of the existing four-plex units is zoned for residential development and is also vacant. The area to the north and west is developed with low density residential development. The housing in this area includes single units on individual lots and public streets (to the north) and multiple detached units on one lot with access from an interior private drive (to the east).

The significant difference in the proposed develop is the change from four-plex housing units to duplex and detached housing units within the development. There are no changes to the major characteristics of the development since the use will remain residential. Traffic generation will be reduced because the total number of units is reduced from the original design of the development.

- Approved Development: 104 units [all four-plex]
- Proposed Development: 84 units [11 existing four-plex; 8 proposed duplex; 24 proposed detached residential units]

The revised plan adds a dwelling unit in the southeast corner of the site. The approved plan showed this area as open space.

Table 1: Approved and Proposed SE area development



The proposed change, to include duplex and detached residential uses, is consistent with low-density residential development pattern of the immediate area.

Staff Finding – The proposed use is compatible with the adjacent uses in terms of size, massing, orientation, hours of operation and other external impacts.

3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response: *No, the residential use remains the same and the change from 4-plex condominiums to duplex and single dwelling units does not diminish [diminish] the value of other*

property. We foresee single and duplex units as a desirable product and this change provides multiple living options in the area.

The proposed change from multi-dwelling to single-dwelling residential uses is consistent with the surrounding development of the area. The multi-dwelling units within the development are owned individually as condominiums. While any building with three or more attached units is considered a multi-dwelling unit, the structure of this development is owner-occupied housing. The developments to the north and west are developed with detached housing. The development to the north is developed with detached housing on individual lots as a conventional subdivision. The area to the west is developed with multiple detached houses on one lot with a private street.

Staff Finding – Substantial diminution of other property values in the area is not anticipated.

4. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTILITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

This property was previously approved for residential development. The proposed request includes fewer total residential units than the previous approval. Adequate water and sanitary sewer services are available to serve this property as development is completed. Public improvement plans will be required for extending sanitary sewer to serve the additional units.

Fire Prevention staff noted that developments with more than 30 units require a second access point. This development originated prior to that design requirement. There are currently 44 units (all 4-plexes) and a clubhouse building. The proposed application includes an additional 40 units comprised of 8 duplexes (16 units) and 24 detached residences. The original development included 104 units. The total development if approved would be 84. This is a reduction in the total number of units planned for this development. The applicant has been advised, that as an alternative to providing a secondary access, the new units could be built with an automatic sprinkler system. The revised plan does not currently include the secondary access to the development.

Staff recommends as a condition of approval that the plan be revised to provide a second access to Lake Pointe Drive in the northwest corner of the site. This access may be designed for emergency access only and does not require full public access to the development. The access must be designed to accommodate emergency apparatus and maintained year round.

Image to the right shows conceptual location of second access. Access design could include using grass pavers that meet the weight and width requirements for fire apparatus.

Alternatively all new buildings could be sprinkled.



Figure 1: Second Access Option

Access to this property is provided via a single access driveway to Lake Pointe Drive. Staff has been advised that KDOT is considering options for expanding K-10 highway to a four-lane facility that may alter access to this area in the future. This information was shared with the applicant and has been made public by KDOT at a recently public forum. Future changes could include relocating K-10 highway alignment and altering interchanges of the highway and Clinton Parkway, Wakarusa Drive, and other cross streets along the corridor.

Staff Finding – Adequate public facilities and transportation access is accommodated for this development at this time.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

The proposed request provides an enforceable tool to address the use and continued maintenance of the property with regard to landscaping, exterior activity, and off-street parking.

Staff Finding – Adequate assurances of continued maintenance are inherent in the use and the Special Use Permit approval process.

6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT

Applicant's Response: *No, the plan has already been approved for the 4-plex condominiums. The revised site plan reduces the number of units per acre, traffic impervious area, sanitary flows and stormwater runoff for the entire property.*

There is no designated floodplain area within this development. The property is partially developed with residential uses and an existing interior access drive. There are no stands of mature trees within this development.

Staff Finding – The proposed development is subject to regulatory controls to protect significant natural features. There are no significant natural features within the proposed development area. This property is free from regulatory floodplain encumbrances.

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PERMIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

This Special Use Permit is required to accommodate a specific use in this district. The *primary purpose of the RM District is to accommodate multi-dwelling housing*. They are intended to *create maintain and promote higher density housing opportunities in areas with good transportation access* (20-204). This development was originally intended as a form of attached housing but on a single lot. The proposed request would allow for detached housing types within the development.

Development was initiated in 2004 and has stalled. The proposed change to include duplex and detached housing is intended to stimulate development for the remaining portion of land within the area. The proposed development is intended to continue a residential setting. Housing within this area is typically owner occupied. That trend is anticipated to continue as the remaining land is developed. The proposed development is intended as a permanent land use. Development in the area is not transitional. Staff does not recommend a time limit on the Special Use Permit.

Staff Finding – Staff does not recommend a time limit on the Special Use Permit.

STAFF REVIEW

A. Site Summary

Table 2: Site Summary Table

Site Summary:			
	SP-4-25-04	SP-6-59-06	SUP-15-0065
	Original Plan	Revised Plan	Proposed
Gross Area:	16.16 acres	No change	No change
Proposed Building Coverage:	164,279 SF	198,056	185,969
Proposed Pavement Coverage:	154,272	178,712	169,946
Open Space:	385,622 SF	327,405	349,869
Total Number of Dwelling Units:	108 (4-plex units W/ 2 BR per unit) 9 Large 4-Plexes 18 Small 4-Plexes		84 units 11 existing 4-plex (44) 8 proposed duplex (16) 24 proposed detached (24)
Proposed Density:	6.68 DU/ACRE		5.19 DU/ACRE

B. Access and Parking

This development is intended as an owner occupied residential neighborhood with onsite parking provided for each individual residential unit and common or shared parking located within the development to primarily serve the clubhouse. Parking is accommodated for the development in attached garages and driveway parking. Driveways are separated from the main interior access drive within the development.

Off street parking is shown for the approved and proposed development. Parking requirements were revised from the original approval with the adoption of the Land Development Code in 2006. The approved plan included only multi-dwelling buildings in the form of four-plexes with attached garages and driveways. The revised plan includes a mix of four-plex multi-dwelling residential uses as well as duplex and detached residential uses.

Parking spaces are provided around the clubhouse area. These spaces, along with a cluster of spaces on the north side of the development and in the southeast area, provide guest parking within the development. The following table provides a summary of total parking for the development. A separate table is included at the end of the report detailing off-street parking requirements for this development.

This project was always designed with excess parking by providing double car garages and double wide pavement. A unit with only three bedrooms (one space per bedroom would require only 3 parking spaces. However the larger 4-plex units typically include four total parking spaces, two in the garage and two in the driveway. This excess parking is compounded throughout the development. Double car garages are typical features of low density residential development. The following image depicts a proposed 3 bedroom duplex (6 total bedrooms in two units) with an attached garage and driveway parking.

Table 3: Off Street Parking Summary

Original Development	
Parking Required	Parking Provided
220 Spaces	348 spaces
Proposed Development	
Parking Required	Parking Provided
231 Spaces	352 Spaces

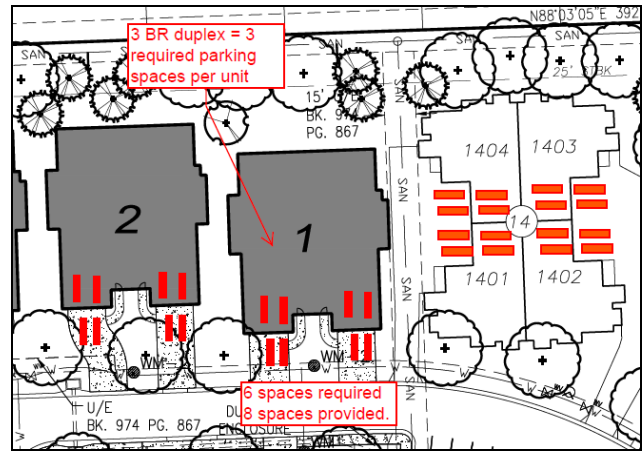


Figure 2: Typical Off Street Parking for Duplex

Access: Access to this site is provided via a single driveway intersecting with Lake Pointe Drive, a local street. There is no other direct access point to this property. New development that included 30 or more dwelling units would require a second access. The applicant notes that this request reduces the total number of dwelling units from the approved 2006 plan. A second access could be provided at the north end of the development by extending a driveway from the interior access drive to Lake Pointe Drive.

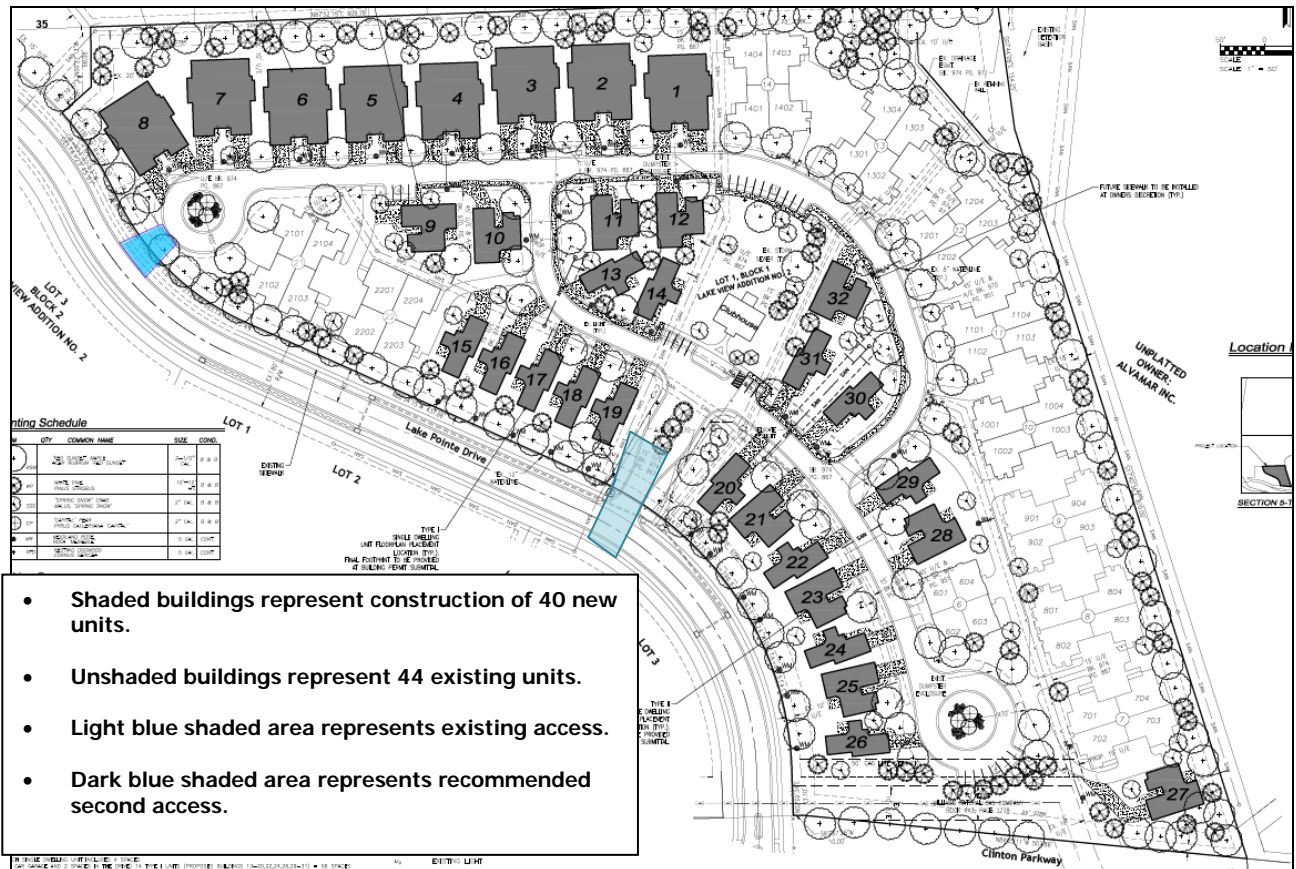


Figure 3: Access options

It is notable that Access in this area may be altered as KDOT develops plans for the K-10 highway improvements. A concept plan is included as an attachment to show how the overall access to this area may be affected in the future.

C. Design Standards

This project represents residential development. Conceptual building elevations are provided. The City has not adopted residential design standards. The building elevations are provided for reference with this staff report. Existing buildings are two story structures with attached garages. The proposed duplex and detached residential units are also two stories with attached garages.

Pedestrian accessibility:

This site was developed prior to current sidewalk requirements. The interior access drive includes connecting sidewalks from the parking area to the clubhouse on the south side and parallel sidewalks along the main access point to the public sidewalk system along Lake Pointe Drive. There are no interior sidewalks along the residential uses within this development.

D. Landscaping and Screening

Street Trees: Street trees are required along public streets. Street trees are shown on the plan along Lake Pointe Drive and Clinton Parkway. Street trees were planted with the original development.

Bufferyard: This site was initially developed prior to the current landscape requirements for buffer yards. The property abuts commercial zoning to the south, low density residential zoning to the north and multi-dwelling residential zoning to the east and west. The north property line includes dense vegetation that provides a buffer between the existing detached residential homes to the north and the proposed duplex and existing multi-dwelling units to the south. The plan also shows dense vegetation required along the detention easement in the northeast corner of the site. This vegetation will need to be added with this phase of the development.

Interior Landscaping: This standard applies to parking lots. This development includes four small shared parking lots within the development. The largest lot contains 11 parking spaces and is located on the north side of the clubhouse area. These parking areas were constructed with the original development. Screening trees have been added to the site to screen this area. However, they do not effectively screen the parking area. There are a number of easements located in the southeast corner of the site that limit planting.

Perimeter Landscaping: This standard applies to parking areas that abut public right-of-way. This development is designed with predominantly conventional residential parking provided in garages and individual driveways. Small parking areas are provided for shared use, guest and visitor parking within the development. Some additional screening is recommended for the parking lot located in the southeast corner of the development. This parking area is setback more than 50 feet from the right-of-way. Much of the area between the parking area and Clinton Parkway is encumbered by a large gas line and other utilities which limit the ability to plant trees.

Mechanical Equipment Screening: Mechanical equipment must be screened. The plan includes a note on the face of the drawing. This element will also be reviewed as the project is developed.

Alternative Compliance: None is proposed with this request.

E. Lighting

This site includes existing lighting located along the interior access drive of the development. No changes to lighting are proposed with this application.

F. Floodplain

This property is not located within any regulatory floodplain and is not subject to a local floodplain development permit.

CONCLUSION

The intent of this project is to facilitate development of a partially completed subdivision that includes a mix of housing types. The original intent had been to include only four-plex units. The development has stalled and the owner is proposing different building types to complete the project.

REQUIRED OFF STREET PARKING	
Off-Street Parking Required: SP-4-25-04 – Original Plan	
SP-6-59-06 – Revised Plan	
Housing Type	
<i>[Multi-Dwelling Residential Development]</i>	220 spaces required; Parking Group 2 2-bedrooms per unit (1.5 spaces per unit) = 60 3-bedrooms per unit (2.5 spaces per unit) = 160 Clubhouse not calculated separately
Total Required Parking	220 spaces
Off-Street Parking Required: Proposed SUP-15-00065	
Housing Type	Required Parking
<i>[Multi-Dwelling Residential Development]</i>	<i>1 space per bedroom + 1 space per 10 units</i> 11 4-plex buildings (44 units) = 36 units with 3-bedrooms each (108 bedrooms) 4 units with 2 bedrooms each (16 bedrooms) 124 spaces required for existing 4-plex + 5 spaces for 44 units Required parking for existing 4-plex = 129 spaces
<i>[Duplex Dwellings]</i>	<i>1 space per bedroom</i> 8 duplex buildings (16 units) = 16 units with 3-bedrooms each 48 spaces required for duplex Required parking for proposed duplex = 48 spaces
<i>[Detached Dwellings]</i>	<i>2 spaces per dwelling unit</i> 24 detached dwelling unit buildings 14 units with 2-bedrooms each 10 units with 3-bedrooms each 48 spaces required for detached residences. Required parking for proposed detached = 48 spaces
Total Required Residential Parking	225 spaces
Clubhouse Parking	1,775 SF at 1 space per 300 SF = 6 spaces
Total Required Parking	231 spaces

PROVIDED OFF STREET PARKING	
Approved Off-Street Parking Provided: SP-4-25-04 – Original Development	
SP-6-59-06 – Revised Plan	
288 residential spaces and 21 off-street spaces clustered around clubhouse Large 4-Plexes have four parking places per unit (two in the garage and two in the drive) Small 4-Plexes have two parking spaces per (one-car garage and one space in the drive)	
Total Provided: 249 Spaces	
Proposed Off-Street Parking Provided: SUP-15-00065	
Existing 36 units w/ 2 car garage and 2 driveway spaces =	144 spaces
Existing 8 units w/ 1 car garage and 1 driveway space =	16 spaces
Proposed 8 duplex units w/ 2 garage and 2 driveway spaces =	64 spaces
Proposed 24 detached dwellings w/ 2 car garage and 2 driveway spaces =	96 spaces
Total residential spaces provided =	320 spaces
Existing Clubhouse and shared spaces =	32 spaces
Total Spaces provided 352 spaces	



CFSENGINEERS

cfs.com

City Comments	4/2/15	Date
1		

Designed by	Date: 02/17/15	Reviewed by	Plot scale
RLW		AJC	1"=50'
Dwn by			
Submitted by			
AJC			
File name: 133272-SP.dwg			
Plot date: 3/30/15			

Lot 1, Block 1

Lake View Addition No. 2

Lawrence, KS

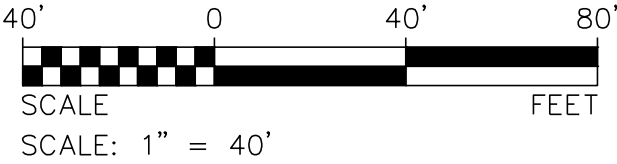
Site Plan/Landscape Plan
2250 Lake Pointe Drive

Lake View Villas @ Alvamar

Revised Site Plan

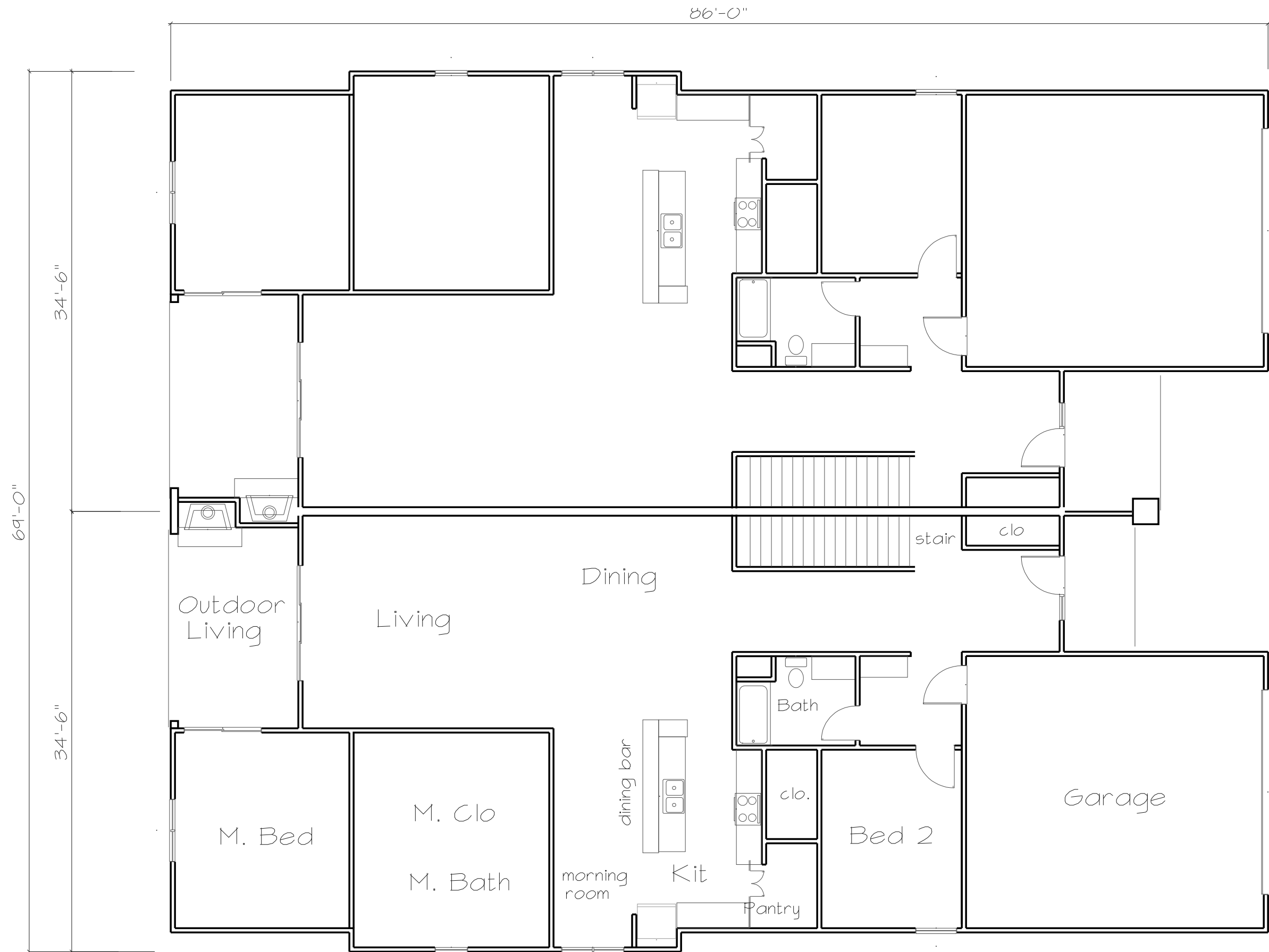
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Sheet 1 of 3



1	City Comments	4/2/15
Work	Description	Date

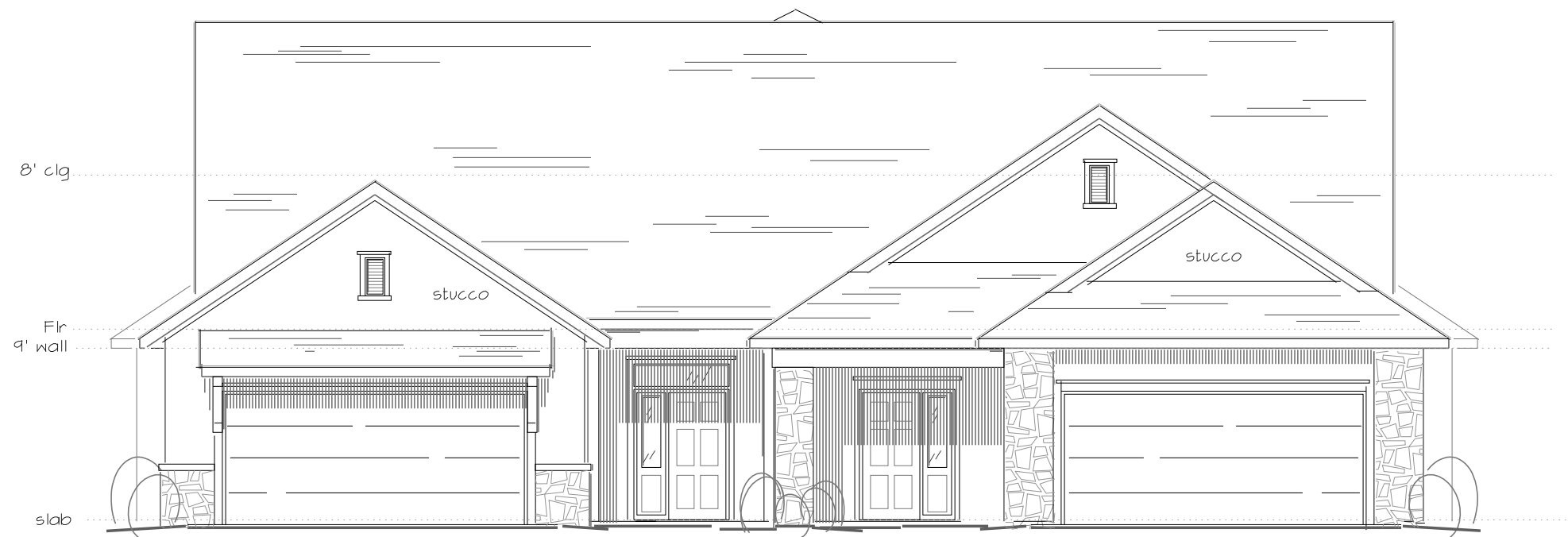
Lot 1, Block 1 Lake View Addition No. 2 Lawrence, KS	Designed by:		Date:
	RLW		02/17/15
	Drawn by:	Reviewed by:	
	RLW	AJC	
Site Section 2250 Lake Pointe Drive	Submitted by:		Plot scale:
	AJC		1"=50'
	File name: 13527-SP.dwg		Plot date: 3/30/15



DP Plan One The Lake View Addition

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preliminary plans 4/2/15



FRONT ELEVATION
SCALE: 1/8" = 1'-0"

DP Plan One The Lake View Addition

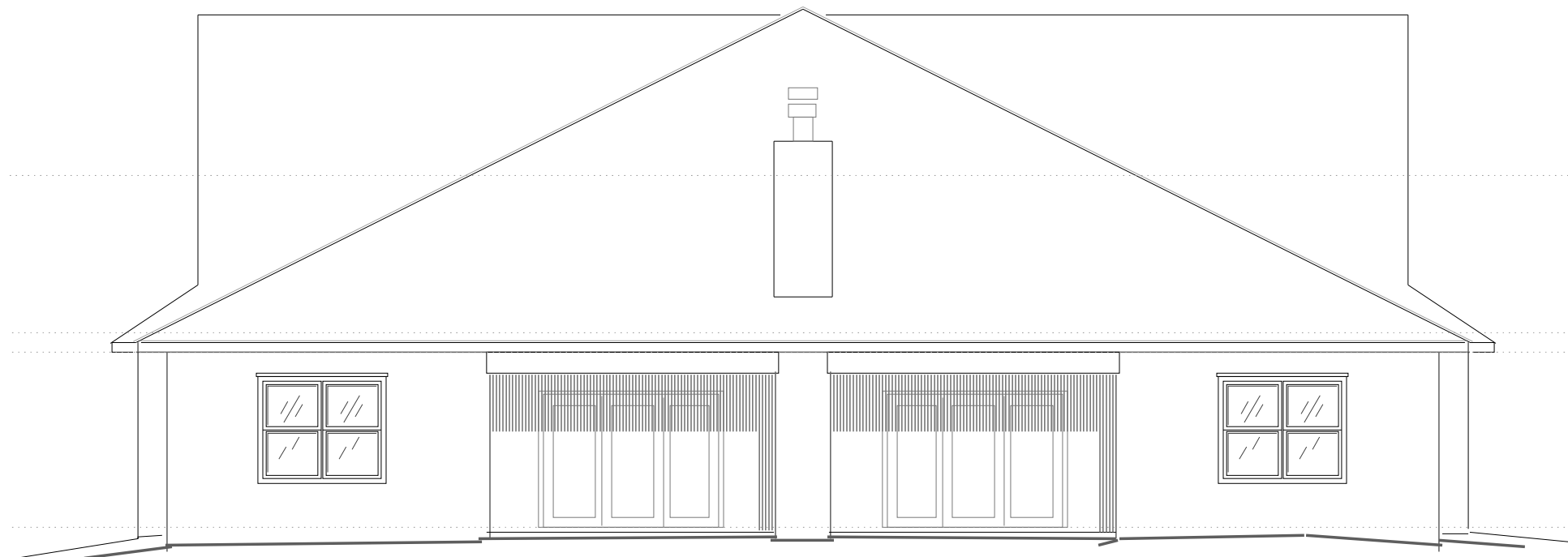
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preliminary plans 4/2/15



SIDE ELEVATION
SCALE: 1/8" = 1'-0"



REAR ELEVATION
SCALE: 1/8" = 1'-0"

DP Plan One The Lake View Addition

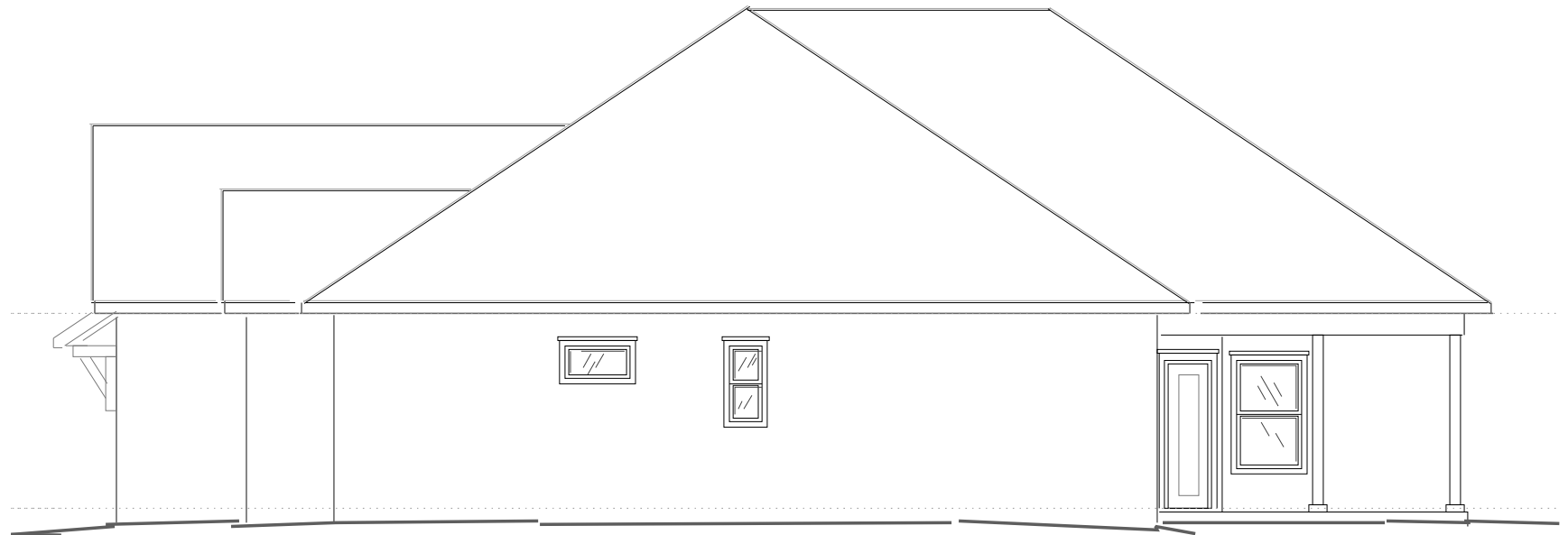
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preliminary plans 4/2/15



FRONT ELEVATION
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RIGHT ELEVATION
SCALE: 1/8" = 1'-0"

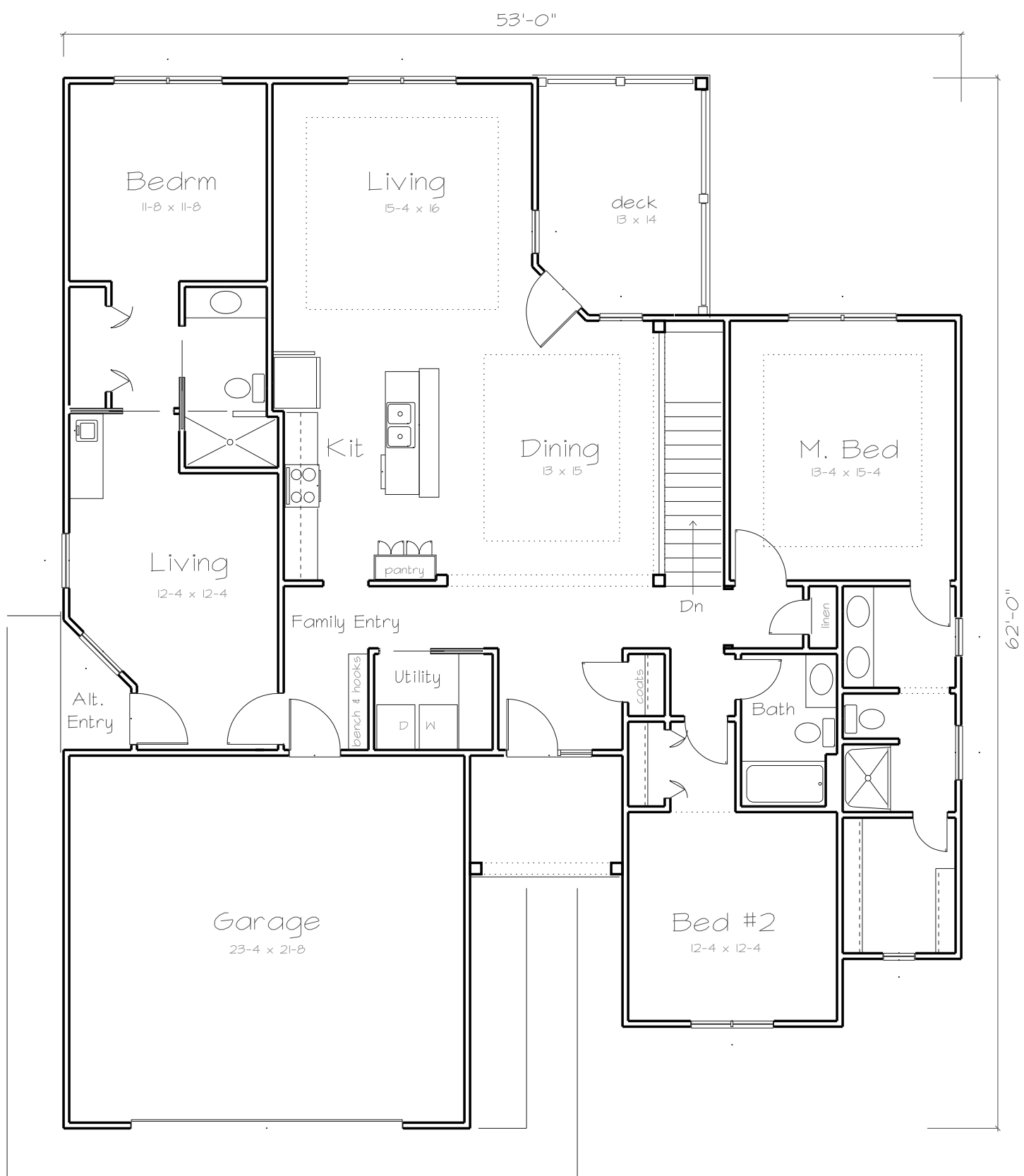


REAR ELEVATION
SCALE: 1/8" = 1'-0"



LEFT ELEVATION
SCALE: 1/8" = 1'-0"

The Lake View Plan B



The Lake View Plan B

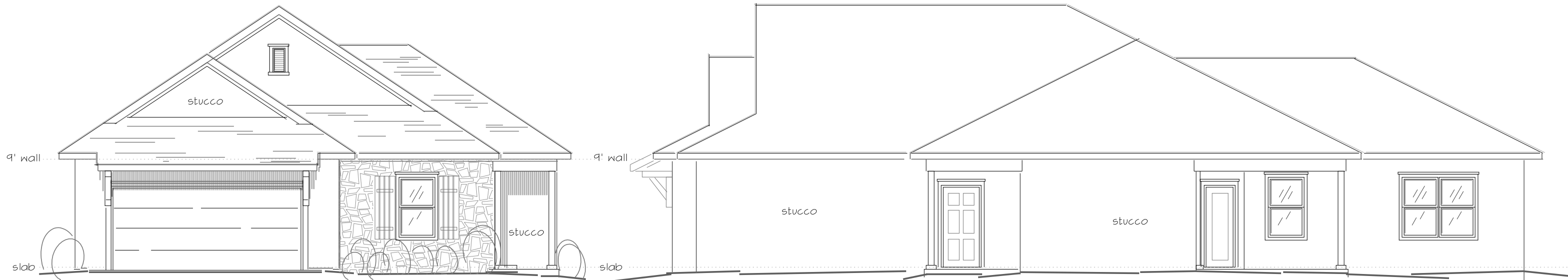


preliminary plans 4/1/15

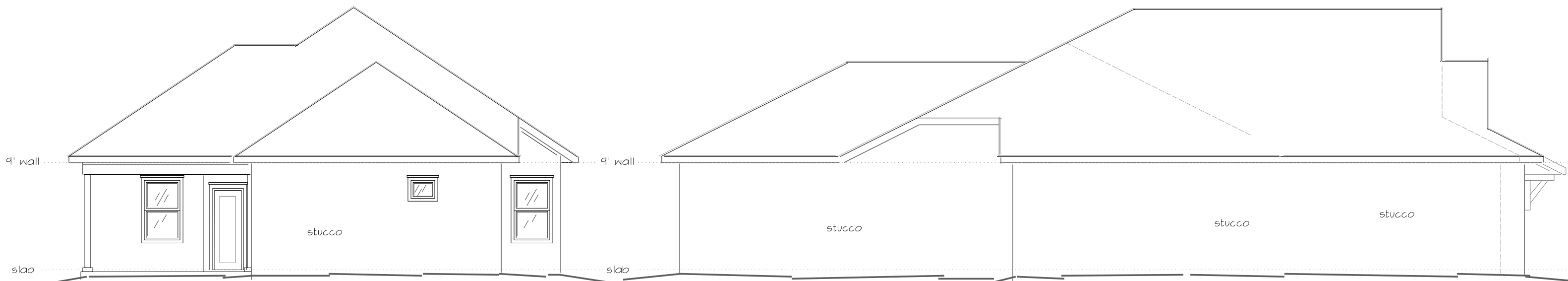
1573 sq.ft. home

469 sq.ft. apartment

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RIGHT ELEVATION
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REAR ELEVATION
SCALE: 1/8" = 1'-0"

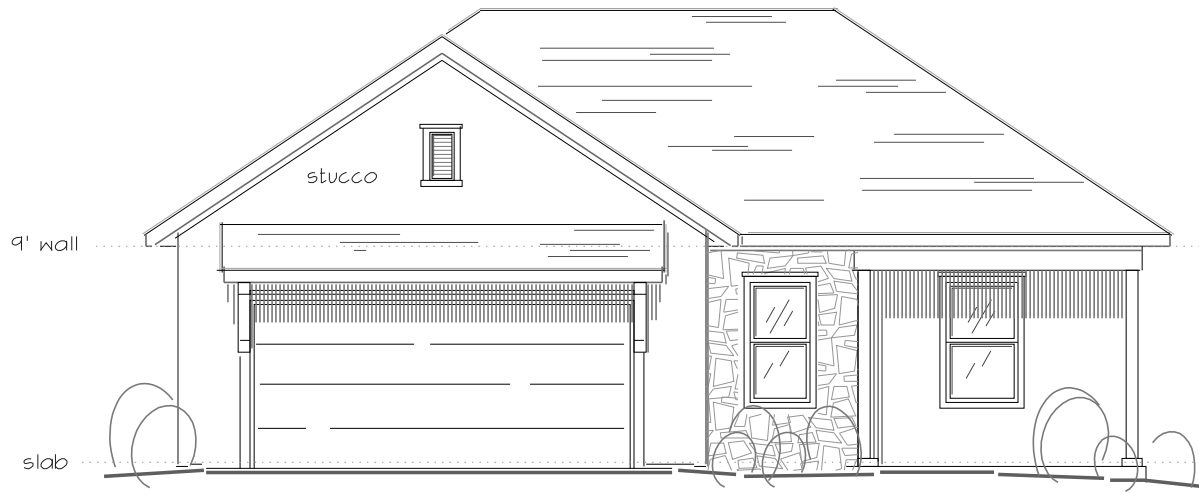
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Plan One The Lake View Addition

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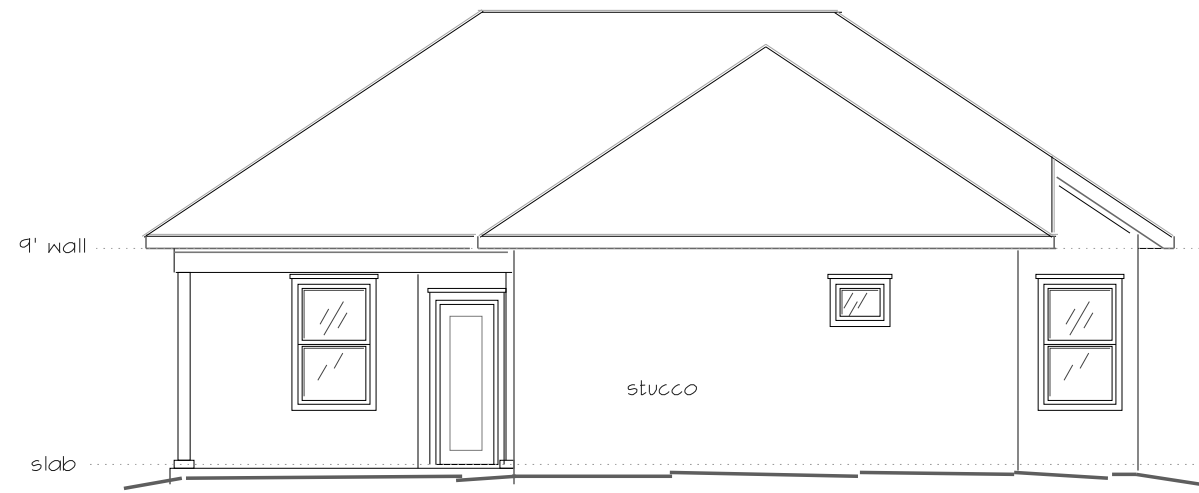
preliminary plans 3/23/15



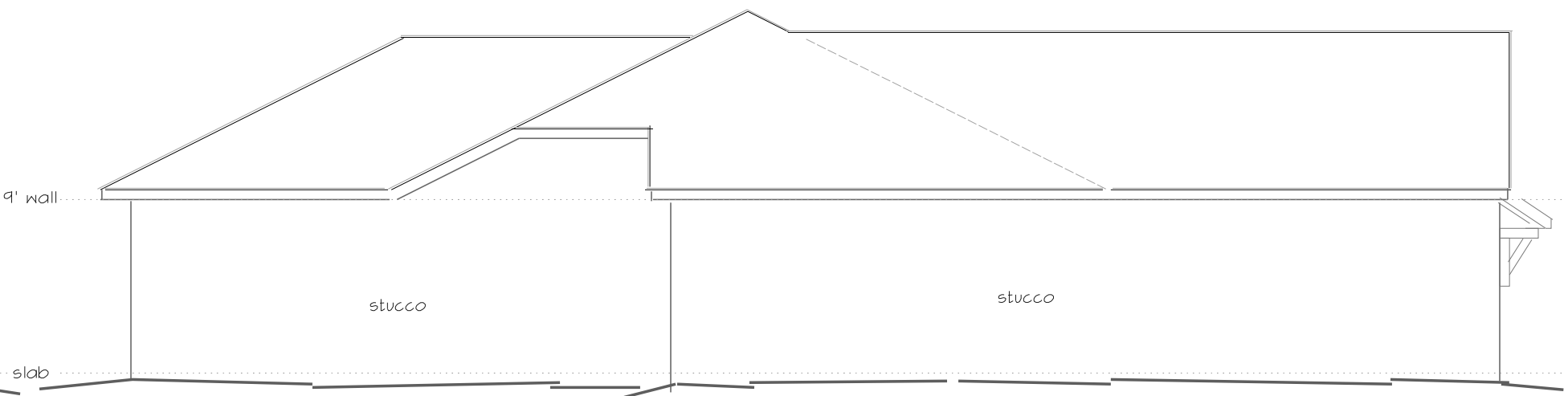
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RIGHT ELEVATION
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REAR ELEVATION
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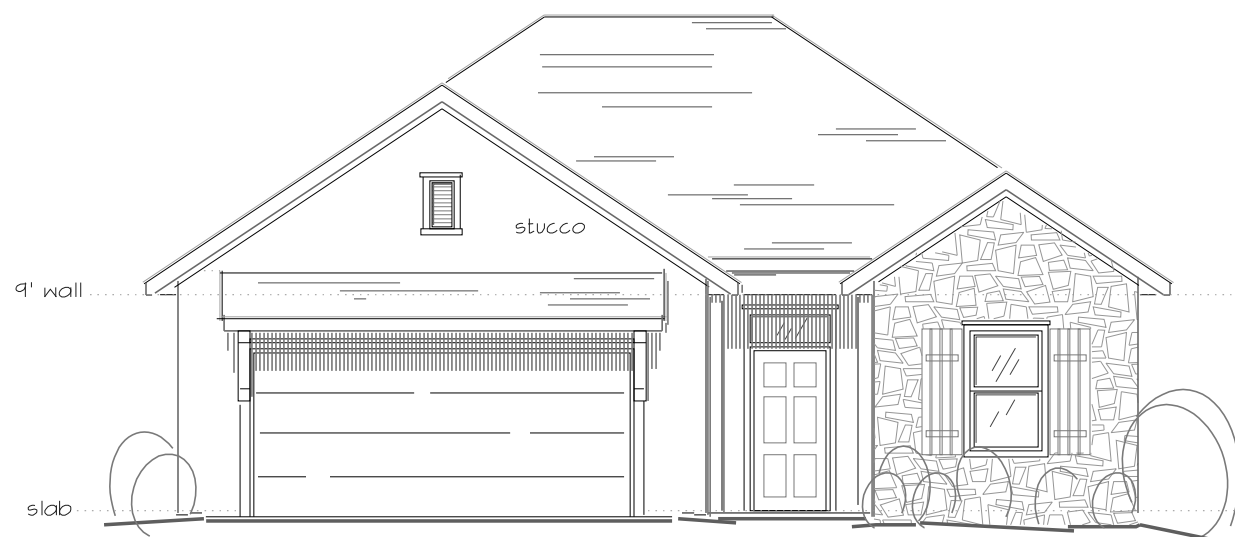
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Plan Three The Lake View Addition



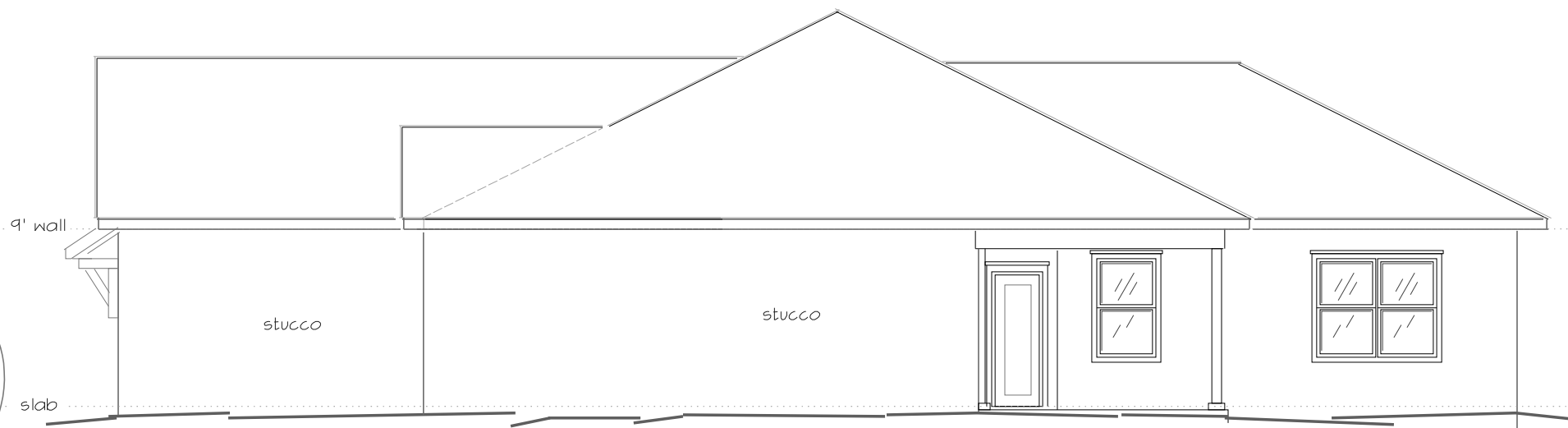
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preliminary plans 3/23/15

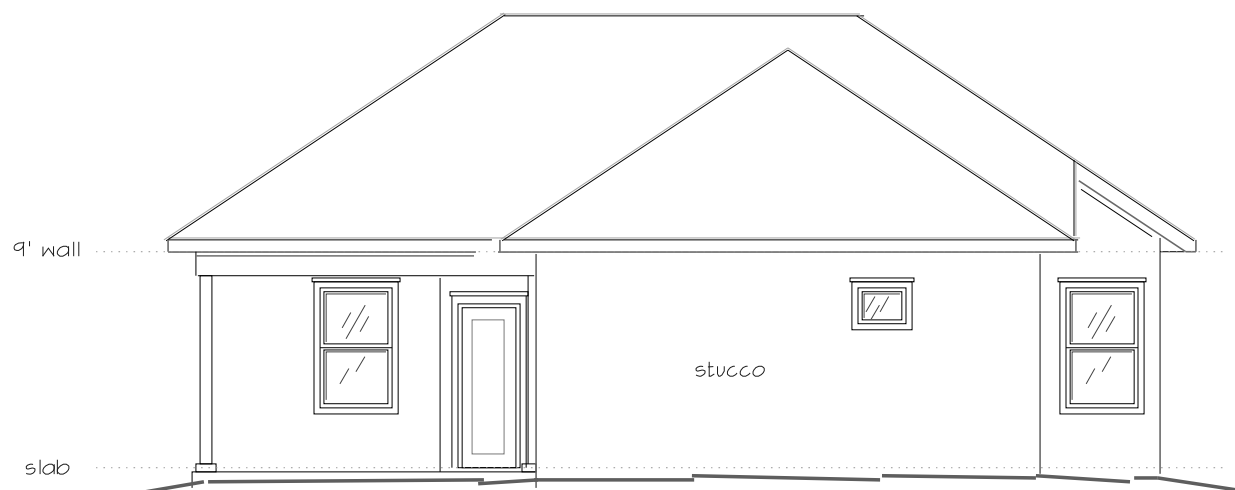


FRONT ELEVATION
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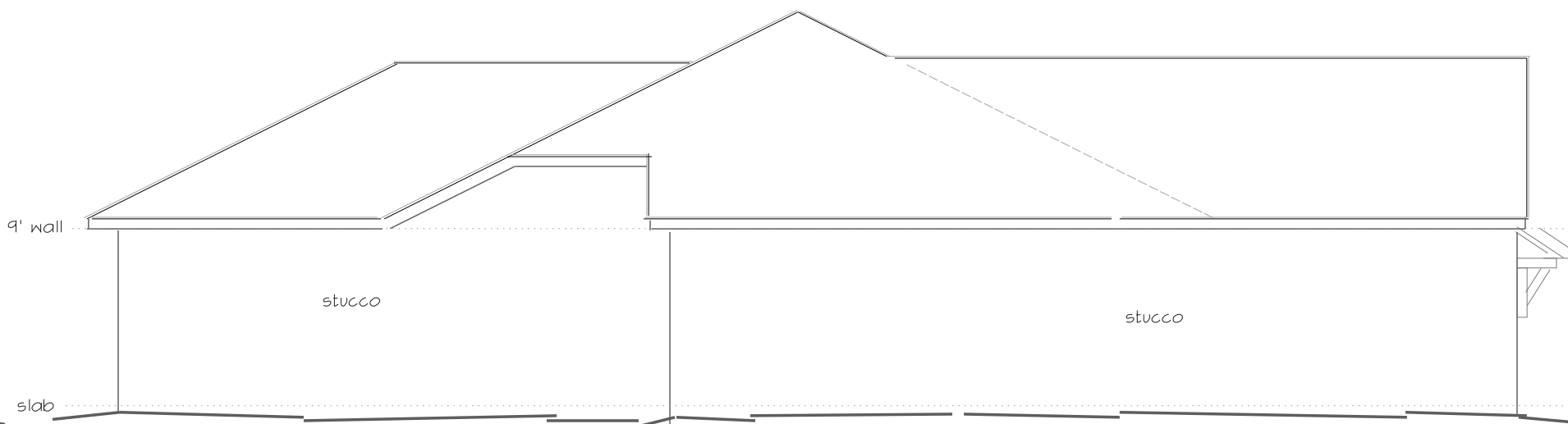
with Morning Rm / Office



RIGHT ELEVATION
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REAR ELEVATION
SCALE: 1/8" = 1'-0"



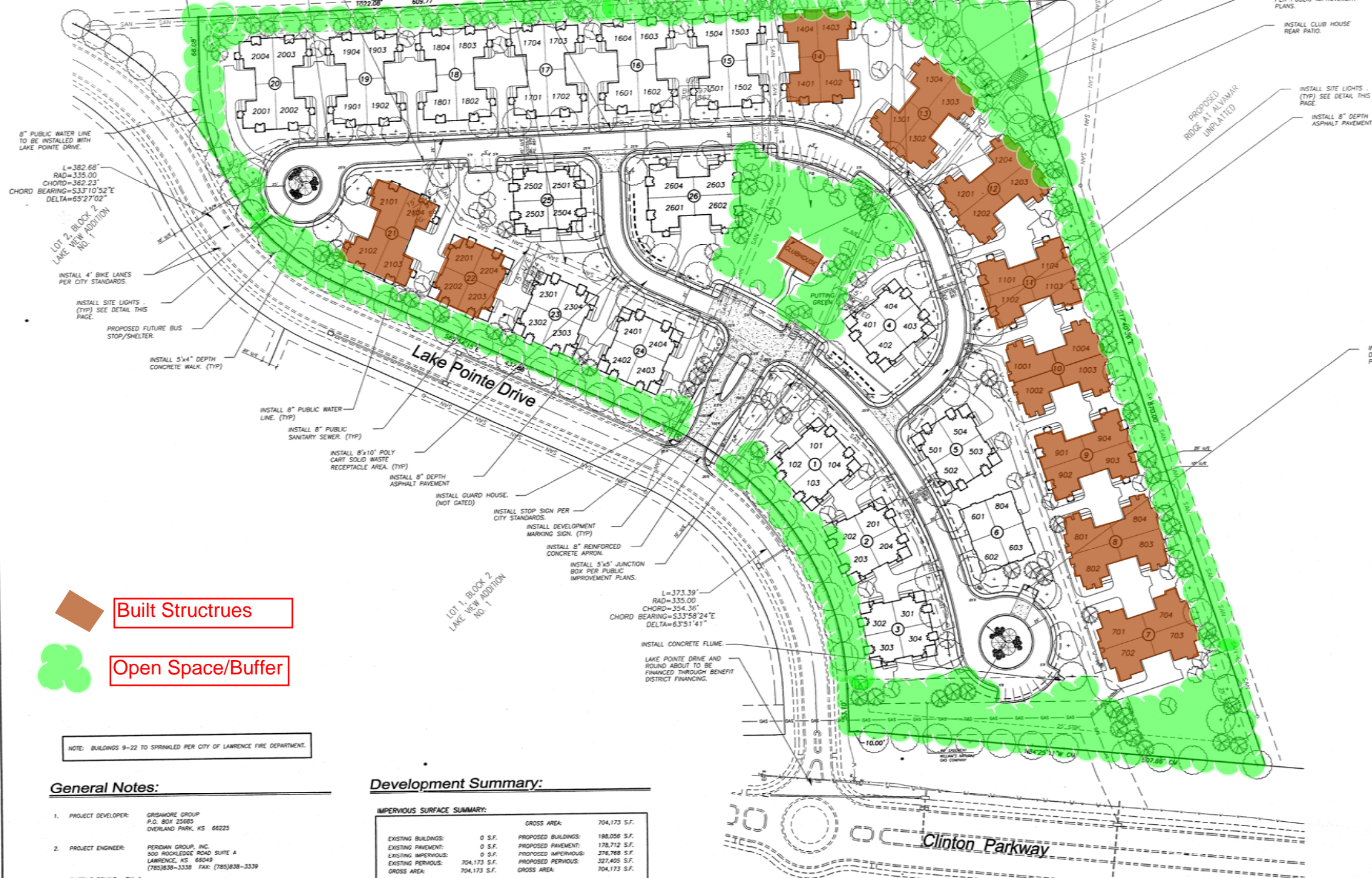
LEFT ELEVATION
SCALE: 1/8" = 1'-0"

Plan Three The Lake View Addition

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preliminary plans 3/23/15



19	RED SUNSET MAPLE ACER RUBRUM 'RED SUNSET'	2-1/2" CAL.	B & B
7	MARSHALL'S SEEDLESS ASH FRAXINUS SEEDLESS 'MARSHALL'S SEEDLESS'	2-1/2" CAL.	B & B
45	'AUTUMN PURPLE' ASH FRAXINUS AMERICANA 'AUTUMN PURPLE'	2-1/2" CAL.	B & B
26	'LEGACY' SUGAR MAPLE ACER SACCARUM 'LEGACY'	2-1/2" CAL.	B & B
0	RIVER BIRCH BETULA NIGRA	2-1/2" CAL.	B & B
10	BLUE OAK QUERCUS MACROCARPA	2-1/2" CAL.	B & B
12	LONDON PLANETREE PLATANUS X ACERFOLIA	2-1/2" CAL.	B & B
23	WHITE PINE PINUS STROBUS	10'-12" HT.	B & B
47	'BABY BLUE' SPRUCE PICEA PLUNGENS VAR. GLAUCA 'BABY BLUE'	8'-10' HT.	B & B
23	'WANDERWOLF' PINE PINUS FLEXILIS 'WANDERWOLF'	8'-10' HT.	B & B
0	SKYROCKET JUNIPER JUNIPERUS SCOPULORUM 'SKYROCKET'	6' HT.	B & B
1	'VELVET PILLAR' CRAB MALUS 'VELVET PILLAR'	2" CAL.	B & B
13	ROYAL CRAB MALUS 'ROYAL'	2" CAL.	B & B
20	'SPRING SNOW' CRAB MALUS 'SPRING SNOW'	2" CAL.	B & B
0	'THAUNFIRE' CRAB MALUS 'THAUNFIRE'	2" CAL.	B & B
17	REDBUD CERIS CANADENSIS	2" CAL.	B & B
2	'CENTURION' CRAB MALUS 'CENTURION'	2" CAL.	B & B
6	'CAPITAL' PEACH PYRUS CALLERYANA 'CAPITAL'	2" CAL.	B & B
10	MADON GRASS MISCANTHUS SINENSIS 'ORACILLIUS'	3 GAL.	CONT.
0	REDTIG DOGWOOD CORNUS SERICEA	5 GAL.	CONT.
0	VAREGATED REDTIG DOGWOOD CORNUS ALBA 'VARIEGATA-MARGINAL'	5 GAL.	CONT.
0	'ANTHONY WATERER' SPIREA SPIREA X BUNALDA 'ANTHONY WATERER'	5 GAL.	CONT.
0	'SEA GREEN' JUNIPER JUNIPERUS CHINENSIS 'SEA GREEN'	5 GAL.	CONT.
0	MUGO PINE PINUS MUGO VAR. PUMILIO	5 GAL.	CONT.
0	'CRABAPPLE' THUNBERG BERBERIS THUNBERGII 'ATROPURPUREA'	5 GAL.	CONT.
0	'LITTLE PRINCESS' SPIREA SPIREA JAPONICA 'LITTLE PRINCESS'	5 GAL.	CONT.
0	'GOLDMOUND' SPIREA SPIREA X BUNALDA 'GOLDMOUND'	5 GAL.	CONT.
0	CHINA HOLLY ILEX X MESERVAE	5 GAL.	CONT.
0	RED LEAF DOGWOOD BERBERIS THUNBERGII VAR. ATROPURPUREA	5 GAL.	CONT.
0	MEDLAND ROSE ROSA MEDLAND	5 GAL.	CONT.
0	ADAM'S NEEDLE YUCCA YUCCA FILAMENTOSA	5 GAL.	CONT.
0	ALLEGHANY WILLOW SALIX X RHYTIDOPHYLLOIDES 'ALLEGHANY'	5 GAL.	CONT.
0	HICKS YEW TAXUS X MEDIA 'HICKS'	30'-36" HT.	CONT.
0	FAIRVIEW YEW TAXUS X MEDIA 'FAIRVIEW'	24'-30" HT.	CONT.
0	BURNING BUSH EUCHYDIA ALATA 'COMPACTUS'	24'-30" HT.	CONT.
0	HENRY'S GARNET SWEETSPICE ITEA VIRGINICA 'HENRY'S GARNET'	5 GAL.	CONT.
0	HAMELIN FOUNTAIN GRASS STENANDRUM ALPESIBERIDES 'HAMELIN'	5 GAL.	CONT.
0	'BLUE CHIP' JUNIPER JUNIPERUS HORIZONTALIS 'BLUE CHIP'	5 GAL.	CONT.
0	STELLA DE ORO DANIEL HENDERSONIA 'STELLA DE ORO'	1 GAL.	CONT.
0	SEASONAL COLOR PANDEA ANNUALIS 'MUMS'	1 GAL.	CONT.

Lake View Villas @ Alvarado
2250 Lake Pointe Dr.
Lot 1, Block 1
Lake View Addition #2

Site Plan
Layout and Landscape Plan

General Notes:

- PROJECT DEVELOPER: GRISHAM GROUP
P.O. BOX 25685
OVERLAND PARK, KS 66225
- PROJECT ENGINEER: PERDAN GROUP, INC.
500 ROCKLEDGE ROAD SUITE A
LAWRENCE, KS 66049
(785)838-3338 FAX: (785)838-3339
- EXISTING ZONING: RM-1
- CURRENT USE: AGRICULTURAL
- PROPOSED USE: MULTI-FAMILY RESIDENTIAL
- THIS DOCUMENT IS FOR PLANNING PURPOSES ONLY - NOT FOR CONSTRUCTION.
- WRITTEN DIMENSIONS SHALL PREVAIL OVER SCALED DIMENSIONS.
- TOPOGRAPHIC INFORMATION OBTAINED FROM A FIELD SURVEY PERFORMED BY PERDAN GROUP, INC. - DECEMBER 2003.
- PRIVATE DRIVES AND PARKING AREAS TO BE 8" ASPHALT PER CITY OF LAWRENCE STANDARDS (1" BM-2 SURFACE, 6" BM-2 50% RAP BASE). ALL STREETS AND PARKING AREAS TO HAVE 24" CURB AND GUTTER. ALL STANDARD PARKING SPACES TO BE MIN. 9' WIDE AND 18' LONG.
- ALL PARKING, PAVEMENT, & CURB/GUTTER TO MEET OR EXCEED CITY OF LAWRENCE DESIGN SPECIFICATIONS.
- CITY OF LAWRENCE WILL NOT BE RESPONSIBLE FOR PAVEMENT DAMAGE DUE TO REFUSE COLLECTION.
- TRASH COLLECTION TO BE SCHEDULED CURB-SIDE & FRONT LOAD DUMPSTER PICK-UP.
- A DETAILED PHOTOGRAPHIC LIGHTING PLAN WILL BE SUBMITTED PRIOR TO RELEASE OF SITE PLAN.
- THIS PLAN HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR BUILDINGS AND FACILITIES, APPENDIX A TO 28 CFR PART 36.
- ALL MECHANICAL EQUIPMENT SHALL BE SCREENED IN ACCORDANCE WITH SECTION 20-1404A.8.
- USE FHWA SIGN FOR ACCESSIBLE SPACES; SIGN ALL SPACES AS "VAN ACCESSIBLE".
- ALL TRAFFIC CONTROL SIGNS PLACED ON PRIVATE PROPERTY OPEN TO THE GENERAL PUBLIC SHALL COMPLY WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD HIGHWAY SIGNS" AS PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION, WITH RESPECT TO SIZE, SHAPE, COLOR, RETROREFLECTIVITY, AND POSITION, PER ORDINANCE NO. 7542.
- ALL INTERIOR LANDSCAPE TO BE OWNED AND MAINTAINED BY THE LAKE VIEW VILLAS @ ALVARADO HOME OWNERS ASSOCIATION.
- A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) MUST BE PROVIDED FOR THIS PROJECT. THIS PROJECT WILL NOT BE RELEASED FOR BUILDING PERMITS, AND NO CONSTRUCTION ACTIVITY, INCLUDING SOIL DISTURBANCE OR REMOVAL OF VEGETATION, SHALL COMMENCE UNTIL AN APPROVED SWPPP HAS BEEN OBTAINED.
- NO OCCUPANCY OF INDIVIDUAL UNITS ALLOWED UNTIL GRADING AND LANDSCAPING IS COMPLETED/INSTALLED AROUND EACH UNIT.

Development Summary:

IMPERVIOUS SURFACE SUMMARY:			
EXISTING BUILDINGS:	0 S.F.	PROPOSED BUILDINGS:	198,056 S.F.
EXISTING PAVEMENT:	0 S.F.	PROPOSED PAVEMENT:	178,712 S.F.
EXISTING IMPERVIOUS:	0 S.F.	PROPOSED IMPERVIOUS:	376,768 S.F.
EXISTING PERVIOUS:	704,173 S.F.	PROPOSED PERVIOUS:	327,405 S.F.
GROSS AREA:	704,173 S.F.	GROSS AREA:	704,173 S.F.

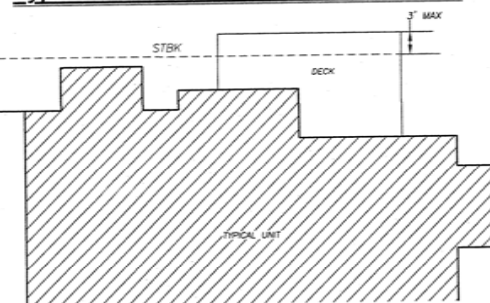
UNITS/ACRE SUMMARY	
GROSS AREA:	704,173 S.F./16.16 AC
PROPOSED 4-FLUXES:	26
TOTAL DWELLING UNITS:	104/16.16
DWELLING UNITS PER ACRE:	6.44 DU'S PER ACRE

Parking Summary:

PHASE NO.	PARKING REQUIRED	PARKING REQ'D	PARKING PROVIDED	ACCESS REQ'D	ACCESS PROVIDED
1	RM-1 1.5 SPACES PER 2 BOR. 40 (2 BOR UNITS) X 1.5	60	86	1	2
2	RM-1 2.5 SPACES PER 3 BOR. 64 (3 BOR UNITS) X 2.5	160	262	-	-

TOTAL REQUIRED SPACES = 240 (INCLUDES 1 VAN ACCESSIBLE)
TOTAL PROVIDED SPACES = 348 (INCLUDES 2 VAN ACCESSIBLE)
EACH UNIT WITH IN THE LARGE BUILDINGS INCLUDE 4 SPACES
(2 CAR GARAGE AND 2 SPACES IN THE DRIVE)
EACH UNIT WITH IN THE SMALL BUILDINGS INCLUDE 2 SPACES
(1 CAR GARAGE AND 1 SPACE IN THE DRIVE)
COMMON SPACES = 32 (INCLUDES 2 VAN ACCESSIBLE)
*** BICYCLE PARKING REQUIRED/PROVIDED = 5

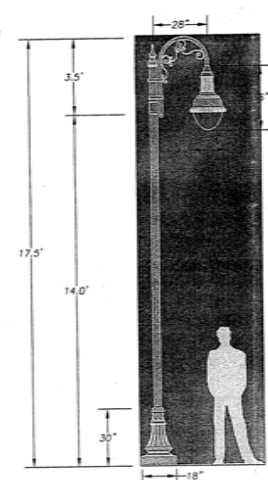
Typical Deck:



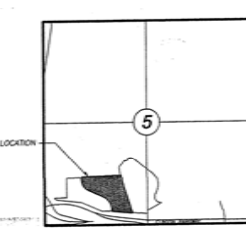
Street Light Detail

SPECIFICATIONS

ARCHITECTURAL AREA LIGHTING
PROMINENCE SERIES
HEAD: PRMD
ARM: 1949
POLE: DBS-4R14
COLOR: BLK



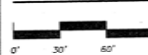
Location Map



SECTION 5-T13S-R19E

NOT TO SCALE

SCALE: 1" = 60'



BENCH MARKS:

"1" ON SE CORNER OF CURB INLET ON NORTH SIDE OF CLINTON PARKWAY
ELEV: 955.03

BM#2 "2" ON SW CORNER OF CURB INLET ON SOUTH SIDE OF CLINTON PARKWAY
ELEV: 957.02

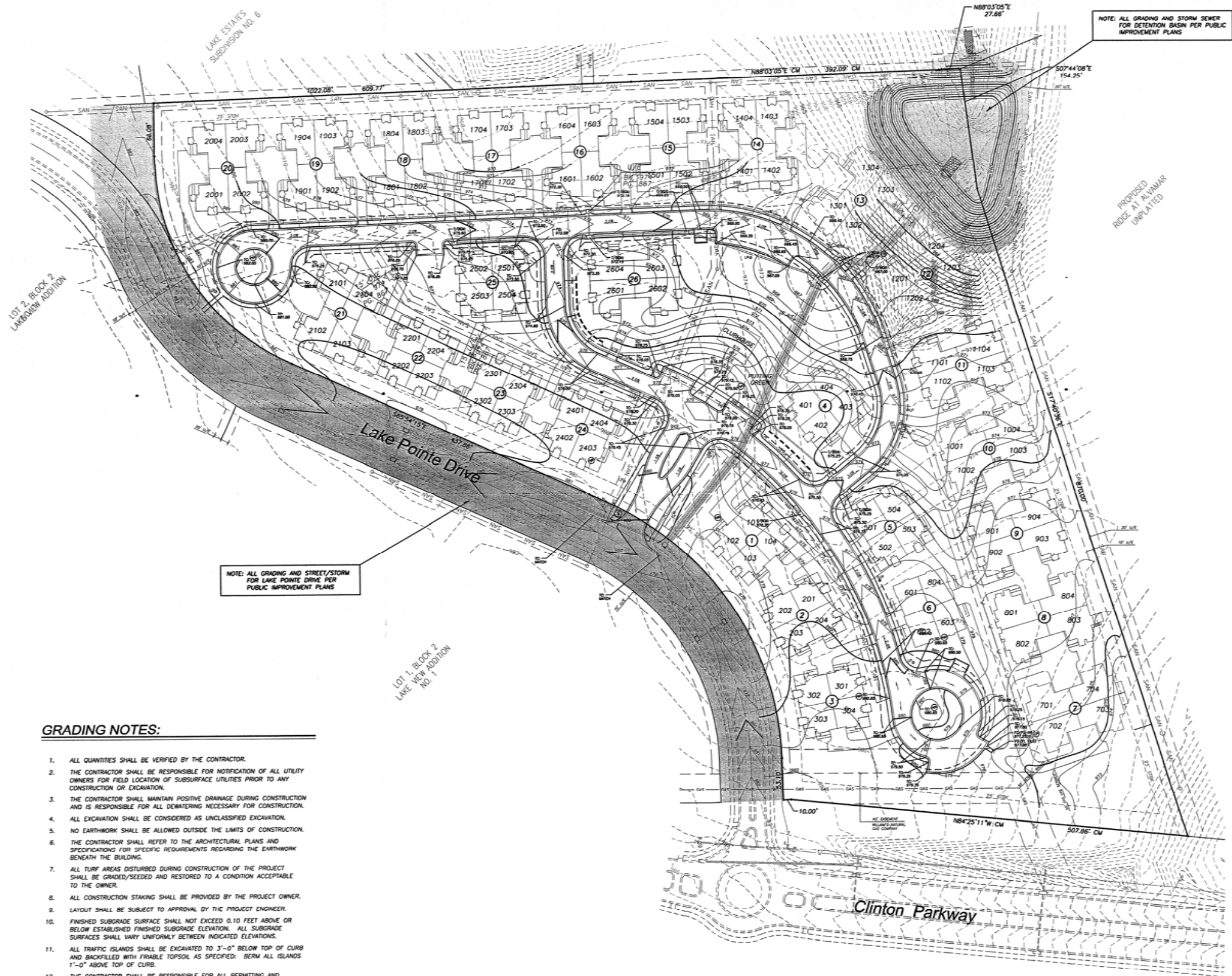
FILE COPY

REVISIONS:

MAY 20, 2004
AUG. 13, 2004
SEPT. 10, 2004
NOV. 2, 2004
JUN. 26, 2006
AUG. 04, 2006

PROJECT RECORD:

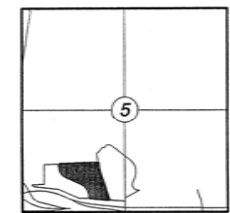
DIGITAL I.D.: 03113-SP1
PROJECT NO.: 03113
DATE: APRIL 20, 2004
DRAWN BY: KV
CHECKED BY: MK
SHEET NO. 1 OF 3 SHEETS



GRADING NOTES:

1. ALL QUANTITIES SHALL BE VERIFIED BY THE CONTRACTOR.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION OF ALL UTILITY OWNERS FOR FIELD LOCATION OF SUBSURFACE UTILITIES PRIOR TO ANY CONSTRUCTION OR EXCAVATION.
3. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE DURING CONSTRUCTION AND IS RESPONSIBLE FOR ALL Dewatering NECESSARY FOR CONSTRUCTION.
4. ALL EXCAVATION SHALL BE CONSIDERED AS UNCLASSIFIED EXCAVATION.
5. NO EARTHWORK SHALL BE ALLOWED OUTSIDE THE LIMITS OF CONSTRUCTION.
6. THE CONTRACTOR SHALL REFER TO THE ARCHITECTURAL PLANS AND SPECIFICATIONS FOR SPECIFIC REQUIREMENTS REGARDING THE EARTHWORK BENEATH THE BUILDING.
7. ALL TURF AREAS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE GRADED/SEEDED AND RESTORED TO A CONDITION ACCEPTABLE TO THE OWNER.
8. ALL CONSTRUCTION STAKING SHALL BE PROVIDED BY THE PROJECT OWNER.
9. LAYOUT SHALL BE SUBJECT TO APPROVAL BY THE PROJECT ENGINEER.
10. FINISHED SUBGRADE SURFACE SHALL NOT EXCEED 0.10 FEET ABOVE OR BELOW ESTABLISHED FINISHED SUBGRADE ELEVATION. ALL SUBGRADE SURFACES SHALL VARY UNIFORMLY BETWEEN INDICATED ELEVATIONS.
11. ALL TRAFFIC ISLANDS SHALL BE EXCAVATED TO 3'-0" BELOW TOP OF CURB AND BACKFILLED WITH FRABLE TOPSOIL AS SPECIFIED. BERM ALL ISLANDS 1'-0" ABOVE TOP OF CURB.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITTING AND FOLLOWING ALL APPLICABLE STATE AND LOCAL EROSION AND SEDIMENTATION CONTROL REQUIREMENTS.
13. THE CONTRACTOR SHALL INSTALL EROSION CONTROL DEVICES AROUND ALL AREA INLETS AND CURB INLETS UNTIL ASPHALT PAVEMENT HAS BEEN INSTALLED. ALL EROSION CONTROL DEVICES SHALL BE MAINTAINED THROUGHOUT THE ENTIRE CONSTRUCTION PERIOD.
14. ALL EXCESS SOIL SHALL BE REMOVED FROM THE SITE.

Location Map



SECTION 5-T13S-R19E
 NOT TO SCALE

Lake View Villas @ Alvarado

N.E. Corner of Clinton Parkway & K-10 Hwy

Site Plan

Grading and Drainage Plan

REVISIONS:

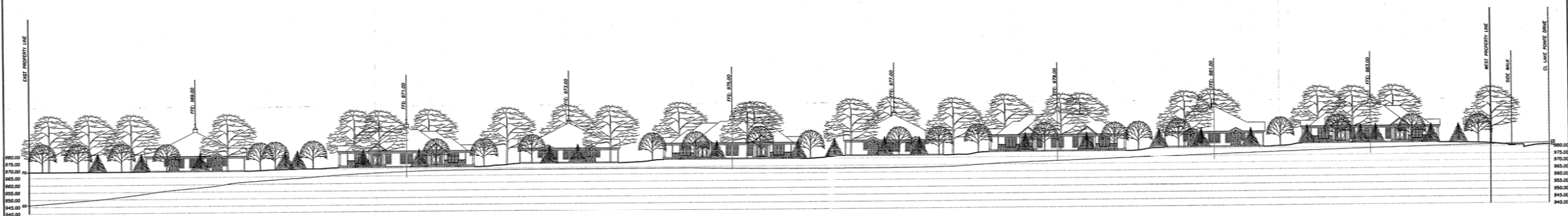
MAY 20, 2004
AUG. 13, 2004
SEPT 10, 2004
NOV. 2, 2004
JUN. 26, 2006



Peridian Group, Inc.

- COMMUNITY PLANNING
- CIVIL ENGINEERING
- LANDSCAPE ARCHITECTURE
- LAND SURVEYING

500 ROCKLEDGE ROAD, SUITE A
LAWRENCE, KANSAS 66049
TEL (785) 838-3338 FAX (785) 838-3339



Lake View Villas @ Alvamar

N.E. Corner of
Clinton Parkway
& K-10 Hwy

Elevation

Facing South

REVISIONS:

NOV. 2, 2004
JUN. 26, 2006

Memorandum

City of Lawrence – Douglas County Planning & Development Services

TO: SP-6-60-06 File

FROM: Dan Warner, Long-Range Planner

CC: Adrian Jones, Senior Plan Reviewer

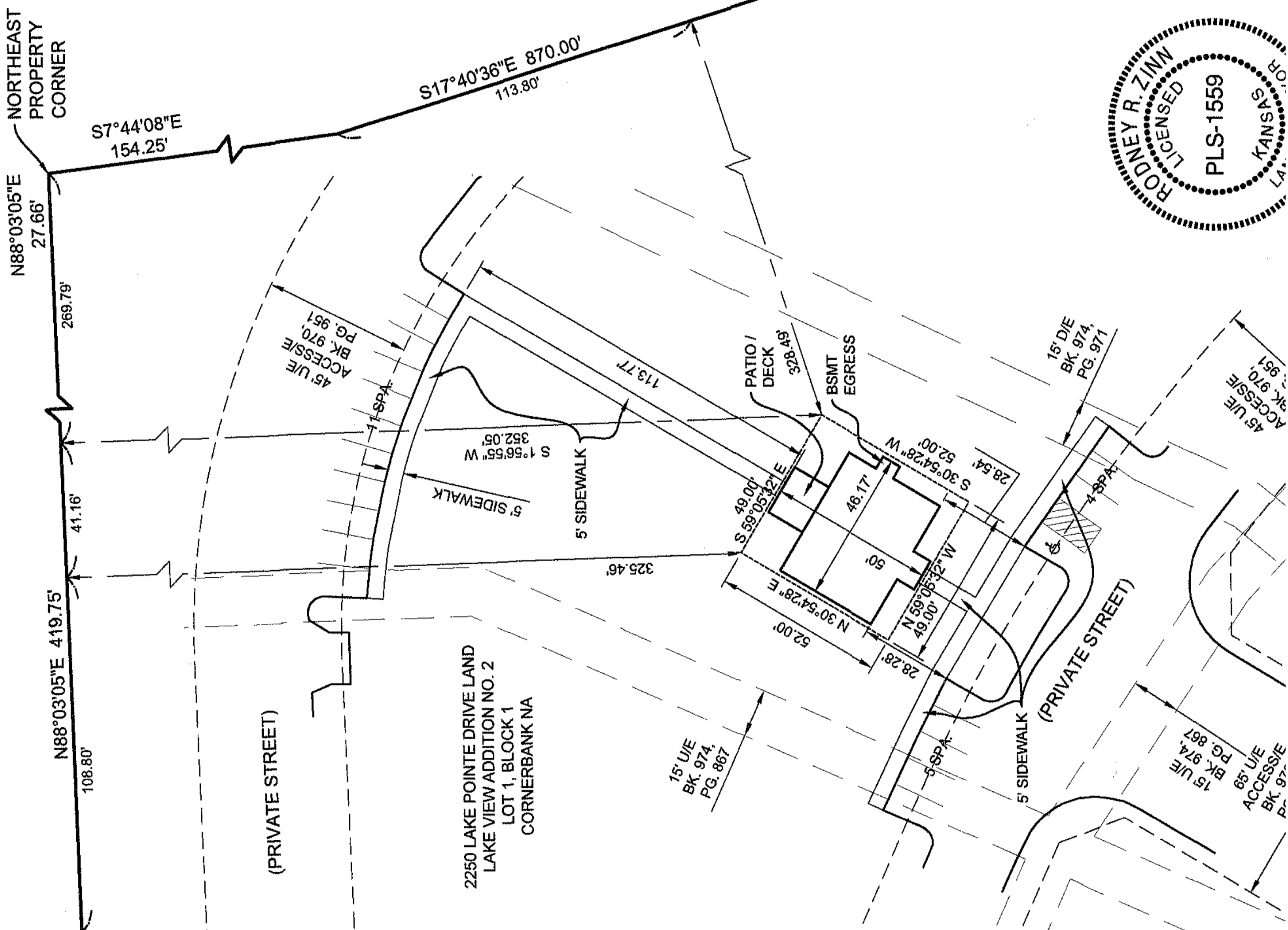
Date: 12/5/11

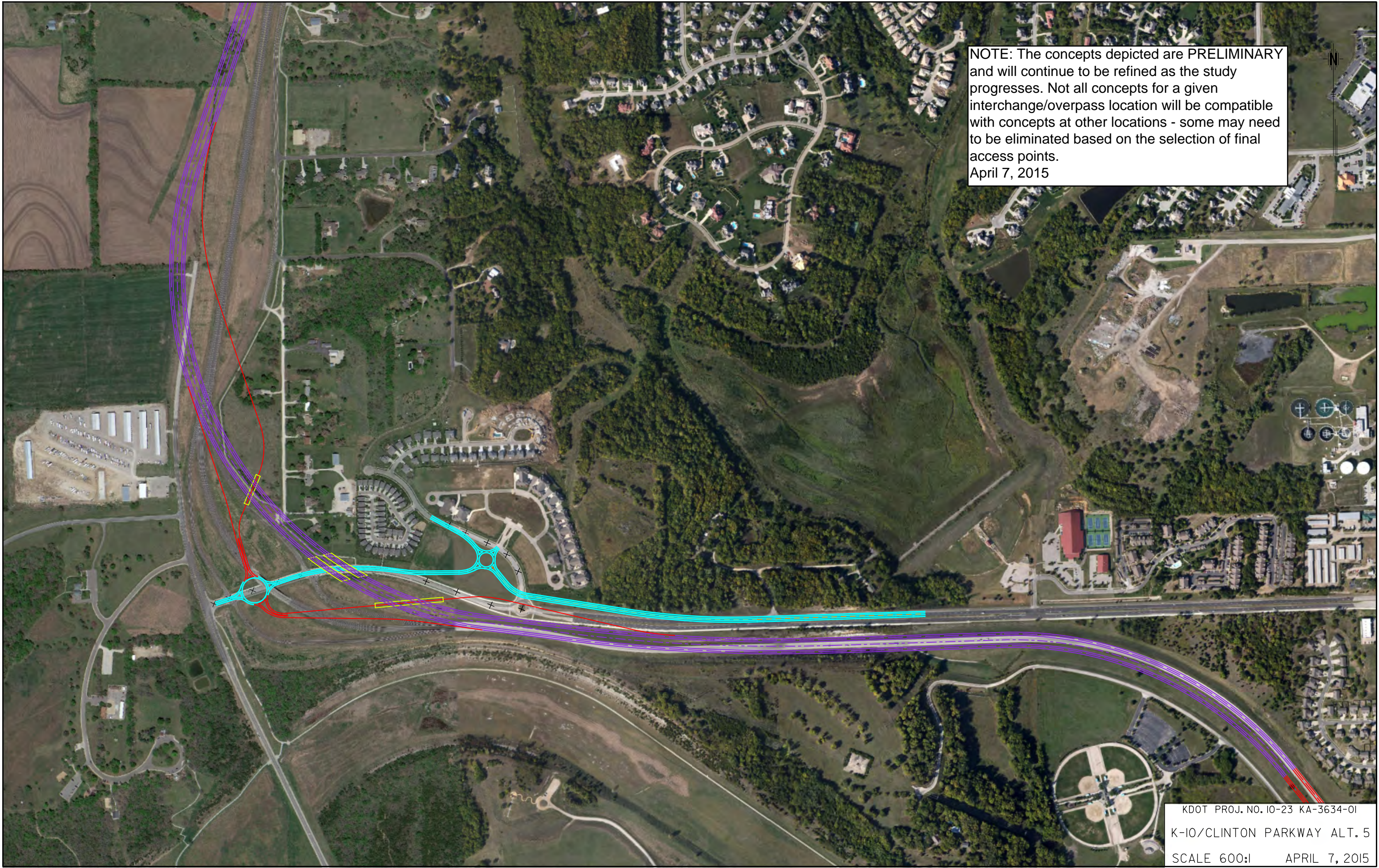
RE: Minor Site Plan Approval – Club House Changes

Staff has administratively approved a minor site plan revision for a change in the building and property layout for the Lake Pointe Club House, located at 2250 Lake Pointe. The revision includes sidewalks that connect the club house to streets to the north and south.

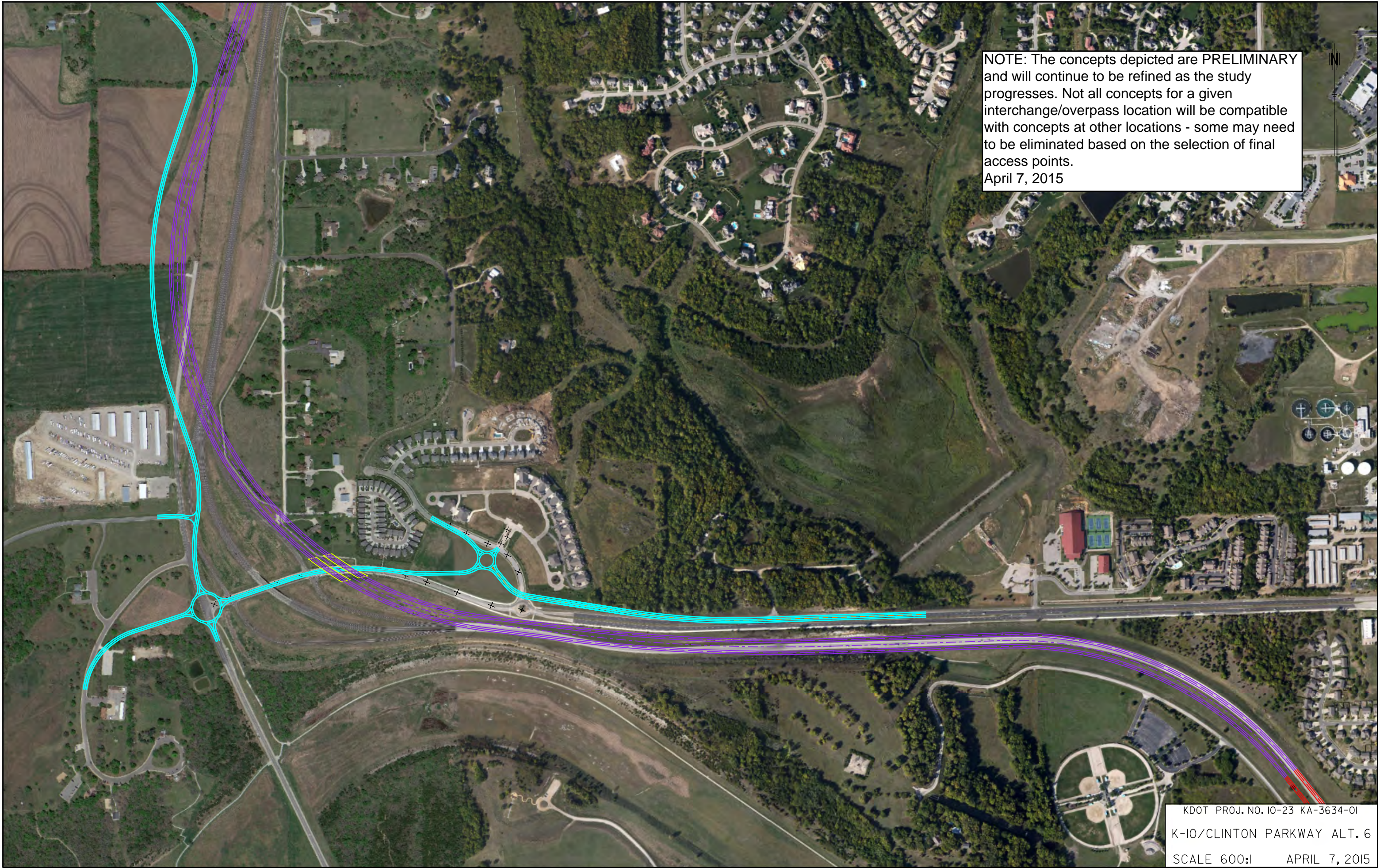
See the attached exhibit.

LEGAL DESCRIPTION - CONDOMINIUM SURVEY

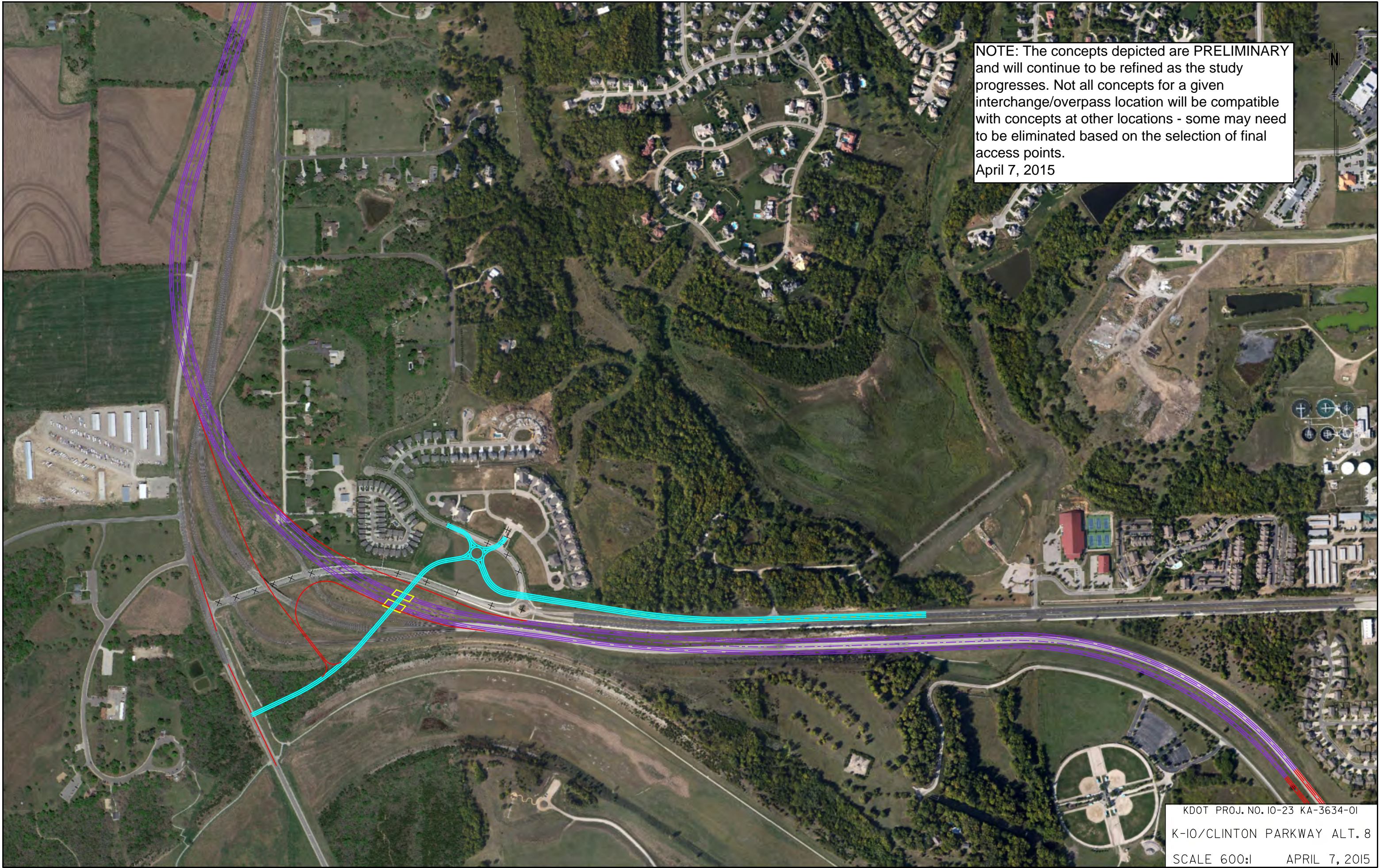




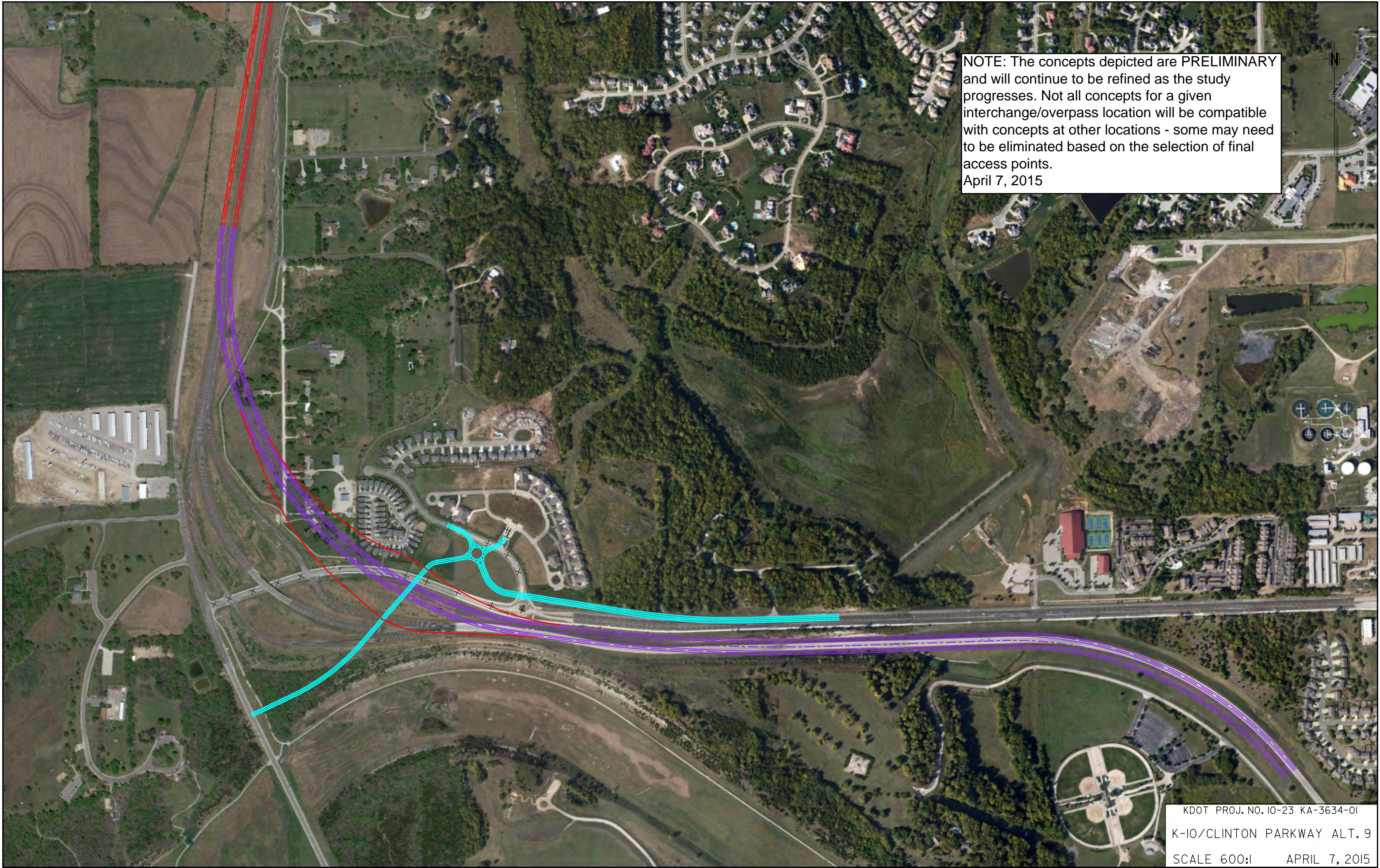
NOTE: The concepts depicted are PRELIMINARY and will continue to be refined as the study progresses. Not all concepts for a given interchange/overpass location will be compatible with concepts at other locations - some may need to be eliminated based on the selection of final access points.
April 7, 2015



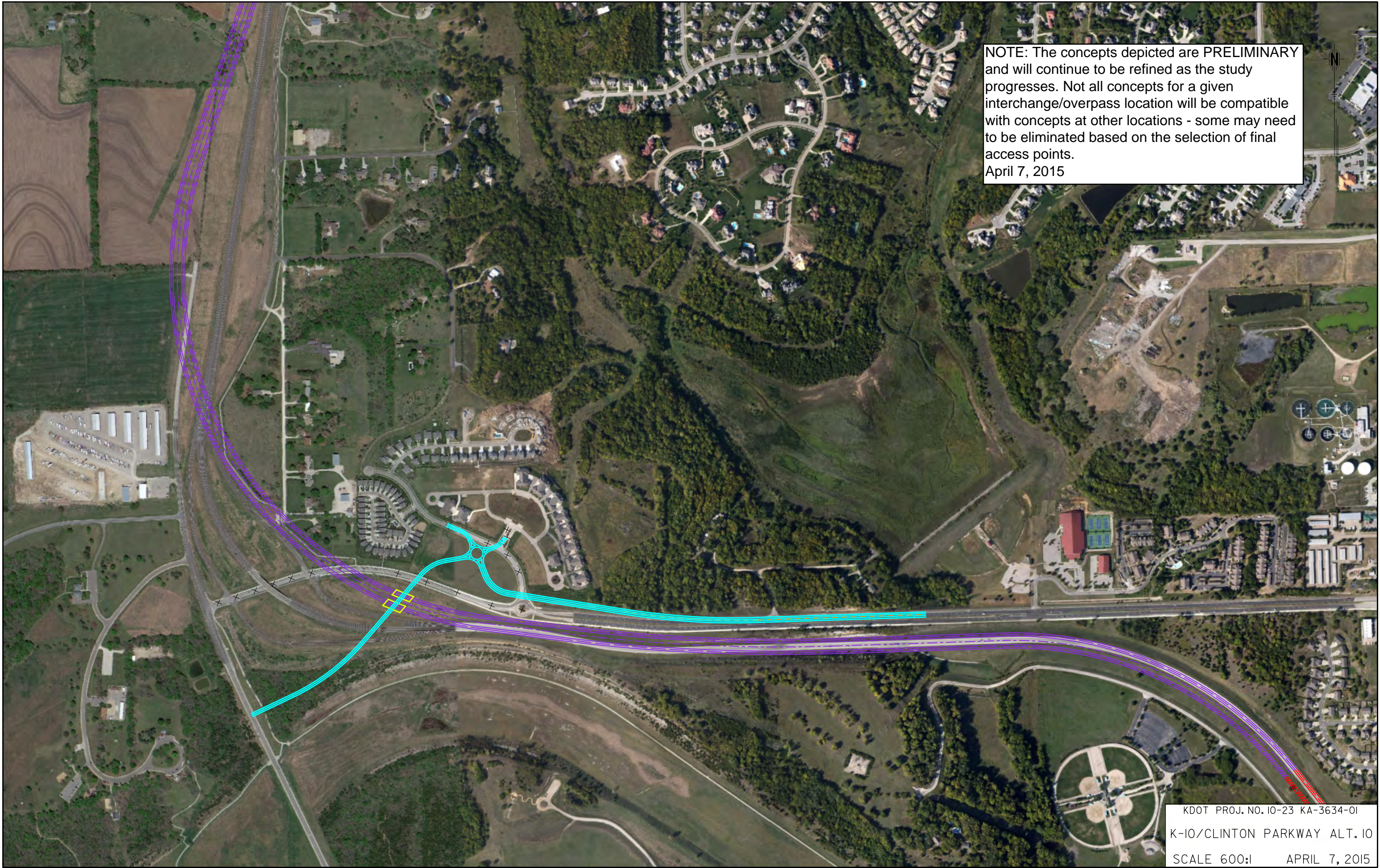
NOTE: The concepts depicted are PRELIMINARY and will continue to be refined as the study progresses. Not all concepts for a given interchange/overpass location will be compatible with concepts at other locations - some may need to be eliminated based on the selection of final access points.
April 7, 2015



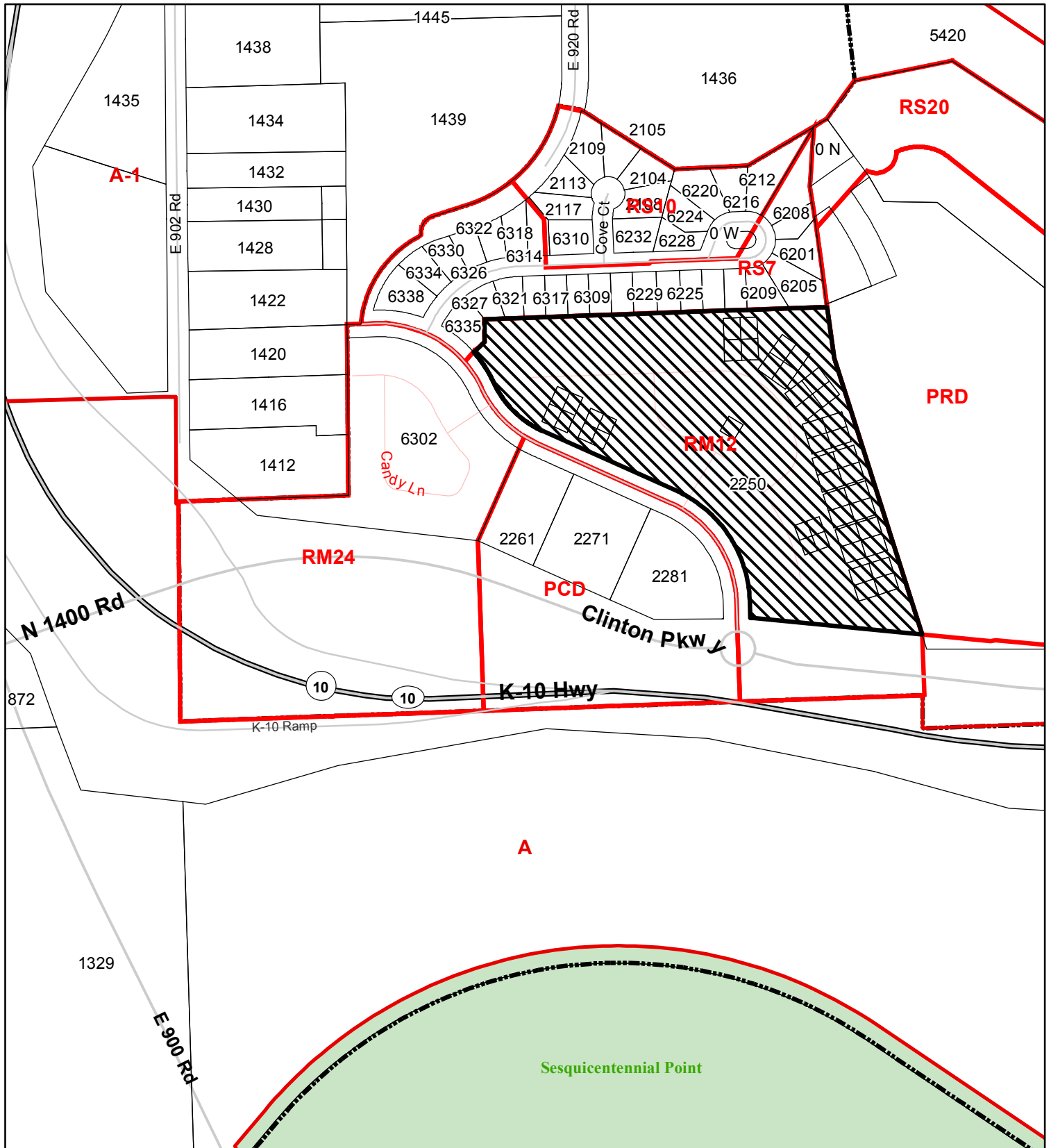
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April 7, 2015



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April 7, 2015



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April 7, 2015

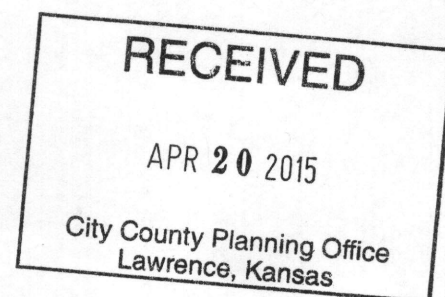


SUP-15-00065: Special Use Permit for Lake View Villas @ Alvamar a Residential Development Consisting of 4-plex, Duplex and Single-Dwelling Buildings Located at 2250 Lake Pointe Drive



LEAGUE OF WOMEN VOTERS®
OF LAWRENCE/DOUGLAS COUNTY

April 19, 2015



To Mr. Bruce Liese, Chairman, and Planning Commission

RE: ITEM NO. 2 SPECIAL USE PERMIT FOR LAKE VIEW VILLAS @ ALVAMAR; 2250 LAKE POINTE DR (SLD)

Dear Chairman Liese and Planning Commissioners:

We urge the Planning Commission to deny this application as it is currently presented and to require that this development be rezoned as a Planned Development Overlay District with RM12 Zoning. Our reasons are many, not all of which have been included in this letter.

1. We could not find any State or local zoning law which would permit this development of what are presented as "detached" single family housing and duplexes. (Please see KSA Apartment Ownership Act Article 31 and LDC Subdivision Regulations 20-801(c) Applicability.) **As one large lot**, there are no legally individually owned separate tracts of land or lots. This one lot is characterized as a "condominium" development. In the detached single dwellings, as well as the duplexes, this means that the interiors of the structures (or should we say the combined rooms constituting residences within the structures) are condominiums, but as condominiums the structures themselves and the land underneath will be owned by the single entity, presumably the owner or association of owners acting as the owner of the project. These are also not townhouses (they do not conform to the townhouse laws) and they are not apartment buildings because they do not contain three or more units that have been divided into condominium units. As "condominiums," the land under the residential units is not owned by the individual occupants of the units.

2. The access to these new units is **not a private street**. Private streets are not permitted in any developments within the City of Lawrence except for PUDs or PD Overlay Districts. This accessway technically is a **driveway**. This means that in the event that the Homeowners Association (or whatever is acting on the residents' behalf) fails, the people living in the complex cannot seek relief from the City, as is available to a PUD or PD, for help in maintenance of their driveway or open space.

When a similar situation happened to Williamsburg Place and Normandy Court in 2007, the City Commission initially refused to allow a benefit district to repair their driveway because it was on private property and wasn't a public street. (Doing this for their private drive essentially would be allowing this for all homeowners). The City Commission ultimately waived their original denial and allowed benefit district financing for the Williamsburg Place accessway, but reluctantly, with the vow not to allow this again.

President
Cille King

Vice President &
President Elect
Debra Duncan

Secretary
Caleb Morse

Treasurer
Marjorie Cole

Directors
Margaret Arnold

Caroljean Brune

James Dunn

Midge Grinstead

Carol Klintnett

Marlene Merrill

Austin Turney

Melissa Wick

LEAGUE OF WOMEN VOTERS®
OF LAWRENCE/DOUGLAS COUNTY
Page 2

3. Presumably the Homeowners' Association agreements have a method for replacing the condominium units should they become damaged or demolished in the case of fire or severe weather. *However, in the event of the failure of the Association, how would these misfortunes be rectified?*

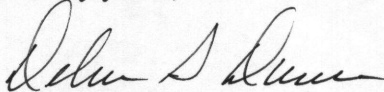
There are so many more questions and mishaps that could happen here when the ownership by the occupants isn't covered by local or State law.

The one way to make this (in a sense) "legal" would be to rezone the lot as a Planned Development Overlay District. The PD allows variations that conventional zoning does not. The Homeowners Association seems to be in place and the development seems to be designed as though it might conform to the Land Development Code, or can be modified so that it would conform.

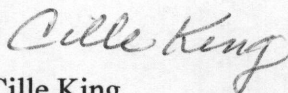
Otherwise, we appeal to the Planning Commission to deny this development as it has been presented, and to require the developers to replat it and rezone it according to the laws of our conventional zoning districts.

We hope that you will carefully consider our request, because approving this development as it has been presented to you would be very damaging to our land use planning system.

Sincerely yours,



Debra S. Duncan
President



Cille King
Vice President
Representing the Land Use Committee