

**PLANNING COMMISSION REPORT
NON-PUBLIC HEARING ITEM**

PC Staff Report
7/22/2015

**ITEM NO. 7E PRELIMINARY PLAT FOR LANGSTON COMMONS; BOB BILLINGS PKWY
 & LANGSTON WAY (SLD)**

PP-15-00246: Consider a Preliminary Plat for Langston Commons, located northwest of Bob Billings Pkwy and Langston Way. This subdivision includes 17.5 acres for neighborhood commercial development and 48 lots for residential development. Submitted by BG Consultants, for RSR Holdings LLP and KS Secretary of Transportation, property owners of record.

STAFF RECOMMENDATION:

Staff recommends approval of the Preliminary Plat of the Langston Commons.

KEY POINTS

- Proposed preliminary plat reflects an overall gross density of 5.3 dwelling units per acre consistent with low-density development of the comprehensive plan.
- Proposed density is reduced from 5.5 to 5.3 dwelling units per acre from previous approval.
- Proposed preliminary plat concurrently with rezoning applications removes duplex and multi-dwelling development within this area. All residential development within boundary of the Preliminary Plat is for single-dwelling, detached residential development.
- The proposed preliminary plat represents the proposed zoning boundaries.
- This property was evaluated for compliance with the preservation of natural areas through the Sensitive Lands regulations outlined in Article 11 of the Development Code. A sensitive lands site plan and required preservation of open space is not applicable to this property.

SUBDIVISION CITATIONS TO CONSIDER

- This application is being reviewed under the Subdivision Regulations for Lawrence and Unincorporated Douglas County, effective Jan 10, 2012.

ASSOCIATED CASES/OTHER ACTION REQUIRED

Original Applications 2013

- Z-13-00251: 4.712 AC from UR to RS7
- Z-13-00252: 2.674 AC from UR to RS5
- Z-13-00253: 3.195 AC from UR to RM12D
- Z-13-00254: 3.349 AC from UR to RM12
- Z-13-00255: 4.182 AC from UR and PD (Bob Billings Parkway Center PCD) to OS
- Z-13-00256: 16.619 AC from UR and PCD Planned Commercial District to CN2
- PP-13-00257: Langston Commons approved by the Planning Commission on 8/26/13.
 - Preliminary Plat included 29 detached residential dwelling lots,
 - 7 duplex lots,
 - 1 multi-dwelling lot,
 - 1 neighborhood commercial lot, and
 - 2 tracts for open space.

New Applications 2015

- Z-15-00244: 0.193 acres from CN2 (Neighborhood Commercial) District to OS (Open Space),
- Z-15-00245: 0.992 acres from OS (Open Space) to CN2 (Neighborhood Commercial) District

- Z-15-00251: 11.15 acres from RM24 (Multi-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District and RS7 (Single-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District.

PLANS AND STUDIES REQUIRED

- *Traffic Study* – Study provided and accepted.
- *Downstream Sanitary Sewer Analysis* - 1. As indicated in the May 13, 2015 downstream sanitary sewer analysis, the proposed rezoning at Langston Commons will result in a lower wastewater design flow than that approved for the development in the August 7, 2013 DSSA. The DSSA is accepted for this project to satisfy the criteria required for the DSSA as outlined in Administrative Policy 76.
- *Drainage Study* – The drainage letter dated 5-15-2015 meets the specified requirements and is approved.
- *Environmentally Sensitive Lands Study* – Evaluation of existing trees was completed by applicant and reviewed by staff per PP-13-00257. The existing trees did not meet the minimum size requirements defined in Article 11 of the Development Code. Active development on the property has not altered this finding.
- *Retail Market Study* – Refer to Z-13-00256. Study provided and accepted. A new study is not required

ATTACHMENTS

- Preliminary Plat
- Sidewalk exhibit

PUBLIC COMMENT

- Complaints from residents regarding construction traffic.
- Michael Kelly regarding pedestrian connections to Langston Heights Hughes Elementary School

GENERAL INFORMATION Current Zoning and Land Use:	RM24 (Multi-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RS7 (Single-Dwelling Residential District (RS5 Multi-Dwelling Residential District, CN2 (Neighborhood Commercial) District, OS (Open space) District and TC (SLT/K10 Major Transportation Corridor Overlay) District; undeveloped property. See related zoning applications for changes in the proposed zoning district boundaries within limits of proposed Preliminary Plat.
Surrounding Zoning and Land Use: To the north:	RM12, RM12D (Multi-Dwelling Residential) Districts and RS7 (Single-Dwelling Residential) District; developing land in Langston Heights Subdivision.
To the east:	RS10 (Single-Dwelling Residential) District; unplatted and undeveloped land owned by USD 497.
To the south:	A (Agricultural) County District, RS7 (Single-Dwelling Residential) and RM12 (Multi-Dwelling) K-10 Highway, undeveloped land and existing multi-dwelling development located along south side of Bob Billings Parkway.
To the west:	A (Agricultural) County District; K-10 Highway.

STAFF REVIEW

This property is proposed for residential and non-residential development as noted in the related rezoning staff reports. The residential use is limited to detached dwellings on individual lots within this proposed subdivision. The subdivision extends existing local streets between K-10 Highway to the west and George Williams Way to the east and between Bob Billings Parkway to the south and W. 6th Street to the north. This property is located along K-10 Highway and is subject to specific development standards for buffering along the west property line as they pertain to Transportation Corridor Overlay District requirements. There are no variances proposed for this Preliminary Plat.

Approved Preliminary Plat – Langston Commons 2013

Proposed Preliminary Plat – Langston Commons 2015

Key:

Residential
Light Yellow = Low Density RS7
Dark Yellow = Medium Density RS5
Orange = Low Density – Duplex RM12D
Brown = Medium Density RM12

Non-Residential
Green = Open Space
Red = Neighborhood Commercial

Key:

Residential
Dark Yellow = Medium Density RS5

Non-Residential
Green = Open Space
Red = Neighborhood Commercial

Site Summary PP-13-00257						
District	RS7	RS5	RM12D	RM12	CN2	OS
Area	4.721	2.674	3.195	3.349	16.619	4.182
ROW	1.251	0.704	0.864	0.488	1.633	0.068
Net Area	3.461	1.97	2.331	2.861	14.986	4.114
# lots	15	14	7	1	1	0
# units	15	14	14	34	-	0
Density	4.334	7.106	6.006	11.883	-	Tracts Not Lots

Site Summary PP-15-00246						
District	RS7	RS5	RM12D	RM12	CN2	OS
Area	0	13.816	0	0	17.549	3.356
ROW	0	3.306	0	0	1.640	.070
Net Area	0	10.51	0	0	15.908	Not applicable
# lots	0	56	0	0	1	Tract A = 2.862 Tract B = .424
# units	0	56	0	0	-	0
density	0	5.328	0	0	-	Tracts Not Lots

Zoning and Land Use

The property is proposed for RS5 residential zoning and CN2 and OS non-residential zoning. This application is being reviewed and considered concurrently with the associated zoning applications. Each proposed zoning district is discussed separately.


The property is currently undeveloped. Langston Way, located along the east side of the property separates the commercial area from the school district property to the east. The residential lots are oriented to abut the rear yards to the school district property north of Renaissance Drive.

The proposed subdivision design and interior and boundary street network establish the framework for the district boundaries. The proposed subdivision design is similar to the 2013 application with the exception of the proposed lots along the west side adjacent to K-10 highway and the changes to the open space and commercial boundary at the south end. Minor changes to the remaining residential lots account for smaller lots consistent with RS5 zoning. Lots meet the minimum area and size requirements per the proposed district boundaries with the exception of Lot 13, the proposed CN2 District property. The previous development concept included multi-dwelling residential development options. This application includes a single type of residential housing – detached dwellings on individual lots.

The CN2 District is restricted by the Land Development Code to not exceed 15 acres. The configuration of the lot due to the location of the three streets that abut the property resulted in a request for a variance that allows the CN2 District to exceed 15 acres [B-15-00156]. The Board of Zoning Appeals granted this variance on May 7, 2015 which permits the creation of a CN2 District in excess of 15 acres. Retaining this property as CN2 would require a reduction in the district size in some other location to maintain the maximum size approved by the Board of Zoning Appeals (BZA). The Preliminary Plat graphically reflects the lot boundaries.

The west portion of this property is encumbered by a Major Transportation Corridor Overlay District for the SLT/K10 Highway. Several other major corridors are also subject to an overlay district. These districts are listed in Section 20-307 of the Development Code. At this time, only the SLT/K10 Overlay District includes development standards.

The boundary of the SLT/K10 Overlay District extends 500 feet on either side of the centerline of the right-of-way within the City of Lawrence. The overlay does not, at this time, extend into unincorporated areas. The preliminary plat shows this boundary as extended to the east side of Renaissance Drive and into the adjacent lots approximately 45'. The standards include an extraordinary setback of 50' as shown on the preliminary plat. Buildings and improvements are prohibited in this setback. Additional standards will be considered with future building permit and site plans for affected properties. This setback is an extension of the same setback applicable to the recently approved subdivision, Langston Heights, to the north.

SLT/K10 Overlay District Boundary	
	<ul style="list-style-type: none">• Overlay district = 500' wide from Center line of highway.• Building Setback = 50' from property line.• Landscape standard applicable to lots within overlay District, abutting the highway.

Lot and Block Arrangement

This subdivision extends a modified grid street pattern to the south from the approved subdivision of Langston Heights. A cul-de-sac is used to orient lots internally in the central portion of the subdivision and provide a transition between the commercial to the south.

This proposed subdivision also includes area for non-residential uses. Area for open space and neighborhood commercial development is proposed. The Open Space District does not require a minimum lot area. There is no residential density associated with the OS District. The OS District reflects drainage required for this development. The area is used as a buffer for the development from the Highway and a method for the connection of pedestrian pathways and trails to the public sidewalk and multi-use path system.

The CN2 District is currently proposed as a single lot with access to the internal street network. It is likely the lot will be further subdivided as more detailed development plans of the area are developed. Development at the north end of this lot will need to include buffer yard improvements to create a transition area between the residential areas to the north. Staff will continue to review this element as part of the final plat for the property and with related site plans for site specific development.

Streets and Access

The proposed subdivision extends the local street network for the area south to Bob Billings Parkway. The plat shows a future access to Langston Hughes Elementary School. This is a conceptually located access intended for a future driveway connection between the elementary school and the public street network. This improvement is not proposed as a public street but as an interior driveway/access for the school. Designs will need to include pedestrian access discussed later in this report.

The plat also shows conceptual access driveway locations from Renaissance Drive to the proposed commercial lot across from the residential lots. These driveways will be further evaluated with the submission of a site plan for future development.

The plat graphically shows “no access hatch marks” along the south property line adjacent to Bob Billings Parkway and the west property line along K-10 Highway. Access along Langston Way may be restricted at the intersection some distance north of Bob Billings Parkway to protect the intersection. This element will be reviewed with the submission of the Final Plat.

The proposed subdivision does not modify the right-of-way for the South Lawrence Trafficway.

Pedestrian Connections

This subdivision, like Langston Heights Subdivision to the north, will require public sidewalks on both sides of the streets. The existing Diamondhead Subdivision to the northwest was constructed under regulations that only required sidewalks on one side of the street. A recent improvement to Langston Hughes Elementary School includes a connection from Diamondhead Drive to the school on the north side of the property.

Development of this subdivision and Langston Heights Subdivision also include pedestrian connections from the multi-use path along K-10 highway and the development. The following image shows the constructed connection in Langston Heights. A similar connection will be made in Langston Commons just north of Rockaway Drive.



Figure 1: Pedestrian connection between K-10 Highway/multi-use path and Renaissance Drive to north of Steeple Chase Drive in Langston Heights.

A comment provided by the public suggested that the development be required to provide a connection between the proposed subdivision, Langston Commons and the elementary school. Staff has also consulted with the School District regarding plans for the undeveloped property surrounding the school. The area located west of Langston Hughes Elementary School is currently used as an outdoor field. The distance between the south side of Palisades Drive and the north side of Renaissance Drive is just under 800'. Extending a pedestrian connection mid-block would result in bisecting the play field and creating inefficient use of the space for the school.

A planned connection to the school will be provided with the construction of an access driveway from Renaissance Drive to the school property with a sidewalk in the future. This improvement is estimated by the school district to occur in the 2017 budget year. The planned sidewalk would provide the connectivity between the proposed residential subdivision and the school property in a manner that facilitates pedestrian use and does not conflict with future use of the school property.

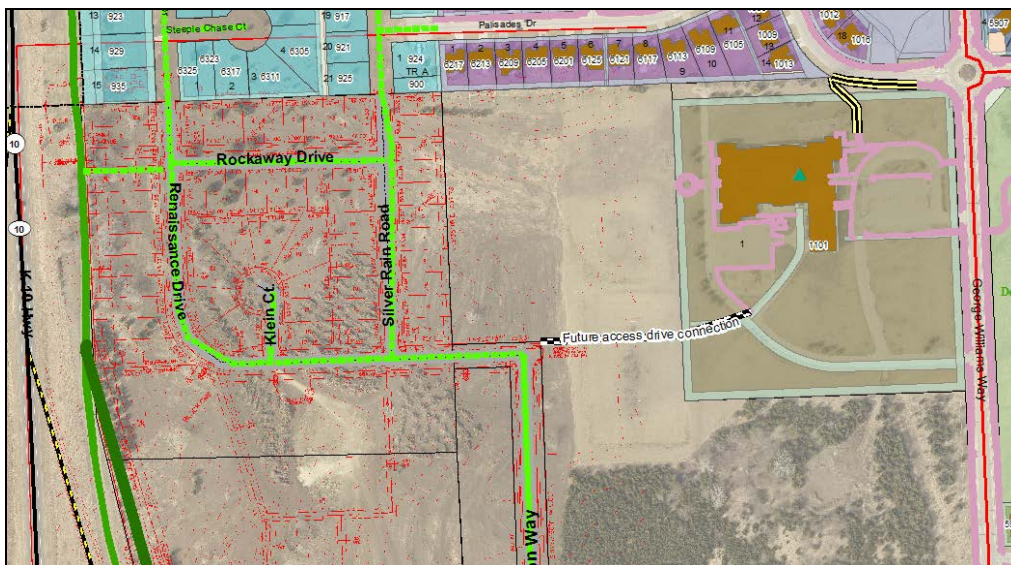


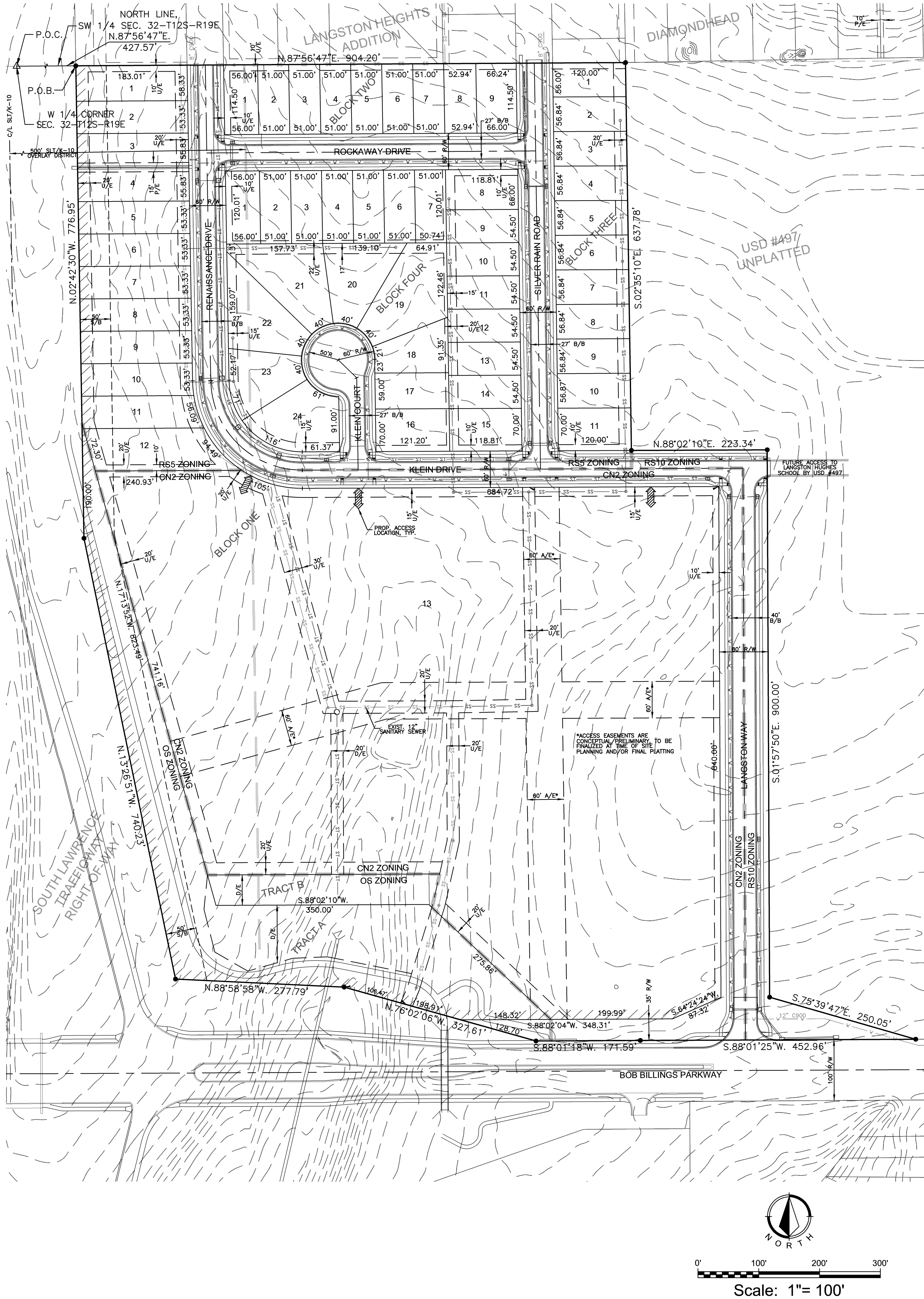
Figure 2: Existing and planned sidewalk connections for Langston Commons Subdivision and Langston Hughes Electuary School

Utilities and Infrastructure

Utilities can be extended to serve this development. The proposed preliminary plat includes the necessary easements to accommodate infrastructure needs for the proposed development.

Conformance

The proposed preliminary plat modifies the lot sizes for future residential development for detached dwellings and reconfigures the boundary of the open space and neighborhood commercial districts within this property. The proposed preliminary plat is in conformance with the recommendations in *Horizon 2020*. The preliminary plat is in conformance with the standards and requirements of the Subdivision Regulations and the Development Code with the approved BZA variance related to the CN2 District size.



LEGAL DESCRIPTION:

A TRACT OF LAND IN THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 12 SOUTH, RANGE 19 EAST OF THE 6TH PRINCIPAL MERIDIAN, IN THE CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS, MORE PARTICULARLY DESCRIBE AS FOLLOWS:

COMMENCING AT THE WEST QUARTER CORNER OF SAID SECTION 32; THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 32

N.87°56'47"E. (BEING AN ASSUMED BEARING) 427.57 FEET TO THE POINT OF BEGINNING, BEING ON THE EASTERLY RIGHT-OF-WAY LINE OF HIGHWAY K-10 (SOUTH LAWRENCE TRAFFICWAY) AND THE SOUTHWEST CORNER OF LANGSTON HEIGHTS ADDITION A SUBDIVISION IN THE SAID CITY OF LAWRENCE; THENCE ALONG THE NORTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 32 AND THE SOUTH LINE OF SAID LANGSTON HEIGHTS ADDITIONS

N.87°56'47"E. 904.20 FEET TO THE SOUTHEAST CORNER OF SAID TRACT A, THE SOUTHWEST CORNER OF LOT 1, BLOCK 3 IN DIAMONDHEAD, A SUBDIVISION IN THE SAID CITY OF LAWRENCE AND THE NORTHWEST CORNER OF A TRACT CONVEYED TO UNIFIED SCHOOL DISTRICT NO. 497 RECORDED IN BOOK 400 ON PAGE 1316 AT THE DOUGLAS COUNTY REGISTER OF DEEDS; THENCE ALONG THE WEST LINE OF SAID UNIFIED SCHOOL DISTRICT TRACT

S.2°35'10"E. 637.78 FEET TO A NORTHWEST CORNER OF A TRACT CONVEYED TO THE SECRETARY OF TRANSPORTATION OF THE STATE OF KANSAS BY WARRANTY DEED RECORDED IN BOOK 1108 ON PAGES 5289-5291 AT THE DOUGLAS COUNTY REGISTER OF DEEDS; THENCE ALONG THE NORTHERLY, EASTERLY AND SOUTHERLY LINES AT THE SAID SECRETARY OF TRANSPORTATION TRACT THE FOLLOWING COURSES

(1)N.88°02'10"E. 223.34 (SAID SECRETARY OF TRANSPORTATION TRACT: 223.54 FEET); THENCE (2)S.1°57'50"E. 900.00 FEET; THENCE (3)S.75°39'47"E. (SAID SECRETARY OF TRANSPORTATION TRACT: S.75°39'41"E.) 250.05 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF BOB BILLINGS PARKWAY A PUBLIC STREET IN THE SAID CITY OF LAWRENCE; THENCE ALONG THE NORTH RIGHT-OF-WAY LINE OF SAID BOB BILLINGS PARKWAY

(4)S.88°01'25"W. 452.96 FEET TO THE WEST LINE OF THE SAID UNIFIED SCHOOL DISTRICT NO. 497 TRACT; THENCE ALONG THE SOUTH AND WEST LINES OF TWO TRACTS (BEING THE EASTERLY RIGHT-OF-WAY LINE OF HIGHWAY K-10, SOUTH LAWRENCE TRAFFICWAY) CONVEYED TO THE SECRETARY OF TRANSPORTATION OF THE STATE OF KANSAS AS PERMANENT EASEMENTS RECORDED IN BOOK 1108 ON PAGE 5299-5302 AND BOOK 1108 ON PAGE 5295-5298 AT THE DOUGLAS COUNTY REGISTER OF DEEDS THE FOLLOWING FIVE COURSES

(1)S.88°01'18"W. 171.59 (SAID SECRETARY OF TRANSPORTATION: S.88°01'25"W. 171.60); THENCE

(2)N.76°02'06"W. 327.61 FEET; THENCE

(3)N.88°58'58"W. 277.79 FEET; THENCE

(4)N.13°26'51"W. 740.23 FEET; THENCE

(5)N.2°42'30"W. 776.95 FEET TO THE POINT OF BEGINNING, CONTAINING 35.93 ACRES.

SITE SUMMARY

GROSS AREA: 1,565,190 SF/35.932 AC
RIGHTS-OF-WAY: 271,278 SF/6.228 AC
TRACT A: 124,647 SF/2.862 AC
TRACT B: 18,478 SF/0.424 AC
NET AREA: 1,507,787 SF/26.418 AC
TOTAL LOTS: 57
AVG. LOT AREA: 20,189 SF/0.463 AC

BLOCK ONE
NET AREA: 817,554 SF/18.768 AC
TOTAL LOTS: 13
AVG. LOT AREA: 62,889 SF/1.444 AC
MIN. LOT AREA: 9,759 SF/0.224 AC
MAX. LOT AREA: 692,967 SF/15.908 AC

BLOCK THREE
NET AREA: 76,519 SF/1.757 AC
TOTAL LOTS: 11
AVG. LOT AREA: 6,956 SF/0.160 AC
MIN. LOT AREA: 6,731 SF/0.155 AC
MAX. LOT AREA: 8,400 SF/0.193 AC

ZONING SUMMARY

RS10 (RIGHT-OF-WAY ONLY)
GROSS AREA: 52,744 SF / 1.211 AC
RIGHTS-OF-WAY: 52,744 SF / 1.211 AC
NET AREA: 0 SF / 0 AC

CN2
GROSS AREA: 764,425 SF / 17.549 AC
RIGHTS-OF-WAY: 71,458 SF / 1.640 AC
NET AREA: 692,967 SF / 15.908 AC
TOTAL LOTS: 1
AVG. LOT AREA: 692,967 SF / 15.908 AC
MIN. LOT AREA: 692,967 SF / 15.908 AC
MAX. LOT AREA: 692,967 SF / 15.908 AC

BLOCK TWO
NET AREA: 55,077 SF/1.264 AC
TOTAL LOTS: 9
AVG. LOT AREA: 6,120 SF/0.140 AC
MIN. LOT AREA: 5,839 SF/0.134 AC
MAX. LOT AREA: 7,570 SF/0.174 AC

BLOCK FOUR
NET AREA: 201,637 SF/4.629 AC
TOTAL LOTS: 24
AVG. LOT AREA: 8,402 SF/0.193 AC
MIN. LOT AREA: 6,105 SF/0.140 AC
MAX. LOT AREA: 16,110 SF/0.370 AC

RS5
GROSS AREA: 601,843 SF / 13.816 AC
RIGHTS-OF-WAY: 144,022 SF / 3.306 AC
NET AREA: 457,821 SF / 10.510 AC
TOTAL LOTS: 56
AVG. LOT AREA: 8,175 SF / 0.188 AC
MIN. LOT AREA: 5,839 SF / 0.134 AC
MAX. LOT AREA: 16,110 SF / 0.370 AC
TOTAL UNITS: 56
UNIT DENSITY: 5.328 UNITS/AC

OS
GROSS AREA: 146,178 SF / 3.356 AC
RIGHTS-OF-WAY: 3,054 SF / 0.070 AC
TRACT A: 124,647 SF / 2.862 AC
TRACT B: 18,478 SF / 0.424 AC
NET AREA: 0 SF / 0 AC

LOT	BLOCK	S.F.	Ac.
1	1	10,674	0.245
2	1	9,759	0.224
3	1	10,217	0.235
4	1	10,217	0.235
5	1	9,759	0.224
6	1	9,759	0.224
7	1	9,759	0.224
8	1	9,759	0.224
9	1	9,759	0.224
10	1	9,773	0.224
11	1	10,182	0.234
12	1	14,970	0.344
13	1	692,966	15.908
1	2	6,411	0.147
2	2	5,839	0.134
3	2	5,839	0.134
4	2	5,839	0.134
5	2	5,839	0.134
6	2	5,839	0.134

LOT	BLOCK	S.F.	Ac.
7	2	5,839	0.134
8	2	6,061	0.139
9	2	7,570	0.174
1	3	6,731	0.155
2	3	6,821	0.157
3	3	6,821	0.157
4	3	6,821	0.157
5	3	6,821	0.157
6	3	6,821	0.157
7	3	6,821	0.157
8	3	6,821	0.157
9	3	6,821	0.157
10	3	6,824	0.157
11	3	8,400	0.193
1	4	6,720	0.154
2	4	6,120	0.140
3	4	6,120	0.140
4	4	6,120	0.140
5	4	6,120	0.140

LOT	BLOCK	S.F.	Ac.
6	4	6,120	0.140
7	4	6,105	0.140
8	4	7,830	0.180
9	4	6,475	0.149
10	4	6,475	0.149
11	4	6,475	0.149
12	4	6,475	0.149
13	4	6,475	0.149
14	4	6,475	0.149
15	4	8,316	0.191
16	4	8,483	0.195
17	4	7,150	0.164
18	4	8,288	0.190
19	4	16,110	0.370
20	4	12,121	0.278
21	4	15,036	0.345
22	4	13,127	0.301
23	4	10,060	0.231
24	4	12,842	0.295

OWNER - APPLICANT

RSR HOLDINGS LLP
2103 CROSSGATE CIRCLE
LAWRENCE, KS 66047

ENGINEER

DAVID J. HAMBY, P.E. (KS #15594)
BG CONSULTANTS, INC.
1405 WAKARUSA DRIVE
LAWRENCE, KS 66049
785.749.4474

BENCHMARK

BM #100 - SQUARE CUT ON THE SOUTHEAST CORNER OF CURB INLET LOCATED APPROXIMATELY 1,100' WEST OF GEORGE WILLIAMS WAY ON THE NORTH SIDE OF BOB BILLINGS PARKWAY. ELEV.=956.86

FLOODPLAIN DATA

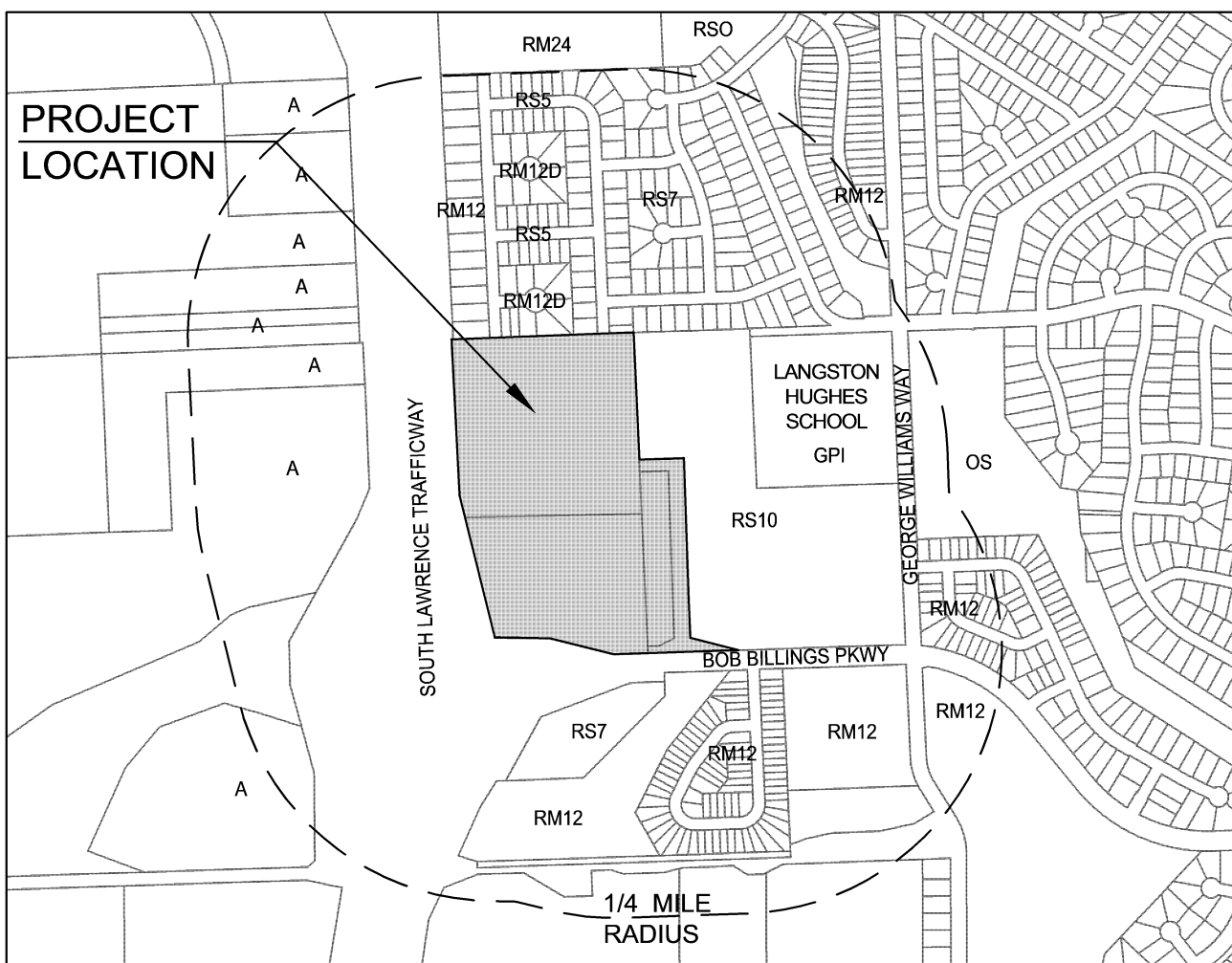
THE SUBJECT PROPERTY IS NOT LOCATED WITHIN THE 100 YEAR FLOODPLAIN. RE: THE FEDERAL EMERGENCY MANAGEMENT AGENCY FEDERAL INSURANCE ADMINISTRATION PUBLICATIONS: FLOOD INSURANCE RATE MAP, MAP NUMBER 20045C0154D, EFFECTIVE DATE AUGUST 5, 2010.

GENERAL NOTES

- TOPOGRAPHIC INFORMATION SHOWN HEREON WAS DERIVED FROM 2006 DOUGLAS COUNTY LIDAR DATA.
- EXISTING ZONING: RM24, RM12D, RS7, RS5, CN2, OS; RS10(RIGHT-OF-WAY ONLY)
- PROPOSED ZONING: RS5, CN2, OS; RS10(RIGHT-OF-WAY ONLY)
- EXISTING LAND USE: VACANT
- PROPOSED LAND USE: DETACHED DWELLING, NEIGHBORHOOD COMMERCIAL, OPEN SPACE
- THE SOILS ON THIS PROPERTY CONSIST OF SOGN-VINLAND COMPLEX, MARTIN SILTY CLAY LOAM, OSKA SILTY CLAY LOAM AND WOODSON SILT LOAM
- PROPOSED UTILITY LOCATIONS AND SIZES ARE PRELIMINARY AND WILL BE FINALIZED AT THE TIME OF SITE ENGINEERING.
- THIS SITE IS DESIGNATED LOW-DENSITY RESIDENTIAL AND NEIGHBORHOOD COMMERCIAL IN THE "WEST OF K-10 PLAN," DATED 4/10/13.
- LANDSCAPING SHALL NOT BE PLACED WITHIN UTILITY EASEMENTS, WITHIN 8 FEET OF THE WATER MAIN, OR WITHIN 8 FEET OF THE SANITARY SEWER MAIN.
- UTILITIES WILL BE UNDERGROUND PER SEC. 20-809(f)(4)(iv).
- LOTS DEVELOPED WITHIN THE SLT/K-10 OVERLAY DISTRICT SHALL BE DESIGNED TO COMPLY WITH THE MINIMUM DESIGN STANDARDS OF SECTION 20-307(c)(1).
- TRACT A, BLOCK ONE IS A PRIVATELY-OWNED PERMANENT EASEMENT CONVEYED TO KDOT FOR THE PURPOSES OF CONTROLLED HIGHWAY ACCESS AND HIGHWAY CONSTRUCTION. THIS PERMANENT EASEMENT WILL IN NO WAY PROHIBIT ACCESS TO THE SHARED-USE PATH OR THE INSTALLATION AND MAINTENANCE OF PUBLIC UTILITIES WHICH MAY BE INSTALLED OVER OR UNDER SAID EASEMENT. THE DEVELOPER IS RESPONSIBLE FOR ESTABLISHING OWNERSHIP AND MAINTENANCE OF THIS TRACT.
- TRACT B, BLOCK ONE WILL BE A PRIVATELY-OWNED DRAINAGE EASEMENT. THE DEVELOPER IS RESPONSIBLE FOR ESTABLISHING OWNERSHIP AND MAINTENANCE OF THE SAME.
- THE DRAINAGE EASEMENT WILL REMAIN FREE OF ANY NATURAL OR NON-NATURAL STRUCTURES OR VEGETATIVE BARRIERS (INCLUDING BUT NOT LIMITED TO TREES, SHRUBBERY, BERMS, FENCES AND WALLS).
- ON JULY 11, 2013 THE BOARD OF ZONING APPEALS APPROVED A VARIANCE TO ALLOW RESIDENTIAL DRIVEWAYS TO EXCEED THE 12' MAXIMUM DRIVEWAY WIDTH STANDARD, SUBJECT TO THE FOLLOWING CONDITIONS:
 - THE FINAL PLAT OF LANGSTON HEIGHTS ADDITION IS RECORDED AT THE DOUGLAS COUNTY REGISTER OF DEEDS OFFICE.
 - THE DRIVEWAY WIDTH VARIANCE WILL ALSO APPLY TO AN AREA PROPOSED TO BE REZONED TO RS5 IN THE FUTURE LANGSTON COMMONS DEVELOPMENT, WHICH IS LOCATED IMMEDIATELY SOUTH OF LANGSTON HEIGHTS ADDITION. THIS VARIANCE WILL ONLY BE EFFECTIVE IF THE REZONING APPLICATION IS APPROVED BY THE CITY.
- ON MAY 7, 2015 THE BOARD OF ZONING APPEALS APPROVED A VARIANCE TO ALLOW A MAXIMUM CN2 GROSS SITE AREA OF 18.00 ACRES (MAXIMUM NET AREA OF 16.38 ACRES), SUBJECT TO THE FOLLOWING CONDITIONS:
 - APPROVAL BY THE CITY OF A CN2 REZONING REQUEST.
 - ALL OTHER DENSITY AND DIMENSIONAL STANDARDS RELATED TO THE CN2 DISTRICT SHALL BE ENFORCED.

PROVISION AND FINANCING OF ROADS, SEWER AND OTHER PUBLIC SERVICES:

- THE SUBDIVISION WILL INCLUDE THE DEDICATION OF RIGHTS-OF-WAY ASSOCIATED WITH ALL INTERNAL ROADS SHOWN.
- THE SUBDIVISION WILL PROVIDE CONNECTIONS TO THE CITY OF LAWRENCE WATER SYSTEM VIA AN EXISTING 12" DUCTILE IRON LINE LOCATED ON THE NORTH SIDE OF BOB BILLINGS PARKWAY. THE SUBDIVISION WILL ALSO PROVIDE CONNECTIONS TO TWO (2) 8-INCH LINES PROPOSED WITH LANGSTON HEIGHTS ADDITION: ONE LOCATED ON THE EAST SIDE OF SILVER RAIN DRIVE AND A SECOND LOCATED ON THE WEST SIDE OF RENAISSANCE DRIVE.
- THE SUBDIVISION WILL PROVIDE CONNECTIONS TO THE CITY OF LAWRENCE SANITARY SEWER SYSTEM VIA A PROPOSED 12-INCH MAIN TO BE LOCATED ON THE NORTH SIDE OF BOB BILLINGS PARKWAY BY THE CITY AS PART OF THE K-10/BOB BILLINGS PARKWAY INTERCHANGE IMPROVEMENTS. THE SUBDIVISION WILL ALSO PROVIDE CONNECTIONS TO TWO (2) 8-INCH MAINS PROPOSED WITH LANGSTON HEIGHTS ADDITION: ONE LOCATED ON THE SOUTH SIDE OF BLOCK FOUR AND A SECOND LOCATED ON THE WEST SIDE OF RENAISSANCE DRIVE.
- PURCHASERS OF THE LOTS IN THE SUBDIVISION MAY OR MAY NOT BE SUBJECT TO SPECIAL ASSESSMENTS OR OTHER COSTS OF STREETS, ROADS, WATER LINES AND TREATMENT, AND/OR WASTEWATER LINES AND TREATMENT.
- THE PROVISION OF IMPROVED ROADS, WATER SERVICE, AND/OR WASTEWATER SERVICE WILL NOT DEPEND IN ANY WAY ON A VOTE, PETITION OR OTHER COLLECTIVE ACTION OF PROPERTY OWNERS IN THE SUBDIVISION.



LOCATION MAP

LANGSTON COMMONS (REVISED)

LAWRENCE, KANSAS

PRELIMINARY PLAT

BG CONSULTANTS
architects
engineers
planners

Project No. 14-1316L
Date: May 18, 2015
Revised: July 7, 2015

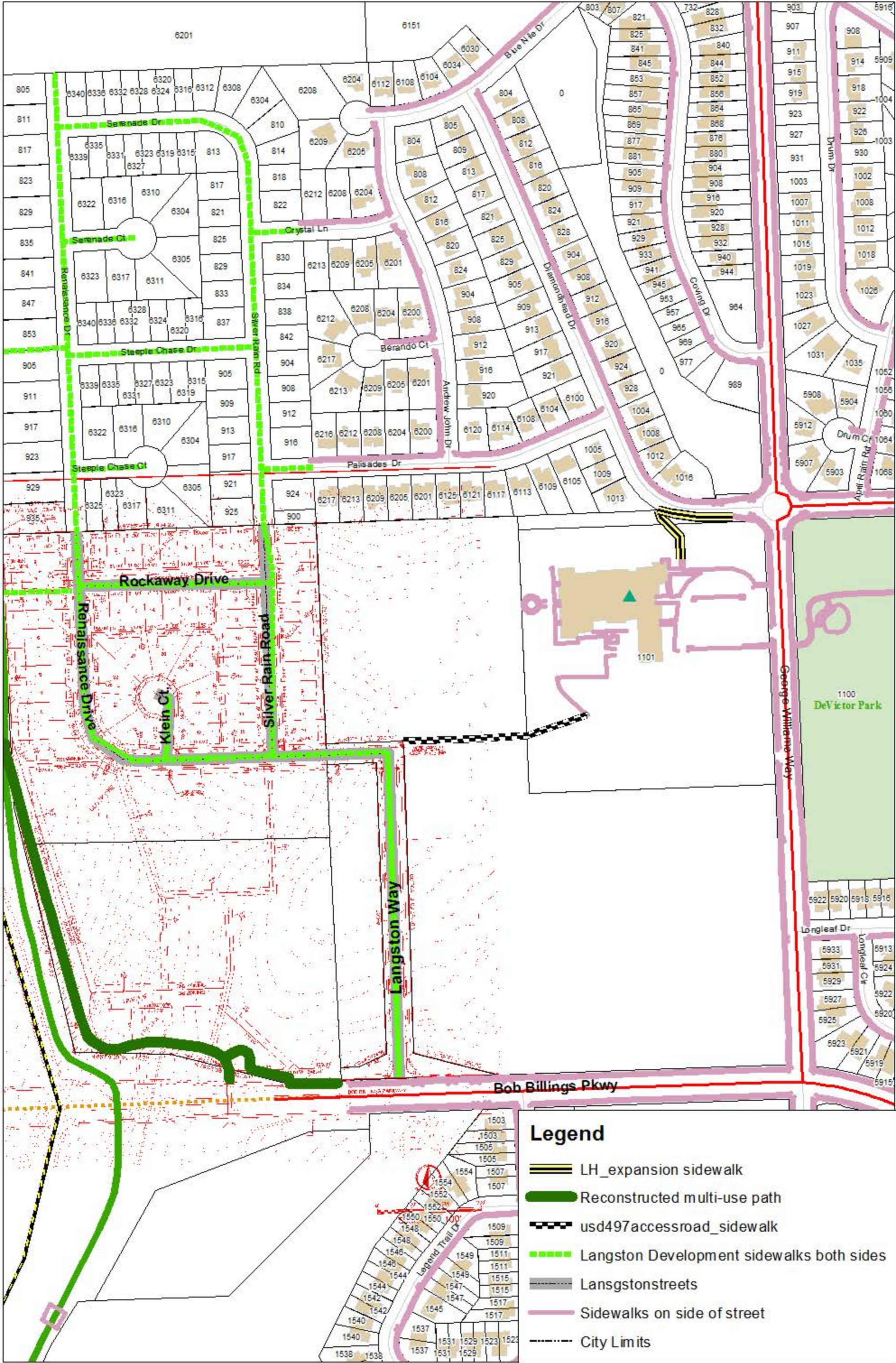
SHEET NO.

1

125 62.5 0 125 250 375 500
1 inch = 250 feet

DISCLAIMER NOTICE
The map is provided "as is" without warranty or any representation of accuracy, timeliness or completeness. The burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the requester. The City of Lawrence makes no warranties, express or implied, as to the use of the map. There are no implied warranties of merchantability or fitness for a particular purpose. The requester acknowledges and accepts the limitations of the map, including the fact that the map is dynamic and is in a constant state of maintenance, correction and update.

Date: 7/2/2015



This comment regards the pedestrian service challenges posed by property development west and northwest of USD 497's Langston Hughes Elementary School.

Construction on Langston Heights residential lots is underway

RM-24 zoned parcel to north of Langston Heights remains unbuilt

Langston Commons residential lots remain unbuilt

Unless pedestrian easements shown are built, school children residing in RM 24 apartments, Langston Heights, and Langston Commons will have no direct walking path to school

This violate Transportation 2040 Chapter 5, Table 5.5

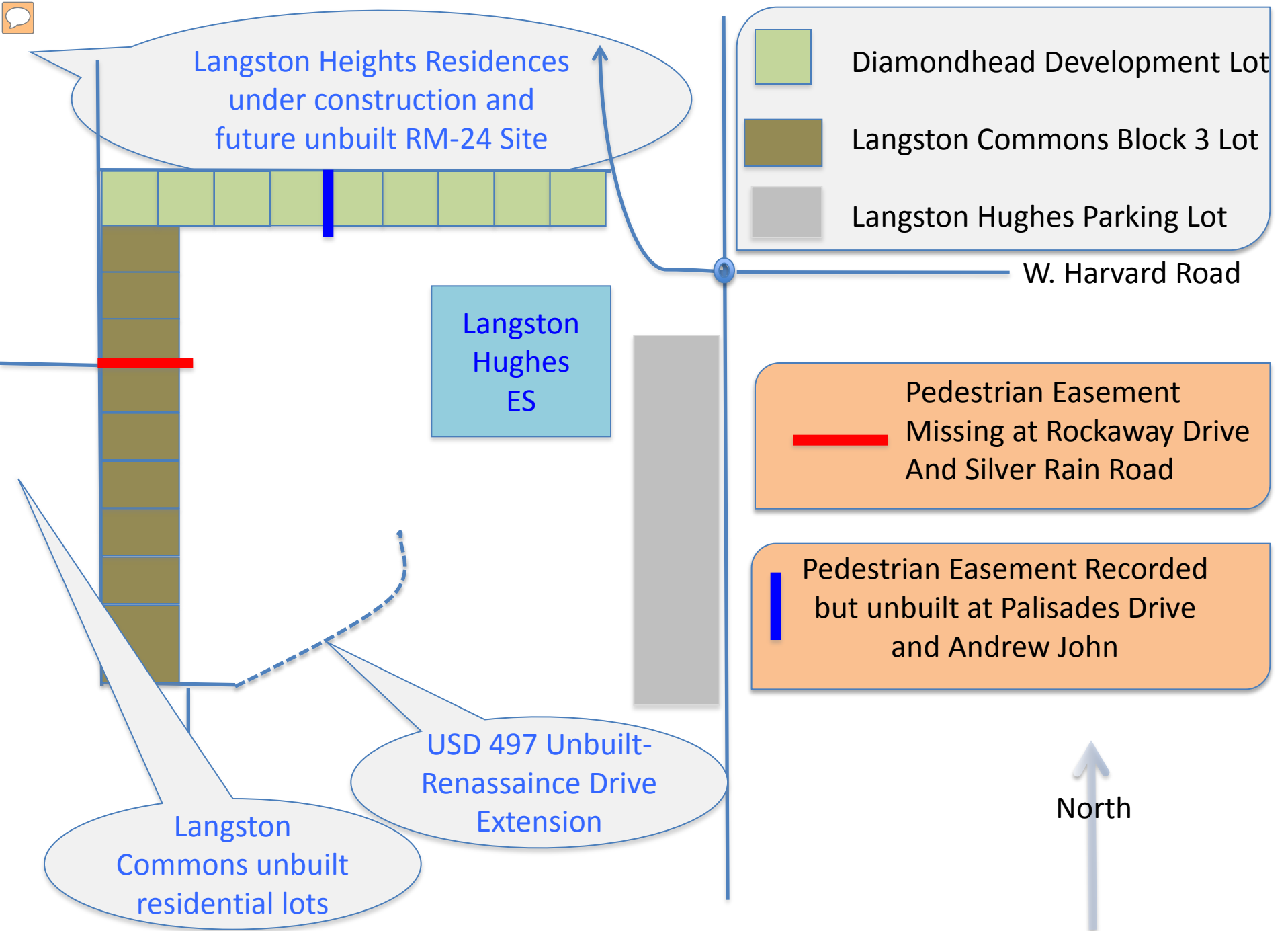
"Whereas it is not necessarily critical for routes to schools to be picturesque and visually captivating, there are basic pedestrian needs for the student, including a safe and secure continuous sidewalk with safe street crossings and direct connections to neighborhoods. Cities in the region have been participating in the federal "Safe Routes to School" program which funds studies that address these issues."

Requested rezoning does not comply with Transportation 2040 plan and should not be approved absent additional pedestrian easement and sidewalk provided at Rockway Drive and Silver Rain Road intersection east to USD 497 boundary

Unbuilt pedestrian easement at Andrew John and Palisades needs to be built to provide proper elementary school level of service

No exceptions to Lawrence Complete Street Policy Section 5 paragraph (b) exist that would preclude the construction on either pedestrian easement shown.

Mike Kelly



July 21, 2015

Lawrence-Douglas County Planning Commission
City Hall
6 East 6th Street
Lawrence, KS 66044

Dear Planning Commission,

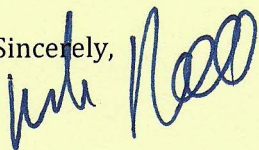
USD 497 administration has been in contact with the developer and a neighbor in the new Langston Heights neighborhood concerning easements and sidewalks connecting to Langston Hughes Elementary School. We do not support an easement off of Silver Rain Road that could connect to a district-built sidewalk across the school's greenspace/playground.

In the near future, the district will build an access drive, with sidewalk, that will connect the neighborhood to the school on the south. This drive will connect with the existing driveways. Students and families will also be able to walk to school via Silver Rain Road to Palisades Drive to Diamond Head. A sidewalk connecting Diamond Head to the school from the north has already been constructed. These two sidewalks provide more than enough walking access to school. Quite honestly, adding another route almost feels like "privilege."

Any proposed sidewalk across the greenspace/playground would not be lighted, causing some safety concerns. Also, the sidewalk would cut across the existing greenspace, limiting its use. This issue has been discussed with our Facility Planning Committee, which is a subcommittee of the Board of Education, and its members do not support this proposed access either.

Because USD 497 does not support another sidewalk access to Langston Hughes Elementary School from the Langston Heights neighborhood, we do not support an easement on Silver Rain Road.

Sincerely,



Dr. Rick Doll
Superintendent of Schools

From: Michael Kelly [<mailto:job4mike6@aol.com>]

Sent: Wednesday, July 22, 2015 3:59 AM

To: Sarah Hoskinson; Randy Glidewell; Angel Nuzum; Amy Weishaar; Jenn Hethcoat; Kristie Bowen; Pittman Karl/Carol; Jackie Mickel; Chris Heider; Reenie Stogsdill; Allison Gowing; Timothy Herndon

Cc: Kris Adair; Shannon Kimball; Julie Boyle; tbarron@usd497.org; vsanburn@usd497.org; mharmon@usd497.org; jbeeson@usd497.org; jfincher@usd497.org; ringram@usd497.org; Scott McCullough; Sandra Day; Jessica Mortinger; Jennifer McCall; apitts@treanorarchitects.com; mattgudenkauf@gmail.com; mcwhit@att.net; ryanfike@gmail.com; tiffanyfike@gmail.com; thepitts@sunflower.com; carolinejackson@stephensre.com; Amy Elliott; Denise Johnson; Diane Vigna; Mayor Jeremy Farmer; Larry Grecian; Laura Gloeckner; Amy Phalen; Rebecca Garza; Kim Rack; Sandra Sola; Kristina Meyer-Szelewycz; Dianna Dykes; Chris Tilden

Subject: Planning Commission Meeting is 6 pm, 07-22-15, Agenda item 7E, Preliminary Plat for Langston Commons

All-

Below is what I propose to say to the Planning Commission later tonight as they consider their agenda item on the development of the property west of Langston Hughes ES.

The Planning Commission meets at 6 pm at City Hall, 6 East 6th ST.

If you can attend the meeting, that would be great! If you wish to contact the Planning Department with comments, Scott McCullough and Sandra Day are the key individuals. They can be reached by phone at 832-3150.

I will be speaking for myself and not for PTO or Site Council.

Thank you,

Mike Kelly
Safe Routes to School Committee Chair
LHES PTO

Statement to Planning Commission

As submitted this neighborhood design does not conform to national best practices for pedestrian facility design, *Transportation 2040* plan, or the *Horizon 2020* plan. One example from *Transportation 2040* (Table 5.5, page 55) is: "There are basic pedestrian needs for the student, including a safe and secure continuous sidewalk with safe street crossings and direct connections to neighborhoods."

Langston Hughes Elementary School (LHES) does not have direct pedestrian access from Diamondhead Subdivision, north of the school site despite recent improvements to sidewalks on south side of Diamondhead Drive and on school property. Unfortunately, this circumstance has a negative impact for residential lots in the northern and central portions of Langston Heights in the achievement direct pedestrian access to LHES.

A pedestrian walkway compliant with ADA has never been built on the pedestrian easement recorded on south side of Palisades Drive and Andrew John Drive intersection. Recorded in 2004, this easement abuts 6121 and 6125 Palisades Drive. Note: Palisades Drive block length exceeds 800'. This unused opportunity also creates a negative impact for residential lots in the northern and central portions of Langston Heights in the achievement direct pedestrian access to LHES for neighborhood students.

Plat described in this agenda item does not provide direct pedestrian access from new residential lots to LHES from the west. Only access envisioned is to be provided by future USD 497 Capital Improvement Plan Project from southeastern-most vertex of the residential portion of the parcel at Klein Drive and Langston Way intersection onto LHES property. Apparently the USD 497 project remains in conceptual, pre-design stage. Completion is not assured due to litigation arising from school funding political disagreements at the state level. In any event, this USD 497 potential project will not provide direct pedestrian access except for those lots near Klein Court cul-de-sac.

Plat described in this agenda item contains a local street block length of more than 800' along Silver Rain Drive south of Palisades Drive and north of Klein Drive. *Lawrence Land Development Code* (Subdivision Design Standards) requires pedestrian easements in such cases to provide pedestrian connections between the neighborhood and the school. Before approving this agenda item, the Commission must address this shortfall.

On Page 62 of *Transportation 2040*, the MPO states: "It is almost always easier to include space for bicycles and pedestrians in the development project before things are built than to come back years later and try to add bicycle and pedestrian facilities."

I urge the Planning Commission to approve this submission only with the design change to provide a pedestrian easement across the Block 3 lots and the following condition: Developer construct a 10' wide, ADA-compliant pedestrian walkway upon the easement to abut the west edge of the LHES site. Further the condition should specify, the azimuthal alignment of this walkway should project eastward to align with the western courtyard of LHES building.

From: Michael Kelly [<mailto:MKelly1976@aol.com>]

Sent: Friday, July 17, 2015 1:12 AM

To: Scott McCullough; Sandra Day; Jessica Mortinger

Cc: Julie Boyle; Jackie Mickel; Sarah Hoskinson; Allison Gowing; tbarron@usd497.org; Timothy Herndon; Kris Adair; Shannon Kimball

Subject: Additional Comment on Staff Report-Item 7E for 7/22/15 Planning Commission Meeting Agenda

Good morning Scott, Sandra, and Jessica-

I reviewed the Staff Report for the Langston Commons Preliminary Plat (PP-15-00246) recently posted on line. The url for the staff report is:

http://www.lawrenceks.org/assets/pds/planning/July15_Item7E.pdf

Please refer to the following text on page 6:

The area located west of Langston Heights is currently used as an outdoor field. The distance between the south side of Palisades Drive and the north side of Renaissance Drive is just under 800'. Extending a pedestrian connection mid-block would result in bisecting the play field and creating inefficient use of the space for the school.

First, I believe where the report says "Langston Heights" it should read "Langston Hughes Elementary School."

Some of the land west of LHES and east of Langston Heights Addition Block Three is an outdoor play field used for PE and other outdoor recreation. Some of the land has been excavated by the Langston Commons developer with the knowledge and agreement of the School District staff. The land west of Langston Heights and Langston Common developments is the SLT/ K-10 right of way. Correcting this description for the sake of accuracy should not be contentious.

Second, as you are well aware Article 8, Section 20-810(h)(4)(i-ii) of the City of Lawrence Land Development Code effective July 1, 2006 states:

(i) Pedestrian Easements shall be required when Block lengths for Local Streets exceed 800 feet in length. Such Easements shall extend

entirely across the width of the Block at approximately the midpoint of the Block.

(ii) **Additional Pedestrian Easements should be required within the City** and Urban Growth Area **to provide pedestrian connections from a Subdivision to schools**, parks, shopping, employment or other nearby uses and to link pedestrian routes in adjacent Subdivisions or neighborhoods, including a pedestrian connection at the terminus of each Cul-de-sac. (page 72, emphasis added)

Additionally, the Subdivision Design Standards (specifically Article 8, Section 20-810(d)(2)(i)) defines block length from "centerline to centerline of streets." (page 63) Therefore, the statement "The distance between the south side of Palisades Drive and the north side of Renaissance Drive is just under 800'." is consistent with the relevant preliminary plat and Diamondhead Final Plat documents. Unfortunately, in my view, this statement does not accurately describe the relevant block length. To calculate the block length one must add lot line to right-of-way centerline lengths on both the north and south ends which adds 60 feet. Therefore, I calculate the block length from the centerline of Palisades Drive to the centerline of Renaissance (or Klein?) Drive as 827.78 feet. (Calculation detailed below.) As I have pointed out in my earlier comments, there is no intervening

pedestrian easement permitting construction of a pedestrian walkway in this block (Langston Heights Addition Block 3) directly connecting residences to USD 497 property.

Because the block length is greater than 800 feet and no pedestrian easement is documented in the submittal your staff report concluding conformance statement appears to be incorrect when it states: "The preliminary plat is in conformance with the standards and requirements of the Subdivision Regulations and the Development Code." As I have documented above, this conformance statement does not appear to be true and should be changed accordingly.

I respectfully request you correct the staff report in both the first and second instances I have cited above.

I recall the e-mailed information provided by the School District staff to the Planning and Development Services Staff. Establishing the pedestrian easement in the preliminary plat and setting the condition of constructing a shared use path or sidewalk on the easement does not compel the School District to budget for a sidewalk across the outdoor play field west of LHES. That discussion can occur later when the site plan for the Renaissance (Klein?) Drive extension is submitted to your office circa 2017 by School District staff. Also, future School District funding remains turbulent and there exists a significant chance the 2017 capital improvement project for future access to LHES from the west will be deferred or cancelled.

Thank you for your professionalism, courtesy, and careful consideration of my views throughout.

Best wishes,

Mike Kelly
1123 Brynwood Court
785-424-7527

Calculation of block length details:

North to South depth of Diamondhead Lot 1 is 130 feet per Diamondhead Final Plat filed for record on November 29, 2004

R/W of Palisades Drive is 60 feet per Diamondhead Final Plat. Northern lot 1 boundary to R/W centerline is 30 feet.

R/W centerline at south end of block is likewise 30 feet.

Sum of east boundaries of lots comprising Block Three Langston Heights Addition is 637.78 feet per BG Consultants Preliminary Plat revised July 7, 2015

$$30' + 130' + 637.78' + 30' = 827.78'$$

$$827.78' > 800'$$