Updated:
12/15/14 @ 11:00am
Added communications for the following items:
Item 2 - Comp Plan Amendment H2020 Chp 14
Item 3 - Rezoning 6200 W 6th St
Item 4 - Text Amendment for Parking & Access Standards

12/12/14 @ 11:30am
Added Draft November Planning Commission minutes

12/10/14 @ 10:45am
The following item will be added when available:
Draft November Planning Commission minutes

LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
CITY HALL, 6 EAST 6TH STREET, CITY COMMISSION MEETING ROOM
AGENDA FOR PUBLIC & NON-PUBLIC HEARING ITEMS
DECEMBER 15 & 17, 2014  6:30PM - 10:30PM

GENERAL BUSINESS:

PLANNING COMMISSION MINUTES
Receive and amend or approve the minutes from the Planning Commission meeting of November 17, 2014.

COMMITTEE REPORTS
Receive reports from any committees that met over the past month.

COMMUNICATIONS
a) Receive written communications from the public.
b) Receive written communications from staff, Planning Commissioners, or other commissioners.
c) Receive written action of any waiver requests/determinations made by the City Engineer.
d) Disclosure of ex parte communications.
e) Declaration of abstentions from specific agenda items by commissioners.

AGENDA ITEMS MAY BE TAKEN OUT OF ORDER AT THE COMMISSION’S DISCRETION

REGULAR AGENDA (DECEMBER 15, 2014) MEETING
PUBLIC HEARING ITEMS:

ITEM NO. 1  CONDITIONAL USE PERMIT FOR COMMUNICATION TOWER; PLEASANT GROVE (SLD)

CUP-14-00451: Consider a Conditional Use Permit for a new 199’ self-supporting communication tower located on the south side of N 850 Rd and the east side of E 1296 Rd in Pleasant Grove. Submitted by James Cardinal on behalf of Horvath Towers and Leo and Sheryl Beier, property owners of record.
ITEM NO. 2  COMPREHENSIVE PLAN AMENDMENT TO HORIZON 2020 CHAPTER 14 (JSC)

CPA-14-00459: Consider a Comprehensive Plan Amendment to Horizon 2020: Chapter 14 (West of K-10 Plan) to change designations from Low Density Residential, High Density Residential, and Residential Office, to Commercial Center - CC600, located at 6200 W. 6th Street. Submitted by Steven B. Schwada and Timothy B. Fritz, co-managers of K-10/40 Development LC on behalf of TAT Land Holding Company LC, JDS Kansas LC, Kentucky Place LC, Venture Properties Inc, Sojac Land Company LC, Scotsdale Properties LC, and Tanglewood LC, property owners of record.

ITEM NO. 3  CC400, RS7, RM12D, RM24, PCD, RMO TO CC600; 120.6 ACRES; 6200 W 6TH ST (MKM)

Z-14-00458: Consider a request to rezone approximately 120.6 acres located at 6200 W 6th St from CC400 (Community Commercial Centers) District, RS7 (Single-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RM24 (Multi-Dwelling Residential) District, PCD (Planned Commercial Development) District, and RMO (Multi-Dwelling Residential–Office) District to CC600 (Community Commercial) District. Submitted by Steven B. Schwada and Timothy B. Fritz, co-managers of K-10/40 Development LC on behalf of TAT Land Holding Company LC, JDS Kansas LC, Kentucky Place LC, Venture Properties Inc, Sojac Land Company LC, Scotsdale Properties LC, and Tanglewood LC, property owners of record.

ITEM NO. 4  TEXT AMENDMENT FOR PARKING & ACCESS STANDARDS (SMS)

TA-13-00235: Continue discussion related to proposed Text Amendments to the City of Lawrence Land Development Code, Article 9 and related sections of Chapter 20, for comprehensive revisions to parking and access standards. Proposed revisions include defining Major Recreational Equipment and identifying permitted parking locations for this equipment on residential properties. Action on this item will not occur until after the commission completes their discussion on several of the elements of the code language and a final draft is available for their review.

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

MIS NO. 1  REVIEW PLANNING COMMISSION MID-MONTH CALENDAR

Review 2015 Planning Commission Mid-Month Calendar.

ADJOURN

CALENDAR

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PCCM Meeting:  
(Generally 2nd Wednesday of each month, 7:30am-9:00am)

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PLANNING COMMISSION MEETING
November 17, 2014
Meeting Minutes DRAFT

November 17, 2014 – 6:30 p.m.
Commissioners present: Britton, Culver, Denney, Josserand, Kelly, Liese, Struckhoff, von Achen
Staff present: McCullough, Stogsdill, Day, Larkin, Ewert

PLANNING COMMISSION MINUTES
Receive and amend or approve the minutes from the Planning Commission meeting of October 20, 2014.

Motioned by Commissioner Kelly, seconded by Commissioner Britton, to approve the October 20, 2014 Planning Commission minutes.

Unanimously approved 8-0.

COMMITTEE REPORTS
Receive reports from any committees that met over the past month.

Commissioner Britton said that there had been two Horizon 2020 public forums to get public perspectives. He said they were still in the fact finding phase but that they would move into more deliberations for a new plan or revised plan in the near future.

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST
- Ex parte:
  Commissioner Culver received an email from Mr. Robert Baker from Tenants to Homeowners after cutoff for communications.

- No abstentions.
ITEM NO. 1  CONDITIONAL USE PERMIT FOR VERIZON WIRELESS; 1287 E 1200 RD (SLD)


STAFF PRESENTATION
Ms. Sandra Day presented the item.

APPLICANT PRESENTATION
Mr. Scott Goble, representing Verizon Wireless, showed a search area map on the overhead. He said the goal was to find a site as close to the center of that site as possible.

PUBLIC HEARING
Mr. Russell Livingston asked about the height of the tower and stacking leased space above that.

Commissioner Liese said the tower could not go above 199’.

Mr. McCullough said that was correct.

APPLICANT CLOSING COMMENT
Mr. Goble said it would be a 199’ tower and that Verizon would occupy the top of the tower. He stated leased space would be below that.

COMMISSION DISCUSSION
Commissioner Culver asked about the following paragraph in the staff report:

Recent changes to federal laws allow some future modifications to approved and existing communication towers, base stations, co-location equipment and other features. The full scope of these changes has not been assessed by staff. Changes can include expanding the tower by up to an additional 20’ and increasing the base station (enclosure area) by up to 10%.

Ms. Day said at this point she did not know the full implication of what the changes in the federal regulations would mean. She said co-location changes were primarily focused on federal law as it related to historic preservation and for the environmental review that goes with these types of applications. She said according to the release that she read it may have some implications for the local governing body. She said ultimately they needed to review the communication tower regulations for the city and county. She said there could be some requirements that an application could be expanded.

Commissioner Liese asked if there was any reason why they couldn’t insert a height maximum in the motion.

Mr. McCullough said the height maximum was understood in the application. He said the federal preemption may allow tower companies to expand to a certain degree administratively. He said staff was not sure of what the implications were at this point. He said an applicant would still need to go through the local process of zoning but it may make it so the applicant could get a 10% increase perhaps without going back through the process.
Ms. Day said staff did not know at this point because it is a recent determination at the federal level.

Commissioner Struckhoff asked if the proposed allowable increase trigger lighting requirements.

Ms. Day said her understanding was that towers under 200’ were not automatically required to be lit by FAA requirements.

Commissioner von Achen asked if there would be room for three additional carriers on the tower.

Mr. Goble said yes, there would be room for three additional carriers on the tower. He said he had sharing agreements with other carriers.

Commissioner von Achen asked if towers in the area had co-location spaces.

Mr. Goble said each tower had a certain amount of structural integrity.

Commissioner von Achen asked if Verizon anticipated the co-locations to fill up quickly.

Mr. Goble said he couldn’t speculate at this time. He said the 10% height was a federal regulatory requirement and that any co-locator would need to show federal compliance that they would not be increasing the tower height by more than 10%. He said nothing in the federal requirement would supersede the local jurisdiction.

Commissioner Denney asked if this was in the floodplain.

Ms. Day nodded her head yes.

Commissioner Denney asked if the control building would be susceptible to flooding.

Ms. Day said it would need to meet minimum elevation requirements.

Commissioner Liese asked how deep the tower would go into the ground.

Mr. Goble said they would do a geotechnical investigation of the subsurface soils. He said in this part of the country they were used to going 35’ with the tower foundation. He said the compound would be built up above the floodplain.

**ACTION TAKEN**
Motioned by Commissioner von Achen, seconded by Commissioner Britton, to approve the Conditional Use Permit for a communication tower located at 1287 E 1200 Road and forwarding it to the County Commission for a recommendation of approval subject to the following condition(s):

1) Provision of a revised site plan to include the following changes:
   a) Revise the landscape plan to show five (5) street trees along E 1200 Road/Kasold Drive located 8’ from west side of pedestrian pathway.
   b) Revise the site plan to show a city approved access driveway apron and a paved access drive from the apron to 6’ west of the recreation path.

Unanimously approved 8-0.
ITEM NO. 2 SPECIAL USE PERMIT FOR VERIZON WIRELESS; 1725 BULLENE AVE (SLD)

SUP-14-00312: Consider a Special Use Permit for a new 120’ Verizon Wireless communications tower located at 1725 Bullene Ave. Submitted by PAMCORP LLC for Verizon Wireless LLC on behalf of Steven L. Eudaly, property owner of record.

STAFF PRESENTATION
Ms. Sandra Day presented the item.

APPLICANT PRESENTATION
Mr. Scott Goble, Verizon Wireless, said there were challenges in finding the location. He showed the search area map on the overhead. He said they were trying to improve service to people who live and use the area. He said a third party review confirmed that there were no current co-locations available.

PUBLIC HEARING
Ms. Andrea Repinsky said the neighborhood was opposed to construction of the tower. She expressed concern about it being a visual intrusion and the potential health effects.

Mr. Michael Almon, Brookcreek Neighborhood Association, said the surrounding area was primarily residential with commercial uses in the area, not industrial. He felt the tower was an accessory use to an existing business on site. He said the equipment cabinets were larger than the primary structure and expressed concern about the fall zone.

Ms. Martha Chapin, Woods on 19th Homeowners Association, said she did not receive notice of the item. She said there was no photo simulation from her neighborhood. She stated there were lots of families and children living in the area. She expressed concern about property values and the impact of lost taxes over time on the city.

Ms. Day showed the notification area on the overhead, which included two property owners inside The Woods neighborhood. She said there was no specific study done regarding tax issues.

Mr. Russell Livingston, 1712 Learnard Ave, said he did not want a cell tower in his backyard. He wondered what other locations the tower could be located on, such as the grain elevators.

Mr. Byron Wiley asked why a cellular antenna could not go on the existing grain elevator nearby. He said the burden of proof to show there was not another good location was on the applicant.

Ms. Bonnie Efman said she lives in the Barker neighborhood and that she was not notified and that it was not appropriate for the neighborhood. She said she was a Verizon user and she has no issues. She expressed concern about potential health issues.

Commissioner Liese asked staff to discuss accessory use and address the health effects of radio towers.

Mr. McCullough said it was a Special Use Permit, not an accessory use. He said no tower would be an accessory use because it was a primary use when introduced onto a property. He said they were accessory on a few districts, such as the Hospital District and the GPI District.
Commissioner Liese asked if a cell tower would be an accessory use if it was being used for that business.

Mr. McCullough said yes. He said the 1996 Telecommunications Act specifically prohibited jurisdictions from looking at health impacts that may or may not be caused by cellular antennas. He said by Federal Law Planning Commission was not to take that into consideration.

Mr. Randy Larkin, staff attorney, said if the radio emissions at the site were within the federal guidelines then the local jurisdiction was prohibited from looking at health impacts.

Mr. McCullough said it was the first set of new towers for the community in several years. He said the City hired a third party review, with the applicant’s funds, to justify and confirm building a new tower versus co-locating. He said the Code required that a tower be able to carry at least two providers to allow for co-location. He said it was allowed in residential districts with a Special Use Permit but staff encourages applicants to locate within non-residential districts.

Commissioner Liese asked staff to address co-location on the grain tower.

Ms. Day said part of the third party review was to look at other structures. She said it was evaluated by Burns & McDonnell and they concluded that the applicant provided reasonable burden of proof that the structure would not support the Verizon plan. She said moving farther outside of the search ring would involve installing another antenna to sync up with it.

**APPLICANT CLOSING COMMENTS**

Mr. Goble said this location was chosen because the property was zoned industrial and that it was the closest industrially zoned land to the center of the target. He said he had conversations with the people who own the grain elevator and the site did not work because there were environmental impact concerns. He said it was also too far away for it to work. He said they exhausted all other possible options.

**COMMISSION DISCUSSION**

Commissioner von Achen asked how wide the tower was.

Mr. Goble said at the base of the 120’ tower it was roughly 3’ diameter and tapers as it nears the top. He said the top was approximately 1’ in diameter.

Commissioner Britton asked why the tower was only 120’ high.

Mr. Goble said they did not need the more height for their coverage objective.

Commissioner Britton asked how many co-locations could be on the antenna.

Mr. Goble said the antenna was designed for three carriers. He said Verizon would be at the top and two co-locaters could be below.

Commissioner Kelly asked if a 120’ tower was needed based on other towers in the area.

Mr. Goble said coverage was always based on where other towers were and the topography of the ground, density of buildings, number of users, population, etc.
Commissioner Kelly said the maps the applicant showed tonight were different than what Verizon shows as their coverage on their website.

Mr. Goble said he was not a marketing person and he could not speak to what the map was showing.

Commissioner Denney said a statement was made by the public regarding the change in the character of the neighborhood. He asked if a tower could be built like this in a commercial area with a Special Use Permit.

Ms. Day said yes. She said the Special Use Permit would not alter the base zoning district, that was a separate action.

Commissioner Denney said a tower could still be built if the property was zoned commercial with a Special Use Permit.

Ms. Day said that was correct.

Commissioner Culver asked about co-location of equipment for other carriers and if that would be considered a Special Use, not an accessory use.

Ms. Day said the ground equipment was included.

Commissioner Britton asked if a small, but just as tall, grain elevator could be built at the site.

Ms. Day said potentially yes. She said there were some height limitations of the district. She said there were some exemptions from communications from the overall height of the base district.

Commissioner Britton asked what the height restriction was for the industrial district.

Mr. McCullough said 75'.

Commissioner Liese asked how the community should treat aesthetic issues.

Mr. McCullough said that screening of the base was possible. He said in urbanized areas these were some of the supporting uses that were needed for the life the community leads. He said there was no way to hide a tower but that a monopole design could be encouraged versus the lattice design, which was a little less visible over time.

Commissioner Britton said he was dissatisfied with the federal law that said they could not consider factors related to health or safety. He said it boiled down to aesthetics and the classic “not in my backyard” problem. He said he was trying to picture where other cell towers were located around town but he couldn't although he would probably notice it in his backyard. He said it was unfortunate that some have to bear the burden of others but he did not think it was a reason to deny the request. He said the land was zoned industrial and had been zoned for a more intense use for a long time. He said it was aesthetics versus utility and that it should probably be approved. He said over time it would become part of the landscape the way the grain elevator or campus buildings had become.

**ACTION TAKEN**
Motioned by Commissioner Britton, seconded by Commissioner Culver, to approve the Special Use Permit, SUP-14-00312, for a communication tower located at 1725 Bullene Ave and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Prior to release of the site plan for issuance of a building permit, the applicant shall provide the following changes and documentation:
   a. Submission of documentation to demonstrate the tower fall zone will be maintained within the proposed enclosure area.
   b. Submission of lighting details to show the fixture type, lamp type and size not to exceed 150 watt incandescent lighting, and cut-off feature to shield and direct light downward.

2. Provision of a revised site plan to include a landscape plan per City Staff approval that shows additional landscape to include evergreen shrubs planted 5’ on center along the west half of the north property line to provide screening between the proposed tower and the abutting residential zoning to the north.

Commissioner Denney agreed with Commissioner Britton. He said aesthetics was a hard one to deal with. He said aesthetics was a hard issue and that many communities had built into their regulations “stealth” antennas. He said a monopole was a vast improvement over the old cell towers. He said with the advancement of LTE systems they would probably see more of these towers. He said it might be worth Planning Commission’s time to have staff look at an addition to the Code for aesthetic improvements that “stealth” antennas could provide.

Commissioner Kelly said the information regarding the grain tower was helpful. He said he liked this area of town and that it had exciting character with industry next to residential. He struggled with the zone of notification for something so tall. He felt that it made more sense to include a larger area of notification due to the extreme height of the use. He said he supported this because it was consistent with the use. He said it was the balance of the community needs versus the abutting use of residential to industrial.

Commissioner Josserand said he was disappointed with the 200’ property owner notification on such a tall tower. He felt the notification range was too narrow. He said he was a believer in telecommunications and that a resident in the Barker neighborhood had complained to him about Verizon’s service.

Mr. McCullough said public notice was sent to the Brookcreek Neighborhood and The Woods on 19th Homeowner Association (Tyler Edwards).

Commissioner Struckhoff said he was a member of the Burroughs Corridor Plan Committee. He wished they could have used the grain elevator and he would like to see Code changes to improve aesthetics for the future.

Commissioner Liese said he was in favor of increased public notification but he did not see any evidence that they would have gotten different information if more people were at the meeting. He said if he thought there was more to learn he might have requested a delay but there did not seem to be more information to obtain from the public. He said they needed utilities to live the life they want to live. He said it was part of life to support that.

Commissioner von Achen said she would support the motion. She said she lived in the country and she would not want it in her backyard. She said if she lived adjacent to industrially zoned property this was one of the least objectionable possibilities that could be there.
Unanimously approved 8-0.
ITEM NO. 3 TEXT AMENDMENT FOR PARKING & ACCESS STANDARDS (SMS)

TA-13-00235: Consider proposed Text Amendments to the City of Lawrence Land Development Code, Article 9 and related sections of Chapter 20, for comprehensive revisions to parking and access standards.

STAFF PRESENTATION
Ms. Sheila Stogsdill presented the item. Said she would like general agreement by Planning Commission on direction for staff. She said staff could then take those changes and have other departments look at it for further discussion.

Commissioner Liese said he would like to limit what could be stored in a yard to one recreational vehicle/RV and one boat, with neither being allowed in the front yard. He said there was no reason to have two campers in a yard. He felt that one boat and one camper was fine.

Commissioner Josserand said that would exclude a particular house in west Lawrence that had a sail boat and motor boat.

Commissioner Denney wondered about a house within the city limits on an acre lot.

Commissioner Liese said it would start to look like a boat shop or RV lot once there were multiple of each.

Commissioner Denny wondered if it would still matter if it was screened by trees and could not be seen from the street.

Commissioner Liese said it was not fair for neighbors to look at multiple boats on a lot.

Commissioner Kelly said they discussed at their Mid-Month about how people who own RV's and boats should consider the cost of owning and storing them. He said he was leaning more toward allowing storage in the backyard versus front or side yard.

Commissioner Britton said he generally agreed with Commissioner Kelly regarding owners thinking about storage when purchasing an RV or boat. He said he would not like seeing that in his neighborhood and liked the idea of restricting storage to the side or backyard.

Commissioner Denney wondered about driveways that go all the way to the back of a property.

Commissioner Liese said it could be parked beyond the face of the house.

Commissioner Von Achen asked if two or three boats/RV's could be parked inside a garage.

Ms. Stogsdill said that was correct.

Commissioner Britton said he would be interested in knowing an advocates position for wanting the ability to park in a front yard.

Ms. Stogsdill said if a home was built to the setbacks there would not be enough physical space to park on the side or to get access to the backyard.
Commissioner Liese said if a yard was that small then it shouldn't have a boat or RV in it.

Mr. McCullough said the survey that was conducted provided an overwhelming response to have the ability to park an RV or boat in the driveway in the front yard. He said staff's suggestion at the Mid-Month was to allow at least one in the driveway and then get a safe distance back from the street and/or sidewalk so there was site distance ability. He said if everything was behind the front building it would be contradictory to what the unscientific study reflected.

Commissioner Liese asked the audience to provide their thoughts.

PUBLIC HEARING
Ms. Candice Davis said she liked the idea of no parking in the front yard. She said she liked the idea of backyard and side yard better. She said there would people who could not afford storage and would like to store it in the driveway. She said in the Oread neighborhood it would be a problem to park RV's and boats.

Ms. Cille King, League of Women Voters, said the letter they sent addressed most of their concerns. She said maybe a canoe could be in the side yard but not bigger boats. She said people on the committee did not want to see storage in the front or side yard.

COMMISSION DISCUSSION
Commissioner Kelly said having nothing in the front yard went against what the survey showed. He liked the idea of high profile versus low profile.

Commissioner Denney asked if RV/boats had to be parked on an improved surface, not gravel.

Ms. Stogsdill said Section 908 stated some form of pavement or alternate paving blocks. She said there was allowance for gravel on lots in the floodplain.

Commissioner Denney said he liked the idea of separating low profile versus high profile. He did not feel they should start legislating what looked good. He felt they should base this on safety issues. He said the issue of screening was appropriate but he was opposed to saying ‘if you live in Lawrence you can only own one of these and one of these at your house, regardless of its shape.’

Commissioner Liese said if he did not think they should talk about aesthetics then he shouldn’t talk about screening. He asked Commissioner Denney if he supported the requirement of keeping the lawn mown versus growing to chest height.

Commissioner Denney he felt there was a difference between the two. He said there was a community hazard in terms of mosquitos, snakes, and critters that crawl around in overgrown grass.

Commissioner Britton said the Code did deal with aesthetics to a certain degree and he did not think it was outside of their purview but felt safety was more of a concern. He said aesthetics was one of the most important things to homeowner enjoyment and where people choose to live.

Commissioner Liese said he ran some other numbers on the survey. He said the sampling was pretty random and nothing was done to determine the interest in the survey. He said the survey neglected to ask whether people owned an RV or boat. He said in all likelihood everyone who owns an RV or boat and knew about the survey probably responded.

Commissioner Britton inquired about public notice for the Text Amendment.
Ms. Stogsdill said the item was published in the legal notice section of the newspaper and also sent out to the normal list serve that receive Planning Commission agendas. She said she also had contact from a local architect about a specific section so some adjustments were made based on those comments. She said it was sent out to the typical design professionals that submit most of the site plan work to the Planning office.

Commissioner Britton asked how the web survey was distributed.

Ms. Stogsdill said it was on the City’s website and was distributed to multiple list serves. She said the City’s Communication Manager also did a press release as well as it being included in the Journal World’s Town Talk article.

Commissioner Denney said they should not put too much stock in the survey. He felt most of the issues could be addressed in an objective manor based on safety. He felt 18’ from the curb was reasonable.

Commissioner Liese wondered if they could place the item on multiple agendas to discuss over several months before voting on everything.

Mr. McCullough said this was the type of item that would get legs once it hit City Commission so it could come back to Planning Commission at that point.

Commissioner Liese suggested they discuss the topic until 10:00pm and then table to the next meeting.

**ACTION TAKEN**

Motioned by Commissioner Denney, seconded by Commissioner Culver, that they accept standard number 1 as written by staff:

1. RV-type items should be parked (on improved surface) in the front and exterior side yards. Proposed text permits with distance requirement of 18 feet (car length) from back of curb or edge of street pavement. (See map attached illustrating street improvements, sidewalk, and property line in typical 60’ right-of-way.)

Ms. Stogsdill reviewed the diagram with them.

Commissioner Culver said the 18’ was self-limiting. He said he had hard time penalizing those that only had the option of front yard parking with no side or backyard.

Commissioner Kelly said he saw question 1 as more than two questions. He said they have to first decide 18’ and then decide if they were allowed in the side yard.

Commissioner Struckhoff said it would be self-limiting and perspective RV owners would be advised to heed that. He said existing RV owners would have to move their RV.

Commissioner Struckhoff said the setback would govern other issues. He appreciated the high profile versus low profile designations.
Commissioner Liese said he would vote against the motion because RV and boat owners should include appropriate parking in their expenses. He said he would approve side or backyard parking but not front yard.

Commissioner Britton asked if they could deal differently with people who already had an RV and parked them in front versus those who purchase an RV.

Mr. McCullough said no, this type of Code would not receive grandfathering non-conforming rights. He said people could seek a variance from the Board of Zoning Appeals.

Commissioner Josserand said they could amortize current owners out over time before they have to follow the rule.

Motion failed 3-5, with Commissioners Culver, Denney, and Struckhoff voting in favor of the motion. Commissioners Britton, Josserand, Kelly, Liese, and von Achen voted against the motion.

Commissioner Britton said he would feel more comfortable allowing current RV owners a certain amount of time until new regulations would take effect.

Mr. McCullough said there could be a delayed effective date.

Commissioner Liese said he would be in favor of waiting a year or two to allow people time.

Commissioner Kelly said they needed to start with the idea of if they think 18’ is the right distance for safety reasons with 2 year amortization. He said while the average setback was there if an RV was longer than that there could be multiple.

Commissioner Liese said one potential motion was to allow RV’s to be parked on exterior side yards on improved surfaces so there wouldn’t be the 18’ issue.

Motioned by Commissioner Liese, seconded by Commissioner von Achen, to allow RV items to be parked on improved surfaces on exterior side yards with a distance of 18’ from the curb or edge of street pavement.

Motion carried 8-0.

Motioned by Commissioner Culver, seconded by Commissioner Denney, to allow RV type items to be parked on improved surfaces in the front of a property with a distance of 18’ from the curb or edge of street pavement.

Commissioner von Achen asked if it was possible to make a stipulation that parking was not allowed in the front of the property unless there was no way to park on the side or back due to size.

Mr. McCullough said it was a possibility but it may require driveway extensions that people may not want.

Commissioner Britton said he did not want to create something that would be difficult to enforce. He said part of the cost of owning an RV was being able to store it in a way that was appropriate for the
neighborhood. He said there was nothing unfair with recognizing that it was part of the cost of owning that type of equipment.

Commissioner Britton said he would oppose the motion as is because he would support allowing continued parking in the front for another year or two.

Commissioner Liese said he agreed with Commissioner Britton.

Motion failed 3-5, with Commissioners Culver, Denney, and Struckhoff voting in favor of the motion. Commissioners Britton, Josserand, Kelly, Liese, and von Achen voted against the motion.

Motioned by Commissioner Liese, seconded by Commissioner Struckhoff, to allow RV type items to be parked on improved surfaces in the backyard with a buffer of 2' all around.

Motion carried 8-0.

Commissioner Kelly wondered if they voted against the front yard parking in order to allow residents time.

Commissioner Liese said he would support a motion to prohibit parking in the front yard that didn't go into effect for 1-2 years.

Commissioner Denney said he would be comfortable with 18' distance and a 2 year amortization.

Commissioner Kelly said the 18' distance would self-regulate.

Motioned by Commissioner von Achen, seconded by Commissioner Struckhoff, to allow RV type items to be parked on improved surfaces on interior side yards with a buffer of 2'.

Motion carried 8-0.

Planning Commission will continue discussion on the topic at their December 2014 meeting.
ITEM NO. 4  INITIATE TEXT AMENDMENT FOR INCUBATOR SPACE FOR BUSINESS/ENTREPRENEURIAL COLLABORATION & PROTOTYPING

Consider initiation of a Text Amendment to the City of Lawrence Land Development Code to add a Use that provides incubator space for business/entrepreneurial collaboration and prototyping. Staff will provide a memo for the commission consideration regarding options and articles within the Development Code that would need to be amended.

STAFF PRESENTATION
Mr. McCullough said the staff memo spoke for itself and staff was supportive of initiating the Text Amendment.

ACTION TAKEN
Motioned by Commissioner Kelly, seconded by Commissioner Britton, to initiate the Text Amendment and consider the item at a future Planning Commission meeting.

Motion carried 8-0.
ITEM NO.  5 INITIATE TEXT AMENDMENT FOR SHORT-TERM LOAN OR CAR TITLE LOAN (MKM)

Consider Initiation of a Text Amendment to the City of Lawrence Land Development Code to create a use group for short-term loan or car title loan business, or similar business, and establish standards.

COMMISSION DISCUSSION
Commissioner Britton said he liked the idea behind this Text Amendment.

ACTION TAKEN
Motioned by Commissioner Britton, seconded by Commissioner von Achen, to initiate the Text Amendment and consider the item at a future Planning Commission meeting.

    Motion carried 8-0.
ITEM NO.  6    LONG-RANGE PLANNING WORK PROGRAM UPDATE

Long-Range Planning Work Program Update.

STAFF PRESENTATION
Mr. McCullough said all staff resources would be going into the Comprehensive Plan in the coming year.

NO ACTION TAKEN
MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

MISC NO. 1 DISCUSS APPOINTMENT OF PC MEMBER TO LAWRENCE ARTS COMMISSION AS EX OFFICIO MEMBER

Discuss appointment of PC member to Lawrence Arts Commission as ex officio member.

STAFF PRESENTATION
Commissioner Liese said Planning Commission was invited to officially designate a member to the Lawrence Arts Commission. He said having a permanent appointment could be time consuming and wasn’t necessarily directly related to Planning Commission items. He suggested a volunteer be involved but not a permanent position.

Commissioner Josserand said the ordinance was so old that it no longer had meaning. He said he was not sure how the Lawrence Arts Commission could profit from having a Planning Commission member on it. He felt someone like Commissioner Kelly should do it because he had served on the Lawrence Arts Commission. He suggested the ordinance be changed.

Commissioner Kelly said the issue came up with the 9th Street Corridor Plan and having a Planning Commissioner involved provided a planning perspective. He said he currently served on the Lawrence Arts Commission and felt the ordinance should not be changed.

Commissioner Liese asked how often the Lawrence Arts Commission met.

Commission Kelly said once a month.

Commissioner Liese asked Commissioner Kelly to start reporting monthly to Planning Commission about the meeting since he serves on the Lawrence Arts Commission.

Commissioner Kelly said the ordinance could be amended to say that if a Planning Commission member was already on the Lawrence Arts Commission then that would fill that requirement.

General Public Comment
Ms. Candice Davis, Oread Residents Association & Lawrence Association of Neighborhoods, expressed concern about parking with duplexes. She asked that they no longer allow stacked parking for duplexes.

Mr. McCullough said it would be one of the questions of the Article 9 amendment process.

ADJOURN 10:20pm
# 2015
## LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
### MID-MONTH & REGULAR MEETING DATES

<table>
<thead>
<tr>
<th>Mid-Month Meetings, Wednesdays 7:30 – 9:00 AM (*Friday Meeting)</th>
<th>Mid-Month Topics</th>
<th>Planning Commission Meetings 6:30 PM, Mon &amp; Wed</th>
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<tr>
<td>Jan 14</td>
<td>Work Plan &amp; Topics for 2015</td>
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<td>Apr 8</td>
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<td>May 6</td>
<td>APA Conference updates</td>
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**Suggested topics for future meetings:**
- How City/County Depts interact on planning issues
- Stormwater Stds Update - Stream Setbacks
- Overview of different Advisory Groups – potential overlap on planning issues
- Joint meeting with other Cities’ Planning Commissions
- Joint meeting with other Cities and Townships – UGA potential revisions
- Communication Towers – Stealth Design, # of co-locations, notice area
- New County Zoning Codes
- Tour City/County Facilities
- Oread Overlay Districts & Design Guidelines
- Comprehensive Plan – Goals & Policies
- Utilities Master Plan
- Water Resources

**Meeting Locations**
The Planning Commission meetings are held in the City Commission meeting room on the 1st floor of City Hall, 6th & Massachusetts Streets, unless otherwise noticed.

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**Planning & Development Services | Lawrence-Douglas County Planning Division | 785-832-3150 | www.lawrenceks.org/pds**

Revised 12/8/14
## 2014 Planning Commission Attendance

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## 2014 Mid-Month Attendance

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Planning Commission:

Key Links

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**Plans & Documents**

- Horizon 2020
- Sector/Area Plans
- Transportation 2040
- 2012 Retail Market Study

**Development Regulations**

- Community Design Manual
- County Zoning Regulations
- Land Development Code
- Subdivision Regulations

**Online Mapping**

- City of Lawrence Interactive GIS Map
- Douglas Co. Map Viewer
- Submittals to the Planning Office

**Planning Commission**

- Bylaws
- Mid-Months & Special Meetings
- Minutes
- Planning Commission Schedule/Deadlines
PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
12/15/2014

ITEM NO. 1  CONDITIONAL USE PERMIT FOR VERIZON WIRELESS; 1200 BLOCK OF N 850 ROAD (SLD)

CUP-14-00451: Consider a Conditional Use Permit for a new 199’ self-supporting communication tower located on the south side of N 850 Rd and the east side of E 1296 Rd in Pleasant Grove. Submitted by James Cardinal on behalf of Horvath Towers and Leo and Sheryl Beier, property owners of record.

STAFF RECOMMENDATION: Staff recommends approval of the Conditional Use Permit for a communication tower located in the 1200 Block of N 850 Road and forwarding it to the County Commission for a recommendation of approval.

Reason for Request:
To build a 195’ self-supporting tower for wireless purposes, also a compound of 70’ by 70’ with (1) proposed shelter and its footprint of 20’ by 30’

ATTACHMENTS
1. Site plan
2. RF Justification Report
3. Map of towers in area
4. Floodplain Map
5. Loren Buntemeyer Communication
6. Marilyn Lynch Communication

KEY POINTS
- Property is encumbered by regulatory floodplain in the northeast corner of the parent parcel.
- Property is located south of the Lawrence Urban Growth Area.

ASSOCIATED CASES/OTHER ACTION REQUIRED
- Board of County Commissioners’ approval of the Conditional Use.
- Submission and approval of a local floodplain development permit to Douglas County if required by County Zoning and Codes Office.
- Submission and approval of a local building permit to Douglas County.
- Obtain a Conditional Use Permit from Douglas County.

PUBLIC COMMENT
- Public communication regarding location of proposed tower
- Email from Loren Buntemeyer in favor of application
- Phone call from Marilyn Lynch opposed to application
- Meeting with Rural Water District No. 2 regarding location of new tower in proximity to existing water line.
**PROJECT DESCRIPTION**

- Application is for a new 195’ self-supporting tower with a 4’ lightning rod for a total of 199’.
- The proposed tower shows space for up to five total carriers.
- Ground equipment includes an equipment shelter building and generator to be located within the shelter building.
- This application includes a 70’ by 70’ development area.

**Site Summary:**

<table>
<thead>
<tr>
<th>Subject Property:</th>
<th>51.4 Acres</th>
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<tr>
<td>Proposed Buildings:</td>
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<tr>
<td>100’ x 100’ lease area</td>
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<td>70’ by 70’ fenced/enclosed area</td>
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<td>11’ 6” x 25’ 5 ½” equipment shelter building</td>
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<td>H frame for equipment</td>
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<td>195’ self-supporting tower with 4’ lightning rod</td>
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<td>Generator located within shelter building</td>
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<td>Additional pad sites for future carriers</td>
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### GENERAL INFORMATION

|-----------------------------|--------------------------------------------------------|
| Surrounding Zoning and Land Use: | A (Agricultural) District to the north, south, and east; existing agricultural fields, rural residential homes and new Highway 59 facility and right-of-way.  
A (Agricultural) District and I-2 (Light Industrial) District along the west property line on the east side of E 1296 Road. Existing uses include rural residential homes and Hull Iron Work.  
A-1 (Suburban Home Residential) District to the west, on the west side of E 1296 Road; existing rural subdivision. |
I. ZONING AND USES OF PROPERTY NEARBY

The predominant zoning in the area is the A (agricultural) District. However, a large area to the west and northwest of the subject property is zoned A-1 (Suburban Home Residential) District and an area to the southeast is zoned R-T (Rural-Tourism Business) District generally known as Sadies Lake. The area to the northwest is developed with rural residential homes. The surrounding area to the north and south includes multiple parcels used for agricultural purposes and scattered rural residential homes.

**Staff Finding** – The predominate zoning and land use on the west side of E 1296 Road (Old Highway 59) is rural residential. The balance of the area is zoned and used for agricultural purposes with scattered homes in the remaining area. Towers are allowed in the Agricultural District subject a Conditional Use Permit.

II. CHARACTER OF THE AREA

This is a rural area with agricultural uses, suburban residential uses and scattered rural residences. The area is part of the unincorporated community known as Pleasant Grove. It is outside of any growth boundary of Lawrence or Baldwin City.

The topography of the area includes slopes, which contain most of the woodlands. High quality soils, as defined in Horizon 2020, are located south and west of the subject property. The property is not characterized by either Class I or Class II soils. The area contains environmentally sensitive lands in the form of regulatory floodway and floodway fringe and stands of mature trees. Map of the soils type and floodplain are provided as attachments to this report.

The property is near a major transportation corridor Highway 59. Access to the site is proposed from N 850 Road, an existing local road.

A large part of the property is populated with mature trees as shown in the following graphic. These mature trees will aid in screening ground equipment associated with the tower from the area to the west.
**Staff Finding** - This is a rural area with the following features which are defined as environmentally sensitive lands in the Subdivision Regulations: stream corridors, regulatory floodway and floodway fringe, and stands of mature trees which are part of a larger contiguous network. In addition to these features, steep slopes and high quality soils are also located in the surrounding area. Additionally there are numerous rural residential homes in the area.

**III. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED**

Applicant’s response: “Not proposing to change zoning. Towers are allowed with CUP.”

This property is currently restricted to uses allowed in the A (Agricultural) District. This district is associated with agricultural activities such as farms, truck gardens, nurseries, grazing and similar activities. The A District allows both residential and non-residential uses.

The proposed request does not change the base zoning district or alter the allowed uses. Section 12-319.4.31 (d) specifically identifies commercial, industrial or agricultural zoning districts as suitable for communication towers.

**Staff Finding** – The subject property, zoned A (Agricultural) District, is a suitable district for the proposed use. The base zoning district is not altered by this request. A communication tower is an allowed use in the A (Agricultural) District subject to a Conditional Use Permit.

**IV. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED**

The property is currently vacant. The zoning has remained unchanged since 1966.

**Staff Finding** – The property is vacant. The zoning has remained unchanged since 1966.

**V. EXTENT TO WHICH REMOVAL OF RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTY**

Applicant’s Response: “Tower is approximately 196 feet in height therefore will be visible from nearby properties from areas not obstructed by trees, buildings, or other structures.”

Section 12-319-1.01 of the County Zoning Regulations recognize that “…certain uses may be desirable when located in the community, but that these uses may be incompatible with other uses permitted in a district…when found to be in the interest of the public health, safety, morals and general welfare of the community may be permitted, except as otherwise specified in any district from which they are prohibited.”

Communication towers are specifically recommended to be located in commercial, industrial or agricultural zoning districts. The tower is sited to avoid areas of floodplain that touch the northeast corner of the site and the existing wooded area along the west side of the site.

Property on the west side of E 1296 Road and on the east side of E 1250 Road is developed with homes located on rural residential lots. Visibility of the tower is an aesthetic concern that may be perceived by residents as a detriment. The height of the tower does not require lighting. This will mitigate some concerns by maintaining a “dark sky” in the area.

**Staff Finding** – Detrimental affects are mostly likely to be categorized as aesthetic in nature. The base zoning district is appropriate for the request. The height of the tower mitigates the
requirements for lighting. The location of mature trees in the area will aid in buffering the tower from direct line of site from most property owners.

VI. RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY AND WELFARE BY THE DESTRUCTION OF THE VALUE OF THE PETITIONER’S PROPERTY AS COMPARED TO THE HARDSHIP IMPOSED UPON THE INDIVIDUAL LANDOWNERS

Approval of the request expands the structural network of towers and structures that are capable of supporting communication equipment. The proposed request facilitates cellular communications and wireless data use within the community. The proposed equipment does not conflict with existing emergency communication equipment.

The property will remain viable for existing land uses and uses permitted within the A (agricultural) District.

Staff Finding – The benefit to the public is improved cellular communication and wireless data capacity within the Verizon network and along the Highway 59 corridor. Additionally, the structure provides an opportunity for other carriers to co-locate in the future. If denied, the property can continue to be used for current land uses and those uses allowed per the existing zoning of the property.

VII. CONFORMANCE WITH THE COMPREHENSIVE PLAN

The subject property is not located within an identified Urban Growth Area for any of the incorporated cities in Douglas County. There are several unincorporated communities and land divisions forming informal subdivisions in the surrounding area.

Chapter 10; Community Facilities of Horizon 2020 addresses public utilities. Key strategies (Page 10-10) primarily address municipal unities such as water and wastewater planning. One strategy states:

• The visual appearance of utility improvements will be addressed to ensure compatibility with existing and planned land use areas.

The plan specifically addressed electric and telephone services and encourages this infrastructure to be placed underground in conjunction with new development where feasible. Communication towers support the wireless industry and accommodate the reduction of hardwire infrastructure. However, it should not be interpreted that wireless communication will replace hardwire needs in the community.

The plan recognizes that “telephone and electric utilities have a strong visual presence in the unincorporated Douglas County Landscape.” Large transmission lines and easements should be coordinated throughout the community to minimize visual and environmental impacts.

The Comprehensive Plan does not explicitly address communication towers.

Staff Finding – The comprehensive plan does not provide any specific land use recommendations regarding communication towers. A Conditional Use Permit can be used to allow specific non-residential uses subject to approval of a site plan. This tool allows proportional development in harmony with the surrounding area. The proposed request is consistent with the Comprehensive Plan.
STAFF REVIEW

In addition to typical site plan design standards, communication towers must address specific requirements of section 12-319-4.31 of the County Zoning Regulations. As discussed above, the proposed use is located in an appropriate zoning district.

New communication towers require design that shall accommodate at least three two-way antennas for every 150’ of tower height or co-location space. The proposed tower includes space for multiple (up to 5) carriers. The site plans shows pad sites capable of supporting up to five carriers.

Setback

The setback of the communication tower is required per section 20-319-4.31(d) to be at least equal to the height of the tower to the nearest property line measured from the center of the tower. The tower setback may be reduced when documentation from a registered engineer is submitted certifying the “fall zone” of the tower in the event of a failure. Evaluation of the required structural documentation will continue to be reviewed with the submission of a building permit to the County Zoning and Codes Office. The proposed setback is shown to be 252’ from the nearest property line. The proposed tower exceeds the required district setbacks.

The tower and ground equipment will be located in a lease area that is 100’ by 120’. Improvements will be located within a fenced area 70’ by 70’ within the lease area.

Lighting

Lighting is not proposed with this application for the communication tower. Generally, towers less than 200’ are not required to be lit. Lighting of ground equipment must be shielded and directed down.

Access, Circulation, and Off Street Parking

Access to this site is from N 850 Road. The applicant will be required to seek an access permit from the County for the driveway to the tower site. The access drive will provide maintenance access to the tower enclosure. This use does not require off-street parking. The design of the site provides adequate vehicular access and turnaround for maintenance activity to the site.

Other

Prior to construction of the tower the applicant will be required to obtain a Conditional Use Permit, issued by the County Zoning and Codes Office, as well as applicable building and floodplain development permits.

Conclusion

The proposed application meets the required documentation requirements of the County Zoning Regulations.
HORVATH SITE ID/NAME: HV848/PLEASANT GROVE

VERIZON WIRELESS PROJECT NAME: LAWC PLEASANT GROVE

PROPOSED ANTENNAS MOUNTED ON A NEW 199' SELF-SUPPORT TOWER (NOT TO EXCEED 199' IN OVERALL STRUCTURE HEIGHT) WITH PROPOSED COMMUNICATIONS EQUIPMENT ON GROUND

SITE HV848

PLEASANT GROVE

VERIZON WIRELESS SITE NAME: LAWV PLEASANT GROVE

HANDICAPPED ACCESS REQUIREMENTS

FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION

HANDICAPPED REQUIREMENTS: NOT REQUIRED

PLUMBING REQUIREMENTS: FACILITY HAS NO PLUMBING
CONTRACTOR TO PROVIDE APPROPRIATE EROSION CONTROL AS NECESSARY UPON COMPLETION OF THE PROJECT.

CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO EXISTING PAVEMENT. CONTRACTOR SHALL PHOTOGRAPH AND VIDEOTAPE EXISTING PAVEMENT PRIOR TO CONSTRUCTION. ANY DAMAGE CAUSED DURING CONSTRUCTION SHALL BE REPLACED TO EXISTING OR BETTER CONDITION AT NO ADDITIONAL COST.

THE CONTRACTOR WILL UPON BECOMING AWARE OF SUBSURFACE OR LATENT PHYSICAL CONDITIONS DIFFERING FROM THOSE DISCLOSED BY THE ORIGINAL SOIL INVESTIGATION WORK, PROMPTLY NOTIFY THE OWNER, VERBALLY AND IN WRITING, AS TO THE NATURE OF THE DIFFERING CONDITIONS. NO CLAIM BY THE CONTRACTOR FOR ANY CONDITIONS DIFFERING FROM THOSE ANTICIPATED IN THE PLANS AND SPECIFICATIONS DISCLOSED BY THE SOIL STUDIES WILL BE ALLOWED UNLESS THE CONTRACTOR HAS SO NOTIFIED THE OWNER, VERBALLY AND IN WRITING, AS REQUIRED ABOVE, UPON DISCOVERY OF SUBSURFACE CONDITIONS.
SITE GRADING PLAN
PROPOSED (100' x 100')
HORVATH LEASE AREA
PROPOSED 195'
SELF-SUPPORTING TOWER
P/GRADE = VARIES
T/FOUNDATION = 972.0

PROPOSED (70' x 70')
FENCED COMPOUND
PROPOSED 12' WIDE
AGGREGATE ACCESS DRIVE

DESCRIPTION
REVISIONS
SHEET NUMBER
BY
DATE

DATE:
PROJECT #:
CHECKED BY:
DRAWN BY:

MATCHLINE 1 CONTINUED ON C-2A

VERIZON WIRELESS Site NAME:
LAWC PLEASANT GROVE

LOVELACE & ASSOCIATES
Land Surveying - Land Planning
Telecommunications Surveys
929 SE 3rd Street Lee's Summit, Missouri 64063
Phone: (816) 347-9997 Fax: (816) 347-9979
1 ENTRY GATE DETAIL

SCALE N.T.S

20'-0" WIDE OPENING

6x6" ACQ TREATED LUMBER (TYP.)

BOLT HOOK ASSEMBLY
3/4"x12" GALVANIZED BOLT
W/ 1/2" OF THREAD, DOUBLE NUT & WASHER

24" LONG LATCH CHAIN PER GATE

6x6" ACQ TREATED LUMBER TO BE FASTENED WITH GALV. SCREWS

2" GALVANIZED TUBE GATE HINGES (TYP.)

24" MAXIMUM CLEARANCE UNDER PIPE GATES TO GRADE AT POST

12" MINIMUM CLEARANCE UNDER PIPE GATES TO AT CENTER OF GATE OPENING

9 GA. SMOOTH GALV. ROD

20'-0" HIGH

(2) - 12' LONG GALVANIZED 2" DIAMETER 16 GAUGE 8 BAR GATES - 50" HIGH
EQUIPMENT ENCLOSURE FOUNDATION PLAN

1. All concrete work shall conform to the requirements of ACI 318 and ASCE 7-16. The latest edition of these documents shall be available in the field office.

2. Exposed reinforcing steel shall be normal weight and shall be provided with a minimum yield compression strength of 40,000 psi. All exposed reinforcing steel shall be painted.

3. Footings and walls shall be compacted above frost line. All wiring and fabric shall be removed or secured to avoid damage.

A. EQUIPMENT ENCLOSURE FOUNDATION

1. Refer to E14, drawings for orientation of the equipment enclosure.

2. The equipment enclosure foundation is designed for following loads:

   ENCLOSURE DEAD LOAD: 70,000 lbs.
   ROOF LIVE LOAD: 105 PSF
   FLOOR LIVE LOAD: 150 PSF

3. The contractor shall notify the client's geotechnical engineer to coordinate having a field representative on site for testing and inspection.

4. Footings shall be poured in a single lift. All reinforcement shall be compacted fill material, conforming to ASTM C33, of sufficient bearing strength of 3000 PSF.

5. Subgrade preparation:
   A. Remove all soils containing organic materials and/or fill materials from within area of equipment enclosure foundation.
   B. Proof roll resulting subgrade with a heavily loaded single axle roller or similar vehicle, (20 ton load). Contractor shall undercut and replace with engineered fill. All loose soft or unstable areas revealed during proofrolling as directed by the testing agency. Contractor shall include anticipated undercut and replacement as indicated in the geotechnical report as part of the bid.
   C. Backfill and compact the area within the building foundation between resultant subgrade and foundation with approved granular materials.

6. Foundation walls shall be backfilled evenly on each side of the wall or walls by adequately bringing the concrete to floor slab that has been placed and cured for 72 hours minimum.

7. Enclosure shall not be set until floor slab has been poured. enclosure has been cured for 72 hours minimum.

8. Contractor to ensure foundation / slab are poured to meet flatness level tolerances as indicated in ACI 4.5.6 and 4.5.7.

C. CONCRETE NOTES

1. All concrete work shall conform to the requirements of ACI 318 and ASCE 7-16. The latest edition of these documents shall be available in the field office.

2. Exposed reinforcing steel shall be normal weight and conform to ASTM A615, Grade 60. All welded wire fabric shall be conform to ASTM A185.

3. Concrete noted shall be cured for 14 days minimum.
NOTE: PLEASE REFER TO KEYSTONE INSTALLATION MANUAL FOR ALL QUESTIONS PERTAINING TO CONSTRUCTION OF KEYSTONE BLOCK RETAINING WALL. DETAILS SHOWN ON THIS SHEET ARE PROVIDED AS A GUIDE FROM "KEYSTONE". CONTACT KEYSTONE: 1-800-747-6971

NOTE: PLEASE REFER TO KEYSTONE INSTALLATION MANUAL FOR ALL QUESTIONS PERTAINING TO CONSTRUCTION OF KEYSTONE BLOCK RETAINING WALL. DETAILS SHOWN ON THIS SHEET ARE PROVIDED AS A GUIDE FROM "KEYSTONE". CONTACT KEYSTONE: 1-800-747-6971

Base Leveling Pad Notes:
1. The leveling pad is to be constructed of crushed stone or 2.000 psi unreinforced concrete.
2. The base foundation is to be approved by the site geotechnical engineer prior to placement of the leveling pad.

Leveling Pad and Cap Step Detail

Century Wall Unit/Base Pad Isometric Section View
Dimensions & Weight May Vary by Region

Century Wall Unit - Near Vertical Setback

Typical Reinforced Wall Section
Century Wall Unit - Near Vertical Setback

Geogrid Installation at Corners

Foundation Soil

Retained Soil

Approximate Limits of Excavation

4" Perforated PVC Drainage Tile

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Retained Soil

8" Min. Low Permeable Soil

Keystone 4" Universal Cap Unit Secured with Kapseal Adhesive or equal

Keystone Century Wall Unit

Unit Drainage Fill (4" Crushed Rock or Stone)

1/8" - 1/4" Grid Depth

Finished Grade

Unreinforced Concrete or Crushed Stone Leveling Pad

Design Height

Foundation Soil

3" of Soil Fill is Required Between Overlapping Geogrid for Proper Anchorage (Typ.)

Additional Drainage Fill

Extend Wall Height / 2

Additional Geogrid Overlap
Extend Wall Height / 4

Geogrid Installation at Corners

H / 4

Drainage Fill

NOTE:
1. CHECK WITH MANUFACTURER SPECIFICATIONS ON CORRECT DIRECTION OF ORIENTATION FOR GEOGRID TO OBTAIN PROPER STRENGTH.
2. CORNER UNITS RECOMMENDED FOR OUTSIDE CORNERS. AVAILABILITY MAY VARY.

Century Wall Unit/Base Pad Section

Dimensions & Weight May Vary by Region

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

Reinforced Soil

Approximate Limits of Excavation

12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.

NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

Reinforced Soil

Approximate Limits of Excavation

12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.

NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

Reinforced Soil

Approximate Limits of Excavation

12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.

NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

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12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.

NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

Reinforced Soil

Approximate Limits of Excavation

12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.

NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

Reinforced Soil

Approximate Limits of Excavation

12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.

NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP DRAINAGE TILE IN 3/4" AGGREGATE AND FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM, AS DIRECTED BY GEOTECHNICAL ENGINEER.

Universal Cap Unit

Century Wall Unit Elevation

6" Crushed Rock or Unreinforced Concrete Leveling Pad

8" or 16" Step

8" Keystone Unit

1/2" x 5 1/4" Fiberglass Pins

1/16" - 1/4" Elevation

Reinforced Soil

Approximate Limits of Excavation

12" Drainage R/1

8" or 16" Step

6" Crushed Rock or Unreinforced Concrete Leveling Pad

Foundation Soil

Retained Soil

Geogrid is to be placed on level backfill and extended over the fiberglass pins. Place next unit. Pull grid taught and backfill. Stake as required.
CONCRETE AND STEEL REQUIREMENTS
1. ALL CONCRETE SHALL BE NORMAL WEIGHT AND SHALL ACHIEVE A MINIMUM COMPRRESSIVE STRENGTH, f'c = 4000 PSI AT 7 DAYS, UNLESS NOTED OTHERWISE.
2. ALL INLETS, STRUCTURES, PIPES, SWALES, AND ROADS SHALL BE KEPT CLEAN AND FREE OF DIRT AND SILT.
3. MAXIMUM AGGREGATE SIZE SHALL NOT EXCEED 3/4".
4. THE EARTHWORK CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PREPARATION, THE PAVEMENT BASE, BINDER, AND SURFACE, AND ALL CONSTRUCTION AND EXPANSION JOINTS SHALL BE INSTALLED PER THE DRAWINGS.
5. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
6. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
7. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK, USING BEST SKILLED PERSONNEL. THE CONTRACTOR SHALL PROVIDE A MINIMUM 24 HOUR WRITTEN NOTICE TO THE OWNER'S REPRESENTATIVE AND THE TESTING AGENCY.
8. THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
9. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
10. KEEP THE CONSTRUCTION SITE CLEAN, HAZARD FREE, AND DISPOSE OF ALL DIRT, DEBRIS, RUBBISH AND REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY.
11. ALL DIRT WILL BE DISPOSED OF OFFSITE BY THE CONTRACTOR.
12. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK, USING BEST SKILLED PERSONNEL. THE CONTRACTOR SHALL PROVIDE A MINIMUM 24 HOUR WRITTEN NOTICE TO THE OWNER'S REPRESENTATIVE AND THE TESTING AGENCY.
13. ALL INLETS, STRUCTURES, PIPES, SWALES, AND ROADS SHALL BE KEPT CLEAN AND FREE OF DIRT AND SILT.
14. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
15. PROVIDE TEST CYLINDERS AS FOLLOWS:
   A. EQUIPMENT ENCLOSURE: 1 CYLINDER AT 7 DAYS
   B. DRILLED PIER: 1 CYLINDER AT 7 DAYS
   C. COLUMN: 1 CYLINDER AT 7 DAYS
   D. CONCRETE CHIMNEY: 1 CYLINDER AT 28 DAYS
17. PROVIDE TEST CYLINDERS AS FOLLOWS:
   A. EQUIPMENT ENCLOSURE: 1 CYLINDER AT 7 DAYS
   B. DRILLED PIER: 1 CYLINDER AT 7 DAYS
   C. COLUMN: 1 CYLINDER AT 28 DAYS
   D. CONCRETE CHIMNEY: 1 CYLINDER AT 28 DAYS
18. ALL WEIGHT TESTS SHALL BE CLASS 14 CEMENT AND CONCRETE MIX AND DELIVER CONCRETE IN ACCORDANCE WITH ASTM C94, (EIA/TIA-222-E).
19. ALL WEATHER CONCRETE SHALL BE PER ACI 305R-89.
20. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
21. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
22. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
23. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
24. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND SHORE ALL EARTHWORK ENTRANCES TO REMAIN FOR MORE THAN NINE MONTHS, IT MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
Distance to center of proposed lessee antennas: 180' A.G.L.

Height of proposed self-supporting tower: 195' A.G.L.

Overall height of proposed self-supporting tower including lightning rod: 199' A.G.L.
ANT-2

ANTENNA INFORMATION

DESCRIPTION

REVISED SHEET NUMBER

DATE

PROJECT #:

CHECKED BY:

DRAWN BY:

NO.

SHEET TITLE

SHEET NUMBER

ANTENNA SCHEDULE

N.T.S.

1. CONTRACTOR IS TO VERIFY THE ANTENNA LAYOUT WITH THE ENGINEERING MOST RECENT SET DESIGN.

2. CONTRACTOR IS TO CALL PROJECT MANAGER TO SCHEDULE ANTENNA AND LINE SWEEP.

3. CONTRACTOR SHALL INSTALL INTERMITTENT COAX TIN PLATED GROUND BARS AT 75' INTERVALS STARTING FROM THE ANTENNA CENTERLINE DOWN ON SELF SUPPORT AND GUYED TOWERS.


5. CONTRACTOR SHALL FIELD VERIFY THE EXACT TMA'S (IF THEY ARE REQUIRED) PER THE OPERATIONS MANAGER.

6. EACH COAXIAL CABLES TO BE SUPPORTED EVERY 3'-0" ON PLATFORM WITH STAINLESS STEEL HANGERS.

7. JUMPERS TO BE SUPPORTED EVERY 18" WITH STAINLESS STEEL HANGERS.

8. EACH COAX SHALL BE SUPPORTED WITH COLUMN GRIP (CHINESE FINGER GRIP) HUNG FROM A J-HOOK AT TOP OF TOWER (10' ABOVE FOR LATTICE TOWER).

9. CONTRACTOR SHALL INSTALL INTERMITTENT COAX TIN PLATED GROUND BARS AT 75' INTERVALS STARTING FROM THE ANTENNA CENTERLINE DOWN ON SELF SUPPORT AND GUYED TOWERS.

10. CONTRACTOR SHALL FIELD VERIFY THE EXACT TMA'S (IF THEY ARE REQUIRED) PER THE OPERATIONS MANAGER.

11. CONTRACTOR SHAL
NOTE:
THIS DETAIL IS CONCEPTUAL TO DEMONSTRATE GROUNDING
AT THE ANTENNAS. VERIFY NUMBER OF ANTENNAS, MOUNTING
FRAME, ANTENNA TYPE AND AZIMUTH WITH ANT-2 SHEET.

ANTENNA CABLE GROUNDING AT ANTENNA ELEVATION
N.T.S.2

ANTENNA CABLE, TYP
ANTENNA CABLE GROUND KIT, TYP.
SECTOR GROUND BAR BONDED
DIRECTLY TO TOWER STEEL, TYP.

ANTENNA MOUNTING FRAME
N.T.S.1

4 ANTENNA AND OVP JUNCTION BOX MOUNTING DETAIL
SCALE:  N.T.S.

STLAR SHOE (TOP)
NEXT SHOE MARK
BACK TO BACK PIPE MOUNT
4A BACK TO BACK PIPE MOUNT
SCALE:  N.T.S.
SEE DETAIL 4A / ANT-3

CABLE LADDER
DIAG. TOWER BRACE
(REF)
TOWER LEG
PROPOSED ROHN LADDER
ASSEMBLY, 15 HOLE 4' KD,
2.25" O.C. OR APPROVED
EQUAL
4'-0" (TYP.)
N.T.S.
3
TRANSMISSION LINE HANGER

PROPOSED HEAVY DUTY SECTORFRAME AND (12) ANTENNA
MOUNTING PIPES TO BE SUPPLIED
BY TOWER MANUFACTURER.
ICE BRIDGE DETAIL

1. ICE BRIDGE POST SHALBE BE STAGGERED ON EITHER SIDE OF ICE BRIDGE FOR EXTRA STABILITY.

2. ANY SPLICES OR CANTILEVERED SEGMENTS OF THE ICE BRIDGE SHALL BE LOCATED WITHIN 2'-0" OF A SUPPORT POST.

GRAVEL COMPOUND

12" Ø CONCRETE PIER (TYP.)

EXISTING WAVEGUIDE BRIDGE (GRIP STRUT) OR APPROVED EQUAL

CUT TO FIT, SEE C-2 FOR DIMENSION REQUIREMENTS, SEE TABLE

POLYPHASER MODEL # GT-DFM-AL

(DUAL MOUNT GPS ANTENNA INSTALLATION) 2

PART # PM-101

POLYPHASER TYP.

GPS COAX CABLE

1-1/2" RIGID ALUM. CONDUIT

GPS POLES TO BE ADJUSTED UP OR DOWN BY SET SCREWS

NOTE: G.C. IS RESPONSIBLE FOR INSTALLING CONNECTORS PROVIDED BY VERIZON WIRELESS, AND FOR CONNECTING THE RADIO EQUIPMENT AT THE HATCH PLATE INSIDE THE SHELTER. JUMPER CABLES WILL ALREADY BE CONNECTED TO RADIOMICROPHONE WHEN SHELTER IS DELIVERED.

NOTA: ORD IN ST JOHNS, FL.

VERIZON WIRELESS SITE NAME: LAW/C PLEASANT GROVE

PLEASANT GROVE, KS

N 850 ROAD

3'-0" MIN.

7'-0" MAX.

3'-6" MAX.

7/8" MIN.

1" MIN.

2" MIN.

GRADE

GRAVEL COMPOUND

VIRGIN SOIL OR COMPACTED BACKFILL, WITH A MINIMUM BEARING CAPACITY OF 2,000 PSI, TYP.

GRAVEL COMPOUND

12" Ø CONCRETE PIER (TYP.)

NOTES:

1. ICE BRIDGE POST SHOULD BE STAGGERED ON EITHER SIDE OF ICE BRIDGE FOR EXTRA STABILITY.

2. ANY SPLICES OR CANTILEVERED SEGMENTS OF THE ICE BRIDGE SHALL BE LOCATED WITHIN 2'-0" OF A SUPPORT POST.

3. ICE BRIDGE POST SHALBE BE STAGGERED ON EITHER SIDE OF ICE BRIDGE FOR EXTRA STABILITY.

4. ANY SPLICES OR CANTILEVERED SEGMENTS OF THE ICE BRIDGE SHALL BE LOCATED WITHIN 2'-0" OF A SUPPORT POST.
**SITE HV648**

**PLEASANT GROVE**

VERIZON WIRELESS SITE NAME: LAWCF PLEASANT GROVE

1. CONTRACTOR SHALL VERIFY THAT THE GROUNDING ELECTRODES WILL BE CONNECTED IN A RING CONFIGURATION USING #2 AWG BARE TINNED COPPER WIRE. THE TOP OF THE GROUND RODS AND THE RING CONDUCTOR SHALL BE A MINIMUM OF 42 INCHES BELOW GRADE OR BELOW FROST LINE (WHICHEVER IS GREATER). GROUNDING ELECTRODES SHALL BE SPACED AT MINIMUM 10'-0" ON CENTER AND A MAXIMUM OF 15'-0" ON CENTER, PROVIDE AND INSTALL AS REQUIRED PER PLAN.


3. GROUND RING CONNECTION CONDUCTORS SHALL BE OF EQUAL LENGTH, MATERIAL, AND BONDING TECHNIQUE.

4. CONTRACTOR SHALL ENSURE GROUND RING IS WITHIN 12" TO 36" INCHES OF THE EQUIPMENT PAD. PROVIDE EARTH GROUNDING CONNECTIONS SHOWN ABOVE AS NEEDED PER SITE GROUNDING SYSTEM. CONTRACTOR SHALL VERIFY ALL EXISTING SITE GROUNDING CONDITIONS BEFORE STARTING WORK OR PURCHASING EQUIPMENT.

5. CONTRACTOR SHALL ENSURE GROUND RING IS WITHIN 12" TO 36" INCHES OF THE EQUIPMENT PAD. PROVIDE EARTH GROUNDING CONNECTIONS SHOWN ABOVE AS NEEDED PER SITE GROUNDING SYSTEM. CONTRACTOR SHALL VERIFY ALL EXISTING SITE GROUNDING CONDITIONS BEFORE STARTING WORK OR PURCHASING EQUIPMENT.

6. BONDING CONDUCTORS SHALL BE ROUTED THROUGH PVC CONDUIT SLEEVE AND CONNECTED TO STRUCTURAL STEEL OR EARTH GROUNDING CONDUCTOR MOUNTED ON EQUIPMENT PAD.

7. THE PREVIOUS LOCATION FOR COAX GROUNDING IS AT THE BASE OF THE TOWER PRIOR TO THE COAX BEND. BONDING IS SHOWN ON THE ICE BRIDGE DUE TO THE POTENTIAL OF FROSTLINE WELDING OR ATTACHING TO TOWER. CONTRACTOR SHALL ADVISE CONSTRUCTION MANAGER PRIOR TO PLACING THE COAX ON ICE BRIDGE IF MOUNTING TO TOWER IS POSSIBLE.

8. CONTRACTOR SHALL VERIFY EXISTING GROUND BOND TO THE FENCE IN AT LEAST (2) OTHER PLACES IN ADDITION TO NEW CONNECTION SHOWN. CONTRACTOR SHALL ALSO VERIFY EXISTING GROUNDING CONNECTION TO ACCESS GATE. PROVIDE AND INSTALL GROUNDING CONNECTIONS AS REQUIRED TO MEET THESE REQUIREMENTS.

**GROUNDING SYMBOLS**

- **SOLID Bare COPPER WIRE #2 AWG (Typical)**
- **SOLID BARE COPPER WIRE #2 AWG (Typical)**
- **SOLID BARE COPPER WIRE #2 AWG (Typical)**
- **GROUND ROD**
- **GROUND BAR WITH INSPECTION WELL**
- **EXOTHERMIC WELD (CADWELD)**
- **MECHANICAL GROUND CONNECTION**

**GROUNDING NOTES**

1. CONTRACTOR SHALL VERIFY THAT THE GROUNDING ELECTRODES WILL BE CONNECTED IN A RING CONFIGURATION USING #2 AWG BARE TINNED COPPER WIRE. THE TOP OF THE GROUND RODS AND THE RING CONDUCTOR SHALL BE A MINIMUM OF 42 INCHES BELOW GRADE OR BELOW FROST LINE (WHICHEVER IS GREATER). GROUNDING ELECTRODES SHALL BE SPACED AT MINIMUM 10'-0" ON CENTER AND A MAXIMUM OF 15'-0" ON CENTER, PROVIDE AND INSTALL AS REQUIRED PER PLAN.


3. GROUND RING CONNECTION CONDUCTORS SHALL BE OF EQUAL LENGTH, MATERIAL, AND BONDING TECHNIQUE.

4. CONTRACTOR SHALL ENSURE GROUND RING IS WITHIN 12" TO 36" INCHES OF THE EQUIPMENT PAD. PROVIDE EARTH GROUNDING CONNECTIONS SHOWN ABOVE AS NEEDED PER SITE GROUNDING SYSTEM. CONTRACTOR SHALL VERIFY ALL EXISTING SITE GROUNDING CONDITIONS BEFORE STARTING WORK OR PURCHASING EQUIPMENT.

5. BONDING CONDUCTORS SHALL BE ROUTED THROUGH PVC CONDUIT SLEEVE AND CONNECTED TO STRUCTURAL STEEL OR EARTH GROUNDING CONDUCTOR MOUNTED ON EQUIPMENT PAD.

6. THE PREVIOUS LOCATION FOR COAX GROUNDING IS AT THE BASE OF THE TOWER PRIOR TO THE COAX BEND. BONDING IS SHOWN ON THE ICE BRIDGE DUE TO THE POTENTIAL OF FROSTLINE WELDING OR ATTACHING TO TOWER. CONTRACTOR SHALL ADVISE CONSTRUCTION MANAGER PRIOR TO PLACING THE COAX ON ICE BRIDGE IF MOUNTING TO TOWER IS POSSIBLE.

7. CONTRACTOR SHALL VERIFY EXISTING GROUND BOND TO THE FENCE IN AT LEAST (2) OTHER PLACES IN ADDITION TO NEW CONNECTION SHOWN. CONTRACTOR SHALL ALSO VERIFY EXISTING GROUNDING CONNECTION TO ACCESS GATE. PROVIDE AND INSTALL GROUNDING CONNECTIONS AS REQUIRED TO MEET THESE REQUIREMENTS.
1. INSTALLATION OF CONDUIT AND WIRE SHALL BE IN ACCORDANCE WITH LOCAL UTILITY COMPANY SPECIFICATIONS.

2. THE LOCAL UTILITY COMPANY TO SUPPLY TRANSFORMER PVC CONDUITS IN PLACE OF RGS CONDUIT AND TRANSFORMER BASE WHERE APPLICABLE FOR THE TELEPHONE AND ELECTRICAL SERVICE INSTALLATION.

3. 1'-0"± FINISHED GRADE

4. METER CENTER WARNING TAPE

5. 800A, 120/240V, 1Ø (AS REQUIRED) 4 POSITION - 200A EA MATCH EXISTING NEMA 3R ENCLOSURE

6.EXISTING OVERHEAD ELECTRIC

7. PROPOSED TRANSFORMER BASE RIGGED IN 20 LIGHTS COLORED WARNING PAINT

8. METERING, & CONCRETE PAD WHERE ROCK IS ENCOUNTERD, ROCK WILL BE DRILLED, FILLED WITH CONDUCTIVE SOIL & RODS INSTALLED TO FULL DEPTH 3'-6" OR BELOW FROSTLINE

9. NEW 2" SQUARE D METER PAK - MP64200

10. ELECTRIC APHALT SURFACE

11. CONCRETE OR UNEXCAVATED MATERIAL

12. #2 AWG SOLID TINNED COPPER WIRE 30" APPROX. COMPACTED FILL. (90%) OR AS PER UTILITY Co.

13. 1/O COPPER PRIMARY ELECTRIC SERVICE REQUIREMENTS GROUND WIRE IN 1" 3'-0" TO 4'-0"

14. PVC CONDUIT FROM GROUND ROD TO TRENCH 4"Ø TELEPHONE CABLE

15. 5/8" x 10' LONG GROUND ROD FOR FIBER HANDHOLE UNEXCAVATED MATERIAL PVC CONDUIT 2" CONDUIT FROM WHERE APPLICABLE FIBER HANDHOLE TO 4"Ø (VARIES) CARRIER EQUIPMENT

16. #2 AWG SOLID TINNED COPPER WIRE CADWELD CONNECTIONS, BUS BAR ONLY.

17. TYPE VS

18. TYPE VN

19. TYPE VV

20. TYPE GR

21. TYPE GT

22. TYPE NC

23. TYPE XB

24. TYPE HS

25. CABLE TAP TO TOP OF GROUND ROD. RUN AND LAPPED AND TAPPED CABLES TO SIDE OF GROUND ROD. GROUND ROD.

26. THROUGH CABLE TO SIDE OF HORIZONTAL PIPE. THROUGH CABLE TO SIDE OF VERTICAL PIPE. CUT SURFACE OR PIPE. CUT SURFACE OR THE SIDE OF EITHER HORIZONTAL OR VERTICAL PIPE.

27. STEEL SURFACE OR TO SURFACE OR THE SIDE OF EITHER HORIZONTAL OR VERTICAL PIPE.

28. STEEL SURFACE OR TO SURFACE OR THE SIDE OF EITHER HORIZONTAL OR VERTICAL PIPE.

29. COPPER CLAD GROUND ROD 5/8" DIA. x 10-0" LONG CADWELD CONNECTIONS, BUS BAR ONLY.

30. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

31. COPPER CLAD GROUND ROD 5/8" DIA. x 10-0" LONG CADWELD CONNECTIONS, BUS BAR ONLY.

32. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

33. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

34. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

35. COPPER CLAD GROUND ROD 5/8" DIA. x 10-0" LONG CADWELD CONNECTIONS, BUS BAR ONLY.

36. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

37. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

38. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.

39. MILL NO-OX ON SURFACE BETWEEN LUG AND BUS BAR ONLY.
## Grounding Details

### Wireless Site Grounding System

1. N.T.S.
   - Protect each post
   - CEGB Telco Cabinet
   - T1/B1 Entrance
   - Shields

2. ACEG
   - MGN
   - NEUT
   - Protectors
   - Shields
   - T1/B1 Tip
   - TIGB

3. Trace Entry (Peep)
   - Outside building

4. Master Ground Bar System at RF Entry
   - CIGBE
   - Tower EGS
   - Fence
   - Gate
   - Stanchions
   - Bldg EGS
   - Ice Bridge

5. Emergency Generator
   - Electrode
   - Ground
   - NEUT
   - PPC
   - Surge
   - ATS

6. Note:
   - All equipment frames shown using 24V. When 48V is used, the positive (+) is then the return lead.

### Description

- Trace Central Power
- Tower Light
- Controller
- Tower Light
- Controller

### Sheet Information

- Site HV848
- Pleasant Grove
- Pleasant Grove, KS

- Issue for Review: 07/31/14
- EW

- Issued for Review: 07/31/14

- Project #:
  - EW
  - 44-066
  - 07/31/14

- Sheet Title:
  - Site HV848 Pleasant Grove

- Checked by:
- Drawn by:
- No.
- By
- Date

- 312 W. Colfax Ave.
- South Bend, IN  46601
Dear City Representatives,

Verizon Wireless is proud to serve the greater Lawrence area and we are always diligent to maintain excellent service and improvements. At this time, we are trying to enhance the area near and surrounding Pleasant Grove, KS where coverage service reliability and capacity must be improved. The area that needs improvement at this time in both coverage and performance is along Highway 59 south of Lawrence near the community of Pleasant Grove. The fast growing 3G voice and 4G (LTE) data have required us to put a new site in this area to improve coverage, performance and offload capacity from our existing sites namely Wakarusa River and South Lawrence as shown below, Map 1.

Map 1 – Existing Coverage
Below is map 2 showing with the proposed new site, Pleasant Grove.

Map 2 – Coverage with the new site

With the new site, the coverage, performance and capacity will improve within about 1.5 mile radius from the new site.
Other locations near this area were considered, a water tank to the south and an existing tower to the northwest of the proposed Verizon location.

Below is map 3 showing coverage if the proposed site was located on the water tank located at latitude: 38-50-15.61 N and longitude: 95-16-13.37 W.

The water tank location is too close to the existing South Lawrence cell site. This results in unequal spacing between the existing cell sites along Highway 59 creating a coverage null to the north and excessive overlap of signal to the south, which will impact call quality. The objective of the future site is not being met at the water tank location. The limited height of the water tank is also a contributing factor of it not being considered a prime candidate.
Below is map 4 showing coverage if the proposed site was located on the Kansas Broadband tower located at latitude: 38-53-23.0 N and longitude: 95-17-17.9 W.

The Kansas Broadband tower is too far northwest of the Pleasant Grove area to adequately address coverage issues along that part of Highway 59. (2.4 miles NW of the proposed location) The large coverage null of initial concern still remains. Even when increasing antenna height and new azimuths on the Kansas Broadband tower, the coverage null remains throughout much of the Pleasant Grove area and the site objective is not met.
Map 5 – Coverage with the new site on Kansas Broadband tower at 200 ft and new azimuths

Area of concern: even with higher antenna height and new azimuths on Kansas Broadband tower the coverage null remains throughout much of the area.
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: 12/2/2014

Legend

Legend

Parcels
1 mile buffer
1/2 mile buffer

Towers

ZONECLASS

Zoning, County

COMMUNICATION
A-1
B-3
I-3
B-1
I-1
I-4
B-2
I-2
R-1
VC

TV
WATER
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: 12/2/2014

Legend

FEMA Flood Maps
FLD_ZONE, FLOODWAY

- 500 YEAR, 0.2 PCT ANNUAL CHANCE
- 100 YEAR, ZONE A
- 100 YEAR, ZONE AE
- 100 YEAR, ZONE AE, FLOODWAY
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: 12/2/2014

1 inch = 600 feet

Legend

Soils Class 1 and Class 2

Class

- Class 1
- Class 2

Parcels

- Townsites
CUP-14-00451: Conditional Use Permit for a New Wireless Communications Tower Located Just South of 1275 N 850 Road in Pleasant Grove

Lawrence-Douglas County Planning Office
December 2014

Subject Property
Due to the very poor reception for cell phones in the hole of Pleasant Grove, I would like to vote that the request for a cellular tower for Verizon be completed.

Thanks,
Loren
I AM OPPOSED TO THE BUILDING A COMMUNICATION TOWER IN PLEASANT GROVE, located on the south side of N 850 Rd and the east side of E 1296 Rd in Pleasant Grove.

MY REASONS:

1. The area west of E 1296 Rd. has a relative high density of houses, that have high appraised values according to your Real Estate Tax Statements. Therefore, the selling of these properties will be affected with the communication tower. We have suffered the recession on real estate in the past few years and now will suffer more with the tower, in our valuation of property.

2. Many individuals (who would be prospective buyers) do not want near a tower and will not look at any houses near them.

3. I will be few feet (approximately 1/4 mile) from the tower and the tower will be first thing people will see out my front door and my breakfast table. My house faces South and my front yard faces the tower.

4. I choose this area for my home as the area South of town, is to me, the prime area of Lawrence.

Please deny the communication tower in Pleasant Grove.

Thank you for your attention to this email.

Marilyn Lynch
1272 N. 870 Road
Lawrence, Kansas
ITEM NO. 2: COMPREHENSIVE PLAN AMENDMENT TO HORIZON 2020 CHAPTER 14 (JSC)

CPA-14-00459: Consider a Comprehensive Plan Amendment to Horizon 2020: Chapter 14 (West of K-10 Plan) to change designations from Low Density Residential, High Density Residential, and Residential Office, to Commercial Center - CC600, located at 6200 W. 6th Street. Submitted by Steven B. Schwada and Timothy B. Fritzel, co-managers of K-10/40 Development LC on behalf of TAT Land Holding Company LC, JDS Kansas LC, Kentucky Place LC, Venture Properties Inc, Sojac Land Company LC, Scotsdale Properties LC, and Tanglewood LC, property owners of record.

STAFF RECOMMENDATION: Staff recommends approval of this Comprehensive Plan Amendment to Horizon 2020 Chapter 14: Specific Plans, specifically to revise the future land use map in the West of K-10 Plan to expand the Commercial Center - CC600, and recommends forwarding this Comprehensive Plan Amendment to the Douglas County Commission and the Lawrence City Commission with a recommendation for approval.

STAFF RECOMMENDATION: If appropriate, approve and sign Planning Commission Resolution PCR-14-00489.

KEY POINTS

1. An amendment is requested by the applicant to change the current future land use of this parcel to Commercial Center - CC600 from the presently adopted Low Density Residential, High Density Residential, Residential Office, and Commercial Center - CC600.
2. The maximum amount of commercial/retail space (360,000 square feet for the northeast corner of the node) would not increase under this request.
3. This location is currently designated as a CC600 node within Chapter 6 of Horizon 2020.
4. The siting of Rock Chalk Park and Sports Pavilion Lawrence due north of this parcel across Rock Chalk Drive was not anticipated at the time of the plan’s creation.

SUMMARY

The applicant has requested an amendment to Horizon 2020: Chapter 14, Specific Plans, amending the West of K-10 Plan, to revise the future land use map. This would remove the presently adopted Low Density Residential, High Density Residential, and Residential Office land uses, and expand the existing Commercial Center - CC600 designation over the remainder of
the existing parcel. The reason for this Comprehensive Plan Amendment is to provide the requested flexibility in use for the potential development of this parcel. This request does not increase the present 600,000 square foot commercial/retail cap for this node, nor the commercial/retail cap of 360,000 square feet allocated to this corner.

![Figure 1: Portion requesting the change to the Future Land Use map](image)

Items related to this Comprehensive Plan Amendment include:

- **Z-14-00458:** Consider a request to rezone approximately 120.6 acres from CC400 (Community Commercial Centers) District, RS7 (Single-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RM24 (Multi-Dwelling Residential) District, PCD (Planned Commercial Development) District, and RMO (Multi-Dwelling Residential-Office) District to CC600 (Community Commercial Centers) District, located at 6200 W 6th St. Submitted by Steven B. Schwada and Timothy B. Fritzel, co-managers of K-10/40 Development LC on behalf of TAT Land Holding Company LC, JDS Kansas LC, Kentucky Place LC, Venture Properties Inc, Sojac Land Company LC, Scotsdale Properties LC, and Tanglewood LC, property owners of record.

**STAFF REVIEW**

The applicant is requesting a revision to the *West of K-10 Plan* future land use map to replace the presently adopted Low Density Residential, High Density Residential, and Residential Office land uses by expanding the Commercial Center - CC600 into this vacated area. This would expand the Commercial Center - CC600 designation to encompass the entire parcel located at 6200 W. 6th Street. The purpose for this request is to align the applicable Sector Plan with the designation in Horizon 2020 to ensure the future land use matches the requested rezoning for this parcel as proposed in Z-14-00458.
The allocated commercial retail space for this corner, a total of 360,000 square feet, would remain unchanged. Also, the node limitation of 600,000 square feet would remain unchanged, as would the boundaries of the existing West of K-10 Plan.

Staff reviewed this amendment based upon the Comprehensive Plan Amendment review criteria listed below, as identified in Chapter 17 (Implementation) of Horizon 2020. The applicant’s responses are also provided below:

**COMPREHENSIVE PLAN AMENDMENT REVIEW**

1. **Does the proposed amendment result from changed circumstances or unforeseen conditions not understood or addressed at the time the Plan was adopted?**

   Applicant’s response: Yes. As more particularly described in the Applicant’s rezoning application, the Area Plan incorrectly assumed that the current zoning of the northeast corner of Highway 40 and K-10 Highway remains appropriate following the development of Rock Chalk Park and the City’s Recreation Center. However, those high intensity developments (as
opposed to the single-family uses originally proposed in the Northwest Area Plan) have made single family districts unnecessary and undesirable. The Area Plan should have designated the entire corner as CC600, because that zoning district is the only district that affords the flexibility needed to attract and promote investment at the site.

**Staff's response.** When the West of K-10 Plan was created and adopted, the construction of Rock Chalk Park and Sports Pavilion Lawrence was not anticipated due north of this location. The location of Rock Chalk Park and Sports Pavilion Lawrence is not within the boundary of an adopted Area/Sector plan, and this portion of Douglas County was anticipated to be residential under the advisory Northwest Area Plan. The adopted future land use was anticipated to help buffer and provide adequate transitioning of uses into residential uses, but is arguably no longer necessary with the development of Rock Chalk Park.

2. **Does the proposed amendment advance a clear public purpose?**

Applicant’s response: Yes. The City and the Applicant have both committed significant resources to the development of the intersection, and the development of the node promotes increased tourism and westward population growth.

**Staff’s response.** The proposed amendment is consistent with the zoning, size, and location of the node indicated in Horizon 2020: Chapter 6 (p. 6-21). The expansion of the Commercial Center - CC600 future land use would increase the anticipated commercial land use at this intersection by 61%, but that does not directly correlate to an increase in the permissible amount of commercial/retail space permitted at this particular location. This alteration to the future land uses does present a different gradation to the uses, specifically the decrease in intensity transitions as the development would progress to the northwest. However, the development anticipated at the time of the West of K-10 Plan’s adoption was for low density residential to be the predominant land use to the north and east of this site, which is not the existing development pattern seen today.

Also, the change to Commercial Center - CC600 future land use, and rezoning to CC600 does not preclude residential uses within the site, as some forms of residential living are permitted under CC600 zoning within the Land Development Code.

3. **Is the proposed amendment consistent with the long-range goals and policies of the plan?**

Applicant’s response: Yes. The proposed amendment is consistent with the overall goals and policies of Chapter 6 of Horizon 2020, which designates only the intersection of West 6th Street (40 Highway) and K-10 Highway as a CC600 district.

This proposal is aligned with the currently adopted commercial node policies in Chapter 6 of Horizon 2020, and the proposed alteration to Chapter 14, and the West of K-10 Plan, is consistent with this anticipated CC600 node presently designated on Map 6-1, “Existing and Potential Commercial Land Use Locations.” (Horizon 2020, p. 6-45) The request by the applicant specifically seeks to revise the future land use in the West of K-10 Plan to be in conformance with the requested change in zoning also being sought by the applicant.
Given the recent projects within the adjacent vicinity, the amendment is more suited for the development pattern that is present today than the one previously envisioned during the creation and adoption of the *West of K-10 Plan*.

4. **Does the proposed amendment result from a clear change in public policy?**

   **Applicant’s response:** The proposed amendment is consistent with existing public policy. The amendment does not attempt to increase the allotted retail commercial square footage at the northeast corner. The amendment, which is consistent with the Applicant’s rezoning request, acknowledges the change of circumstances that justifies the elimination of an RS7 district. The permitted uses in the remaining zoning districts are generally permitted in the CC600 district, but only the CC600 district promotes the flexibility and proactive approach that optimally encourages appropriate development.

   **Staff's response:** There has not been change in public policy. The proposal does not require an amendment to Chapter 6 of *Horizon 2020*, nor does it require the reclassification of an adopted node. The request also does not modify the existing retail space amount permitted at any quadrants of the intersection of W. 6th Street and K-10 Highway, or within the node as a whole. The proposal modifies the existing node future land use while staying within the existing anticipated node area, and does not directly perpetuate commercial strip development along W. 6th Street, as long as the boundaries of the planned retail area are not expanded.

In addition, the following shall be considered for any map amendments:

5. **Will the proposed amendment affect the adequacy of existing or planned facilities and services?**

   **Applicant’s response:** No, there will be no impact on existing or planned facilities and services.

   **Staff’s response:** Infrastructure is present within the area. Capacity cannot be determined at this time since there is not a definite construction project proposed for this location. Further analysis regarding the specifics towards capacity will be addressed in the subsequent rezoning (Z-14-00458) and at the time a construction plan is put forward for evaluation.

6. **Will the proposed change result in reasonably compatible land use relationships?**

   **Applicant’s response:** Yes, the affected property is buffered by multi-family zoning districts to the east, planned commercial uses to the west and south, and Rock Chalk Park and Recreation Center to the north.

   **Staff’s response:** The proposed change is consistent with the existing development patterns and intensity to the north of the subject site, and is also consistent with the envisioned land uses adjacent to the site. This proposal will continue the anticipated development pattern at this node. This amendment does not seek to change the permissible amount of commercial/retail at this node, only to expand the Commercial Center - CC600 to be consistent with the corresponding rezoning request and parcel boundaries.
7. Will the proposed change advance the interests of the citizens of Lawrence and Douglas County as a whole, not solely those having immediate interest in the affected area?

Applicant's response: Yes. The proposed change benefits the citizens of Lawrence by creating more opportunity for tourism-related and commercial development in northwest Lawrence, thereby augmenting the positive economic impact caused by Rock Chalk Park and the Recreation Center.

Staff's response: This proposed amendment does not necessarily advance the interests of the citizens of Lawrence and Douglas County as a whole, but neither does it harm them. This change seeks to modify the future land use, and subsequently the corresponding zoning, for this area. This application does not seek to modify the boundary of the node, or the amounts of commercial/retail that may locate at this node. Potential development at this node may shorten their shopping trips to other various shopping destinations throughout Lawrence.

PROFESSIONAL STAFF RECOMMENDATION

Considering the current designation as a CC600 node location, the applicant's request brings the future land use of this location into conformance with the currently adopted node intensity within Horizon 2020: Chapter 6. The request also takes into consideration the change in anticipated development patterns which occurred due north of the parcel, and the expansion of the Commercial Center - CC600 will be contained within the existing parcel and existing plan boundaries.

Staff recommends approval of this Comprehensive Plan Amendment to Horizon 2020: Chapter 14: Specific Plans, and the West of K-10 Plan to revise the future land use map changing designations from Low Density Residential, High Density Residential, and Residential Office, to Commercial Center - CC600, at 6200 W. 6th Street, and recommends forwarding this Comprehensive Plan Amendment to the Douglas County Commission and the Lawrence City Commission with a recommendation for approval.
West of K-10
Plan

Lawrence-Douglas County Planning Department

Lawrence-Douglas County Planning Commission – <DATE PENDING> 2/27/13
Douglas County Board of County Commissioners – <DATE PENDING> 4/10/13
Lawrence City Commission – <DATE PENDING> 3/26/13
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I. Introduction and Purpose

Location  
The West of K-10 planning area is located primarily west of K-10 Highway (South Lawrence Trafficway) and north and south of US Highway 40. The planning area also contains some land east of K-10.

Setting  
The area is primarily rural in nature. It has access to two highways, US 40 and K-10. I-70 is nearby and north of the area. Clinton lake lies south of the area.

Earlier Planning Efforts  
The West 6th Street and K-10 Nodal Plan was adopted by the City of Lawrence on November 11, 2003. The Plan addressed future land use for the four corners that make up the intersection of West 6th Street/US 40 and the South Lawrence Trafficway/K-10. This revision supersedes the West 6th Street/K-10 Nodal Plan and the land use policy guidance for the intersection of US40 and K-10 Highways is now found in this Plan.

The City of Lawrence hired PlaceMakers, a national consulting firm, to write a Traditional Neighborhood Design (TND) code that could be used to develop TND neighborhoods in the future. In early 2007, PlaceMakers held a design workshop in Lawrence. Part of the scope of work for PlaceMakers was to master plan a number of areas, inside and outside of Lawrence, including approximately two square miles west of K-10. The approximately two square miles were located directly west of K-10, south of US 40, north of Clinton Lake, and east of E. 800 Rd. All of the property owners in that area were invited to a number of meetings to gain their input on future development. PlaceMakers produced a TND master plan for the area that is based on the Lawrence SmartCode, which they also produced.

Purpose  
The purpose of the West of K-10 Sector Plan is to plan for urban density growth in the area west of K-10. This Plan will act as the City’s official land use guide for growth in the West of K-10 area.
Relation to Other Plans

This Plan constitutes an amendment to Horizon 2020. The Plan is consistent with Horizon 2020. Additional policy guidance has foundation in the following plans:


Process

Planning Staff developed a 1st draft of the Plan with input from other City departments. The 2nd draft of the plan, revised after public comments were received on the 1st draft was made available for public comment. A third draft of the plan was made available for Planning Commission review on September 24, 2008. A 4th draft of the plan was produced based on Planning Commission direction. The Planning Commission and City Commission approved the 4th draft. The Board of County Commissioners directed staff to make changes to the 4th draft. The Planning Commission agreed with the changes suggested by the County Commission and approved the 5th draft March 25, 2009. The County Commission approved the 5th draft on May 6, 2009. The City Commission approved the 5th draft on June 6, 2009.
II. Existing Conditions

A. Current Land Use

The current land uses in the planning area consist of approximately 2,438 acres of land, excluding street right-of-way, as shown in Table 2-1. The majority of the planning area, approximately 1,800 acres, is in farm use. Most of the remainder of the land uses are types of residential uses. Commercial, public/institutional and vacant parks/recreation/open space are also land uses included in the planning area. (See Map 2-1)

Table 2-1

<table>
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<tr>
<th>Current Land Use</th>
<th>Total Acreage</th>
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<tbody>
<tr>
<td>Single Family Residential</td>
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<tr>
<td>Mobile Home</td>
<td>0.83</td>
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<tr>
<td>Residential - Other</td>
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<td>Vacant Residential</td>
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<td>Farm Residence</td>
<td>855.24</td>
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<td>792.67</td>
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<td>Commercial</td>
<td>28.11</td>
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<tr>
<td>Public/Institutional</td>
<td>22.44</td>
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<tr>
<td>Vacant Parks/Rec/Open Space</td>
<td>126.70</td>
</tr>
<tr>
<td>Total</td>
<td>2,437.55</td>
</tr>
</tbody>
</table>
B. Current Zoning

The City of Lawrence Land Development Code and the Douglas County Zoning Ordinance are intended to implement the goals and policies in Horizon 2020 in a manner that protects the health, safety, and general welfare of the citizens. The Land Development Code and the Douglas County Zoning Ordinance establish zoning regulation for each land use category which development must follow.

The planning area is primarily located in the county and partially within the city limits. Map 2-2 shows the current zoning designations and the Tables 2-2 and 2-3 below describe the map designations.

Table 2-2

<table>
<thead>
<tr>
<th>City Zoning</th>
<th>District Name</th>
<th>Comprehensive Plan Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>RS10</td>
<td>Single-Dwelling Residential</td>
<td>Low-Density Residential</td>
</tr>
<tr>
<td></td>
<td>(10,000 sq. feet per dwelling unit)</td>
<td></td>
</tr>
<tr>
<td>RS7</td>
<td>Single-Dwelling Residential</td>
<td>Low-Density Residential</td>
</tr>
<tr>
<td></td>
<td>(7,000 sq. feet per dwelling unit)</td>
<td></td>
</tr>
<tr>
<td>RM12</td>
<td>Multi-Dwelling Residential</td>
<td>Medium-Density Residential</td>
</tr>
<tr>
<td></td>
<td>(12 dwelling units per acre)</td>
<td></td>
</tr>
<tr>
<td>PCD</td>
<td>Planned Commercial Development</td>
<td>N/A</td>
</tr>
<tr>
<td>UR</td>
<td>Urban Reserve</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Table 2-3

<table>
<thead>
<tr>
<th>County Zoning</th>
<th>District Name</th>
<th>Comprehensive Plan Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Agricultural</td>
<td>Agriculture</td>
</tr>
<tr>
<td>A-1</td>
<td>Suburban Home Residential</td>
<td>Very-Low Density Residential</td>
</tr>
<tr>
<td>B-1</td>
<td>Neighborhood Business</td>
<td>N/A</td>
</tr>
<tr>
<td>B-3</td>
<td>Limited Business</td>
<td>N/A</td>
</tr>
</tbody>
</table>
C. Current Infrastructure

Water
City water is provided to very few properties in the planning area. There is a hydrant and a 16”, PVC pipe line southeast of the intersection of US 40 and K-10 which is outside of the Lawrence city limits and another line east of K-10 along Bob Billings Parkway, within the City limits. All other properties obtain water either from private wells or from Rural Water District #1. The water lines are shown on Map 2-3.

Sanitary Sewer
City sanitary sewer is provided to the majority of the properties east of K-10 that are not within Lawrence city limits. There is one 10” and one 8” PVC City sanitary sewer line that cross K-10 to the north and to the south of N. 1500 Road. All other properties are serviced by private septic systems. The sanitary sewer lines are shown on Map 2-3.

Storm Sewer
City storm sewer provides a 24” corrugated metal pipe along Bob Billings Parkway within the planning area. The remainder of the planning area has streams for storm water drainage. The storm water pipes, streams and storm channels are shown on Map 2-4.

Gas
Southern Star Gas has two lines running though the planning area. One line crosses the planning area across the northeastern corner and the other line crosses at the southern portion of the planning area.
D. Parks and Recreational Facilities

There are currently no existing parks and recreation facilities or park properties located in the plan area. Clinton Lake is directly south of the plan area.

The planning area includes existing and future bike routes, lane, and recreational paths and these are shown on Map 2-5. Bike lanes are a separate space designated with striping, signage or pavement markings for exclusive use by bicycles with a street or road. There is an existing bike lane along Bob Billings Parkway in the planning area and currently stops where the road ends. Bike routes are a network of streets to enable direct, convenient, and safe access for bicyclists. There is a future bike route identified in the planning area long N. 1500 Road. A recreational path is a separate path adjacent to and independent of the street and is intended solely for non-motorized travel. There are existing recreational paths located on the east side of the South Lawrence Traffic Way (SLT/K-10) and a future recreational path from where Bob Billings Parkway ends to the South Lawrence Traffic Way (SLT/K-10).

Different types of bicycle facilities are attached to a certain street classification. Recreational Paths are part of Arterials, Bike Lanes are part of Collectors, and Bike Routes are also part of Collectors.
E. Transportation

Transportation 2030 (T2030) is the comprehensive, long-range transportation plan for the metropolitan area. T2030 designates streets according to their functional classification or their primary purpose. These functional classifications are shown on Map 2-6. The classification system can be described as a hierarchy from the lowest order, (local streets) that serve to provide direct access to adjacent property, to (collector streets) that carry traffic from local streets, to major thoroughfares (arterial streets) that carry traffic across the entire city. Freeways and expressways are the highest order of streets and are designed with limited access to provide the highest degree of mobility to serve large traffic volumes with long trip lengths.

The graphic on the right helps explain the relationship between functional classification in serving traffic mobility and land access.

Chapter 2 of T2030 discusses and identifies minor and major gateways into and out of Lawrence. T2030 states, “Gateways are locations on transportation corridors that define the entrances to cities. These provide visitors with a first impression of the city and often indicate the transition from rural to urban land uses. As such, cities desire to make these locations as attractive and informative as possible. As noted in T2030 in Figure 2.4, there are several roadways that represent gateways into the city of Lawrence or into smaller communities within the region that should be reviewed for aesthetic and informational enhancements when they are improved.”
The planning area for the *West of K-10 Plan* includes three of the *Transportation 2030* identified gateways into Lawrence from the west. US Hwy 40 and Clinton Parkway are identified as major gateways to Lawrence and Bob Billings Parkway is identified as a minor gateway to Lawrence.

*Transportation 2030* identifies the South Lawrence Traffic Way (SLT/K-10) and US Hwy 40 as truck routes.

There are no immediate plans to widen K-10 Highway beyond the current two travel lanes.

Currently there are no transit routes that travel to or through the planning area.
F. Schools

School Districts
The West of K-10 Planning Area is located entirely within the Lawrence USD 497 school district. The Perry-Lecompton USD 343 school district is located just to the southwest and northeast of the planning area. (See Map 2-7)

School Locations
Lawrence has one public and one private school located just east of the planning area. The public school is Langston Hughes Elementary School which includes grades kindergarten through sixth grade. Langston Hughes is located along George Williams Way, east of the planning area.

The private school is Corpus Christi Catholic School which includes grades kindergarten through sixth grade. Corpus Christi is located east of the planning area along Bob Billings Parkway.

The Lawrence School District has purchased property within the West of K-10 planning area. The school district has not identified what type of school is to be located at this site. The school district property is located southeast of the intersection of N. 1500 Road and E. 800 Road.

G. Stormwater

The sector plan area lies within The Baldwin Creek drainage basin on the north, the Yankee Tank Creek drainage basin on the east, and parts of the Upper Wakarusa Watershed on the west and south (see Map 2-8 for drainage basins and Map 2-9 for contours).

The Baldwin Creek drainage basin lies in the north central part of Douglas County, and encompasses approximately 5,470 acres (approximately 8.5 square miles). The drainage basin consists of two sub-basins. The first sub-basin is bounded on the south by a major ridge line (the Kanwaka Ridge) that generally follows US Highway 40/ West 6th Street and extends approximately 1 mile west of the South Lawrence Trafficway and one-quarter mile south of U.S. 40 Highway at its southwestern most extent. Land in this sub-basin drains northward toward the main channel of Baldwin Creek, which begins in the middle of sections 20 and 21 and drains northeastward toward the Kansas River. The creek channel and the associated floodplain broadens and flattens as the creek approaches the Kansas River. The second sub-basin of Baldwin Creek is a much more expansive land area with approximately 4,200 acres. It lies southwesterly and northerly of the smaller sub-basin, extending southwesterly beyond the west leg of the South Lawrence Trafficway and northward to Lakeview Lake. This sub-basin drains from southwest to northeast toward the Kansas River.

Parts of the West of K-10 plan area lie in the Yankee Tank Creek drainage basin. This basin generally lies south of US Highway 40, west of Wakarusa Drive, north of 31st street and east of E 650 Road. The west sub-basin was identified in the Lawrence-Douglas County Planning Department
12/10/2014
1996 Stormwater Management Master Plan as encompassing 756 acres and drains into Yankee Tank Lake (Lake Alvamar), a private lake just north of Clinton Parkway.

On the west and south of the plan area is part of the Upper Wakarusa Watershed which covers 367 square miles in total across Douglas, Shawnee, Osage and Wabunsee counties. The watershed drains into Clinton Lake, which severs as a major source of drinking water for the City of Lawrence. In 2003, the Upper Wakarusa Watershed Restoration and Protection Strategy (WRAPS) was completed, which identified thirteen water quality goals. Primary concerns include excess sediment, phosphorus, nitrogen and fecal coli form bacteria going from the watershed into the river and lake. The WRAPS strategy is based on a combination of riparian/stream bank restoration measures to reduce sediment and nutrient input. Specific care should be taken as lands in this watershed develop to have a positive impact on the water quality.
West of K-10 Plan
Map 2-8 Drainage Sub-Basins
Map depicts drainage sub-basins of the planning area for Baldwin Creek (BC), Yankee Tank Creek (YTC), and Wakarusa River (WRS).
III. Goals and Guiding Principles

The following policy statements in Sections III - VIII are for the development of the West of K-10 Plan area. “Shall” statements identify the items that are expected to be incorporated into development within the planning area. “Should” and “encouraged” statements identify the items that are strongly recommended to be incorporated into development within the planning area. “Shall” statements are stronger than “should” and “encouraged” statements.

LAND USE

Goal – Create unique mixed-use neighborhoods; encourage healthy development of commercial, office and employment uses; develop strong park/trail system.

Guiding Principles

- A mix of uses within neighborhoods is encouraged.
- A mix of housing types should be built within each neighborhood. Neighborhoods should not be developed with a single housing type, i.e. single family.
- Allow for Traditional Neighborhood Design (TND) neighborhoods in the area. TND neighborhoods shall be properly integrated with adjoining suburban-style neighborhoods.
- Allow for large employment uses at appropriate locations in the planning area.
- Allow for neighborhood-level commercial activities within the planning area.
- Integrate parks and open space within the neighborhoods.

PUBLIC FACILITIES & INFRASTRUCTURE

Goal – Provide ongoing infrastructure and public facilities improvements as the area develops at urban densities.

Guiding Principles

- Improve K-10 and Bob Billings Parkway/15th Street to a separated grade intersection.
- Encourage trail connections to the existing regional trail system.
- Sewer and water system capacity shall be adequate prior to urban development.
- Create pedestrian friendly streetscapes (streets and sidewalks) that connect to a neighborhood’s amenities and assets.
- Co-locate public facilities where feasible and appropriate.

**NEIGHBORHOOD CHARACTER**

**Goal** – Develop unique neighborhoods that are sustainable and remain viable over the long-term.

**Guiding Principles**

- Connectivity is a priority; neighborhoods should connect to each other and to amenities and focal points within the area.
- Visual corridors should be protected as development occurs in the planning area.
- Create an identity that gives residents and visitors a sense of the neighborhood (i.e. create gateways at neighborhood entrances).

**ENVIRONMENT**

**Goal** – Develop neighborhoods and new development with the natural layout of the land in mind.

**Guiding Principles**

- Neighborhoods should be built in ways that protect existing natural drainage and ecosystems.
- Priority should be given to stormwater measures that protect Clinton Lake from development run-off as this area reaches urban densities.
IV. Future Land Use

The West of K-10 Future Land Use Section illustrates conceptual guides for future development and redevelopment that embody the vision and goals presented in Section III. The future land use map in this Section is conceptual and should not be used to determine precise zoning boundaries. The following land uses, zoning districts, and densities are the “maximum recommended” and assume less intensive land uses, zoning districts, or densities are appropriate.

This section presents two future land use options for the planning area. One is a conventional development option and the other is a Traditional Neighborhood Design (TND) option. Property owners and developers have the option of choosing one of the options in order to develop in the planning area after the land becomes part of the city of Lawrence.

The West of K-10 Plan supersedes and replaces the West 6th Street/K-10 Nodal Plan. The Future Land Use Policies of the West of K-10 Plan now apply to the four corners of the West 6th Street and K-10 intersection.

Conventional Future Land Use Option
The conventional future land use option for West of K-10 (Map 4-1) was developed using a combination of adopted policy, existing conditions including City zoning and stormwater considerations, projections based on past build-out patterns in west Lawrence, and comments from stakeholders and the Planning Commission. This option is predominantly a low density residential pattern that also allows for higher densities near commercial and employment uses and at the intersections of future major roads.
**TND Option**

The model for the TND option (Map 4-2) is built primarily around work the PlaceMakers firm did in early 2007. Through a week long charrette (design workshop) process, PlaceMakers, with the input from the area’s landowners, produced a TND master plan based on the Transect method of organizing development. The model shows how TND neighborhoods could be organized in part of this planning area.

The **Lawrence SmartCode** is the regulatory tool that will be used to implement the TND option. The **Lawrence SmartCode** was calibrated by PlaceMakers based on the charrette and from collaboration with City staff after the charrette and public comment. The TND option of development in the area will only be available if the **Lawrence SmartCode** is adopted by the Lawrence City Commission.

The model is meant to provide a guide to future TND development in the planning area. Landowners/developers will have to develop their own plans that conform to the **Lawrence SmartCode** in order to develop TND neighborhoods. There are two community types allowed by the **Lawrence SmartCode** in a Greenfield development situation. One community type is a Cluster Land Development (CLD). The other community type is a Traditional Neighborhood Development (TND). A minimum of 60 acres is required to develop a new TND neighborhood. 40 acres is required to develop a CLD neighborhood.

**Compatibility**

An obvious challenge arises with providing two future land use options for the planning area. Compatibility issues will inevitably arise when placing a suburban development next to one designed to be a TND. The challenge is how to properly and effectively build new neighborhoods when one option is chosen next to a development that used the other design option.

**Keys to increased compatibility:**

1. New neighborhoods, whether of a suburban nature or TND, must connect to each other via the street and pathway system. Streets, sidewalks and trails must connect from one neighborhood to the next. The first neighborhood built, and each subsequent neighborhood, should stub out the streets intended for connection to adjoining neighborhoods that will be created later.
2. A street pattern created by a TND neighborhood should be followed as closely as possible in subsequent neighborhoods.
3. Compatible land uses should be located adjacent to each other where neighborhoods of different design characteristics adjoin.

**Industrial/Office/Warehouse/Research Land Uses**

Regardless of which land use option is chosen for development, the employment related land uses should be maintained. They can be developed conventionally under the Development Code or potentially with Special Districts under the Lawrence SmartCode.

Further, structures in these developments should be aesthetically pleasing from all sides and should incorporate quality building materials and other high quality architectural elements. Transitions between uses should be accomplished by buffer yards, landscaping, setbacks, scale and massing, and transition of uses to include low-intensity industrial uses along the perimeter of the areas identified as industrial or office/research. In addition, sites should incorporate a variety of landscaping treatments to alleviate the potential for monotonous perimeter buffering.

Access to major roads from the industrial or office/research development lots shall be limited. However, industrial users on large lots that are significant generators of traffic may directly access arterial roads if the size of the site is such that it allows internal circulation without the necessity of constructing local roads to direct that circulation to the arterial road. Such access shall be based on sound traffic engineering principles and shall be properly controlled with appropriate signalization and turn lanes. Smaller lots shall take access from local roads. Additional local roads that serve the site should be arranged to minimize development lot access to the future major roads.

**Rural Subdivisions**

Rural subdivisions are developments built under rural standards that often don't meet the requirements of urban development. They may be processing wastewater on-site, have undersized water lines and rural standard roads. Issues arise as urban development moves into the area in which the rural subdivision lies. One issue is that undersized water lines may not be appropriate to provide fire service from the City. Rural subdivisions shall not be accepted for annexation until such time that the appropriate urban infrastructure is in place to serve the subdivision upon annexation.

Additionally, development lots in rural subdivisions are often larger than the typical urban lot. Urban development adjacent to the rural subdivision may be of higher density than the rural subdivision. This plan encourages infill of the rural subdivisions to more urban densities. Dividing large lots to accommodate more than one principal structure will help to more efficiently provide urban services to an area. Existing rural subdivisions are primarily located in the area this Plan covers east of K-10 Highway.

This Plan encourages annexing the rural subdivisions east of K-10 Highway as development occurs in the surrounding or adjacent areas and infrastructure is brought to reasonable proximity. The goal is to help ensure urban services are being provided in a contiguous manner as the city grows westward.
E. 902 Rd

E. 902 Rd. is located in the southeast corner of the planning area. Transportation 2030 projects a future collector road built to urban standards that could in the future replace the existing rural E. 902 Rd. Map 4-1 designates future land uses in the area as High Density Residential west of the future road and Medium Density Residential east of the future road. Since the exact alignment of this road has not been determined, the future road will be the separation between High Density and Medium Density Residential land uses.
A. Conventional Future Land Use Option

Land Use Categories

Residential – Very Low Density
The intent of the very low-density residential use is to allow for large lot, single dwelling type uses.
Primary Uses: Detached dwellings, cluster dwellings, manufactured home residential design, zero lot line dwellings, group home, public and civic uses
Zoning Districts: RS40 (Single-Dwelling Residential), PD (Planned Development Overlay)
Density: 1 unit/acre

Residential – Low Density
The intent of the low-density residential use is to allow for single-dwelling, duplex, and attached dwellings but emphasis is placed on residential type uses. Development in this area should be compatible with single-family character, which could include such uses as churches, small-scale daycares and institutional uses.
Primary Uses: Detached dwellings, attached dwellings, duplex, group home, public and civic uses
Zoning Districts: RS10 (Single-Dwelling Residential), RS7 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), PD (Planned Development Overlay)
Density: 6 or fewer dwelling units/acre

Residential – Medium Density
The intent of the medium-density residential category is to allow for a variety of residential options for the area at a greater density than the Low Density Residential category. This category can serve as a transition between low density and higher density uses.
Primary Uses: Detached dwellings, attached dwellings, duplex, multi-dwelling structures, group home, civic and public uses
Zoning Districts: RS5 (Single-Dwelling Residential), RS3 (Single-Dwelling Residential), RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), PD (Planned Development Overlay)
Density: 7-15 dwelling units/acre

Residential – High Density
The intent of the high-density residential category is to allow for compact residential development. These developments are primarily located at the intersection of two major roads or adjacent to commercial or employment uses.
Primary Uses: Multi-dwelling structures, group home, civic and public uses
Zoning Districts: RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), RM24 (Multi-Dwelling
Residential, RM32 (Multi-Dwelling Residential), and PD (Planned Development Overlay)

**Density**: 16+ dwelling units/acre

**Residential Office**
The intent of the residential/office use is to accommodate mixed use development of administrative and professional offices with varying degrees of residential. This category can serve as a buffer between higher intensity uses and major roads to lower intensity/density land uses.

**Primary Uses**: office, multi-family dwellings

**Zoning Districts**: RSO (Single Dwelling Residential-Office), RMO (Multi-Dwelling Residential-Office), MU (Mixed Use District), and PD (Planned Development Overlay)

**Density/Intensity**: 7-15 dwelling units/acre/medium

**Commercial – Neighborhood Center**
The intent of the commercial use is to allow for retail and service uses. A Neighborhood Commercial Center provides for the sale of goods and services at the neighborhood level. This category is applied to the intersection of N 1500 Rd and E 800 Rd and to the intersection of K-10 and Bob Billings Parkway/15th Street. Horizon 2020 Chapter 6 - Commercial identifies these corners as future Neighborhood Commercial Centers. See Horizon 2020 Chapter 6 - Commercial for more policy regarding Neighborhood Commercial Centers.

**Primary Uses**: Non-ground floor dwellings, multi-dwelling structures, civic and public uses, medical facilities, eating and drinking establishments, general office, retail sales and services, fuel sales, car wash

**Zoning Districts**: CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District), PD (Planned Development Overlay), and MU (Mixed Use District)

**Intensity**: medium-high

**Commercial – Lake Oriented Community Center**
Community Commercial Center provides goods and services to several different neighborhood areas. This category is applied to the existing commercial development located at K-10 and Clinton Parkway. This lake-oriented commercial development should serve the many visitors to Clinton Lake. Horizon 2020 identifies K-10 and Clinton Parkway as a future Neighborhood Commercial Center. This Plan recommends changing that designation to a Community Commercial Center to reflect the higher intensity of the lake oriented nature of the existing commercial uses. Many of those existing uses serving the lake, such as boat storage, are not appropriate for a Neighborhood Commercial designation. This designation will be limited to the area of the exiting lake oriented uses adjacent to Clinton Lake and the approved commercial uses on Lake Pointe Drive, just east of the planning area along Clinton Parkway. No additional areas shall be approved for the Community Commercial Center. See Horizon 2020 Chapter 6 - Commercial for more policy regarding Community Commercial Centers.

**Primary Uses**: lake oriented commercial
**Zoning Districts:** CC200 (Community Commercial Center), MU (Mixed Use District)

**Intensity:** medium

**Commercial Center – CC600**
The intent of the CC600 Commercial District in this Plan is to allow for commercial, office, mixed use residential, and employment uses, as well as up to 600,000 square feet of retail space to be located at the intersection of two state or federally designated highways, which in this case is the intersection of US40 and K-10 Highway. See the K-10/US40 Node discussion below for the allocation of the commercial retail space, along with additional information about the particular land uses on each of the intersection’s corners. See Horizon 2020 Chapter 6 – Commercial for further policy guidance regarding CC600 Commercial Centers.

**Primary Uses:** retail, commercial, office, recreation center

**Zoning Districts:** CC600 (Community Commercial Center), CC400 (Community Commercial Center), CC200 (Community Commercial Center), CN2 (Neighborhood Commercial Center), CO (Commercial Office), and PD (Planned Development Overlay) Districts

**Intensity:** medium to heavy

**K-10/US40 Node**
The following discussion provides additional policy detail regarding the four corners of the K-10/US40 intersection:

**Northwest Corner**
The northwest corner of US40/6th Street and K-10 Highway is expected to have a mix of uses including retail and other commercial uses. The total allocated retail space for this corner is 155,000 square feet. A green space buffer along the northern edge of the corner will help provide a transition to the residential neighborhood to the north. There are a number of ways to provide transitions to less intense land uses, such as berms with dense landscaping, open space, fences, etc. This green space buffer could accommodate passive uses such as walking trails, etc.

**Northeast Corner**
The northeast corner has received approval for a mixture of retail and commercial and residential uses. The retail and commercial uses are located towards the 6th Street and George Williams Way frontages, while the residential uses are in the northern portion of the corner. The allocated commercial retail space for this corner is 360,000 square feet. Residential development is limited to the northern half of the intersection and will be low and high-density neighborhoods. The residential area serves as transition area between the more intensive retail and commercial uses planned within this corner and the planned recreation center and low-density residential uses north and east of the study area.
Southwest Corner
The southwest corner is meant to ultimately have a mixture of land uses that includes religious, retail and commercial, and employment related uses. The corner currently has a religious use that is designated Public/Institutional. The southern portion of the intersection is designated Office/Industrial/Warehouse. This corner is allocated 25,000 square feet of commercial retail space. A greenspace buffer is located along the southern edge of the intersection and is meant to provide a buffer to future residential uses. There are a number of ways to provide transitions to less intense land uses, such as berms with dense landscaping, open space, fences, etc. This green space buffer could accommodate passive uses such as walking trails, etc.

Southeast Corner
Like its northern counterpart, this corner provides opportunity for a variety of residential, commercial, retail, and office activities. The commercial and retail uses will be located along the northern side of the corner along the 6th Street frontage and are designated CC600. This corner is allocated 60,000 square feet of retail space. This corner currently has developed and planned low density residential uses along the south portion of the corner. A portion has also been rezoned RM24 (High Density Residential) District and is designated High Density Residential. Further, another portion has been rezoned to RSO (Single-Dwelling Residential – Office) District and is designated Residential Office.

Office/Industrial/Warehouse
A portion of the southwest corner of US 40/6th Street and K-10 Highway node is designated Office/Industrial/Warehouse. The intent of the industrial use is to allow for moderate to high-impact uses including large scale or specialized industrial uses. The office and research uses are characterized by businesses involved in technology, research and scientific-related activities and/or office, office research activities that are designed in a campus like setting. A mixing of land uses is appropriate on this corner. See the K-10/US40 Node discussion above for additional information about the particular land uses on each of the intersection's corners.

Primary Uses: office, research, industrial and warehouse
Zoning Districts: IBP (Industrial/Business Park District), IL (Limited Industrial District), IM (Medium Industrial District), CO (Commercial Office District), and PD (Planned Development Overlay)
Intensity: medium to heavy

Public/Institutional
This designation recognizes an existing site owned by USD 497 for a future school in the area. It also recognizes an existing church near 6th and K-10 and another church at E 902 Rd. and N 1464 Rd.

Primary Uses: Cultural center/library, religious assembly, school, utilities, recreational facilities, utility services
Zoning Districts: RSO (Single Dwelling Residential-Office), RMO (Multi-Dwelling Residential-Office), and GPI (General Public and Institutional)
**Intensity**: medium

**Park/Open Space**
The intent of the park/open space use is to provide space for public recreational facilities and natural area preservation.

**Primary Uses**: Park and open space

**Zoning Districts**: GPI (General Public and Institutional District), OS (Open Space), UR (Urban Reserve)

**Intensity**: light

**Green Space Buffer**
This designation is provided on the northwest and southwest corners of West 6th Street and K-10. It is to provide a buffer for lower intensity uses that will be adjacent to the commercial, office, industrial, and warehouse areas. There are a number of ways to provide transitions to less intense land uses, such as berms with dense landscaping, open space, fences, etc. This green space buffer could accommodate passive uses such as walking trails, etc.

**Primary Uses**: Open Space

**Zoning Districts**: GPI (General Public and Institutional District), OS (Open Space), UR (Urban Reserve)

**Intensity**: light
B. TND Future Land Use Model

Landowners/developers wishing to develop TND neighborhoods in the planning area will have to seek approvals for such development under the Lawrence SmartCode. The option for TND development will be available throughout the entire planning area. Map 4-2 provides a visual model of TND neighborhoods organized for the Lawrence SmartCode. The regulatory Transect categories of the Lawrence SmartCode are listed below.

Lawrence SmartCode Transect Categories

T5: Urban Center  
This category includes higher intensity with mixed use and significant retail. This zone is what we think of as Main Street.  
Primary Uses: Retail, office, rowhouses, multi-family.  
Zoning Districts: T5  
Minimum Base Density: 24 units/acre

T4: General Urban  
This category is mixed use, but primarily residential urban fabric.  
Primary Uses: Urban residential.  
Zoning Districts: T4  
Minimum Base Density: 12 units/acre

T3: Sub-Urban  
This category is low density, suburban areas that allow home occupations.  
Primary Uses: Low density suburban residential - allows home occupations.  
Zoning Districts: T3  
Minimum Base Density: 4 units/acre

T2: Rural Reserve  
This is land in open or cultivated state or sparsely settled.  
Primary Uses: very low density residential  
Zoning Districts: T2  
Minimum Base Density: 1 unit/20 acre average

T1: Rural Preserve  
This is land approximating or reverting to a wilderness condition including lands unsuitable for development such as wetlands, steep slopes and nature preserves.  
Primary Uses: natural area  
Zoning Districts: T1  
Minimum Base Density: By Variance Only
Map 4-2: TND Future Land Use Model

The T-zones are allocated in response to natural conditions, such as flood plains and slopes, as well as existing thoroughfares, and are structured around Pedestrian Sheds.

- **T5: Urban Center**
  Higher intensity with mixed use and significant retail. This zone is what we think of as Main Street.

- **T4: General Urban**
  Mixed use, but primarily residential urban fabric.

- **T3: Sub-Urban**
  Low density, suburban residential areas that allow home occupations.

- **T2: Rural Reserve**
  Land in open or cultivated state or sparsely settled.

- **T1: Rural Preserve**
  Land approximating or reverting to a wilderness condition including lands unsuitable for development such as wetlands, steep slopes, and nature preserves.

- **CS: Civic Space**
- **CB: Civic Building**

  Neighborhood Center Pedestrian Shed: 5 minute walk
V. Great Neighborhoods

The opportunity to develop unique neighborhoods as Lawrence continues to grow westward is present in the area west of K-10. The key components that will create and knit the neighborhoods together are described below. The following policy language is intended to guide future urban development in a manner that will help create these new neighborhoods to have long lasting value to the community.

A. Neighborhood Connectivity

Streets
Streets within the various neighborhoods of this area shall be connected to each other. The street pattern within neighborhoods does not have to be a strict grid pattern. Streets can meander if terrain makes it necessary. Cul-de-sacs are discouraged, but are appropriate if terrain makes them necessary. The key is that streets connect to each other within neighborhoods and connect to other neighborhoods. Connected streets provide multiple route options for vehicles which can help eliminate the choke points that are created when cars are forced onto a limited amount of streets that carry traffic in and out of neighborhoods.

A key feature of some vital neighborhoods is short blocks. People utilize short blocks more frequently, and they just feel more alive. Short blocks tend to encourage pedestrian activity, while long blocks can feel unsafe from a lack of pedestrian traffic. Blocks for neighborhoods in the area should be short.

Pedestrians
Neighborhoods shall also be connected with pedestrian pathways. This includes the most simple of connections of sidewalks on connected streets. Pathways and trails shall also connect neighborhoods. An extensive system of pedestrian and bike friendly paths could be created by connecting trails in linear parks to the paths on the major roads. Further, where civic uses exist within neighborhoods, all care should be taken to ensure there are safe pedestrian routes and connections to those civic uses. Civic uses include public parks and open space, schools, churches, etc. In addition, commercial development shall be designed to facilitate pedestrian and non-motorized access from abutting areas.

Streets should also be designed to enhance pedestrian safety. Sidewalks shall be placed on both sides of streets. Additionally, parking should be allowed on
one or both sides of the street. This will help to create a slower speed environment for traffic which will help make pedestrian travel safer.

**Bicycles**

Bicycles are another viable mode of transportation that should be accommodated in the new neighborhoods of this area. Bicycle facilities located on an existing road shall be continued as the road is extended or improved to urban standards. Designated bike routes should be established within this area with attention paid to connecting those routes to the established city system. Bike lanes shall be added to the appropriate streets. Further, multi-use paths that accommodate bicycles should be extended into the neighborhoods from the existing city system. Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails. Utility corridors can also be used in conjunction with trails and parks.

**B. Viewsheds**

There are areas within the planning area that have great views of Lawrence to the east and rural Douglas County to the southeast. These areas deserve protection as they can be assets to future neighborhoods. Effort should be made to prevent these high points from being graded to a lower level. Further, adjacent development should step down or have height limits to protect the views of the higher points.

**C. Environment**

Care should be taken to design new neighborhoods and developments in this area with the natural layout of the land. Preserving the natural systems already in place prior to development should be a priority for the planning area. Streams should follow their natural paths and should not be rerouted or straightened.

One way to accomplish the protection of natural systems is with stream buffer or stream setback regulations. The benefits of such regulations include the reduction of erosion and sediment entering the stream,

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preserving the base flows of a stream, providing infiltration of stormwater runoff, and stabilizing stream banks.

This Plan encourages the adoption of a city-wide stream buffer or stream setback ordinance by the City of Lawrence. Setback widths will vary dependent upon land use as well as topography. Regional detention should also be encouraged to take advantage of existing natural geographic features when possible.

Clinton Lake is a major provider of water supply to 7 municipalities including Lawrence and 9 Rural Water Districts. Sediment erosion and runoff during urban development in the planning area poses a risk to that water supply. Sediment erosion control during development activities is a priority for the planning area. While the City of Lawrence has controls in place (Section 9-903 of the City Code), this is an important issue that bears extra emphasis in this Plan.

Sensitive lands, as designated by the Land Development Code should be preserved and protected per those standards identified in the code. Street rights-of-way, public utility corridors and building sites should be located so as to minimize their impact on environmentally sensitive areas. Where possible, environmentally sensitive areas to be protected should be located within designated public or private open space, either through dedication, a conservation easement, or control by a homeowner’s association. If a review indicates that it is not possible or reasonable to protect sensitive features, mitigation should be incorporated.

D. Gateways
Development shall enhance the identified gateways of the planning area by creating aesthetically pleasing corridors. Aesthetically pleasing landscaped entry ways along gateways should be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically pleasing landscaping.

Further, fencing installations shall incorporate continuous landscaping at the base and edges of the fence to integrate the fence with the site and landscaping. Finally, high quality, aesthetically pleasing building materials should be used.
VI. Transportation

A. Future Thoroughfares

Map 6-1 shows the designated Future Thoroughfares in the planning area.
Map 6-1 is derived from Transportation 2030 (T2030), the Long-Range Transportation Plan for Lawrence and Douglas County.

E 900 Rd currently functions as a frontage road to K-10 Highway, although not continuously. E 900 Rd currently extends from the south and stops near the self storage units near Clinton Lake. E 900 Rd also extends from N 1500 Rd north through the planning area. The road does not extend south from N 1500 Rd. This plan deviates from T2030 by recommending that E 900 Rd connect between N 1500 Rd and where it stops near the self-storage units. This road will serve as future collector road to handle the new urban density in the area and to provide a connection to Clinton Lake.

B. **US Highway 40/West 6th Street**

**Extraordinary setback**

The 50-foot extraordinary setback, in place for most of W. 6th Street between K-10 Highway and Monterey Way, is rooted in the Western Development Plan, adopted in 1969. Policy 6 of the Western Development Plan states: “A 50 foot easement, in addition to right-of-way required for street and utility purposes, will be required for property being platted adjacent to and on each side of West Sixth Street. This easement will be used as greenspace easement to be landscaped and maintained by the developer or owner of the property”. The 50-foot extraordinary setback rule for West 6th Street is located in the joint Lawrence-Douglas County Subdivision Regulations.

This plan recommends establishing an extraordinary setback on US Highway 40 west of K-10 to Stull Road. Establishing the extraordinary setback of 50 feet before urban development begins will help ensure that the cost of right-of-way acquisition for the eventual widening of 6th Street will not be increased because of the added cost to acquire buildings that could be constructed before the widening of the roadway. The extraordinary setback should be repealed after 6th Street is improved to an urban 5-lane road.

**Access Management**

US Highway 40/West 6th Street is classified as a B Route in a developed area according to the KDOT published Corridor Management Policy. According to that policy, B Routes are to be protected by allowing for direct access only when alternative access is infeasible. When direct access is necessary, shared access will be required whenever possible.

The access management standards put in place on West 6th Street between K-10 and Wakarusa Drive only allow access to West 6th Street every ¼-mile. The access management standards were based on the 1998 West 6th Street Access Management Plan. The recommendation of this plan is to continue the access management standards of 6th Street east of K-10 as US Highway 40/6th Street west of K-10 is improved to an urban principal arterial in the future.
Multi-Use Path
A 10’ multi-use path was constructed on one side of 6th Street between Wakarusa Drive and K-10 while a 6’ sidewalk is on the other side of 6th Street. As 6th Street is improved west of K-10, it is recommended a 10’ multi-use path be constructed on one side of the street and a 6’ sidewalk on the other side.

C. Bob Billings Parkway/15th Street

Bob Billings Parkway Extended
Bob Billings Parkway currently does not extend to K-10 Highway from the east. Bob Billings Parkway shall be extended to K-10 to provide another connection to K-10 and to provide a direct route to Kansas University from K-10. This connection will help to relieve traffic congestion on 6th Street.

K-10 Highway Intersection
From the east, E 1500 Road currently intersects K-10 Highway with an at-grade intersection. Bob Billings Parkway does not extend from the east to connect to K-10. Urban development will generate large amounts of traffic for which the existing at-grade intersection is not appropriate.

No urban density development west of K-10 Highway will be approved until the City of Lawrence, Douglas County and/or the Kansas Department of Transportation (KDOT) has approved a financing plan, along with a commitment to construct the improvements within a reasonable timeframe, that will be implemented to address the K-10/15th Street intersection to make it safe to handle urban density traffic. The acceptable solution is a grade separated intersection. Properties north of US Highway 40/6th Street and within ½ mile south of US Highway 40/6th Street will not have to comply with this policy when they develop to urban densities in the future.

Possible financing mechanisms in the approved financing plan could include impact fees. An impact fee is a charge on new development to pay for the construction or expansion of off-site capital improvements that are necessitated.
by and benefit the new development. Construction of a new interchange at K-10 Highway and Bob Billings/15th Street is a project that would directly benefit the new urban growth west of K-10 Highway.

**Multi-Use Path**
A 10’ multi-use path should be constructed on one side of an improved Bob Billings/15th Street while a 6’ sidewalk should be constructed on the other side of the street.

**D. E 902 Rd.**
T2030 identifies E 902 Rd. as a future collector street that will access Clinton Parkway. Providing this road and the connection to Clinton Parkway should occur as urban scale development happens in southeast corner of the planning area. This will help accommodate the additional traffic that will be generated with urban development.

T2030 shows this road going north from Clinton Parkway generally parallel to K-10 Highway. As shown in T2030, it turns east at N 1500 Rd and connects to George Williams Way, which will take traffic to Bob Billings Parkway. Providing this connection between Bob Billings Parkway and Clinton Parkway is important as the area urbanizes. The final alignment of the road and how that connection is accommodated will be determined when final design decisions are made. Alternative alignments to connect E 902 Rd directly to Bob Billings Parkway could be considered as well.

**E. Transit**
Future transit service for the planning area should be determined to be warranted or not based on the ultimate land use of employment and commercial activity.
VII. Community Facilities

A. Fire & Medical
A new fire and medical station is planned for 6th Street and K-10 Highway. The new station will serve some of the existing new growth east of K-10 and a good deal of the new growth west of K-10. It is programmed in the City’s CIP budget for 2009.

B. Parks, Recreation, and Open Space

Clinton Lake
The west of K-10 area is adjacent to Clinton Lake, one of the cornerstone natural areas of the community. The Clinton Lake property contains the Clinton Lake reservoir and park, Sesquicentennial Plaza, Eagle Bend Golf Course, a sports complex and multi-use and nature trails, among other things. Clinton Lake is a regional attraction that is a jewel for the community.

Controlled access to Clinton Lake is vital for its operation and security. Consideration should be given to establishing a controlled vehicular and/or pedestrian connection to the north side of Clinton Lake. Any type of access, pedestrian or vehicular, would need to be planned accordingly and receive all the necessary approvals. Perhaps an opportunity exists to provide a connection by extending E 800 Rd to connect to N 1415 Road just east of the Clinton State Park office. A single point of controlled pedestrian or vehicular access to the lake at this location would benefit the residents in these new neighborhoods and would provide another entrance/exit to the lake.

Co-Located Facilities
USD 497 and the City of Lawrence co-located facilities when the school district built Free State High School and the City built the Indoor Aquatic Center next door to the school. This model of cooperation and service delivery should be continued west of K-10. USD 497 owns ground west of K-10 for a future school site. Planning for the future school site should happen in conjunction with the City’s planning for new park and recreation facilities.

Parks and Open Space
Connecting parks and open space with pedestrian pathways is encouraged in this area. Each neighborhood must contain parks and open space. Parks and open space should be located on usable land that is easily accessible to the majority of the neighborhood in which it is located. Parks and open space may act as focal
points for neighborhoods and also act as edges for neighborhoods. Additional policy language regarding parks and open space is found in Chapter 9 of *Horizon 2020*.

Lake Alvamar is identified by this plan as open space. The importance of the lake to the planning area is its value as an open space amenity and also as a collection lake for stormwater flowing into it. Maintaining this lake for these purposes is important.
VIII. Utilities

Three master plans prepared for the City – 2003 Water Master Plan, 2003 Wastewater Master Plan, and the Stormwater Management Master Plan - form the policy basis for the necessary infrastructure elements that need to be in place prior to urbanizing the area west of K-10 Highway.

It is important to note from Section II (c) and (g) of this Plan that public utility infrastructure currently in place necessary for urbanizing the planning area west of K-10 Highway is scarce. The following details what infrastructure must be in place prior to urbanizing the area.

A. Water

There is a hydrant and a 16”, PVC pipe line southeast of the intersection of US 40 and K-10 which is outside of the Lawrence city limits and another line east of K-10 along Bob Billings Parkway, within the City limits. All other properties obtain water either from private wells or from Rural Water District #1.

The 2003 Water Master Plan (see map 8-1) identifies several improvements designed to serve the area west of K-10 Highway. Due to areas of high ground west of K-10 Highway and an inability to adequately serve the area from the existing West Hills Service Level these improvements include a second water main crossing of K-10 Highway and booster pumping station in the vicinity of N 1500 RD and K-10. For redundancy it would be advisable to have a second water main crossing of K-10 Highway prior to development.

Per the 2003 Water Master Plan the improvements required to extend water service to the west side of K-10 Highway, with the exception of the noted booster pump station and future elevated water storage tank, were to be at the developer’s expense.

The water distribution network in this area would be designed and constructed as urban development proceeds.

B. Sanitary Sewer

City sanitary sewer is provided to the majority of the properties east of K-10 that are not within Lawrence city limits. There is one 10” and one 8” PVC City sanitary sewer line that cross K-10 to the north and to the south of N. 1500 Road. A portion of the Yankee Tank Creek No. 3 drainage basin could potentially be served by these existing lines. The capacity of these lines as well as the system downstream of these lines including Pump Station PS09 would need to be evaluated based on proposed development.

Per the 2003 Wastewater Master Plan (see map 8-2) Sanitary Sewer Drainage Basins to the west of Yankee Tank Creek No. 3 will be collected by gravity within each basin and then pumped to the Yankee Tank Creek No. 3 system and conveyed via PS09 for treatment at the Wakarusa Water Reclamation Facility.
These areas will need to be evaluated along with the capacity in the receiving systems downstream to determine any necessary improvements.

There is a limited area of the Baldwin Creek Drainage Basins immediately south of 6th Street. Per the 2003 Wastewater Master Plan these areas are to follow their natural drainage and flow to the north of 6th Street for further collection and conveyance.

Per the 2003 Wastewater Master Plan the improvements required to extend sanitary sewer service to the west side of K-10, other than those identified as relief improvements to the existing system, were to be at the developer’s expense.

C. Stormwater

The City of Lawrence completed its Stormwater Management Master Plan in 1996, which generated policy governing storm water management. Basically, the policy requires an engineering study to assure drainage systems are designed for the 10-year return period peak flow with overflow channels sufficient enough to convey the 100-year peak flow. Overflow channels are to be covered by drainage easements with land use restrictions, and natural channels are encouraged to remain in their original location. Detention is required where buildings in the drainage basin downstream from the proposed development are frequently flooded during storm events, or where the required engineering study indicates the proposed development would cause flooding of downstream structures not previously affected.

At the time that the Stormwater Management Master Plan was created, the majority of the Baldwin Creek drainage basin was outside of the city limits, but the plan did recommend that it be updated at a point in the future to include the Baldwin Creek drainage basin. The Yankee Tank west drainage basin was identified in the 1996 plan, and was found to have a satisfactory 10-year performance rating on the majority of its systems. The plan did note that the area was still developing at the time and the plan should be updated at some point in the future as development happens. Current City policies regarding stormwater management will affect all incorporated areas.
IX. Implementation

The purpose of this section is to provide actions that should happen as this Plan is adopted and urban development starts to occur in the planning area. Each implementation action is assigned a group or groups ultimately responsible for completing or approving the action.

- Amend Horizon 2020 Chapter 14, Specific Plans, to include the West of K-10 Sector Plan by reference.
  **Who:** Planning Commission, City Commission, County Commission

- Amend Horizon 2020 Chapter 6, Commercial, to change the designation of K-10 and Clinton Parkway from Neighborhood Commercial Center to Community Commercial Center.
  **Who:** Planning Commission, City Commission, County Commission

- Adopt the Lawrence SmartCode as a development option for new development and infill in Lawrence.
  **Who:** Planning Commission, City Commission

- Develop a financing plan to improve the intersection of K-10 Highway and 15th Street/Bob Billings Parkway so that it can safely serve urban density development west of K-10.
  **Who:** City Commission, County Commission, KDOT

- Amend Horizon 2020 Chapter 3, General Plan Overview, Map 3-1 Lawrence Urban Growth Area Service Areas & Future Land Use, to reflect the adopted future land use.
  **Who:** Planning Commission, City Commission, County Commission

- Create and adopt a stream buffer or stream setback ordinance.
  **Who:** Planning Commission, City Commission
December 14, 2014

To: Mr. Bruce Liese, Chairman, and Planning Commission Members
Lawrence-Douglas County Metropolitan Planning Commission

RE: ITEM NO. 2: COMPREHENSIVE PLAN AMENDMENT TO HORIZON 2020 CHAPTER 14 (JSC)
ITEM NO. 3: CC400, RS7, RM12D, RM24, PCD, RMO TO CC600; 120.6 ACRES; 6200 W 6TH ST
(MKM)

We ask that you completely rethink (re-plan) the rezoning here and not allocate more
commercial zoning than has been determined in the original area plan when the nodal plan
for this SLT/6th intersection allocated commercial retail use to the four corners a few
months ago. This includes proposed changes to the West of K-10 Area Plan, as well as
the proposed rezoning of the 160 acres to CC600.

Our reasoning is as follows:

1. The CC600 zoning district is one of the most intensive and inclusive that is available.
   Once commercial zoning has been applied to land, it is unlikely that it will be rezoned to
   any other district or to any use other than commercial, including retail commercial.

2. The amount of retail zoning allocated to this corner by its nodal plan is 360,000
   square feet. That amount is 8.46 acres. The amount of 160 acres, the total area that
   is being asked to be rezoned to CC600, is one-fourth of an entire section or 6,809,600
   square feet. This is almost 19 times the minimum that has been allocated for retail
   space. Assuming that the calculation is for gross retail space, even if the amount of
   parking needed is added so that as much 15 acres is included in the allocation, this total
   amount being proposed for commercial rezoning is so far in excess of what the corner
   nodal plan allocated to this corner that the rezoning proposal does not seem to even begin
to conform to this nodal plan.

3. The staff is proposing that the rezoning be conditioned to limit the retail zoning at the ordinance stage. If the
   retail zoning is to be limited by conditioning, why rezone more commercial zoning than the actual amount being
   allocated in the first place? There are other zoning districts that could be applied once the area is planned. This
   zoning appears to be speculative, with no actual future plans for land use.

4. We suggest that the planners look at this quarter-section, as well as the entire 640-acre section. We believe
   that what is needed is to reexamine the zoning patterns, locate the commercial zoning where the automobile
   traffic and customers should go, locate the commercial zoning there and re-plan the remainder of the area, that
   is, for example, 145 acres, for residential or mixed use on this corner. To our way of thinking, the best location
would be where it was originally proposed in the Northwest Plan; that is, in the southwest corner of the quarter-section.

We sincerely hope that you will deny the proposed changes to this quarter-section, rethink the area and re-plan it before considering changing the plan or the rezoning requested for the area.

Thank you.

Sincerely yours,

Cille King
President

Alan Black, Chairman
Land Use Committee
ITEM NO. 3:  CC400, RS7, RM12D, RM24, PCD, RMO TO CC600; 120.6 ACRES; 6200 W 6TH ST (MKM)

Z-14-00458: Consider a request to rezone approximately 120.6 acres located at 6200 W 6th St from CC400 (Community Commercial Centers) District, RS7 (Single-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RM24 (Multi-Dwelling Residential) District, PCD (Planned Commercial Development) District, and RMO (Multi-Dwelling Residential–Office) District to CC600 (Community Commercial) District. Submitted by Steven B. Schwada and Timothy B. Fritzel, co-managers of K-10/40 Development LC on behalf of TAT Land Holding Company LC, JDS Kansas LC, Kentucky Place LC, Venture Properties Inc, Sojac Land Company LC, Scotsdale Properties LC, and Tanglewood LC, property owners of record.

STAFF RECOMMENDATION: Staff recommends approval of the rezoning request from CC400 (Community Commercial), PCD (Planned Commercial Development), RM24 (Multi-Dwelling Residential), RM12D (Multi-Dwelling Residential), RMO (Multi-Dwelling Residential–Office) and RS7 (Single-Dwelling Residential) Districts to CC600 (Community Commercial) District and forwarding it to the City Commission with a recommendation for approval based on the findings of fact found in the body of the staff report subject to the following conditions:

1) Approval of the Comprehensive Plan Amendment, CPA-14-00459, revising the land use recommendations in the West of K-10 Sector Plan to allow a mix of uses throughout the property.

2) The maximum area of commercial/retail uses (as defined in the Comprehensive Plan) that may be located within this CC600 District boundary is 360,000 sq ft.

3) No more than 2 commercial buildings over 100,000 gross sq ft each may be located within this CC600 District boundary.

REASON FOR REQUEST
Applicant’s Response:
“The subject property (the “Property”) is currently zoned for a mix of residential, commercial, and office uses, following a traditional pattern of using single and multi-family residential districts to buffer the commercial areas from adjacent properties. The City approved the Property’s current zoning districts before the adoption of the CC600 zoning district (and related amendments to Horizon 2020 and the West of K-10 Sector Plan), and prior to the approval and construction of Rock Chalk Park and the City’s Recreation Center. The presence of Rock Chalk Park and the City’s Recreation Center materially affects the development pattern of the Property, and renders the designation of RS7 and other defined residential districts unnecessary and undesirable (both from a planning and economic perspective). The CC600 district creates an opportunity for greater flexibility in the location and orientation of retail and commercial uses that more appropriately reflects development patterns at the intersection of K-10 and Highway 40.”
KEY POINTS
• The property is located within the boundaries of the West of K-10 Sector Plan, adopted April 10, 2013.
• The property is in the process of being platted with 2 final plats and one preliminary plat having been approved subject to conditions. These plats shall be considered ‘withdrawn’ as the proposed layout is being revised with this rezoning.
• The term ‘commercial’ is used in this staff report as defined in Horizon 2020: “… retail businesses as defined as one whose primary coding under the North American Industrial Classification System (NAICS) falls into at least one of the following sectors: 1. Sector 44-45: Retail Trade; 2 Subsector 722: Food Services and Drinking Places; 3. Subsector 811: Repair and Maintenance; and Subsector 812: Personal and Laundry Services.” (Page 6-3)
• The amount of commercial uses permitted in the Northeast Corner of the node will increase slightly from the previously approved 359,600 sq ft to 360,000 sq ft.
• This rezoning request consolidates the current multiple districts into one uniform district that can accommodate a mix of uses as the property develops. With the CC600 Zoning, the property may be developed without a residential component or multi-dwelling residential uses may be developed as part of a mixed use development.

ASSOCIATED CASES
REZONING:
The City Commission approved the following rezoning requests, contingent upon the approval and recording of a final plat, on May 9, 2006. The condition to plat was later removed and the ordinances were published on June 5, 2012.

Z-01-10-05: A (County-Agricultural) to RS-2 (Converted to RS7, Single-Dwelling Residential); 25.82 acres; Ordinance No. 8720.

Z-01-11-05: A(County-Agricultural) to RM-D (Converted to RM12D, Multi-Dwelling Residential); 7.63 acres; Ordinance No. 8721.

Z-01-12-05: A (County-Agricultural) to RM-2 (Converted to RM24, Multi-Dwelling Residential); 12.77 acres; Ordinance No. 8722.

Z-03-05-06: A (County-Agricultural) to PCD-2 (Converted to PD-Mercato, Planned Commercial Development); 45.31 acres; Ordinance No. 8723.

Z-03-06-06: A (County-Agricultural) to RO-1A (Converted to RMO, Multi-Dwelling Residential-Office); 31.12 acres; Ordinance No. 8724.

Z-10-17-09: UR (Urban Reserve) to CC400 District; City Commission approved the rezoning on January 19, 2010 with the adoption of Ordinance No 8481.

PLATTING:
PP-01-02-06 Mercato; 122.65 acres – approved by Planning Commission on April 17, 2006
PF-06-15-06 Mercato Addition 1st Plat, approximately 50 acre residential subdivision; City Commission accepted dedications on April 17, 2007.
PF-03-04-07 Mercato Addition 2nd Plat; approximately 72 acre subdivision; City Commission accepted dedications on May 15, 2012.
PP-10-05-09 Revised Preliminary Plat for lots 7, 8, and 9 Block Four and Lots 2, 3, and 4, Block Seven as shown on the approved Preliminary Plat for Mercato dated 4/26/06; City of Commission accepted dedications on January 5, 2010 subject to conditions of approval, which included the revisions of the previously approved final plats to conform with this preliminary plat.

Plat approvals have been extended to June 30, 2016.
OTHER ACTION REQUIRED

- City Commission approval of rezoning request and adoption/publication of ordinance.
- Withdrawal of the current preliminary and final plats and platting of the property through the Major Subdivision process: preliminary plat submitted for Planning Commission approval and final plat submitted for administrative review and placement on the City Commission agenda for acceptance of dedications.
- Submittal and approval of revised Public Improvement Plans and provision of means of assurance of completion prior to recording of the final plat with the Register of Deeds.
- Submittal and administrative review/approval of site plans as development is proposed.
- Application and release of building permits prior to development.

ATTACHMENTS
Attachment 1: rezoning history
Attachment 2: permitted use table, CC600 District

PUBLIC COMMENT
No public comment was received prior to the publication of this report.

Project Summary

Rezoning requests were submitted for the property in the northeast corner of the intersection of W 6th Street/Highway 40 and K-10 Highway in 2005 following annexation of the property. Two of the rezoning requests were revised with new applications in 2006. The rezoning request for the CC400 District was submitted in 2009 after the zoning approvals for the property to the south expired and more commercial development area became available. The 2005/2006 rezonings were approved subject to a condition that the final plats be recorded.

In March of 2012, the City Commission removed the condition requiring the property be platted prior to publication of the rezoning ordinances. The rezoning ordinances were adopted and published at that time to create the zoning districts shown in Figure 1. This zoning background is listed in Attachment 1.

The PCD zoning is shown in hatched lines to denote this is conditional zoning. Zoning conditions were applied to the PCD-Mercato Zoning to maintain the specific requirements of the Sector Plan and the Comprehensive Plan for Community Commercial Zoning. Similar conditions will be applied to the subject CC600 rezoning, if approved. The zoning shown in Figure 1 is the current zoning of the property. The request is to rezone all the property in the northeast corner of the K-10 and W 6th Street/Hwy 40 and K-10. (subject property outlined)

The applicant indicated that this rezoning was in response to the development of the KU sports facility and the City recreation facility to the north of the subject property as they feel commercial or mixed uses would be more compatible with the scope of the sports/recreation
development to the north than detached homes and strictly residential uses. Rezoning the property from the RS7, RM12D and RM24 to the CC600 District will limit residential development to multi-dwelling uses which are part of a mixed-use development. The CC600 District permits multi-dwelling development when they are constructed as part of a mixed-use development and do not make up more than 50% of the gross floor area (>50% must be developed with non-residential uses).

The PCD Zoning provides more flexibility as far as setbacks, building height and parking than the CC600 district; but the uses permitted in each district are very similar. The PCD zoning permits the following uses which are not allowed in the CC District:

1) Detached and attached dwellings,
2) Halfway houses and service oriented rehabilitation center or residence.
3) Nursing home or rest home
4) Rehabilitation center for persons with disabilities
5) Sanitarium
6) Sexually Oriented Media Store

Rezoning from PCD to CC600 will result in the loss of a few uses and the loss of the flexibility that is available with a planned development, but the project will be a uniform commercial zoning district which will result in a simplified development process and clearer requirements than the current mixture of pre-2006 (PCD) and post-2006 requirements and standards.

The applicant provided a conceptual lay-out plan of the future lots/development. (Figure 2) There are some variations in this concept plan from the layout of the previously approved plats. (The plats have not been recorded.) One significant change is the layout and extension of Renaissance Drive. This drive was included on the 2009 revised preliminary plat to provide access to the area north of the property. The previously approved final plats for the Mercato Development included an internal street connection through the development to W 6th Street. This street network not only provides connectivity between the developments but also provides a necessary second fire access into the property to the north. (See Figure 3)

The 2007 final plat included an interior street network to provide connectivity throughout the site. The 2009 revised preliminary plat included an access point on W 6th Street and the extension of Renaissance Drive to the north to provide access throughout the site. A Traffic Impact Study has not been provided for the revised development proposal. The access provided with the concept plan will need to be reviewed with the preliminary plat, both from the life/safety perspective of the Fire Code and from the Development Code requirement to provide connectivity to other properties in the area.
The concept plan is not being approved with this rezoning and it is important to note that a connection through the development to the area to the north will be reviewed when the property is platted.

![Figure 3a. 2009 revised preliminary plat for SW corner of the site, approved by Planning Commission on December 14, 2009. (streets shaded)](image1)

![Figure 3b. 2007 Mercato Addition No. 2 final plat, dedications accepted by City Commission on May 15, 2007. (streets shaded)](image2)

**REVIEW & DECISION-MAKING CRITERIA**

1. **CONFORMANCE WITH THE COMPREHENSIVE PLAN**
   
   Applicant’s response:
   
   “Horizon 2020, Chapter 6, pp. 6-21, designates only the intersection of West 6th Street (40 Highway) and K-10 Highway as a CC600 district. The northwest corner of the intersection is presently zoned CC600. The West of K-10 Sector Plan, p. 28, affirms the designation of the entire intersection as CC600, and allocates 360,000 square feet to the Property (reflecting the currently approved retail allocation for the Property.)

   A review of the Comprehensive Plan recommendations follows with staff’s comments in red.

   The term ‘commercial’ as used in the Commercial chapter of Horizon 2020 refers to “retail businesses as defined as one whose primary coding under the North American Industrial Classification System (NAICS) falls into at least one of the following sectors: 1. Sector 44-4S: Retail Trade; 2 Subsector 722: Food Services and Drinking Places; 3. Subsector 811: Repair and Maintenance; and Subsector 812: Personal and Laundry Services.” (Pg 6-3) When determining the area that is available for commercial uses, these classifications will be used rather than the use classifications in the Development Code.

   Policy 3.10 provides following criteria for CC600 Centers (Page 6-37):
   
   - The district shall be located at the intersection of 2 state or federally designated highways. The proposed location is at the intersection of W 6th Street/US Highway 40 and K-10 Highway, a state highway.

   - A maximum of 600,000 sq ft of commercial retail space is permitted in the District. (There is no area limitation on uses of a non-retail nature.)
The amount of commercial retail space for the node has been increased to 600,000 with the creation of the CC600 District; which will be divided between the 4 quadrants of the node. The West of K-10 Sector Plan provides the following commercial/retail allocation:

- NE Quadrant: 360,000 sq ft
- NW Quadrant: 155,000 sq ft
- SW Quadrant: 25,000 sq ft
- SE Quadrant: 60,000 sq ft

(The Sector Plan is discussed in Section 4 of this report.)

• A maximum of 90% of the commercial square footage, as defined in the Commercial Chapter of the Comprehensive Plan, shall be located on 2 corners of the intersection. The northwest corner has approval for 155,000 sq ft of commercial uses and the northeast has approval for 359,640 sq ft of commercial uses. The 359,640 sq ft figure was arrived at by adding 175,000 sq ft of commercial area that became available when the zoning approval for the property to the south expired to the amount that had been approved for the Mercato PCD (184,640 sq ft) with the rezoning to the CC400 District.

This area limitation was increased from 359,640 sq ft to 360,000 sq ft with the West of K-10 Sector Plan. The two north corners of the intersection will contain 515,000 sq ft of commercial/retail space or 85.8% of the available retail space, which is compliant with the Comprehensive Plan Recommendation. The area limitation will be included in the ordinance.

• The remaining 10% of the permitted commercial square footage, as defined in the Commercial Chapter of the Comprehensive Plan, shall be located on one or both of the remaining 2 corners.

14.2% of the commercial area remains available for development on the remaining 2 corners.

• No more than 2 commercial buildings over 100,000 gross square feet each may be located on a single corner of the node.

Plans have not been submitted for the overall development; this restriction will be included in the rezoning ordinance to ensure compliance.

• A nodal or area plan must be completed before a development proposal for any corner of a CC600 Center is forwarded to the Planning Commission.

The area is within the boundaries of the West of K-10 Sector Plan. A request to revise the area plan was submitted and is being reviewed with this rezoning request.

• CC600 Centers shall develop in a manner that is consistent with the city’s adopted design guidelines.

All development proposals will be reviewed for compliance with the adopted Commercial Design Guidelines.

The following policies are included in Goal 4, Transportation Considerations, (Page 6-42):

• Promote a multi-modal transportation system that provides or improves access and circulation within and adjacent to commercial areas.

This will be addressed at the platting stage with the development of a transportation network to serve the property.

• The expansion of existing or new commercial development shall not occur until the surrounding street system can provide an acceptable level of service.

W 6th Street and George Williams Way should be capable of providing an acceptable level of service for the proposed development. Traffic Impact Studies will be required
with development proposals and any necessary improvements to the street network to accommodate the development will be provided.

- Prohibit direct vehicular access from commercial developments to local residential streets.

  The commercial development is bounded on the south by a Principal Arterial and on the east and north by Major Collectors. The frontage road on the west, if retained, is planned for improvement as a Major Collector in the major Thoroughfares Map. The traffic from this commercial development will not directly access local streets.

- Discourage commercial traffic through residential neighborhoods.

  The bounding collector and arterial streets should allow traffic to access the development without travelling through nearby residential neighborhoods.

- Limit the principal access of commercial development to arterial, collector or access/frontage streets.

  The subject property is bounded on the south by an arterial and on the east by a collector street. Principal access will be limited to these two streets.

- Develop ways to improve access to commercial centers through improved bike and pedestrian paths, bus access and parking areas, public transportation, and vehicular access.

  This will be addressed with the platting and site planning processes.

- Lot access and street configurations shall be designed to avoid curb cuts and local street intersections on arterial streets and to coordinate access with adjacent developments.

  Limited access points on the adjacent streets have been proposed with the previously approved plats. This will be addressed with the platting of the property.

The Comprehensive plan recommends the intersection of W 6th Street and K-10 as a potential location for a new CC600 Center on Page 6-21 and in the map of existing and potential commercial land use locations. (Map 6-1)

This area was identified as a suitable CC600 location with Comprehensive Plan Amendment, CPA-4-2-12 adopted by the City Commission on March 26, 2013. The CC600 Zoning District was created with this amendment and recommended areas for location were identified. The rezoning request is compliant with the recommendations for new CC600 Centers.

**Staff Finding** – The rezoning request for a CC600 Community Commercial Center complies with recommendations for commercial development in the Comprehensive Plan and with the recommended locations for CC600 Centers.

### 2. ZONING AND USE OF NEARBY PROPERTY, INCLUDING ANY OVERLAY ZONING

**Current Zoning and Land Use:** CC400 (Community Commercial), PCD (Planned Commercial Development), RM24 (Multi-Dwelling Residential), RM12D (Multi-Dwelling Residential), RMO (Multi-Dwelling Residential-Office) and RS7 (Single-Dwelling Residential) Districts; Undeveloped
Surrounding Zoning and Land Use:

To the north: GPI (General Public and Institutional Use) District; Rock Chalk Park and the City Recreation Center/ Active Recreation, Passive Recreation, Participant Sports and Recreation and Entertainment and Spectator Sports

To the west:
CC600 (Community Commercial) District; Undeveloped.

To the southwest: A (County-Agricultural) District; Religious Assembly.

To the south:
UR (Urban Reserve) District; Detached Dwelling and Undeveloped.

To the east:
RM12D (Multi-Dwelling Residential) District; Platted residential subdivision currently undergoing development.
RM12 (Multi-Dwelling Residential) District; Undeveloped
UR (Urban Reserve) District; Undeveloped

(Figure 4)
**Staff Finding** - The W 6th Street/Hwy 40 and K-10 node is on the western fringe of the City of Lawrence and is partly developed. The north portion of the node is currently undeveloped, while development has occurred on the southern portion. A Religious Institution is located in the SW quadrant of the node and there has been residential development in the SE quadrant; however, the area closest to W 6th Street/Hwy 40 has yet to be rezoned or developed. The proposed rezoning is compatible with the zonings and land uses in the area.

3. **CHARACTER OF THE NEIGHBORHOOD**

   **Applicant’s Response:**

   “The Property is adjacent to GPI and OS-FP districts to the north, relative to Rock Chalk Park and Recreation Center development. RM12D, RM12 and UR districts immediately to the east (which buffer RS10 and RS7 districts located further east), a UR district to the south (planned for retail and commercial development as part of the West of K-10 Sector Plan), and a CC600 district to the West (across the South Lawrence Trafficway). The parcels southwest of the Property are zoned Douglas County A, a portion of which is also planned for retail and commercial development as part of the West of K-10 Sector Plan.”

   The neighborhood is on the western edge of the City and is intersected by the major transportation network, with W 6th Street/Hwy 40 passing east and west through the area and K-10 passing north and south, with an interchange providing access from the area to both.

   A recent annexation (May 22, 2012) expanded the City limits to the northwest quadrant of the K-10 and W 6th Street/Hwy 40 intersection. Except for this property, the area west of K-10 Highway remains outside of the City limits. No urban development has occurred at this time west of K-10 Highway, and the properties to the west are used primarily for agriculture and rural residential uses. The area east of K-10 Highway is in various stages of development. Residential uses have been developed south of W 6th Street/Highway 40, but the area adjacent to the street remains undeveloped. Recent developments in the area include the construction of a 300 unit multi-dwelling development to the east, Hunter’s Ridge, and a KU Sports Facility and City Recreational Center to the north. The Oregon Trail Subdivision to the east of the subject property was platted in 2009 and is currently being developed. The Links at Lawrence, an 840 unit multi-dwelling residential development with a 9-hole golf course, proposed to the east of the Rec Center, has preliminary development approvals.

   The 6th Street/ Hwy 40 and K-10 Highway intersection is identified as a gateway into the City of Lawrence in the West of K-10 Plan.

   **Staff Finding** – This is a developing area at the western edge of the City with access to the major transportation network (K-10 and 6th Street/Hwy 40). Residential and recreational uses have been constructed in the area, but the commercial portions of the node have yet to be developed. The proposed rezoning will not increase the amount of commercial uses possible in this quadrant of the intersection and should result in a development that is compatible with the character of the area.

4. **PLANS FOR THE AREA OR NEIGHBORHOOD, AS REFLECTED IN ADOPTED AREA AND/OR SECTOR PLANS INCLUDING THE PROPERTY OR ADJOINING PROPERTY**

   The property is within the boundary of the West of K-10 Sector Plan. The plan notes that “The future land use map in this Section is conceptual and should not be used to determine precise zoning boundaries.” The recommended land uses, zoning districts, and densities are the
‘maximum recommended’ and less intensive land uses, zoning districts, or densities are appropriate.

The northwest corner of Hwy40/6th Street and K-10 Highway is expected to have a mix of uses including retail and other commercial uses. Total allocated retail space for this corner is 155,000 sq ft. The plan notes that 25,000 sq ft of commercial/retail uses are allocated for the SW quadrant and 60,000 sq ft for the SE quadrant. 360,000 sq ft of commercial/retail space is allocated for the NE Quadrant. Page 28 of the West of K-10 Plan: This area limitation should be included in the rezoning ordinance.

The plan recommends that residential development be limited to the northern half of the area to serve as transition area between the more intensive retail and commercial uses planned within this corner and the planned recreation center and low density residential uses north and east of the study area. (Page 28) A Comprehensive Plan Amendment submitted concurrently with this rezoning request proposes revisions to the West of K-10 Plan to revise the recommendation for strictly residential uses along the north of the property to allow a mixed use development throughout the property.

Connected streets provide multiple route options for vehicles which can help eliminate the choke points that are created when cars are forced onto a limited amount of streets that carry traffic in and out of neighborhoods. (Page 34, West of K-10 Sector Plan). This recommendation emphasizes the need for a connected street network in this area.

Staff Finding – The proposed rezoning is compliant with the West of K-10 Sector Plan with the exception of the recommendation that residential uses be located on the north portion of the property to serve as a transition. A Comprehensive Plan Amendment has been submitted to revise this recommendation to allow mixed commercial/office/residential uses in this area. The concept plan does not include a connected street network, but this will be provided with the platting of the property. The rezoning request is compliant with the West of K-10 Sector Plan as recommended for approval by Planning Staff.

5. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

Applicant’s response:

“With the sole exception of the RS7 district currently approved on the Property, the CC600 district generally permits all of the other uses currently approved at the Property. The suitability of the RS7 district (or lack thereof), given the subsequent development of the area, is a primary motivator for this rezoning request, as is the need for greater flexibility in marketing and developing the Property for the mixed uses permitted within the CC600 district.”

The CC400 and CC600 Districts have the same permitted uses, the only difference is in the amount of commercial/retail space that is permitted in each. The property was well suited for the PCD zoning and the CC600 District is very similar with some restrictions which were noted earlier in this report. In staff’s opinion, the property is well suited for single- and multi-dwelling development with appropriate site design and layout. The property is also suited for the mixed-use development that is possible with the CC600 Zoning.

Staff Finding – The property is well suited to the uses to which it is restricted under the existing zoning regulations and to the uses it will be restricted to if the rezoning request is approved. The rezoning of the CC400 and PCD Districts to the CC600 will not change the
permitted uses significantly and will align the actual zoning with that recommended in the adopted sector plan. It will also create uniform standards and development processes throughout the area. The property is suited for residential development, but the location of the sports complex to the north would require effective layout and site design to mitigate the impact of the higher intensity use. The rezoning to the CC600 will permit multi-dwelling residential development as part of a mixed use development; however, residential uses are not a requirement of the CC600 District.

6. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

Applicant’s Response:
“The Property has been vacant as zoned since March 2012.”

As noted in the zoning history, Attachment A, the rezoning for the property was approved in 2006; however, the ordinance was not adopted and published until 2012. The property has not been developed since the property was annexed into the city and rezoned to urban designations. This may have been in part due to the need for the extension of infrastructure to serve the area, as was noted in the extension requests which were submitted and approved for the preliminary and final plats of the property as well as market factors.

Staff Finding – The property has been vacant since the zoning ordinances were published in 2012, and also since the first urban zoning designation received City Commission approval in 2006. The lack of development was due to the need for the extension of infrastructure to serve the area and market factors.

7. EXTENT TO WHICH REMOVAL OF RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES

Applicants Response:
“The rezoning has no detrimental affect on nearby properties because the allocation of 360,000 retail square feet is unchanged, and the CC600 district permits multi-dwelling structures, offices, and non-retail commercial uses. The Property is not adjacent to any single-family zoning districts. The site planning review process includes buffering requirements and other safeguards to promote compatibility with adjacent properties. To capitalize on the community’s investment in Rock Chalk Park and the Recreation Center, it is critical that the Property have optimal zoning to attract uses that accommodate anticipated increased tourism and development which such amenities are expected to create.”

The revised zoning will place the entire property under a uniform zoning district. The amount of Commercial/retail uses is being increased slightly with this rezoning; from 359,640 sq ft to 360,000 sq ft which is compliant with the recommendations in the West of K-10 Sector Plan. The remainder of the property can be developed with a mix of uses including office, non-commercial/retail, and multi-dwelling residential uses. The rezoning will remove the detached and duplex dwelling component from the project; but this should have no impact on adjacent properties. Detached and duplex dwellings are typically used to transition from higher intensity commercial uses to lower intensity residential uses.

The property to the north has been developed with a sports/recreation facility so there is no need to transition to the north. The property to the east has not had any development proposals and has not been rezoned to an urban zoning designation. The future land use map (Map 3-2) of Horizon 2020 shows the area to the east as Community Facility along 6th Street and low density residential north of 6th. The Oregon Trail Addition is located east of the subject
property along with a property that hasn't been rezoned to an urban designation. The Oregon Trail Addition has multi-dwelling zoning along the west boundary. With appropriate bufferyards and site design, the CC600 development should be compatible with the adjacent properties.

**Staff Finding** – With appropriate bufferyards and site design, the CC600 development should be compatible with the surrounding properties, which include multi-dwelling development to the east, sports/recreation facility to the north, additional CC600 development to the west across K-10, and land to the south that has not been rezoned to an urban designation.

**8. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION**

Applicant’s Response:
“The city of Lawrence has made a substantial investment in the development of the West 6th Street and K-10 Highway intersection, and has earmarked that intersection as a CC600 node. Before the adoption of the West of K-10 Sector Plan and the creation of the CC600 district in the first quarter of 2013, the Northwest Area Plan (adopted October 2, 1996) anticipated single family or office uses for the area now known as Rock Chalk Park and the City’s Recreation Center. The outdated Northwest Area Plan influenced the Property’s current land use approvals. The multi-family zoning districts immediately east of the Property provide adequate buffering to the single family districts further east. Maintaining the relatively inflexible and (in the case of a now-infeasible RS7 zoning) impractically rigid current zoning districts may significantly hinder the Property’s ability to attract the retail and commercial uses that are necessary to support Rock Chalk Park and the City’s plans for westward expansion. Approving this rezoning request enables the Property to be proactive in its marketing and attraction efforts, while a denial of the same would be contrary to the City’s prior support and desire for the Property’s prompt development. The Applicant has invested substantial sums in infrastructure that serve the entire area and can only be amortized with an appropriate large scale commercial development. If the rezoning is not granted the Applicant may have squandered its investment.”

Evaluation of these criteria includes weighing the benefits to the public versus the benefits of the owner of the subject property. Benefits are measured based on the anticipated impacts of the rezoning request on the public health, safety and welfare.

The rezoning request will result in one uniform zoning district over the property, the CC600 District, which will provide the developer flexibility in the configuration and design of the project. In addition, it will remove the Planned Development Zoning, PD-Mercato, which is a special base district for properties that were rezoned to PCD prior to the adoption of the Development Code. The development standards and the uses permitted in the PD-Mercato District are listed in the pre-2006 Zoning Ordinance. Rezoning the property to CC600 will allow the Mercato Development to be wholly reviewed under the standards and requirements of the Land Development Code.

**Staff Finding** – There would be no gain to the public health, safety, and welfare through the denial of the rezoning request. Approval of the rezoning request will provide greater design flexibility for the developer and will allow the Mercato Development to be wholly reviewed under the standards and requirements of the 2006 Land Development Code.
PROFESSIONAL STAFF RECOMMENDATION
This staff report reviews the proposed rezoning request for its compliance with the Comprehensive Plan, the Area Plan, and the Golden Factors, and for compatibility with surrounding development. The rezoning request is compliant with these factors and staff recommends approval of the rezoning request, as conditioned, and forwarding it to the City Commission with a recommendation for approval.
<table>
<thead>
<tr>
<th>PCD (Planned Commercial Development)</th>
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| Rezoning request for approximately 62 acres from A (County Agricultural) to PCD-2 submitted in 2005, Z-01-08-05 | Rezoning request replaced by Z-03-05-06, [A to PCD-2]. Area reduced to app. 45 acres with this revised rezoning. CC approved May 9, 2006. | July 1, 2006: effective date of Land Development Code: PCD-2 converted to PCD-[Mercato]. | CC removed condition to plat on March 27, 2012.
Rezoning Ordinance 8723 adopted on second reading on June 5, 2012.
- Conditions were applied to the zoning to reflect the retail conditions in the area plan and standards of the PCD-2 District. |

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<tr>
<th>RMO (Multi-Dwelling Residential-Office)</th>
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| Rezoning request for approximately 20 acres from A (County Agricultural) to RO-1A (Residence Office) submitted in 2005, Z-01-09-05. | Rezoning request replaced by Z-03-06-06 [A to RO-1A]. Area increased to approximately 31 acres. CC approved May 9, 2006. | July 1, 2006: effective date of Land Development Code: RO-1A converted to RMO (Multi-Dwelling Residential-Office) District. | CC removed condition to plat on March 27, 2012.
Ordinance 8724 adopted on second reading on June 5, 2012. |

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Ordinance 8720 adopted on second reading on June 5, 2012. |

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Ordinance 8721 adopted on second reading on June 5, 2012. |

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Ordinance 8722 adopted on second reading on June 5, 2012. |

<table>
<thead>
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<th>CC400 (Community Commercial)</th>
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Uses Permitted in the CC200, CC400, and CC600 Districts*

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<tr>
<th>HOUSEHOLD</th>
<th>PARKING FACILITIES</th>
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<tbody>
<tr>
<td>Multi-Dwelling Structure (mixed use)</td>
<td>Accessory (Accessory)</td>
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<tr>
<td>Non-Ground Floor Dwelling</td>
<td>Commercial</td>
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<tr>
<td>Work/Live Unit</td>
<td>RETAIL SALES &amp; SERVICES</td>
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<tr>
<th>GROUP LIVING</th>
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<tr>
<td>Group Home, General (SUP)</td>
<td>Building Maintenance</td>
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<th>COMMUNITY FACILITIES</th>
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<tr>
<td>Cemetery</td>
<td>Construction Sales and Service</td>
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<td>College/University</td>
<td>Food and Beverage</td>
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<td>Cultural Center/Library</td>
<td>Mixed Media Store</td>
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<tr>
<td>Day Care Center</td>
<td>Personal Convenience</td>
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<td>Day Care Home</td>
<td>Personal Improvement</td>
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<td>Lodge, Fraternal &amp; Civic Assembly</td>
<td>Repair Service, Consumer</td>
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<td>Postal &amp; Parcel Service</td>
<td>Retail Sales, General</td>
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<td>Public Safety</td>
<td>Retail Establishment, Large</td>
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<td>School</td>
<td>Retail Establishment, Medium</td>
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<td>Funeral and Interment</td>
<td>Retail Establishment, Specialty</td>
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<td>Temporary Shelter (SUP or Accessory)</td>
<td>SEXUALLY ORIENTED BUSINESSES</td>
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<td>Social Service Agency</td>
<td>Sex Shop</td>
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<td>Community Meal Program (SUP or Acc.)</td>
<td>Sexually Oriented Theater</td>
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<tr>
<td>Utilities Minor</td>
<td>TRANSIENT ACCOMMODATION</td>
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<td>Utilities Major (SUP)</td>
<td>Campground</td>
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<tr>
<td>Health Care Office, Clinic</td>
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<td>Outpatient Care Facility</td>
<td>CLEANING (car wash)</td>
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<th>RECREATIONAL FACILITIES</th>
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<td>Entertainment &amp; Spectator Sports</td>
<td>Gas and Fuel Sales</td>
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<td>Participant Sports and Recreation</td>
<td>Heavy Equipment Repair</td>
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<td>Passive Recreation</td>
<td>Heavy Equipment Sales/Rental</td>
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<td>Private Recreation</td>
<td>Light Equipment Repair</td>
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<td>Light Equipment Sales/Rental</td>
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<th>RELIGIOUS ASSEMBLY</th>
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<tr>
<td>Campus or Community Institution</td>
<td>RV and Boat Storage</td>
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<th>ANIMAL SERVICES</th>
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<td>Mfg &amp; Production, Limited (SUP)</td>
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<th>EATING &amp; DRINKING ESTABLISHMENTS</th>
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<td>Bar or Lounge</td>
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<td>Brewpub</td>
<td>Mini-Warehouse</td>
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<th>OFFICE</th>
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<tr>
<td>Administrative and Professional</td>
<td>Amateur &amp; Receive Only Antennas (accessory)</td>
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<tr>
<td>Financial, Insurance &amp; Real Estate</td>
<td>Telecommunications Tower (SUP)</td>
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<tr>
<td>Other</td>
<td>Satellite Dish (accessory)</td>
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<tr>
<td>Fast Order Food</td>
<td>Agricultural Sales</td>
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<td>Fast Order Food with Drive-in</td>
<td>Agriculture, Crop</td>
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<th>COMMUNICATION TOWERS</th>
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<tr>
<td>Restaurant, Quality</td>
<td>Communication Service Establishment</td>
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<td>Administrative and Professional</td>
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<td>Financial, Insurance &amp; Real Estate</td>
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<td>Other</td>
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<tr>
<th>RECYCLING FACILITIES</th>
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<td>Large and Small Collection</td>
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* Uses which meet the Comp Plan definition of 'Commercial' are highlighted. It is possible that specific uses in the non-highlighted use groups may also meet the definition, on a case-by-case basis.
Z-14-00458: Rezone 120.6 acres from CC400, RS7, RM12D, RM24, PCD & RMO Districts to CC600 District Located at the Northeast Corner of US 40 Highway (W. 6th Street) & K-10 Highway Interchange (aka 6200 West 6th Street)
December 14, 2014

To: Mr. Bruce Liese, Chairman, and Planning Commission Members
Lawrence-Douglas County Metropolitan Planning Commission

RE: ITEM NO. 2: COMPREHENSIVE PLAN AMENDMENT TO HORIZON 2020 CHAPTER 14 (JSC)
ITEM NO. 3: CC400, RS7, RM12D, RM24, PCD, RMO TO CC600; 120.6 ACRES; 6200 W 6TH ST
(MKM)

We ask that you completely rethink (re-plan) the rezoning here and not allocate more
commercial zoning than has been determined in the original area plan when the nodal plan
for this SLT/6th intersection allocated commercial retail use to the four corners a few
months ago. This includes proposed changes to the West of K-10 Area Plan, as well as
the proposed rezoning of the 160 acres to CC600.

Our reasoning is as follows:

1. The CC600 zoning district is one of the most intensive and inclusive that is available.
   Once commercial zoning has been applied to land, it is unlikely that it will be rezoned to
   any other district or to any use other than commercial, including retail commercial.

2. The amount of retail zoning allocated to this corner by its nodal plan is 360,000
   square feet. That amount is 8.46 acres. The amount of 160 acres, the total area that
   is being asked to be rezoned to CC600, is one-fourth of an entire section or 6,809,600
   square feet. This is almost 19 times the minimum that has been allocated for retail
   space. Assuming that the calculation is for gross retail space, even if the amount of
   parking needed is added so that as much 15 acres is included in the allocation, this total
   amount being proposed for commercial rezoning is so far in excess of what the corner
   nodal plan allocated to this corner that the rezoning proposal does not seem to even begin
   to conform to this nodal plan.

3. The staff is proposing that the rezoning be conditioned to limit the retail zoning at the ordinance stage. If the
   retail zoning is to be limited by conditioning, why rezone more commercial zoning than the actual amount being
   allocated in the first place? There are other zoning districts that could be applied once the area is planned. This
   zoning appears to be speculative, with no actual future plans for land use.

4. We suggest that the planners look at this quarter-section, as well as the entire 640-acre section. We believe
   that what is needed is to reexamine the zoning patterns, locate the commercial zoning where the automobile
   traffic and customers should go, locate the commercial zoning there and re-plan the remainder of the area, that
   is, for example, 145 acres, for residential or mixed use on this corner. To our way of thinking, the best location
would be where it was originally proposed in the Northwest Plan; that is, in the southwest corner of the quarter-section.

We sincerely hope that you will deny the proposed changes to this quarter-section, rethink the area and re-plan it before considering changing the plan or the rezoning requested for the area.

Thank you.

Sincerely yours,

Cille King
President

Alan Black, Chairman
Land Use Committee
Memorandum  
City of Lawrence  
Douglas County  
Planning & Development Services

TO: Planning Commission  
FROM: Scott McCullough, Sheila Stogsdill  
Date: For December 15, 2014 meeting  
RE: Item No. 4: TA-13-00235 – Revisions to Development Code, Article 9 – Parking

Background/Updates from recent November 17, 2014 PC Meeting  
At the November 17, 2014 PC meeting, the PC began the task of responding to the questions noted below in order to provide direction to staff on developing code language. The PC took the following actions at the November 17th meeting:

<table>
<thead>
<tr>
<th>Motion maker and second</th>
<th>Location of RV equipment</th>
<th>Type of surface</th>
<th>Setback required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Liese, Von Achen</td>
<td>Exterior side yard</td>
<td>Improved (not gravel or grass)</td>
<td>18’ from curb</td>
</tr>
<tr>
<td>Von Achen, Struckhoff</td>
<td>Interior side yard</td>
<td>Improved (not gravel or grass)</td>
<td>2’ from side property line</td>
</tr>
<tr>
<td>Liese, Struckhoff</td>
<td>Back yard</td>
<td>Improved (not gravel or grass)</td>
<td>No setback from alley or rear property line</td>
</tr>
</tbody>
</table>

These actions are only some of the decisions the PC must make on guiding the writing of the standards for the placement of RVs. Many questions related to how many pieces of equipment should be allowed, differentiating between different types and sizes of equipment, etc. are still under discussion. Staff looks forward to continuing the discussion of the items outlined in the November 17, 2014 staff memo at the December PC meeting.

1. **Should RV-type items be parked (on improved surface) in the front and exterior side yards?**
   Proposed text permits with distance requirement of 18 feet (car length) from back of curb or edge of street pavement. *(See map attached illustrating street improvements, sidewalk, and property line in typical 60’ right-of-way.)*

2. **Should there be a limit to the number of RV-type items parked on a lot?**
3. **Should there be a limit to the number of RV-type items parked in the front or exterior side yards?**

4. **Should there be a size limitation on RV-type items parked in the front or exterior side yards?**
   Proposed text suggests no more than 2 items, with only 1 in the front or exterior side yard.

   Alternate text suggests defining items as High Profile (over 8 feet in height) and limiting to only 1 larger item in front or exterior side yard.

   Alternative text suggests that if there are 2 items on property both need to be located in rear or interior side yards.

5. **Should there be a pavement requirement for RV-type items parked in rear yards?**
   Proposed text does not require pavement in rear yard.

   Code Enforcement Staff prefers that pavement be required. A motor vehicle would not be permitted to be parked in a rear yard, unless on an improved driveway and RV-type items should be treated similarly.

6. **Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?**
   Proposed text permits Utility Trailers on an improved driveway in front and exterior side yards.

   Proposed text provides separate standards for Utility Trailers used as part of Home Occupation. These are not allowed in front or exterior side yards.
Memorandum
City of Lawrence
Douglas County
Planning & Development Services

TO: Planning Commission
FROM: Sheila M. Stogsdill, Planning Administrator
CC: Scott McCullough
Date: For November 17, 2014 meeting
RE: Item No. 3: TA-13-00235 - Revisions to Development Code, Article 9 - Parking

Attachments:
Diagram illustrating street, sidewalk, public right-of-way in typical subdivision.
Article 9 - Proposed Text
Article 9 - Existing Text
See web links below for examples of vehicle and trailer sizes/types

Background/Updates from recent Mid-Month Meeting
Revisions to Article 9 - Parking were proposed and adopted in 2009 to align the layout of parking tables, consolidate parking standards and address parking ratios for a number of uses. Those revisions were focused on Sections 901 - 904 of this article.

Planning Staff has continued to identify standards in the Development Code adopted in 2006 that have been difficult to apply, especially in redevelopment applications. Code Enforcement Staff has also identified parking/storage issues that need to be addressed.

One of the specific issues is creating locational standards for the parking/storage of recreational-type vehicles on residential lots. An online web survey was conducted in January and February of this year to gauge public opinion on this topic. The results were presented to the Planning Commission in April 2014. Suggested standards were discussed at the November 5th mid-month meeting. At that meeting, commissioners asked that options be provided for the entire commission to consider. Direction on these separate items will provide staff direction on final text edits to Section 20-910.

1. Should RV-type items be parked (on improved surface) in the front and exterior side yards?
   Proposed text permits with distance requirement of 18 feet (car length) from back of curb or edge of street pavement. (See map attached illustrating street improvements, sidewalk, and property line in typical 60’ right-of-way.)
2. **Should there be a limit to the number of RV-type items parked on a lot?**

3. **Should there be a limit to the number of RV-type items parked in the front or exterior side yards?**

4. **Should there be a size limitation on RV-type items parked in the front or exterior side yards?**
   - Proposed text suggests no more than 2 items, with only 1 in the front or exterior side yard.
   - Alternate text suggests defining items as High Profile (over 8 feet in height) and limiting to only 1 larger item in front or exterior side yard.
   - Alternative text suggests that if there are 2 items on property both need to be located in rear or interior side yards.

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6. **Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?**
   - Proposed text permits Utility Trailers on an improved driveway in front and exterior side yards.
   - Proposed text provides separate standards for Utility Trailers used as part of Home Occupation. These are not allowed in front or exterior side yards.

At the November mid-month meeting, Staff also suggested changes to the Weight Limit description in 20-910. Standards are based on US Department of Transportation (USDOT) truck classifications rather than the outdated ‘one ton’ rating in the existing text. Examples of the various vehicle classes are provided here: http://www.afdc.energy.gov/data/10380

Examples of each of the vehicles in Classes 1 – 8 are described here with specific types of trucks and photos: http://www.ask.com/wiki/truck_classification and here: http://www.ehow.com/list_5948336_commercial-truck-classifications.html

Examples of the various types of RVs and their respective sizes can be found here: http://www.rv-coach.com/rv/types/classes/rv_types.html

Typical Utility Trailers are described here: http://www.eagletrailerco.com/utility-trailers.php

The **proposed text** has been shown in the attached document in red.
As previously presented, the following topics included in the proposed changes are summarized below.

**Tenant changes in existing commercial centers:**
Tenant changes in older commercial centers require a review of the current tenant mix and recalculation of parking standards. This code provision sometimes leads to a delay in issuance of building permits as staff waits for current leasing information and schedules time for review. In many older centers, the parking demand impact most often occurs when a retail use changes to an eating-establishment use, not when retail uses move in and out.

The suggested addition to Section 20-901(b)(3) *Change of Use or Occupancy* provides the opportunity to calculate multi-tenant buildings based on a single parking ratio, unless an Eating Establishment is proposed to replace a non-Eating Establishment use. This revision should streamline planning review of many simple tenant improvement permits in developed centers.

**Shared Parking Analysis/Agreements:**
Shared parking agreements were formally included in the Development Code in 2006. Section 20-909 requires a Parking Analysis be completed by the applicant and submitted to the Planning Director for review. This requirement has been cumbersome and difficult to implement. Staff has researched other municipal codes that utilize shared agreements. The revisions provide an applicant with a standard formula to use and for staff to analyze. The expense of having a separate analysis prepared is eliminated.

**Recreational Vehicles/Trailers on residential lots:**
The proposed revisions specifically provide standards for the parking/storage of recreational vehicles and trailers on residential lots. The pre-2006 code contained some guidance which was not included when the Development Code was adopted. The proposed text defines RVs, suggests permitted locations for parking/storage, limits the number permitted on a lot and differentiates vehicles/trailers used for business from those used for recreational purposes.

Standards are also provided to identify where Business Vehicles/Trailers used in a Home Occupation may be stored on-site. This change addresses a code enforcement issue specifically related to trailers with equipment stored on them. The text suggests that trailers with equipment shall be located in an enclosed building to maintain the residential character of the neighborhood.

**Driveway locations on residential lots:**
The proposed revisions include a preference for alley access to residential lots when an alley is available. The revisions also include a code interpretation issued by the Planning Director in 2010 related to tandem parking options for lots with alley access.

**Driveway paving surfacing:**
Pavement is required for the majority of residential driveways. The 2006 code provided an allowance for gravel in floodplain areas to assist with local drainage concerns. The revisions expand the allowance for gravel to North Lawrence areas protected by the Levee that are not located within the 100 year floodplain. This provision allows
additional opportunities to reduce pavement requirements in areas where drainage concerns are identified. The revisions also offer additional pervious paving options for all parking areas.

**Bicycle parking standards updated:**
Parking standards, specifically related to location and facility design, have been updated to align with AASHTO Bike Standards issued in 2012.

**Driveways and Access Management Standards:**
Section 20-915 has been reorganized and revisions incorporated to clarify and specifically identify which standards apply to different types of development (*low-density residential or non-residential uses*).

When the 2006 code was adopted and the RS5 & RS3 districts were created, a 12’ limitation on residential driveways was also adopted. This standard was intended to limit suburban width driveways in neighborhoods where narrow drives were predominant. There have been a number of variance requests from this standard where wider driveways already existed in RS5 areas. The revisions include an administrative waiver (instead of a BZA variance) where the narrow standard is not the norm.

This section also includes modifications to street design standards including turn lanes, sight distance and driveway spacing. Waivers from access standards are proposed as an administrative process after consultation with the City Engineer.

**Curb cuts on residential lots:**
Chapter 16 of the City Code provides standards related to driveways for single-family and duplex lots. When the Development Code was adopted in 2006, changes were made to Chapter 20 which resulted in lack of consistency in the regulations. According to Chapter 16 residential lots which have at least 100’ of frontage are permitted two curb cuts. The Development Code changed that requirement to 200’ which is double the widest lot width the code requires in residential zoning districts. Staff has found the requirement to be burdensome and has seen numerous variance requests. The proposed revisions align with the existing provisions in Chapter 16.

**Traffic Impact Analysis:**
In 2006, the City had a freestanding TIS ordinance which was referenced in the Development Code. This policy has since been adopted into Chapter 16 of the City Code. The revisions update this reference. In addition, the process previously envisioned to implement the TIS provisions has not occurred. Revisions are proposed that reflect current procedures.
Propose 18' setback from curb

6' green strip
5' sidewalk
in 16.5' r/w

27' wide street
in 60' total r/w

Typ 25' front yard setback

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: 11/12/2014

1 inch = 20 feet
ARTICLE 9. PARKING, LOADING AND ACCESS

20-901 General
20-902 Off-Street Parking Schedule A
20-903 Off-Street Parking Schedule B
20-904 Off-Street Parking Schedule C
20-905 Off-Street Parking Schedule D
20-906 Off-Street Loading
20-907 Rules for Calculating Requirements
20-908 Location
20-909 Shared and Off-Site Parking
20-910 Use of Off-Street Parking Spaces and Loading Areas
20-911 Vehicle Stacking Areas
20-912 Accessible Parking for Physically Disabled People with Disabilities
20-913 Parking and Loading Area Design Standards
20-914 Landscaping
20-915 Driveways and Access
20-916 Traffic Impact Study

20-901 GENERAL

(a) Purpose
The regulations of this article are intended to ensure that the off-street parking, loading, and Access demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and Access demand.

(b) Applicability

(1) New Development
Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(2) Enlargements and Expansions
   (i) Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing Building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.

   (ii) In the case of enlargements or expansions of Buildings or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing Building or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.
(3) Change of Use or Occupancy

(i) Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the Building, based on the standards of this development code.

(ii) As an alternative to 20-901(b)(3)(i) and with Planning Director approval:
   a. Use or occupancy changes in existing commercial centers with multiple tenant suites may calculate parking requirements utilizing Schedule B (20-903) unless the use changes from a non-Eating Establishment to an Eating Establishment use.
   b. Parking requirements for changes to Eating Establishments shall continue to be based on Schedule A (20-902).
   c. Parking requirements for changes to uses located in individual pad site buildings (without multiple tenant suites) shall continue to be based on Schedule A (20-902).

(c) Parking in Excess of Required Standard


(i) Detached Dwellings, Attached Dwellings and Duplex residential uses shall be exempt from the requirements of 20-901(c)(i).

(d) Reductions Below Minimums
The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this article, except:

(i) When waived by the Planning Director on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;

(ii) For good cause shown, when waived by the Planning Director as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or

(iii) When waived by the Planning Director on sites where additional Bicycle Parking Spaces are provided or when the site is in close proximity to a transit stop; or

(iv) When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

(e) Issuance of Building Permits or Certificates of Occupancy
No Building permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).
(f) Exemption for CD District
Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD Zoning District are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006
Parking standards for uses listed in 20-902, 20-903 or 20-904 of this Development Code shall be applied when establishing minimum requirements for New Developments, Expansions or Enlargements, or Change of Use or Occupancy in these established Planned Unit Developments.
ARTICLE 9. PARKING, LOADING AND ACCESS

20-901 General
20-902 Off-Street Parking Schedule A
20-903 Off-Street Parking Schedule B
20-904 Off-Street Parking Schedule C
20-905 Off-Street Parking Schedule D
20-906 Off-Street Loading
20-907 Rules for Calculating Requirements
20-908 Location
20-909 Shared and Off-Site Parking
20-910 Use of Off-Street Parking and Loading Areas
20-911 Vehicle Stacking Areas
20-912 Accessible Parking for Physically Disabled Persons
20-913 Parking and Loading Area Design Standards
20-914 Landscaping
20-915 Driveways and Access
20-916 Traffic Impact Study

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The regulations of this article are intended to ensure that the off-street parking, loading, and Access demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and Access demand.

(b) Applicability

(3) New Development
Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(4) Enlargements and Expansions
   (i) Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing Building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.

   (ii) In the case of enlargements or expansions of Buildings or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing Building or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.
(3) Change of Use or Occupancy
Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the *Building*, based on the standards of this development code.

(g) Parking in Excess of Required Standard


(iii) Detached Dwellings, Attached Dwellings and Duplex residential uses shall be exempt from the requirements of 20-901(c)(i).

(h) Reductions Below Minimums
The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this Section, except:

(v) When waived by the Planning Director on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;

(vi) For good cause shown, when waived by the Planning Director as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or

(vii) When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

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No Building permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).

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Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD Zoning District are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006
Parking standards for uses listed in 20-902, 20-903 or 20-904 of this Development Code shall be applied when establishing minimum requirements for New Developments, Expansions or Enlargements, or Change of Use or Occupancy in these established Planned Unit Developments.
PROPOSED 20-902

20-902 OFF-STREET PARKING SCHEDULE A

Unless otherwise expressly stated in this article, off-street Parking Spaces shall be provided in accordance with the minimum ratios of the following, Schedule A.

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL USE GROUPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOUSEHOLD LIVING</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Dwelling Unit</td>
<td>See 20-534 for standards</td>
<td></td>
</tr>
<tr>
<td>Attached Dwelling</td>
<td>2 per Dwelling Unit</td>
<td>None</td>
</tr>
<tr>
<td>Cluster Dwelling</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Detached Dwelling</td>
<td>1 per bedroom</td>
<td>None</td>
</tr>
<tr>
<td>Duplex</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufactured Home</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Manufactured Home, Residential-Design</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobile Home</td>
<td>2 per Dwelling Unit (1 may be located in common area)</td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Dwelling Structure</td>
<td>1 per bedroom, + 1 per 10 units (visitors and guests)</td>
<td>1 per 4 auto spaces</td>
</tr>
<tr>
<td>Non-Ground Floor Dwelling</td>
<td>1 per bedroom</td>
<td>None</td>
</tr>
<tr>
<td>Work/Live Unit</td>
<td>1 per 4 Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Zero Lot Line Dwelling</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Home Occupation, Type A or B</td>
<td>See 20-537 for standards &amp; 20-910(d)</td>
<td></td>
</tr>
<tr>
<td><strong>GROUP LIVING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assisted Living</td>
<td>1 per independent living unit; 0.5 per Assisted Living unit</td>
<td>None</td>
</tr>
<tr>
<td>Congregate Living</td>
<td>1 per bedroom [1]</td>
<td>1 per 4 auto spaces</td>
</tr>
<tr>
<td>Dormitory and Scholarship Halls</td>
<td>0.75 per lawful occupant</td>
<td></td>
</tr>
<tr>
<td>Fraternity and Sorority Houses</td>
<td>0.75 per lawful occupant</td>
<td></td>
</tr>
<tr>
<td>Group Homes, General</td>
<td>1 + 1 per employee</td>
<td>None</td>
</tr>
<tr>
<td>Group Homes, Limited</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td><strong>PUBLIC AND CIVIC USE GROUPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>COMMUNITY FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult Day Care</td>
<td>1 per 1.5 employees</td>
<td>None</td>
</tr>
<tr>
<td>Cemetery</td>
<td>per Schedule D (Section 20-905)</td>
<td></td>
</tr>
<tr>
<td>College / University</td>
<td>1 per 4 employees + 1 per 10 students [based on average annual attendance]</td>
<td>1 per 5 students</td>
</tr>
<tr>
<td>Cultural Center / Library</td>
<td>1 per 500 square feet</td>
<td>5 or 1 per 4 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Use Category</td>
<td>Minimum Number of Vehicle Parking Spaces Required</td>
<td>Minimum Number of Bicycle Parking Spaces</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>-------------------------------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Day Care Center</td>
<td>1 per each 1.5 employees + 4 spaces</td>
<td>None</td>
</tr>
<tr>
<td>Day Care Home, Class A</td>
<td>1 per 1.5 employees</td>
<td>None</td>
</tr>
<tr>
<td>Day Care Home, Class B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Detention Facilities</td>
<td>per Schedule D (Section 20-905)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Lodge, Fraternal and Civic Assembly</td>
<td>1 per 500 square feet</td>
<td>None</td>
</tr>
<tr>
<td>Postal Service</td>
<td>per Schedule D (Section 20-905)</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Public Safety</td>
<td>per Schedule D (Section 20-905)</td>
<td>None, <strong>CHECK NUMBERS IN FLEET</strong></td>
</tr>
<tr>
<td>School, Grades K–9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grades 10+</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Funeral and Interment</td>
<td>1 per vehicle used in the business; 1 per vehicle used in the business; 1 per 300 square feet</td>
<td>None</td>
</tr>
<tr>
<td>Cremating</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undertaking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary Shelter</td>
<td>1 per 1.5 employees</td>
<td>1 per 5 clients</td>
</tr>
<tr>
<td>Social Service Agency</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Community Meal Program</td>
<td>1 per 1.5 employees + 1 per 5 seats</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Utilities, Minor</td>
<td>1 space</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Utilities and Service, Major</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>MEDICAL FACILITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Mental Health Facility</td>
<td>1 per 3 beds or 1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Extended Care Facilities, General and Limited</td>
<td>1 per 3 beds</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Health Care Office; Health Care Clinic</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Hospital</td>
<td>1 per 3 beds</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Outpatient Care Facilities</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>RECREATIONAL FACILITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Recreation</td>
<td>Per Schedule D (Section 20-905)</td>
<td>5 or 1 per 4 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Entertainment &amp; Spectator Sports, General</td>
<td>1 per 3 seats</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Entertainment &amp; Spectator Sports, Limited</td>
<td>1 per 4 seats</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Participant Sports &amp; Recreation, Indoor</td>
<td>1 per 500 square feet of customer/activity area</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Participant Sports &amp; Recreation, Outdoor</td>
<td>1 per 500 square feet of customer/activity area</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Use Category</td>
<td>Minimum Number of Vehicle Parking Spaces Required</td>
<td>Minimum Number of Bicycle Parking Spaces</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>--------------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Nature Preserve / Undeveloped</td>
<td>Per Schedule D (Section 20-905)</td>
<td></td>
</tr>
<tr>
<td>Passive Recreation</td>
<td>Per Schedule D (Section 20-905)</td>
<td></td>
</tr>
<tr>
<td>Private Recreation</td>
<td>Per Schedule D (Section 20-905)</td>
<td></td>
</tr>
</tbody>
</table>

**RELIGIOUS ASSEMBLY**

| Campus or Community Institution       | 1 per 4 seats in sanctuary or principal worship or assembly space plus spaces required for permitted Accessory Uses | 5 or 1 per 10 auto spaces, whichever is greater |
| Neighborhood Institution              | Per Schedule D (Section 20-905)                  |                                          |

**COMMERCIAL USE GROUPS**

**ANIMAL SERVICES**

| Kennel                                | 1 per 500 square feet                         | None                                      |
| Livestock Sales                       | 1 per 600 square feet                         | None                                      |
| Sales and Grooming                    | 1 per 300 square feet                         | 1 per 10 auto spaces                      |
| Veterinary                            | 1 per 400 square feet                         | None                                      |

**EATING AND DRINKING ESTABLISHMENTS**

| Accessory Bar                         | 1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift | None                                      |
| Accessory Restaurant                  | 1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift | None                                      |
| Bar or Lounge                         | 1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift | None                                      |
| Brewpub                               | 1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift | None                                      |
| Fast Order Food                       | 1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift | 5 or 1 per 10 auto spaces, whichever is greater |
| Fast Order Food, Drive-In             | 1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift | None                                      |
| Nightclub                             | 1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift | None                                      |
| Private Dining Establishment           | Per Section 20-539                           | Per Section 20-539                        |
| Restaurant, Quality                   | 1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift | 5 or 1 per 10 auto spaces, whichever is greater |

**OFFICE**

<p>| Administrative and Professional       | 1 per 300 square feet                         | 1 per 10 auto spaces                      |
| Financial, Insurance and Real Estate  | 1 per 300 square feet                         | 1 per 10 auto spaces                      |
| Other                                 | 1 per 300 square feet                         | 1 per 10 auto spaces                      |</p>
<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PARKING FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Commercial</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>RETAIL SALES AND SERVICE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Maintenance Service</td>
<td>1 per 500 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Business Equipment Sales and Service</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Business Support Service</td>
<td>1 per 400 square feet</td>
<td></td>
</tr>
<tr>
<td>Construction Sales and Service</td>
<td>1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Food and Beverage Retail Sales</td>
<td>1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Mixed Media Store</td>
<td>1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Personal Convenience Service</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Personal Improvement Service</td>
<td>1 per 200 square feet</td>
<td></td>
</tr>
<tr>
<td>Repair Service, Consumer</td>
<td>1 per 400 square feet</td>
<td></td>
</tr>
<tr>
<td>Retail Sales, General</td>
<td>per Schedule B (Section 20-903)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Retail Establishment, Large</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Establishment, Medium</td>
<td>per Schedule B (Section 20-903)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Retail Establishment, Specialty</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SEXUALLY ORIENTED BUSINESSES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sexually Oriented Media Store</td>
<td>1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Physical Sexually Oriented Business</td>
<td>1 per 300 square feet</td>
<td></td>
</tr>
<tr>
<td>Sex Shop</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sexually Oriented Theater</td>
<td>1 per 4 seats</td>
<td></td>
</tr>
<tr>
<td><strong>TRANSIENT ACCOMMODATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td>1 per guest room + 1 per 1.5 employees</td>
<td>None</td>
</tr>
<tr>
<td>Campground</td>
<td>1 per camp space</td>
<td>None</td>
</tr>
<tr>
<td>Elderhostel</td>
<td>1 per guest room + 1 per 1.5 employees for associated uses</td>
<td>as required for associated uses</td>
</tr>
<tr>
<td>Hotel, Motel, Extended Stay</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VEHICLE SALES AND SERVICE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleaning (Car Wash)</td>
<td>2 + stacking spaces per Section 20-911</td>
<td></td>
</tr>
<tr>
<td>Fleet Storage</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>Gas and Fuel Sales</td>
<td>1 per 300 square feet of retail sales area + 2 per pump island 1 at the end of each fueling lane</td>
<td>None</td>
</tr>
<tr>
<td>Truck Stop</td>
<td>1 per 300 square feet of retail sales area + 1 per 100 square feet of customer service area for eating establishment areas + 1 at the end of each fueling lane</td>
<td></td>
</tr>
<tr>
<td>Use Category</td>
<td>Minimum Number of Vehicle Parking Spaces Required</td>
<td>Minimum Number of Bicycle Parking Spaces</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td>Heavy Equipment Repair</td>
<td>2 per service bay, not counting the bay or Access way to the bay</td>
<td></td>
</tr>
<tr>
<td>Heavy Equipment Sales/Rental</td>
<td>1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay</td>
<td></td>
</tr>
<tr>
<td>Inoperable Vehicles Storage</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>Light Equipment Repair</td>
<td>2 per service bay, not counting the bay or Access way to the bay</td>
<td></td>
</tr>
<tr>
<td>Light Equipment Sales/Rental</td>
<td>1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay</td>
<td></td>
</tr>
<tr>
<td>Recreational Vehicle and Boat Storage</td>
<td>1 per 25 storage spaces</td>
<td></td>
</tr>
</tbody>
</table>

**INDUSTRIAL USE GROUPS**

**INDUSTRIAL FACILITIES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Explosive Storage</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Industrial, General</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Industrial, Intensive</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Laundry Service</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Manufacturing and Production, Limited</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Manufacturing and Production, Technological</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Research Service</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Scrap and Salvage Operation</td>
<td>1 per acre</td>
<td>None</td>
</tr>
</tbody>
</table>

**WHOLESALE, STORAGE AND DISTRIBUTION**

<table>
<thead>
<tr>
<th>Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Exterior Storage</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Heavy</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Light</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Mini-Warehouse</td>
<td>4 + 1 per 25 rental spaces</td>
<td></td>
</tr>
</tbody>
</table>

**OTHER USE GROUPS**

**ADAPTIVE REUSE**

<table>
<thead>
<tr>
<th>Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Designated Historic Property</td>
<td>As established at time of Special Use approval per Section 20-501</td>
<td>As established at time of Special Use approval per Section 20-501</td>
</tr>
<tr>
<td>Greek Housing Unit</td>
<td>As established at time of Special Use approval per Section 20-501</td>
<td>As established at time of Special Use approval per Section 20-501</td>
</tr>
</tbody>
</table>

**AGRICULTURE**

<table>
<thead>
<tr>
<th>Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Sales</td>
<td>1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Agricultural Services</td>
<td>1 per 1.5 employees</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Agriculture, Animal</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Agriculture, Crop</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Use Category</td>
<td>Minimum Number of Vehicle Parking Spaces Required</td>
<td>Minimum Number of Bicycle Parking Spaces</td>
</tr>
<tr>
<td>-------------------------------------------------</td>
<td>--------------------------------------------------</td>
<td>-----------------------------------------</td>
</tr>
<tr>
<td><strong>COMMUNICATIONS FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amateur and Receive Only Antennas</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Broadcasting Tower</td>
<td>1 space</td>
<td>None</td>
</tr>
<tr>
<td>Communications Service Establishment</td>
<td>1 per 400 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Telecommunications Antenna</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Telecommunications Tower</td>
<td>1 space</td>
<td>None</td>
</tr>
<tr>
<td>Satellite Dish</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>MINING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mining</td>
<td>per Schedule D (Section 20-905)</td>
<td>None</td>
</tr>
<tr>
<td><strong>RECYCLING FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large Collection</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Small Collection</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Processing Center</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
</tbody>
</table>

**Footnotes:**

[1] Whenever a structure 4,500 gross square feet or larger as of April 28, 2012 on a property 8,775 square feet in size or less is renovated as a Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure’s gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:

1. Finished and unfinished area that is able to comply with the building code standard for livable space ceiling height without structural alterations, including the following:
   a. Attic space when it is accessed by a permanent stairway.
   b. Basement space.
   c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure’s heating, ventilation, and air conditioning system.
20-903 OFF-STREET PARKING SCHEDULE B

(a) Off-street Parking Spaces for Schedule B uses shall be provided in accordance with the following standards. These standards shall be minimum standards for the provision of off-street Parking Spaces.

<table>
<thead>
<tr>
<th>Gross Floor Area (Sq. Ft.)</th>
<th>Off-Street Parking Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–45,000</td>
<td>1 per 300 square feet</td>
</tr>
<tr>
<td>45,001–100,000</td>
<td>150 + 1 per 400 square feet of Gross Floor Area between 45,001 and 100,000 square feet</td>
</tr>
<tr>
<td>100,001+</td>
<td>288 + 1 per 500 square feet of Gross Floor Area above 100,000 square feet</td>
</tr>
</tbody>
</table>

(b) The maximum number of off-street Parking Spaces for a Schedule B use shall not exceed 120% of the minimum required number of Parking Spaces for such a use unless specific mitigation measures are provided and approved by the Planning Director.

20-904 OFF-STREET PARKING SCHEDULE C

Off-street Parking Spaces for Schedule C uses shall be provided in accordance with the following standards:

<table>
<thead>
<tr>
<th>Gross Floor Area (Sq. Ft.)</th>
<th>Off-Street Parking Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warehousing Floor Area</td>
<td>Manufacturing or Other Floor Area</td>
</tr>
<tr>
<td>1–20,000</td>
<td>1 per vehicle used in the business + 1 per 1,000 square feet + 1 per acre</td>
</tr>
<tr>
<td>20,001 – 120,000</td>
<td>1 per 5,000 square feet + 1 per acre</td>
</tr>
<tr>
<td>120,001+</td>
<td>1 per 10,000 square feet + 1 per acre</td>
</tr>
</tbody>
</table>

If business is employee intensive, parking may be based on ratio of employees

<table>
<thead>
<tr>
<th>Gross Floor Area (Sq. Ft.)</th>
<th>Outdoor Storage Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–20,000</td>
<td>1 per 1.5 employees on largest shift + 1 per acre</td>
</tr>
<tr>
<td>20,001 – 120,000</td>
<td></td>
</tr>
<tr>
<td>120,001+</td>
<td></td>
</tr>
</tbody>
</table>

20-905 OFF-STREET PARKING SCHEDULE D

Schedule “D” uses have widely varying parking demand characteristics, making it difficult to specify a single off-street parking standard.

(a) Standards

Upon receiving a development application for a use subject to “Schedule D” standards, the Planning Director shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or shall establish minimum off-street parking requirements.

(b) Parking Study

The decision of the Planning Director shall be based upon a parking study prepared by the applicant.

(1) The study shall include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Planning Director, and include other reliable data collected from
uses or combinations of uses that are the same as or comparable with the proposed use.

(2) Comparability will be determined by Density, Scale, bulk, area, type of activity, and location.

(3) The study shall document the source of data used to develop the recommendations.

20-906 OFF-STREET LOADING

(a) General
Goods may not be loaded or unloaded from the right-of-way of a Collector or Arterial Street and no part of any vehicle may extend into the right-of-way of a Collector or Arterial Street while being loaded or unloaded; provided that, routine deliveries, such as U.S. Mail, Federal Express, Parcel Post and similar services, for reasonable durations, are not hereby prohibited.

(b) Loading Schedule
Off-street loading spaces shall be provided in accordance with the minimum ratios shown in the following table. Developments in the CD and MU Districts shall be exempt from these requirements.

<table>
<thead>
<tr>
<th>Use</th>
<th>Building Floor Area (gross sq. ft.)</th>
<th>Required Loading Spaces</th>
<th>Space Size (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public and Civic</td>
<td>1–9,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>10,000+</td>
<td>1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.</td>
<td>10 x 25</td>
</tr>
<tr>
<td>Commercial (except Retail Sales, General)</td>
<td>1–9,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>10,000+</td>
<td>1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.</td>
<td>10 x 25</td>
</tr>
<tr>
<td>Retail Sales, General</td>
<td>1–4,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>5,000–10,000</td>
<td>[1] 1</td>
<td>[1] 10 x 25</td>
</tr>
<tr>
<td></td>
<td>10,001–25,000</td>
<td>2</td>
<td>10 x 25</td>
</tr>
<tr>
<td></td>
<td>25,001–40,000</td>
<td>2</td>
<td>10 x 50</td>
</tr>
<tr>
<td></td>
<td>40,001–100,000</td>
<td>3</td>
<td>10 x 50</td>
</tr>
<tr>
<td></td>
<td>100,001–250,000</td>
<td>4</td>
<td>10 x 50</td>
</tr>
<tr>
<td></td>
<td>+250,000</td>
<td>4 + 1 per 200,000 above 250,000</td>
<td>10 x 50</td>
</tr>
<tr>
<td>Industrial</td>
<td>1–4,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>5,000–40,000</td>
<td>1 up to 40,000 sq. ft. + 1 addl up to 100,000 sq. ft. + 1 per 100,000 sq. ft. above 100,000</td>
<td>10 x 25; 10 x 50 for bldgs. over 20,000 sq. ft.</td>
</tr>
<tr>
<td></td>
<td>40,001–100,000</td>
<td>2</td>
<td>10 x 50</td>
</tr>
<tr>
<td></td>
<td>+100,000</td>
<td>2 + 1 per 100,000 above 100,000</td>
<td>10 x 50</td>
</tr>
</tbody>
</table>
### Vertical Clearance
Required loading spaces shall have a minimum vertical clearance of 15.5 feet.

### Location
Loading areas shall be located and designed to reduce conflicts with vehicular ingress and egress routes.

## 20-907 RULES FOR CALCULATING REQUIREMENTS
The following rules apply when calculating off-street parking and loading requirements.

### (a) Multiple Uses
Unless otherwise approved, Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses. (See the Shared Parking provisions of Section 20-909 for possible exceptions.)

### (b) Fractions
When measurements of the number of required spaces result in a fractional number, any fractional result shall be rounded up to the next consecutive whole number. For example, if a minimum requirement of 1 space per 200 square feet is applied to a 900 square foot Building, 5 spaces are required, since the fraction of 4.25 is rounded up to 5 spaces.

### (c) Area Measurements

1. Unless otherwise specifically noted, all parking and loading standards given in square feet shall be computed on the basis of Gross Floor Area, which is to be measured using all of the Floor Area on each floor of the Building, whether or not such area is enclosed by walls. Interior areas used for off-street parking or off-street loading facilities are not counted in calculating the number of Parking Spaces required.

2. For outdoor areas, calculations will be based on the portion of the Lot actually being used for the specified purpose.

### (d) Occupancy- or Capacity-Based Standards
For the purpose of calculating parking requirements based on employees, students, residents or occupants, calculations are to be based on the greatest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.
(e) **Bench Seating**
When seating consists of benches, pews or other similar seating facilities, each 24 linear inches of seating space counts as 1 seat.

(f) **Unlisted Uses**
Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Planning Director shall apply the off-street parking standard specified for the listed use that the Planning Director deems most similar to the proposed use or the requirements of off-street parking schedule D, Section 20-905.
PROPOSED 20-908

20-908 LOCATION

(a) General
Except as otherwise expressly provided in this section, required off-street parking and loading spaces shall be located on the same Lot as the Principal Use (See Section 20-909 for possible exceptions).

(b) Residential Districts
No part of a Parking Area, other than a Driveway, may be located within 25 feet of a Street right-of-way in any residential Zoning District.

(1) No more than 4 vehicles may be parked on Driveways or turnarounds within the required Front or Side Setback of any Lot in a residential Zoning District.

(2) Single or double Driveways and turnarounds may not be used to provide required off-street parking within the required Front or Exterior Side Setback with the exception of when they are serving a Duplex or Detached House Dwelling.

a. With Planning Director permission, a parking area may be permitted closer than 25 feet to an adjacent street in an exterior side yard if the orientation of the structure allows the principal building to be located closer than 25 feet to the adjacent street.

(3) No parked vehicles shall overhang into the right-of-way or block a portion of the sidewalk.

(4) Where alleys are available, parking shall be provided along the alley in accordance with the following diagrams:

INSERT DIAGRAMS FROM CODE INTERPRETATION

(5) Driveway widths may not exceed 26 feet in residential Districts. All Driveway cuts into the Street require a permit and must be approved by the City Engineer in conformance with the standards outlined in Chapter 16, Article 3 of the City Code.

(6) In RS3 and RS5 Districts, residential Driveways may be constructed a maximum of 12’ wide to reduce pavement width and maintain the character of the neighborhood.
(c) **Nonresidential Districts**  
The location of off-street Parking Areas in Commercial and Industrial nonresidential Zoning Districts shall comply with the adopted city design standards and the following standards:

<table>
<thead>
<tr>
<th>District</th>
<th>Allowed Location</th>
<th>Minimum Setback (feet)**</th>
</tr>
</thead>
<tbody>
<tr>
<td>CN1</td>
<td>Not allowed between the Facade of the Building with the main entrance and the Street. when new/major development projects are proposed.</td>
<td>From Right-of-Way</td>
</tr>
<tr>
<td>CO</td>
<td>No restriction except as specified in Article 5.</td>
<td></td>
</tr>
<tr>
<td>CN2</td>
<td>No restriction except as specified in Article 5.</td>
<td></td>
</tr>
<tr>
<td>CD</td>
<td>Prohibited between a Building and any Street</td>
<td></td>
</tr>
<tr>
<td>CC</td>
<td>No restriction except as specified in Article 5.</td>
<td>15</td>
</tr>
<tr>
<td>CR</td>
<td>No restriction except as specified in Article 5.</td>
<td>10</td>
</tr>
<tr>
<td>CS</td>
<td>No restriction except as specified in Article 5.</td>
<td>15</td>
</tr>
<tr>
<td>IBP</td>
<td>No restriction except as specified in Article 5.</td>
<td>10</td>
</tr>
<tr>
<td>IL</td>
<td>No restriction except as specified in Article 5.</td>
<td>15</td>
</tr>
<tr>
<td>IM</td>
<td>No restriction except as specified in Article 5.</td>
<td>10</td>
</tr>
<tr>
<td>IG</td>
<td>No restriction except as specified in Article 5.</td>
<td>15</td>
</tr>
<tr>
<td>H</td>
<td>No restriction except as specified in Article 5.</td>
<td>10</td>
</tr>
<tr>
<td>GPI</td>
<td>No restriction except as specified in Article 5.</td>
<td>15</td>
</tr>
<tr>
<td>OS</td>
<td>No restriction except as specified in Article 5.</td>
<td>10</td>
</tr>
<tr>
<td>MU</td>
<td>Prohibited in the Primary Development Zone and prohibited between a Building and any Street in a Secondary Development Zone. No restriction in a Tertiary Development Zone.</td>
<td>15</td>
</tr>
</tbody>
</table>

** Setbacks may also be affected by required Bufferyards as identified in Section 20-1005.
20-909 SHARED AND OFF-SITE PARKING

(a) Purpose
The shared and off-site off-street parking provisions of this section are intended to encourage efficient use of land and resources by allowing users to share off-street parking facilities in situations where a mix of uses creates staggered peak periods of parking demand and to locate off-street parking facilities on a different site than the uses served by the Parking.

(b) Approval Procedure
Shared or off-site off-street parking arrangements require review and approval in accordance with the Site Plan Review procedures of Section 20-1305 from the Planning Director and shall be noted on the approved site plans for each property that is a party to the shared or off-site parking agreement.

(c) Location
All shared or off-site off-street Parking Spaces shall be located no further than 600 feet from the main entrance of the Buildings or uses they are intended to serve, measured along the shortest legal, practical walking route. This distance limitation may be waived as part of the Site Plan Review process by the Planning Director as part of the review of the shared parking agreement if sufficient assurances are offered that adequate van or shuttle service will be operated between the shared or off-site Lot and the Principal Use or uses.

(d) Zoning Classification District
Shared and off-site Parking Areas require the same or shall be in the same or a more intensive zoning classification district than that required for the most intensive of the uses served by the shared or off-site Parking Area, except as permitted in Section 20-535. Shared and off-site Parking Areas are to be considered Accessory Uses to the Principal Uses that the Parking Spaces serve.

(e) Required Shared Parking Study and Analysis
For proposed Shared Parking Areas, the applicant shall submit a Shared Parking analysis to the Planning Director that clearly demonstrates the feasibility of shared or off-site Parking. The study shall be provided in a form established by the Planning Director and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants and customers, the anticipated rate of Parking turnover and the anticipated peak Parking and traffic loads for all uses that will be sharing off-street Parking Spaces.

(e) Shared Parking
In any zoning district where two (2) or more permitted uses have different peak demand parking patterns and are thus able to use the same parking spaces/areas throughout a 24-hour day, a Shared Parking Calculation may be applied which results in a reduction in the total number of parking spaces required as compared to the sum of the parking requirement for individual uses. This allows sharing of parking spaces between occupancies, reducing the site area dedicated to vehicle storage. Reduction potential is often greatest when residential uses are mixed with nonresidential uses.
Shared Parking Calculation
For the purposes of conducting a shared parking analysis, identify the parking requirement for each individual use according to the Off-Street Parking Schedule, Section 20-902 and multiply the requirement by the percentage for the corresponding use category for each of the five time periods from the matrix below. Calculate the total for each time period (column) and select the time period (column) with the highest total. Use this number as the required minimum number of parking spaces. The specific numbers provided may be adjusted by the applicant when the applicant provides an analysis demonstrating the actual demand for the time period is different from the number shown in the table below, subject to approval by the Planning Director.

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Night</th>
<th>Weekday</th>
<th>Weekend</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Day</td>
<td>Evening</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2am - 8am</td>
<td>8am - 5pm</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Residential Uses</td>
<td>100%</td>
<td>40%</td>
<td>100%</td>
</tr>
<tr>
<td>Public &amp; Civic</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community Facilities</td>
<td>0%</td>
<td>100%</td>
<td>50%</td>
</tr>
<tr>
<td>Medical Facilities</td>
<td>10%</td>
<td>100%</td>
<td>60%</td>
</tr>
<tr>
<td>Recreational Facilities</td>
<td>0%</td>
<td>30%</td>
<td>90%</td>
</tr>
<tr>
<td>Religious Assembly</td>
<td>0%</td>
<td>10%</td>
<td>30%</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Animal Services</td>
<td>10%</td>
<td>100%</td>
<td>60%</td>
</tr>
<tr>
<td>Eating &amp; Drinking Establishments</td>
<td>20%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Office</td>
<td>0%</td>
<td>100%</td>
<td>30%</td>
</tr>
<tr>
<td>Retail Sales &amp; Service</td>
<td>10%</td>
<td>100%</td>
<td>80%</td>
</tr>
<tr>
<td>Sexually Oriented Business</td>
<td>0%</td>
<td>30%</td>
<td>100%</td>
</tr>
<tr>
<td>Transient Accommodation</td>
<td>100%</td>
<td>50%</td>
<td>100%</td>
</tr>
<tr>
<td>Vehicle Sales &amp; Service</td>
<td>10%</td>
<td>100%</td>
<td>30%</td>
</tr>
<tr>
<td>Industrial</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Industrial Facilities</td>
<td>20%</td>
<td>100%</td>
<td>60%</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>All Other Uses</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>

[1] Entertainment uses such as a theatre (performing arts or movie) shall require 90%.
(f) Parking Agreement

The sharing or off-site location of required Parking shall be guaranteed by a legally binding agreement, duly executed and acknowledged, between the Owner of the Parking Area and the Owner of all uses that are located on a different Lot and served by the Parking Area.

1. The agreement shall be properly drawn and executed by the parties concerned and approved as to form and execution by the City Attorney. Director of Legal Services. Approved shared or off-site Parking Agreements shall be recorded with the Register of Deeds.

2. The applicant for a Building Permit or certificate of occupancy for the use that is served by Parking Spaces on the other Lot shall submit a copy of such agreement along with the application for the permit or certificate.

3. Any violation of the agreement required under this subsection constitutes a violation of this Development Code.
20-910 USE OF OFF-STREET PARKING SPACES AND LOADING AREAS

(a) Vehicle Parking Spaces in Residential Districts
In all residential districts, required off-street parking spaces are to be used solely for loading, unloading and parking of licensed motor vehicles in operating condition.

(1) Detached Dwelling, Attached Dwelling and Duplex Lots
(i) Surfacing
Passenger vehicles, motorcycles and trucks shall be parked on an improved driveway surface in the front, side or rear yards as identified in Section 20-908.

(ii) Weight Limit
No commercial motor vehicle or commercial trailer may be parked or stored in a residential district unless the vehicle or trailer:

a. Is classified by the US DOT Federal Highway Administration as a Light or Medium Vehicle having a gross vehicle weight rating (GVWR) of less than 19,500 pounds [Classes 1 – 5]; or
b. Is stored within a garage that complies with all applicable standards of this ordinance.
c. Commercial motor vehicles and trailers that are making normal and reasonable service calls at the property are exempt from this provision.

(iii) Major Recreational Equipment
*Major Recreational Equipment*, for the purposes of this Chapter, include: motorized recreational vehicles (RVs/motorhomes); towable RVs (travel trailers, folding camping trailers, fifth-wheel trailers, truck campers); boats and boat trailers; and recreational equipment trailers. [If desired, this category could be divided into *High Profile Recreational Equipment* (such as motorized RVs/Motorhomes, towable RVs, fifth-wheel trailers, boats and boat trailers, and rec equip trailers over 8 feet high) and *Low Profile Recreational Equipment* (such as folding camping trailers, canoes, and boat trailers less than 8 feet high) and locational standards identified for each category.] *Major Recreational Equipment* is permitted on residential lots when:

a. It is located in the rear yard and is screened by a fence or hedge at least 6 feet in height;
b. It is located in the side yard on an improved driveway surface and is at least 2 feet from the side property line; or
c. It is located in the front or exterior side yard on an improved driveway surface and is located no closer than 18 feet from the back of street curb (or street edge).

(iv) Limit
No more than two (2) *Major Recreational Equipment* items may be parked on an individual residential lot containing a Detached Dwelling or Duplex. Only one (1) such item may be parked in the front or exterior side yard, in accordance with the standards of this section. [As an alternative, only one item could be permitted on a property or if there were two items, only one
High Profile could be located in the front or exterior side yard. As an alternative, if there are two items on the property both have to be in rear or side yards (not exterior side).

(v) Occupancy
Major Recreational Equipment items, when parked, shall not:
   a. Be used for living, sleeping or housekeeping purposes; or
   b. Be used for any business activities.

(vi) Utility Trailers, Personal Use
Utility Trailers, used to haul personal goods or debris, are permitted on residential lots when:
   a. The trailer is located in the rear yard;
   b. The trailer is located in the side yard on an improved driveway surface and is at least 2 feet from the side property line; or
   c. The trailer is located in the front or exterior side yard on an improved driveway surface.

(vii) Utility Trailers, Home Occupation Use
Utility Trailers that are accessory to a Type B Home Occupation are permitted on residential lots when:
   a. The trailer is located in the rear yard on an improved driveway surface and is screened by a fence at least 6 feet in height if parked with equipment or materials on it;
   b. The trailer is located in the side yard on an improved driveway surface at least 2 feet from the side property line and does not contain material or equipment; or
   c. Is stored within a garage that complies with all applicable standards of this ordinance.

(viii) Condition
No Major Recreational Equipment or Utility Trailer shall be stored outside of a structure if it is inoperable or unsafe for the function for which it is intended nor may it be stored if its appearance is considered blighted under the City’s Property Maintenance Code.

(ix) Sight Triangle
No vehicles shall be parked or stored on a corner lot within the sight triangle defined in Section 20-1102.

(x) Storage Only for Occupant’s Property
Major Recreational Equipment parked on a residential lot shall be owned or leased by the resident of the property.

(2) Multi-Dwelling Developments

(i) Surfacing
Passenger vehicles, motorcycles and trucks shall be parked on an improved parking lot surface as identified in Section 20-908.

(ii) Weight Limit
No commercial motor vehicle or commercial trailer may be parked or stored in a residential district unless the vehicle or trailer:
a. Is classified by the US DOT Federal Highway Administration as a Light or Medium Vehicle having a gross vehicle weight rating (GVWR) of less than 19,500 pounds [Classes 1 – 5]; or
b. Is stored within a garage that complies with all applicable standards of this ordinance.
c. Commercial motor vehicles and trailers that are making normal and reasonable service calls at the property are exempt from this provision.

(iii) Major Recreational Equipment
Recreational Vehicles, boats and camping trailers may be parked in improved parking lots when:
a. The parking lot contains more spaces than required to support the number of dwelling units on site;
b. Shown on an approved site plan as temporary storage spaces; and
c. The RVs are owned or leased by the occupants of the development.

(iv) Occupancy
Recreational Vehicles, boats and camping trailers, when parked, shall not:
a. Be used for living, sleeping or housekeeping purposes; or
b. Be used for any business activities.

(v) Condition
No Major Recreational Equipment shall be stored outside of a structure if it is inoperable or unsafe for the function for which it is intended nor may it be stored if its appearance is considered blighted under the City’s Property Maintenance Code.

(3) Non-residential Developments in Residential Districts
(i) Recreational Vehicles, boats and camping trailers may only be parked in improved parking lots when:
a. The parking lot contains more spaces than required to support the established uses on site;
b. Shown on an approved site plan as temporary storage spaces; and
c. Written permission has been provided by the property owner.
(ii) Non-residential parking lots in residential districts may not be used for commercial purposes as permanent RV, boat or trailer storage lots.

(b) Vehicle Parking Spaces in Non-Residential Districts
(1) Required parking spaces shall not be used for the storage or sale of merchandise, vehicle storage, vehicles for sale, or vehicle repair.
(2) Excess parking spaces above the number required to support the uses on the property may only be used for the sale of merchandise, vehicle storage or vehicles for sale or vehicle repair if they are designated on an approved site plan for the property or approved through a Special Event Permit for a limited duration.

ADD EFFECTIVE DATE
The standards established by this subsection related to the parking of Major Recreational Equipment and Utility Trailers shall be effective commencing on March 1, 2015.
20-911  VEHICLE STACKING AREAS
The vehicle stacking standards of this subsection apply unless otherwise expressly approved by the City Engineer.

(a)  Minimum Number of Spaces
Off-Street stacking spaces shall be provided as follows:

<table>
<thead>
<tr>
<th>Activity Type</th>
<th>Minimum Number of Stacking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bank teller lane</td>
<td>4 per teller or window</td>
</tr>
<tr>
<td>Automated teller machine</td>
<td>2 per machine</td>
</tr>
<tr>
<td>Drive-through pick up windows (such as pharmacy/dry cleaners)</td>
<td>2 per window</td>
</tr>
<tr>
<td>Restaurant drive-through</td>
<td>4 at each order box and 4 at each pick-up window</td>
</tr>
<tr>
<td>Car wash stall, automatic</td>
<td>4 at each entrance</td>
</tr>
<tr>
<td>Car wash stall, self-service</td>
<td>4 at each entrance</td>
</tr>
<tr>
<td>Gasoline pump island</td>
<td>1 at end of each pump island fueling lane</td>
</tr>
<tr>
<td>Schools</td>
<td>10 on each elementary and junior high school Driveway 5 on each senior high school Driveway</td>
</tr>
<tr>
<td>Other</td>
<td>As determined by the City Traffic Engineer based on a traffic impact analysis</td>
</tr>
</tbody>
</table>

(b)  Design and Layout
Required stacking spaces are subject to the following design and layout standards.

(1)  Size
Each stacking space shall be a minimum of 8 feet by 20 feet in size.

(2)  Location
Stacking spaces may not impede on-site or off-site traffic movements or movements into or out of off-street Parking Spaces.

(3)  Design
Stacking spaces shall be separated from other internal Driveways by raised medians if deemed necessary by the City Engineer for traffic movement and safety.
20-912 ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSONS PEOPLE WITH DISABILITIES

A portion of the total number of required off-street Parking Spaces in each off-street Parking Area shall be specifically designated, located and reserved for use by persons with physical disabilities.

(a) Spaces Required
The following table shows the minimum number of accessible spaces that shall be provided. Parking Spaces designed for persons with disabilities are counted toward fulfilling off-street parking standards. These standards may not be varied or waived.

<table>
<thead>
<tr>
<th>Total Parking Spaces Provided</th>
<th>Required Number of Accessible Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Auto</td>
</tr>
<tr>
<td>1 – 25</td>
<td>0</td>
</tr>
<tr>
<td>26 – 50</td>
<td>1</td>
</tr>
<tr>
<td>51 – 75</td>
<td>2</td>
</tr>
<tr>
<td>76 – 100</td>
<td>3</td>
</tr>
<tr>
<td>101 – 150</td>
<td>4</td>
</tr>
<tr>
<td>151 – 200</td>
<td>5</td>
</tr>
<tr>
<td>201 – 300</td>
<td>6</td>
</tr>
<tr>
<td>301 – 400</td>
<td>7</td>
</tr>
<tr>
<td>401 – 500</td>
<td>7</td>
</tr>
<tr>
<td>501 – 1,000</td>
<td>≥ 5 per 6 accessible spaces</td>
</tr>
<tr>
<td>1,001+</td>
<td>≥ 5 per 6 accessible spaces</td>
</tr>
</tbody>
</table>

(b) Special Requirements for Medical Care Facilities
Facilities providing medical care and other services for persons with mobility impairments shall provide accessible Parking Spaces as follows:

1. All outpatient facilities shall provide at least one accessible Parking Space, or spaces equal to ten percent (10%) of the total number of Parking Spaces provided, whichever is greater.
2. Facilities that specialize in treatment or services for persons with mobility impairments shall provide at least one accessible Parking Space, or spaces equal to 20% of the total number of Parking Spaces provided, whichever is greater.

(c) Special Requirements for Congregate Living and Multiple-unit Residential
New construction, additions to, or alterations of Congregate Living residences containing 4 or more sleeping units shall comply with the accessibility requirements of both the Fair Housing Act and the International Building Code as adopted by the City of Lawrence. Multiple-unit residential Buildings containing 4 or more Dwelling Units shall provide accessible Parking Spaces as follows:

1. Designated accessible Parking Spaces shall be provided for at least two percent (2%) of the Dwelling Units.
Designated accessible Parking Spaces shall be provided at facilities that serve accessible Buildings, such as swimming pools and clubhouses.

Additional designated accessible parking shall be provided at the request of residents with disabilities, on the same terms and with the full range of choices that are provided for other residents of the project.

Designated accessible Parking Spaces shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG). 2010 ADA Standards for Accessible Design.

d) Exemptions
Detached Dwellings, Attached Dwellings and Duplexes are exempt from the requirements to provide accessible Parking Spaces. However, accessible parking shall be provided at the request of residents with disabilities.

e) Minimum Dimensions
All Parking Spaces reserved for persons with disabilities shall comply with the Parking Space dimensional standards below, of this section, provided that and Access aisles shall be provided immediately abutting such spaces, as follows:

(1) Car-Accessible Spaces
Car-accessible spaces shall be a minimum of 96" (8’) wide and shall be marked to define the width of the spaces. Car-accessible spaces shall have at least a 5-foot wide Access aisle abutting the designated Parking Space.

(2) Van-Accessible Spaces
Van-accessible spaces shall be a minimum of 132" (11’) wide and shall be marked to define the width of the spaces.

(3) Access Aisles
   (i) Access aisles serving car and van parking spaces shall be a minimum of 60" (5’) wide.
   (ii) Where the adjacent access aisle is a minimum of 96” (8’) wide, a van-accessible parking space shall be permitted to be a minimum of 96” (8’) wide.
   (iii) Two parking spaces shall be permitted to share a common access aisle.
   (iv) Access aisles shall adjoin an accessible route.
       a. Where possible, an accessible route should not pass behind parked vehicles.
       b. Where an accessible route crosses vehicular traffic lanes, provide marked crosswalks.
   (v) Access aisles shall extend the full length of the parking spaces they serve.
   (vi) Access aisles shall be clearly marked so as to discourage parking in them.
   (vii) Access aisles for angled van parking spaces shall be located on the passenger side of the van space.

(4) Ground Surfaces
   (i) Access aisles shall be at the same level as the parking spaces they serve.
       a. Slopes not steeper than 1:48 shall be permitted to allow sufficient slope for drainage.

(5) Vertical Clearance
   (i) Parking spaces for vans and access aisles and vehicular routes serving them shall provide a minimum vertical clearance of 98" (8’).
Van-accessible spaces shall have at least an 8-foot wide Access aisle abutting the passenger Access side of the designated Parking Space.

(f) Location of Spaces
Required spaces for persons with disabilities shall be located in close proximity to Building entrances and be designed to permit occupants of vehicles to reach the Building entrance on an unobstructed, accessible path.

1. Curb ramps shall be provided whenever an accessible route crosses a curb in the parking lot.
2. Curb ramps may not be located within the required Access aisle.
3. Parking spaces and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes.

(g) Signs and Marking
Required spaces for persons with disabilities shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities.

1. Signs shall be posted directly in front of the Parking Space at heights that will be visible to the types of vehicles for which they are designed, specifically a minimum of 60 to 82 inches above the ground surface measured to the bottom of the sign.
2. Signs identifying van parking spaces shall contain the designation “van accessible”.
3. Signs shall include the International Symbol of Accessibility and comply with the Manual on Uniform Traffic Control Devices issued by the Federal Highway Administration.
20-913 PARKING AND LOADING AREA DESIGN STANDARDS
The design standards of this section apply to all Parking Areas, including commercial parking lots and “non-required” Parking Areas.

(a) General Layout Principles
There shall be safe, adequate, well-lit, and convenient arrangement of pedestrian pathways, bikeways, roads, Driveways, and off-street parking and loading spaces within off-street Parking Areas. Streets, pedestrian walks, and Parking Areas shall be designed as integral parts of an overall site design, which shall be properly related to existing and proposed Buildings, adjacent uses and landscaped areas. There shall be defined pedestrian ways connecting all public entrances of Buildings to all modules of the Parking Area, to the required Bicycle Parking Area, to any adjacent bus stop and to the nearest public sidewalks. Such pedestrian ways shall, to the maximum extent practicable, be separated from driving lanes with curbs or other devices. At locations where walkways cross Driveways or travel lanes, the crossings shall be clearly marked with both signage and pavement markings.

(b) Approval
The layout and design of all off-street Parking Areas shall be approved by the City Engineer prior to the issuance of a Building Permit. Before approving any off-street parking plan, the City Engineer shall find that the spaces provided are useable and that they comply with the City’s standard design criteria.

(c) Appearance
The materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be easily maintained and designed to be indicative of their function.

(d) Maintenance
Parking lots shall be maintained in a safe operating condition so as not to create a hazard or nuisance. All materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be continuously maintained and kept free of debris and hazards. Striping and other pavement markings shall be maintained in an easily readable condition.

(e) Surfacing
(1) All off-street Parking Areas and Driveways, including those serving Attached Dwellings, Detached Dwellings and Duplexes, shall be surfaced with a minimum of one of the following:

a. 4 inches of reinforced Portland cement concrete;

b. 5 inches of granular rock base with 2 inches of asphalt;

c. 7 inches of granular rock with a double asphaltic prime and seal;

d. 5 inches of full depth asphalt; or

e. 4 inches of compacted gravel for residential Driveways constructed in Floodplains areas and in Zone X-Protected by the Levee areas with a paved Driveway Apron constructed to city residential Driveway standards.
(2) As an alternative to the surfacing required in the preceding paragraph, all off-street parking for uses allowed by right within residential Districts or areas of low off-street parking use as determined by the City Engineer (such as fire safety lanes or overflow Parking Areas), may be surfaced with the following alternative methods of paving. The surfacing shall be installed per the manufacturer’s recommendations, with the pavement and base designed by a professional engineer licensed in the State of Kansas. The pavement cross-section shall demonstrate the structural ability to support the anticipated vehicle loads for the use. The pavement design shall be reviewed and approved by the City Engineer.

   a. Grid unit pavers or paving strips with grass; or
   b. Pervious concrete or asphalt; or
   c. Concrete, brick, or clay interlocking paver units.

(3) Private Streets shall be built to City Street standards and maintained by the Landowner.

(4) Driveway approaches (aprons) shall be built to City standards, including, where applicable, the Residential Driveway Requirements adopted by the City Commission on July 10, 1996 as amended, and maintained by the Landowner.

(5) Driveways and aprons shall comply with the standards in Chapter 16, Article 3 of the City Code.

(6) Parking areas off gravel alleys may be constructed with gravel.
## Dimensions

### Automobile Parking

All off-street Parking Areas shall comply with the following dimensional standards:

<table>
<thead>
<tr>
<th>Dimensional Feature (all dimensions in feet)</th>
<th>Diagram</th>
<th>Parking Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stall width (parallel to aisle)</td>
<td>A</td>
<td>0</td>
</tr>
<tr>
<td>Stall length</td>
<td>B</td>
<td>9.0</td>
</tr>
<tr>
<td>Stall length of line</td>
<td>C</td>
<td>24.0</td>
</tr>
<tr>
<td>Stall width between stall lines</td>
<td>D</td>
<td>12.0</td>
</tr>
<tr>
<td>Stall depth, interlock</td>
<td>E</td>
<td>9.0</td>
</tr>
<tr>
<td>Module, wall to interlock</td>
<td>F</td>
<td>30.0</td>
</tr>
<tr>
<td>Module, interlocking</td>
<td>G</td>
<td>30.0</td>
</tr>
<tr>
<td>Module, interlock to curb face</td>
<td>H</td>
<td>30.0</td>
</tr>
<tr>
<td>Bumper overhang (typical)</td>
<td>I</td>
<td>0.0</td>
</tr>
<tr>
<td>Offset</td>
<td>J</td>
<td>—</td>
</tr>
<tr>
<td>Setback</td>
<td>K</td>
<td>24.0</td>
</tr>
<tr>
<td>Cross-aisle, one-way</td>
<td>L</td>
<td>18.0</td>
</tr>
<tr>
<td>Cross-aisle, two-way</td>
<td>—</td>
<td>24.0</td>
</tr>
</tbody>
</table>

Where natural and/or man-made obstacles, obstructions or other features such as but not limited to Landscaping, support columns or Grade difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle Access shall be considered and incorporated into the Parking lot design. (moved to 2 below)
(2) **Dimension Reductions** *(from footnote above)*
Where natural and/or man-made obstacles, obstructions or other features such as but not limited to Landscaping, support columns or Grade difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle Access shall be considered and incorporated into the parking lot design.

(3) **Loading**
Required loading spaces shall have a minimum vertical clearance of 15.5 feet. See Section 20-906 for other dimensional standards. *(Moved to 20-906)*

(g) **Bicycle Parking** *(moved below)*
Every Bicycle Parking Space, whether used publicly or privately and including a commercial Bicycle Parking Space, shall be designed, built and maintained in accordance with the following specifications:

1. **Surfacing**
   A Bicycle Parking Space shall be surfaced with a minimum of:
   a. 4 inches of concrete, or
   b. 4 inches of asphalt, or
   c. 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

2. **Lighting**
   Bicycle Parking Space shall be located within a lighted area and within clear view of passersby.

3. **Barriers**
   If Bicycle and automobile Parking Areas or Accessways abut each other, there shall be provided a physical barrier between the Bicycle and automobile areas to prevent a Bicycle or its operator from being hit by a motor vehicle.

4. **Structure**
   Each Bicycle Parking Space shall provide for a secure method of locking a Bicycle and be located to accommodate Bicycle Parking in a manner that is convenient to use and does not interfere with other uses of the property.

(g) **Striping**
To facilitate movement and to help maintain an orderly parking arrangement, all Parking Spaces shall be clearly striped, with a minimum width of 4 inches. The width of each Parking Space shall be computed from the centers of the striping.

(h) **Curbs**
The perimeter of the parking lot shall have a curb and gutter *constructed* in accordance with City standards for concrete curbs.

(1) An administrative exception to perimeter curb requirements may be provided for stormwater mitigation projects per the Best Management Practices manual with approval from the City Stormwater Engineer.

(i) **Large Parking Lots** *(This section could be moved to 20-1003(c))*
(1) Parking lots in excess of 150 parking spaces shall be designed to include additional of 220 Parking Spaces or more shall be divided into smaller Parking modules containing no more than 72 spaces. Landscape strips, peninsulas, or Grade separations shall be used to reduce the adverse visual impacts of large expanses of paving, to direct vehicular traffic through the parking lot, and to provide a location for pedestrian walks. Protected pedestrian walkways, leading to Building entrances, shall be provided within such parking lots.

(2) Parking lots of 450 Parking Spaces or more shall place Landscaping and trees on both sides of entrance drives to create tree-lined entrances, to direct vehicles into and out of the site, and to provide adequate space for vehicle stacking at exits onto perimeter roadways.

(j) Bicycle Parking (moved from above)

Every Bicycle Parking Space, whether used publicly or privately and including a commercial Bicycle Parking Space shall be designed, built and maintained in accordance with the following specifications:

(1) Surfacing

A Bicycle Parking Space shall be surfaced with a minimum of:

a. 4 inches of concrete, or
b. 4 inches of asphalt, or
c. 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

(2) Lighting

Bicycle Parking Spaces shall be located within a lighted area and within clear view of passers-by.

(3) Barriers

If Bicycle and automobile Parking Areas or Accessways abut each other, a physical barrier shall be provided between the Bicycle and automobile areas to prevent a Bicycle or its operator from being hit by a motor vehicle.

(4) Structure

Each Bicycle Parking Space shall provide for a secure method of locking a Bicycle and be located to accommodate Bicycle parking in a manner that is convenient to use and does not interfere with other uses of the property. Racks meeting the 2012 AASHTO Bike Guide standards are preferred.

(5) Location (this section is new)

Bicycle Parking shall (should?) be:

(i) Easily access from the street and protected from motor vehicles.
(ii) Visible to passers-by to promote usage and enhance security.
(iii) Located to not impede or interfere with pedestrian traffic or routine maintenance activities.
(iv) Located in areas that do not block access to buildings.
(v) Located to allow reasonable clearances for opening doors of vehicles parked nearby.

(vi) Covered, if practical, where users may leave bikes for a longer period of time.

6 Facility Design
Short term Bicycle Parking should be located to provide an adequate area to serve the user:

(i) Distance to other racks:
   a. Rack units aligned end-to-end should be placed a minimum of 96 inches apart.
   b. Rack units aligned side-by-side should be placed a minimum of 36 inches apart.

(ii) Distance from a curb:
   a. Racks located perpendicular to a curb should be a minimum of 36 inches from the back of curb.
   b. Racks located parallel to a curb should be a minimum of 24 inches from the back of curb.

(iii) Distance from a wall:
   a. Assuming access is needed from both sides, U-racks located perpendicular to a wall should be a minimum of 48 inches from the wall.
   b. Racks located parallel to a wall should be a minimum of 36 inches from the wall.

6 Signage
If directional signage is needed to indicate the location of Bicycle Parking, Manual on Uniform Traffic Control Devices (MUTCD) signage shall be used.

(k) Pedestrian Connections
Parking lots shall be designed to provide designated walkways for pedestrians. Walkways shall connect Building entrances with Parking Areas and with public sidewalks along adjacent streets.

20-914 LANDSCAPING
Parking lot Landscaping shall be provided in accordance with Article 10.
PROPOSED 20-915 (this section is combination of existing text and new, presented in different format to clarify standards that apply to particular types of development)

20-915 DRIVeways AND ACCESS
The standards of this section apply to all Driveways providing Access to property, unless specifically noted below.

(a) General Standards
   (1) Vehicular Access to property from the street frontage is allowed only by way of Driveways. No other portion of the Lot Frontage may be used for vehicle ingress or egress.
   (2) When available, Alley Access is encouraged and preferred.
   (3) Driveways shall intersect the Street at right angles, unless approved by the City Engineer.
   (4) All Driveway curb cuts require a permit from the Public Works Department unless the Driveway is approved through a building permit, site plan or development plan approval.
   (5) Lots created (by subdivision or replat) after the Effective Date with widths of 50 feet or less shall only have Access from an Alley or a Shared Driveway.

(b) Driveways serving Detached Dwellings, Attached Dwellings and Duplexes (moved from 20-908)
   (1) Driveways may not exceed 26 feet in width, except in conformance with standards outlined in Chapter 16, Article 3 of the City Code or as limited below:
      (i) In RS3 and RS5 Districts, Driveways shall be a maximum of 12 feet wide to reduce pavement width and maintain the character of the neighborhood.
      (ii) However, in RS3 and RS5 Districts, Driveways may be constructed wider than 12 feet when the Planning Director has determined that a majority of the driveways in the same block are more than 12 feet wide.
      (iii) Should the driveway width from alleys be here?

(c) Driveways serving Multi-Dwelling developments or Non-Residential Uses
   (1) No Parking Area or Access drive shall be arranged so that any vehicle may back directly onto the street.
   (2) Driveways shall be designed to provide a minimum vehicle turning radii of 15 feet. Greater radii may be required by the City Engineer if needed to accommodate the types of vehicles that the Driveway is intended to serve.
   (3) Access drives to Parking Areas shall be located to provide sufficient on-site space to accommodate queued vehicles waiting to park or exit without interfering with on-street traffic.
   (4) Where appropriate, provisions for circulation between adjacent Parcels on Collector and Arterial Streets should be provided through coordinated planning.
(i) Cross Access or Public Access Easements shall be dedicated to ensure coordinated Access between properties when a property is platted or a site plan/development plan is approved.

(ii) Easements shall be recorded at the County Register of Deeds office.

(5) Joint-Use Driveways shall not be used as circulation aisles for Access to Parking Spaces.

(d) Turn Lanes and Tapers
Unless determined to be unnecessary by the City Engineer, turn lanes are required when:

(1) Driveways intersect Arterial Streets. Turn lanes shall be a minimum of 150 feet in length plus the taper.

(2) Driveways serving non-residential uses intersect Collector Streets.

(i) Left-turn lanes shall be a minimum of 100 feet in length plus the taper.

(ii) Right-turn lanes shall be required when the projected or existing right-turning volume equals or exceeds 100 vehicles per hour (should this be in the peak hour?)

(3) A traffic impact analysis indicates such treatment is necessary to avoid congestion and/or unsafe conditions on the Public Street.

(e) Driveway Grade
The Grade of a two-way, one-way or divided Driveway shall not exceed four percent (4%) for a minimum distance of 25 feet from the edge of the Street pavement.

(f) Sight Distance
(1) Direct-Access Driveways shall be located to allow for the minimum sight distance based on the intersection type (full or partial Access) and the Street type.

(2) Sight distances shall be determined by a professional engineer licensed by the State of Kansas, utilizing the most recent AASHTO Green Book Standards*, and shall be based on the design speed of the Street or the 85th percentile speed, whichever is higher. (* A Policy on Geometric Design of Highways and Streets.)

(g) Driveway Spacing
All direct Access to any Public Street shall be in accordance with the City’s Access Management Guidelines.

(1) Multi-Dwelling and Non-Residential Access

(i) Arterial Streets
Direct Access to Arterial Streets is discouraged.

a. In redevelopment or infill situations where the subject property has no other reasonable Access to the Street system, the Access location shall be determined based on the City Engineer’s determination and considering the Street’s Ultimate Design configuration.
b. When direct Access to an Arterial Street is approved by the City Engineer pursuant to the requirements of this section, the following standards apply. In the event that such standards cannot be met due to an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing between curb cuts as long as the reduction does not result in an unsafe traffic condition.

1. Spacing from Controlled Intersections
   All Driveways providing Access to Arterial Streets shall be constructed so that the curb line extended from a signalized or stop sign-controlled intersection is 300 feet or beyond the limits of the area of influence of the intersection as defined in the accepted TIS, whichever is greater.

2. Spacing from Other Access Points
   All Driveways providing Access to Arterial Streets shall be constructed so that the curb line extended is at least 300 feet from the closest Street or Driveway intersection.

(ii) Collector Streets
   a. Direct Access to Collector Streets shall be regulated in accordance with the following standards. In the event that such standard cannot be met because of an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing so long as the reduction does not result in an unsafe traffic condition.

1. Spacing from Controlled Intersections
   All Driveways providing Access to Collector Streets shall be constructed so that the curb line extended from a signalized or stop sign-controlled intersection is at least 300 feet to the closest intersecting Arterial Street or at least 250 feet to an intersecting Collector or Local Street.

2. Spacing from Other Access Points
   All Driveways providing Access to Collector Streets shall be constructed so that the curb line extended from a non-signalized Street or Driveway intersection is at least 250 feet to the closest intersecting Street or Driveway.

(2) Detached Dwelling, Attached Dwelling and Duplex Access to Local and Collector Streets
   Direct Access to Collector Streets is prohibited except when the subject property has no other reasonable Access to the Street system and the City Engineer determines that Access can be safely accommodated.

   (i) Detached Dwelling Lots (modified to align with Chapter 16-114)
   Each property containing a Detached Dwelling shall be allowed one driveway curb cut with the following exceptions:

   a. Interior lots will be allowed two driveway curb cuts if the length of the lot line adjacent to the street is at least 100 feet.
b. Corner lots will be allowed two driveway curb cuts if the length of either lot line adjacent to the street is at least 100 feet.

i. These two curb cuts may both be constructed along one lot line or one along each lot line; however both curb cuts may only be constructed along one lot line if that lot line is at least 100 feet in length.

(ii)** Attached Dwelling Lots**
Driveway standards for Attached Dwelling Lots are provided in Section 20-503 of this Chapter.

(iii)** Duplex Dwelling Lots**
Two curb cuts are permitted on a Duplex Lot in accordance with Section 16-302, Sketch C of the City Code.

(iv)** Lots with Alley Access** *(standard in 20-810(c))*
Alley Access is permitted and a preferred Access alternative, where available.

- Driveway from alley max width – do we want to indicate 12' in RS3 & RS5 (without parking tray)

(v)** Cul-de-Sac Lots** *(standard in 16-302(A)(4))*
Not more than one Driveway curb cut per lot is permitted on the bulb of a Cul-de-Sac.

(vi)** Distance from Intersecting Streets** *(standard from 16-302.1)*

a. Driveway curb cuts on corner lots shall be at least 25 feet from the curb line extended of a Local Street.

b. Driveway curb cuts on corner lots shall be at least 50 feet from the curb line extended of a Collector or Minor Arterial Street.

c. Driveway curb cuts on corner lots shall be at least 75 feet from the curb line extended of a Major Arterial Street.

(vii)** Distance from Other Driveways** *(standard from 16-302.1)*
Driveway curb cuts on the same lot shall have a minimum of 20 feet between the inner edge of the drives measured at the curb line.

(h)** Waivers**

(i) Waivers from Section 20-915 may be approved by the Planning Director if the City Engineer determines that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway and only for infill or redevelopment projects where no other feasible option exists.

(ii) The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section 20-916 if it is determined that such an analysis is necessary in order to render a competent decision on the requested waiver.
20-916 TRAFFIC IMPACT STUDY
The City requires that a Traffic Impact Study (TIS) be prepared and submitted to the City for development or redevelopment, based on thresholds established in Chapter 16, Article 11 of the City Code. Preparation of a TIS, as part of an application for a permit or plan approval, shall be based upon adopted standards for a TIS adopted by the City Commission.

(a) Purpose
The purpose of requiring a Traffic Impact Study is to provide the City with the information necessary to evaluate and make a determination about the impact of a proposed land use change or development project on adjacent land uses, on the existing and Ultimate Street Design, and on the entire transportation network.

(b) When Required

(1) Applicants are required to follow the Traffic Impact Study (TIS) analysis set forth in Chapter 16, Article 11 of the City Code, unless waived with respect to the development because:

(i) the development is covered by a modified site plan, pursuant to Section 20-1305(n)(2), that has been determined not to constitute a material change; or

(ii) the development is covered by a modified final development plan, pursuant to Section 20-1304(e)(2)(iv), that has been determined not to constitute a major change; or

(iii) the development involves the reuse of existing Structures or modification of existing Structures, but does not involve a change in existing use or intensity of use;

(iv) the development is a residential development with ten (10) or fewer Lots or Dwelling Units; or

(v) the development has been determined by the City Engineer not to generate traffic impacts sufficient to justify the preparation of a TIS.

(2) The applicant for a development that generates 100 or more trips in a Peak Hour shall be responsible for the preparation and submittal of a TIS. TIS submittals shall be in accordance with the most recent version of the Traffic Impact Study Standards adopted by the City Commission.

(3) Extent of the Analysis
The extent of the analysis shall conform to the following:

(i) The study shall be confined to the Street or Streets from which Access is taken or is proposed and to the first major intersection in each direction, for developments that generate 100 to 499 vehicle trips in a Peak Hour.
(ii) The study area shall be extended to the next major Street intersection beyond the Streets onto which direct development Access is taken and may extend beyond the Streets onto which Access is taken or is proposed, for developments that generate 500 or more trips in a Peak Hour.

(3) Land use applications that deviate from the recommended land uses in the Comprehensive Land Use Plan or adopted area or neighborhood plan shall be required to provide a comparative analysis of the traffic that would be generated from the site, based on the adopted plan(s) land uses and the traffic that would be generated by the proposed development. The analysis shall be used in conjunction with the appropriate review and decision making criteria in the evaluation of development applications. (similar to previous 20-1107(e) text)

(c) Additional Analysis
When Access points are not defined or a site plan is not available at the time the Traffic Impact Study is prepared, additional analysis shall be conducted or required when a site plan becomes available or the Access points are defined or proposed. (no change here – just formatting)
ARTICLE 9. PARKING, LOADING AND ACCESS

20-901 General

(a) Purpose
The regulations of this article are intended to ensure that the off-street parking, loading, and access demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and access demand.

(b) Applicability

(1) New Development
Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(2) Enlargements and Expansions

(i) Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.

(ii) In the case of enlargements or expansions of buildings or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing building or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.
(3) Change of Use or Occupancy
Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the Building, based on the standards of this development code.

(c) Parking in Excess of Required Standard

(i) Developments that provide parking in excess of the required standards must mitigate the impacts of the increased Impervious Surface through use of storm drainage Best Management Practices (BMPs) as provided in the City’s adopted BMP manual. [Mid-America Regional Council and American Public Works Association Manual for Best Management Practices for Stormwater Quality – Sept. 2003 and subsequent updates].

(ii) Detached Dwellings, Attached Dwellings and Duplex residential uses shall be exempt from the requirements of 20-901(c)(i).

(d) Reductions Below Minimums
The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this Section, except:

(i) When waived by the Planning Director on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;

(ii) For good cause shown, when waived by the Planning Director as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or

(iii) When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

(e) Issuance of Building Permits or Certificates of Occupancy
No Building permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).

(f) Exemption for CD District
Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD Zoning District are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006
Parking standards for uses listed in 20-902, 20-903 or 20-904 of this Development Code shall be applied when establishing minimum requirements for New Developments, Expansions or Enlargements, or Change of Use or Occupancy in these established Planned Unit Developments.
**20-902 OFF-STREET PARKING SCHEDULE A**

Unless otherwise expressly stated in this article, Off-street Parking Spaces shall be provided in accordance with the minimum ratios of the following, Schedule A.

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL USE GROUPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>HOUSEHOLD LIVING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessory Dwelling Unit</td>
<td>See 20-534 for standards</td>
<td></td>
</tr>
<tr>
<td>Attached Dwelling</td>
<td>2 per Dwelling Unit</td>
<td>None</td>
</tr>
<tr>
<td>Cluster Dwelling</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Detached Dwelling</td>
<td>1 per bedroom</td>
<td></td>
</tr>
<tr>
<td>Duplex</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Manufactured Home</td>
<td>1 per bedroom</td>
<td></td>
</tr>
<tr>
<td>Manufactured Home, Residential-Design</td>
<td>1 per bedroom</td>
<td></td>
</tr>
<tr>
<td>Mobile Home</td>
<td>2 per Dwelling Unit (1 may be located in common area)</td>
<td></td>
</tr>
<tr>
<td>Mobile Home Park</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi-Dwelling Structure</td>
<td>1 per bedroom, + 1 per 10 units (visitors and guests) [1]</td>
<td>1 per 4 auto spaces</td>
</tr>
<tr>
<td>Non-Ground Floor Dwelling</td>
<td>1 per bedroom</td>
<td></td>
</tr>
<tr>
<td>Work/Live Unit</td>
<td>1 per Dwelling Unit</td>
<td>None</td>
</tr>
<tr>
<td>Zero Lot Line Dwelling</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td>Home Occupation, Type A or B</td>
<td>See 20-537 for standards</td>
<td></td>
</tr>
<tr>
<td><strong>GROUP LIVING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Assisted Living</td>
<td>1 per independent living unit; 0.5 per Assisted Living unit</td>
<td>None</td>
</tr>
<tr>
<td>Congregate Living</td>
<td>1 per bedroom [1]</td>
<td>1 per 4 auto spaces</td>
</tr>
<tr>
<td>Dormitory and Scholarship Halls</td>
<td>0.75 per lawful occupant</td>
<td></td>
</tr>
<tr>
<td>Fraternity and Sorority Houses</td>
<td>0.75 per lawful occupant</td>
<td></td>
</tr>
<tr>
<td>Group Homes, General</td>
<td>1 + 1 per employee</td>
<td>None</td>
</tr>
<tr>
<td>Group Homes, Limited</td>
<td>2 per Dwelling Unit</td>
<td></td>
</tr>
<tr>
<td><strong>PUBLIC AND CIVIC USE GROUPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>COMMUNITY FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Adult Day Care</td>
<td>1 per 1.5 employees</td>
<td>None</td>
</tr>
<tr>
<td>Cemetery</td>
<td>per Schedule D (Section 20-905)</td>
<td></td>
</tr>
<tr>
<td>College / University</td>
<td>1 per 4 employees + 1 per 10 students [based on average annual attendance]</td>
<td>1 per 5 students</td>
</tr>
<tr>
<td>Cultural Center / Library</td>
<td>1 per 500 square feet</td>
<td>5 or 1 per 4 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Day Care Center</td>
<td>1 per 1.5 employees + 4 spaces</td>
<td>None</td>
</tr>
<tr>
<td>Use Category</td>
<td>Minimum Number of Vehicle Parking Spaces Required</td>
<td>Minimum Number of Bicycle Parking Spaces</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
<td>--------------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>Day Care Home, Class A</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>Day Care Home, Class B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Detention Facilities</td>
<td>per Schedule D (Section 20-905)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Lodge, Fraternal and Civic Assembly</td>
<td>1 per 500 square feet</td>
<td>None</td>
</tr>
<tr>
<td>Postal Service</td>
<td>per Schedule D (Section 20-905)</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Public Safety</td>
<td>per Schedule D (Section 20-905)</td>
<td>None</td>
</tr>
<tr>
<td>School, Grades K–9</td>
<td>1 per 1.5 teachers and employees</td>
<td>1 per 5 students</td>
</tr>
<tr>
<td></td>
<td>1 per 1.5 teachers and employees + 1 per 3 students</td>
<td></td>
</tr>
<tr>
<td>Funeral and Interment</td>
<td>1 per vehicle used in the business; 1 per vehicle used in the business; 1 per 300 square feet</td>
<td>None</td>
</tr>
<tr>
<td>Cremating</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interring</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Undertaking</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temporary Shelter</td>
<td>1 per 1.5 employees</td>
<td>1 per 5 clients</td>
</tr>
<tr>
<td>Social Service Agency</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Community Meal Program</td>
<td>1 per 1.5 employees + 1 per 5 seats</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Utilities, Minor</td>
<td>1 space</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Utilities and Service, Major</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>MEDICAL FACILITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Extended Care Facilities, General and Limited</td>
<td>1 per 3 beds</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Health Care Office; Health Care Clinic</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Hospital</td>
<td>1 per 3 beds</td>
<td>5 or 1 per 10 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Outpatient Care Facilities</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>RECREATIONAL FACILITIES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Active Recreation</td>
<td>Per Schedule D (Section 20-905)</td>
<td>5 or 1 per 4 auto spaces, whichever is greater</td>
</tr>
<tr>
<td>Entertainment &amp; Spectator Sports, General</td>
<td>1 per 3 seats</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Entertainment &amp; Spectator Sports, Limited</td>
<td>1 per 4 seats</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Participant Sports &amp; Recreation, Indoor</td>
<td>1 per 500 square feet of customer/activity area</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Participant Sports &amp; Recreation, Outdoor</td>
<td>1 per 500 square feet of customer/activity area</td>
<td></td>
</tr>
<tr>
<td>Nature Preserve / Undeveloped</td>
<td></td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Passive Recreation</td>
<td>Per Schedule D (Section 20-905)</td>
<td></td>
</tr>
<tr>
<td>Private Recreation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Use Category Minimum Number of Vehicle Parking Spaces Required Minimum Number of Bicycle Parking Spaces

#### RELIGIOUS ASSEMBLY

**Campus or Community Institution**
- 1 per 4 seats in sanctuary or principal worship or assembly space plus spaces required for permitted Accessory Uses
- 5 or 1 per 10 auto spaces, whichever is greater

**Neighborhood Institution**

#### COMMERCIAL USE GROUPS

##### ANIMAL SERVICES

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kennel</td>
<td>1 per 500 square feet</td>
<td>None</td>
</tr>
<tr>
<td>Livestock Sales</td>
<td>1 per 600 square feet</td>
<td>None</td>
</tr>
<tr>
<td>Sales and Grooming</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Veterinary</td>
<td>1 per 400 square feet</td>
<td>None</td>
</tr>
</tbody>
</table>

##### EATING AND DRINKING ESTABLISHMENTS

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Bar</td>
<td>1 per 3 persons based on maximum</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>occupancy PLUS 1 per employee based on</td>
<td></td>
</tr>
<tr>
<td></td>
<td>the largest shift</td>
<td></td>
</tr>
<tr>
<td>Accessory Restaurant</td>
<td>1 per 100 square feet of customer service</td>
<td>None</td>
</tr>
<tr>
<td></td>
<td>area PLUS 1 per employee based on the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>largest shift</td>
<td></td>
</tr>
<tr>
<td>Bar or Lounge</td>
<td>1 per 3 persons based on maximum</td>
<td>5 or 1 per 10 auto spaces, whichever is</td>
</tr>
<tr>
<td></td>
<td>occupancy PLUS 1 per employee based on</td>
<td>greater</td>
</tr>
<tr>
<td></td>
<td>the largest shift</td>
<td></td>
</tr>
<tr>
<td>Brewpub</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fast Order Food</td>
<td>1 per 100 square feet of customer service</td>
<td></td>
</tr>
<tr>
<td></td>
<td>area PLUS 1 per employee based on the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>largest shift</td>
<td></td>
</tr>
<tr>
<td>Fast Order Food, Drive-In</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nightclub</td>
<td>1 per 3 persons based on maximum</td>
<td></td>
</tr>
<tr>
<td></td>
<td>occupancy PLUS 1 per employee based on</td>
<td></td>
</tr>
<tr>
<td></td>
<td>the largest shift</td>
<td></td>
</tr>
<tr>
<td>Private Dining Establishment</td>
<td>Per Section 20-539</td>
<td>Per Section 20-539</td>
</tr>
<tr>
<td>Restaurant, Quality</td>
<td>1 per 100 square feet of customer service</td>
<td></td>
</tr>
<tr>
<td></td>
<td>area PLUS 1 per employee based on the</td>
<td></td>
</tr>
<tr>
<td></td>
<td>largest shift</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>5 or 1 per 10 auto spaces, whichever is</td>
</tr>
<tr>
<td></td>
<td></td>
<td>greater</td>
</tr>
</tbody>
</table>

##### OFFICE

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative and Professional</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Financial, Insurance and Real Estate</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

##### PARKING FACILITIES

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Commercial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Use Category</td>
<td>Minimum Number of Vehicle Parking Spaces Required</td>
<td>Minimum Number of Bicycle Parking Spaces</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>-------------------------------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td><strong>RETAIL SALES AND SERVICE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Building Maintenance Service</td>
<td>1 per 500 square feet</td>
<td></td>
</tr>
<tr>
<td>Business Equipment Sales and Service</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Business Support Service</td>
<td>1 per 400 square feet</td>
<td></td>
</tr>
<tr>
<td>Construction Sales and Service</td>
<td>1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Food and Beverage Retail Sales</td>
<td>1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Mixed Media Store</td>
<td>1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Personal Convenience Service</td>
<td>1 per 300 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Personal Improvement Service</td>
<td>1 per 200 square feet</td>
<td></td>
</tr>
<tr>
<td>Repair Service, Consumer</td>
<td>1 per 400 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Retail Sales, General</td>
<td>per Schedule B (Section 20-903)</td>
<td></td>
</tr>
<tr>
<td>Retail Establishment, Large</td>
<td>per Schedule B (Section 20-903)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Retail Establishment, Medium</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retail Establishment, Specialty</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SEXUALLY ORIENTED BUSINESSES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sexually Oriented Media Store</td>
<td>1 per 300 square feet</td>
<td>5 or 1 per 10 auto spaces</td>
</tr>
<tr>
<td>Physical Sexually Oriented Business</td>
<td>1 per 300 square feet</td>
<td></td>
</tr>
<tr>
<td>Sex Shop</td>
<td>1 per 4 seats</td>
<td></td>
</tr>
<tr>
<td>Sexually Oriented Theater</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TRANSIENT ACCOMMODATION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bed and Breakfast</td>
<td>1 per guest room + 1 per 1.5 employees</td>
<td>None</td>
</tr>
<tr>
<td>Campground</td>
<td>1 per camp space</td>
<td>None</td>
</tr>
<tr>
<td>Elderhostel</td>
<td>1 per guest room + 1 per 1.5 employees for associated uses</td>
<td>as required for associated uses</td>
</tr>
<tr>
<td>Hotel, Motel, Extended Stay</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>VEHICLE SALES AND SERVICE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleaning (Car Wash)</td>
<td>2 + stacking spaces per Section 20-911</td>
<td></td>
</tr>
<tr>
<td>Fleet Storage</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>Gas and Fuel Sales</td>
<td>1 per 300 square feet of retail sales area + 2 per pump island</td>
<td></td>
</tr>
<tr>
<td>Heavy Equipment Repair</td>
<td>2 per service bay, not counting the bay or Access way to the bay</td>
<td></td>
</tr>
<tr>
<td>Heavy Equipment Sales/Rental</td>
<td>1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay</td>
<td>None</td>
</tr>
<tr>
<td>Inoperable Vehicles Storage</td>
<td>1 per 1.5 employees</td>
<td></td>
</tr>
<tr>
<td>Light Equipment Repair</td>
<td>2 per service bay, not counting the bay or Access way to the bay</td>
<td></td>
</tr>
<tr>
<td>Light Equipment Sales/Rental</td>
<td>1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay</td>
<td></td>
</tr>
<tr>
<td>Recreational Vehicle and Boat Storage</td>
<td>1 per 25 storage spaces</td>
<td></td>
</tr>
</tbody>
</table>
### Article 9 – Parking, Loading and Access

#### Article 9 – Land Development Code
Amended April 28, 2012

<table>
<thead>
<tr>
<th>Use Category</th>
<th>Minimum Number of Vehicle Parking Spaces Required</th>
<th>Minimum Number of Bicycle Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>INDUSTRIAL USE GROUPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>INDUSTRIAL FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Explosive Storage</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Industrial, General</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial, Intensive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laundry Service</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing and Production, Limited</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufacturing and Production, Technological</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Research Service</td>
<td>per Schedule C (Section 20-904)</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Scrap and Salvage Operation</td>
<td>1 per acre</td>
<td>None</td>
</tr>
<tr>
<td><strong>WHOLESALE, STORAGE AND DISTRIBUTION</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Exterior Storage</td>
<td>per Schedule C (Section 20-904)</td>
<td>None</td>
</tr>
<tr>
<td>Heavy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mini-Warehouse</td>
<td>4 + 1 per 25 rental spaces</td>
<td></td>
</tr>
<tr>
<td><strong>OTHER USE GROUPS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>ADAPTIVE REUSE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Designated Historic Property</td>
<td>As established at time of Special Use approval per Section 20-501</td>
<td>As established at time of Special Use approval per Section 20-501</td>
</tr>
<tr>
<td>Greek Housing Unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AGRICULTURE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Sales</td>
<td>1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Agricultural Services</td>
<td>1 per 1.5 employees</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Agriculture, Animal</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Agriculture, Crop</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>COMMUNICATIONS FACILITIES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Amateur and Receive Only Antennas</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Broadcasting Tower</td>
<td>1 space</td>
<td>None</td>
</tr>
<tr>
<td>Communications Service Establishment</td>
<td>1 per 400 square feet</td>
<td>1 per 10 auto spaces</td>
</tr>
<tr>
<td>Telecommunications Antenna</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>Telecommunications Tower</td>
<td>1 space</td>
<td>None</td>
</tr>
<tr>
<td>Satellite Dish</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td><strong>MINING</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mining</td>
<td>per Schedule D (Section 20-905)</td>
<td>None</td>
</tr>
</tbody>
</table>
Use Category | Minimum Number of Vehicle Parking Spaces Required | Minimum Number of Bicycle Parking Spaces
--- | --- | ---
RECYCLING FACILITIES | per Schedule C (Section 20-904) | None
Large Collection | per Schedule C (Section 20-904) | None
Small Collection | per Schedule C (Section 20-904) | None
Processing Center | per Schedule C (Section 20-904) | None

Footnotes:

[1] Whenever a structure 4,500 gross square feet or larger as of April 28, 2012 on a property 8,775 square feet in size or less is renovated as a Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure’s gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:

1. Finished and unfinished area that is able to comply with the building code standard for livable space ceiling height without structural alterations, including the following:
   a. Attic space when it is accessed by a permanent stairway.
   b. Basement space.
   c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure’s heating, ventilation, and air conditioning system.

20-903 OFF-STREET PARKING SCHEDULE B
(a) Off-street Parking Spaces for Schedule B uses shall be provided in accordance with the following standards. These standards shall be minimum standards for the provision of off-street Parking Spaces.

<table>
<thead>
<tr>
<th>Gross Floor Area (Sq. Ft.)</th>
<th>Off-Street Parking Spaces Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–45,000</td>
<td>1 per 300 square feet</td>
</tr>
<tr>
<td>45,001–100,000</td>
<td>150 + 1 per 400 square feet of Gross Floor Area between 45,001 and 100,000 square feet</td>
</tr>
<tr>
<td>100,001+</td>
<td>288 + 1 per 500 square feet of Gross Floor Area above 100,000 square feet</td>
</tr>
</tbody>
</table>

(b) The maximum number of off-street Parking Spaces for a Schedule B use shall not exceed 120% of the minimum required number of Parking Spaces for such a use.

20-904 OFF-STREET PARKING SCHEDULE C
Off-street Parking Spaces for Schedule C uses shall be provided in accordance with the following standards:

<table>
<thead>
<tr>
<th>Gross Floor Area (Sq. Ft.)</th>
<th>Off-Street Parking Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>1–20,000</td>
<td>1 per vehicle used in the business +</td>
</tr>
<tr>
<td>20,001 – 120,000</td>
<td>1 per 1,000 square feet +</td>
</tr>
<tr>
<td>120,001+</td>
<td>1 per 5,000 square feet +</td>
</tr>
<tr>
<td>If business is employee intensive, parking may be based on ratio of employees</td>
<td>1 per 10,000 square feet +</td>
</tr>
<tr>
<td></td>
<td>1 per 1.5 employees on largest shift</td>
</tr>
<tr>
<td></td>
<td>1 per acre</td>
</tr>
</tbody>
</table>

Effective July 1, 2006  Land Development Code  Amended April 28, 2012
20-905 OFF-STREET PARKING SCHEDULE D
Schedule “D” uses have widely varying Parking demand characteristics, making it difficult to specify a single off-street parking standard.

(a) Standards
Upon receiving a development application for a use subject to “Schedule D” standards, the Planning Director shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or shall establish minimum off-street parking requirements.

(b) Parking Study
The decision of the Planning Director shall be based upon a Parking study prepared by the applicant.

(1) The study shall include estimates of Parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Planning Director, and include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use.

(2) Comparability will be determined by Density, Scale, bulk, area, type of activity, and location.

(3) The study shall document the source of data used to develop the recommendations.

20-906 OFF-STREET LOADING

(a) General
Goods may not be loaded or unloaded from the right-of-way of a Collector or Arterial Street and no part of any vehicle may extend into the right-of-way of a Collector or Arterial Street while being loaded or unloaded; provided that, routine deliveries, such as U.S. Mail, Federal Express, Parcel Post and similar services, for reasonable durations, are not hereby prohibited.

(b) Loading Schedule
Off-Street loading spaces shall be provided in accordance with the minimum ratios shown in the following table:

<table>
<thead>
<tr>
<th>Use</th>
<th>Building Floor Area (gross sq. ft.)</th>
<th>Required Loading Spaces</th>
<th>Space Size (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public and Civic</td>
<td>1–9,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>10,000+</td>
<td>1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.</td>
<td>10 x 25</td>
</tr>
<tr>
<td>Commercial (except</td>
<td>1–9,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td>Retail Sales, General)</td>
<td>10,000+</td>
<td>1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.</td>
<td>10 x 25</td>
</tr>
<tr>
<td>Retail Sales, General</td>
<td>1–4,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>5,000+</td>
<td>[1]</td>
<td>[1]</td>
</tr>
<tr>
<td>Industrial</td>
<td>1–4,999</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td></td>
<td>5,000+</td>
<td>1 up to 40,000 sq. ft. + 1 addl up to 100,000 sq. ft. + 1 per 100,000 sq. ft. above 100,000</td>
<td>10 × 25; 10 × 50 for bldgs. over 20,000 sq. ft.</td>
</tr>
</tbody>
</table>
The following standards apply:

<table>
<thead>
<tr>
<th>Building Floor Area (square feet)</th>
<th>Required Loading Spaces</th>
<th>Space Size (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>5,000 to 10,000</td>
<td>1</td>
<td>10 × 25</td>
</tr>
<tr>
<td>10,001 to 25,000</td>
<td>2</td>
<td>10 × 25</td>
</tr>
<tr>
<td>25,001 to 40,000</td>
<td>2</td>
<td>10 × 50</td>
</tr>
<tr>
<td>40,001 to 100,000</td>
<td>3</td>
<td>10 × 50</td>
</tr>
<tr>
<td>100,001 to 250,000</td>
<td>4</td>
<td>10 × 50</td>
</tr>
<tr>
<td>+250,000</td>
<td>1 per 200,000 above 250,000</td>
<td>10 × 50</td>
</tr>
</tbody>
</table>

20-907 RULES FOR CALCULATING REQUIREMENTS
The following rules apply when calculating off-street parking and loading requirements.

(a) Multiple Uses
Unless otherwise approved, Lots containing more than one use shall provide Parking and loading in an amount equal to the total of the requirements for all uses. (See the Shared Parking provisions of Section 20-909 for possible exceptions.)

(b) Fractions
When measurements of the number of required spaces result in a fractional number, any fractional result shall be rounded up to the next consecutive whole number. For example, if a minimum requirement of 1 space per 200 square feet is applied to a 900 square foot Building, 5 spaces are required, since the fraction of 4.25 is rounded up to 5 spaces.

(c) Area Measurements

(1) Unless otherwise specifically noted, all Parking and loading standards given in square feet shall be computed on the basis of Gross Floor Area, which is to be measured using all of the Floor Area on each floor of the Building, whether or not such area is enclosed by walls. Interior areas used for off-street parking or off-Street loading facilities are not counted in calculating the number of Parking Spaces required.

(2) For outdoor areas, calculations will be based on the portion of the Lot actually being used for the specified purpose.

(d) Occupancy- or Capacity-Based Standards
For the purpose of calculating Parking requirements based on employees, students, residents or occupants, calculations are to be based on the greatest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

(e) Bench Seating
When seating consists of benches, pews or other similar seating facilities, each 24 linear inches of seating space counts as 1 seat.

(f) Unlisted Uses
Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Planning Director shall apply the off-street parking standard specified for the listed use that the Planning Director deems most similar to the proposed use or the requirements of off-street parking schedule D, Section 20-905.
20-908 LOCATION

(a) General
Except as otherwise expressly provided in this section, required off-street parking and loading spaces shall be located on the same Lot as the Principal Use (See Section 20-909 for possible exceptions).

(b) Residential Districts
No part of a Parking Area, other than a Driveway, may be located within 25 feet of a Street right-of-way in any residential Zoning District.

(1) No more than 4 vehicles may be parked on Driveways or turnarounds within the required Front or Side Setback of any Lot in a residential Zoning District. Single or double Driveways and turnarounds may not be used to provide required off-street parking within the required Front or Exterior Side Setback with the exception of when they are serving a Duplex or Detached House.

(2) Driveway widths may not exceed 26 feet in residential Districts. All Driveway cuts into the Street require a permit and must be approved by the City Engineer in conformance with the standards outlined in Chapter 16, Article 3 of the City Code.

(3) In RS3 and RS5 Districts, residential Driveways may be constructed a maximum of 12’ wide to reduce pavement width and maintain the character of the neighborhood.

(c) Nonresidential Districts
The location of off-street Parking Areas in Commercial and Industrial Zoning Districts shall comply with the adopted city design standards and the following standards:

<table>
<thead>
<tr>
<th>District</th>
<th>Allowed Location</th>
<th>Minimum Setback (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>From Right-of-Way</td>
</tr>
<tr>
<td>CN1</td>
<td>Not allowed between the Facade of the Building with the main entrance and the Street.</td>
<td>15</td>
</tr>
<tr>
<td>CO</td>
<td>Prohibited between a Building and any Street</td>
<td></td>
</tr>
<tr>
<td>CN2</td>
<td>No restriction except as specified in Article 5.</td>
<td>15</td>
</tr>
<tr>
<td>CD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CR</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IBP</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IG</td>
<td></td>
<td></td>
</tr>
<tr>
<td>H</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GPI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OS</td>
<td>Prohibited in the Primary Development Zone and prohibited between a Building and any Street in a Secondary Development Zone. No restriction in a Tertiary Development Zone.</td>
<td></td>
</tr>
</tbody>
</table>
20-909 SHARED AND OFF SITE PARKING

(a) Purpose
The shared and off-site off-street parking provisions of this section are intended to encourage efficient use of land and resources by allowing users to share off-street parking facilities in situations where a mix of uses creates staggered peak periods of parking demand and to locate off-street parking facilities on a different site than the uses served by the Parking.

(b) Approval Procedure
Shared or off-site off-street parking arrangements require review and approval in accordance with the Site Plan Review procedures of Section 20-1305.

(c) Location
All shared or off-site off-street Parking Spaces shall be located no further than 600 feet from the main entrance of the Buildings or uses they are intended to serve, measured along the shortest legal, practical walking route. This distance limitation may be waived as part of the Site Plan Review process if sufficient assurances are offered that adequate van or shuttle service will be operated between the shared or off-site Lot and the Principal Use or uses.

(d) Zoning Classification
Shared and off-site Parking Areas require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared or off-site Parking Area, except as permitted in Section 20-535. Shared and off-site Parking Areas are to be considered Accessory Uses to the Principal Uses that the Parking Spaces serve.

(e) Required Shared Parking Study and Analysis
For proposed Shared Parking Areas, the applicant shall submit a Shared Parking analysis to the Planning Director that clearly demonstrates the feasibility of shared or off-site Parking. The study shall be provided in a form established by the Planning Director and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants and customers, the anticipated rate of Parking turnover and the anticipated peak Parking and traffic loads for all uses that will be sharing off-street Parking Spaces.

(f) Parking Agreement
The sharing or off-site location of required Parking shall be guaranteed by a legally binding agreement, duly executed and acknowledged, between the Owner of the Parking Area and the Owner of all uses that are located on a different Lot and served by the Parking Area.

(1) The agreement shall be properly drawn and executed by the parties concerned and approved as to form and execution by the Director of Legal Services. Approved shared or off-site Parking agreements shall be recorded with the Register of Deeds.

(2) The applicant for a Building Permit or certificate of occupancy for the use that is served by Parking Spaces on the other Lot shall submit a copy of such agreement along with the application for the permit or certificate.

(3) Any violation of the agreement required under this subsection constitutes a violation of this Development Code.
20-910 USE OF OFF-STREET PARKING AND LOADING AREAS

(a) Parking for Motor Vehicles Only
Required off-street parking and loading areas are to be used solely for loading, unloading, and the Parking of licensed motor vehicles in operating condition. Required spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, truck trailers, motor homes, campers, Mobile Homes, Manufactured Homes, or components thereof, or Building materials.

(b) Weight Limit
In residential Zoning Districts, required off-street Parking Areas may only be used by vehicles of up to one ton manufacturer's rated capacity.

20-911 VEHICLE STACKING AREAS
The vehicle stacking standards of this subsection apply unless otherwise expressly approved by the City Engineer.

(a) Minimum Number of Spaces
Off-Street stacking spaces shall be provided as follows:

<table>
<thead>
<tr>
<th>Activity Type</th>
<th>Minimum Number of Stacking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bank teller lane</td>
<td>4 per teller or window</td>
</tr>
<tr>
<td>Automated teller machine</td>
<td>2 per machine</td>
</tr>
<tr>
<td>Restaurant drive-through</td>
<td>4 at each order box and 4 at each pick-up window</td>
</tr>
<tr>
<td>Car wash stall, automatic</td>
<td>4 at each entrance</td>
</tr>
<tr>
<td>Car wash stall, self-service</td>
<td>4 at each entrance</td>
</tr>
<tr>
<td>Gasoline pump island</td>
<td>1 at end of each pump island</td>
</tr>
<tr>
<td>Schools</td>
<td>10 on each elementary and junior high school</td>
</tr>
<tr>
<td></td>
<td>Driveway 5 on each senior high school Driveway</td>
</tr>
<tr>
<td>Other</td>
<td>As determined by the City Traffic Engineer based on a traffic impact analysis</td>
</tr>
</tbody>
</table>

(b) Design and Layout
Required stacking spaces are subject to the following design and layout standards.

(1) Size
Each stacking space shall be a minimum of 8 feet by 20 feet in size.

(2) Location
Stacking spaces may not impede on-site or off-site traffic movements or move-ments into or out of off-street Parking Spaces.

(3) Design
Stacking spaces shall be separated from other internal Driveways by raised medians if deemed necessary by the City Engineer for traffic movement and safety.

20-912 ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSONS
A portion of the total number of required off-street Parking Spaces in each off-street Parking Area shall be specifically designated, located and reserved for use by persons with physical disabilities.

(a) Spaces Required
The following table shows the minimum number of accessible spaces that shall be provided. Parking Spaces designed for persons with disabilities are counted toward fulfilling off-street parking standards. These standards may not be varied or waived.
## Article 9 – Parking, Loading and Access

### Total Parking Spaces Provided

<table>
<thead>
<tr>
<th>Total Parking Spaces Provided</th>
<th>Required Number of Accessible Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auto</td>
<td>Van</td>
</tr>
<tr>
<td>1 – 25</td>
<td>0</td>
</tr>
<tr>
<td>26 – 50</td>
<td>1</td>
</tr>
<tr>
<td>51 – 75</td>
<td>2</td>
</tr>
<tr>
<td>76 – 100</td>
<td>3</td>
</tr>
<tr>
<td>101 – 150</td>
<td>4</td>
</tr>
<tr>
<td>151 – 200</td>
<td>5</td>
</tr>
<tr>
<td>201 – 300</td>
<td>6</td>
</tr>
<tr>
<td>301 – 400</td>
<td>7</td>
</tr>
<tr>
<td>401 – 500</td>
<td>7</td>
</tr>
<tr>
<td>501 – 1,000</td>
<td>7 per 8 accessible spaces</td>
</tr>
<tr>
<td>1,001+</td>
<td>7 per 8 accessible spaces</td>
</tr>
</tbody>
</table>

### (b) Special Requirements for Medical Care Facilities

Facilities providing medical care and other services for persons with mobility impairments shall provide accessible Parking Spaces as follows:

1. All outpatient facilities shall provide at least one accessible Parking Space, or spaces equal to ten percent (10%) of the total number of Parking Spaces provided, whichever is greater.

2. Facilities that specialize in treatment or services for persons with mobility impairments shall provide at least one accessible Parking Space, or spaces equal to 20% of the total number of Parking Spaces provided, whichever is greater.

### (c) Special Requirements for Congregate Living and Multiple-unit Residential

New construction, additions to, or alterations of Congregate Living residences containing 4 or more sleeping units shall comply with the accessibility requirements of both the Fair Housing Act and the International Building Code as adopted by the City of Lawrence. Multiple-unit residential Buildings containing 4 or more Dwelling Units shall provide accessible Parking Spaces as follows:

1. Designated accessible Parking Spaces shall be provided for at least two percent (2%) of the Dwelling Units.

2. Designated accessible Parking Spaces shall be provided at facilities that serve accessible Buildings, such as swimming pools and clubhouses.

3. Additional designated accessible Parking shall be provided at the request of residents with disabilities, on the same terms and with the full range of choices that are provided for other residents of the project.

4. Designated accessible Parking Spaces shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

### (d) Exemptions

Detached Dwellings, Attached Dwellings and Duplexes are exempt from the requirements to provide accessible Parking Spaces. However, accessible Parking shall be provided at the request of residents with disabilities.
(e) Minimum Dimensions
All Parking Spaces reserved for persons with disabilities shall comply with the Parking Space dimension standards of this section, provided that Access aisles shall be provided immediately abutting such spaces, as follows:

(1) Car-Accessible Spaces
Car-accessible spaces shall have at least a 5-foot wide Access aisle abutting the designated Parking Space.

(2) Van-Accessible Spaces
Van-accessible spaces shall have at least an 8-foot wide Access aisle abutting the passenger Access side of the designated Parking Space.

(f) Location of Spaces
Required spaces for persons with disabilities shall be located in close proximity to Building entrances and be designed to permit occupants of vehicles to reach the Building entrance on an unobstructed path. Curb ramps shall be provided whenever an accessible route crosses a curb in the parking lot. Curb ramps may not be located within required Access aisle.

(g) Signs and Marking
Required spaces for persons with disabilities shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities. Signs shall be posted directly in front of the Parking Space at heights that will be visible to the types of vehicles for which they are designed, specifically 60 to 82 inches. Signs shall comply with the Manual on Uniform Traffic Control Devices issued by the Federal Highway Administration.
20-913 PARKING AND LOADING AREA DESIGN STANDARDS
The design standards of this section apply to all Parking Areas, including commercial parking lots and "non-required" Parking Areas.

(a) General Layout Principles
There shall be safe, adequate, well-lit, and convenient arrangement of pedestrian pathways, bikeways, roads, Driveways, and off-street parking and loading spaces within off-street Parking Areas. Streets, pedestrian walks, and Parking Areas shall be designed as integral parts of an overall site design, which shall be properly related to existing and proposed Buildings, adjacent uses and landscaped areas. There shall be defined pedestrian ways connecting all public entrances of Buildings to all modules of the Parking Area, to the required Bicycle Parking Area, to any adjacent bus stop and to the nearest public sidewalks. Such pedestrian ways shall, to the maximum extent practicable, be separated from driving lanes with curbs or other devices. At locations where walkways cross Driveways or travel lanes, the crossings shall be clearly marked with both signage and pavement markings.

(b) Approval
The layout and design of all off-street Parking Areas shall be approved by the City Engineer prior to the issuance of a Building Permit. Before approving any off-street parking plan, the City Engineer shall find that the spaces provided are useable and that they comply with the City’s standard design criteria.

(c) Appearance
The materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be easily maintained and designed to be indicative of their function.

(d) Maintenance
Parking lots shall be maintained in a safe operating condition so as not to create a hazard or nuisance. All materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be continuously maintained and kept free of debris and hazards. Striping and other pavement markings shall be maintained in an easily readable condition.

(e) Surfacing
(1) All off-street Parking Areas and Driveways, including those serving Attached Dwellings, Detached Dwellings and Duplexes, shall be surfaced with a minimum of one of the following:

   (i) 4 inches of reinforced Portland cement concrete;
   (ii) 5 inches of granular rock base with 2 inches of asphalt;
   (iii) 7 inches of granular rock with a double asphaltic prime and seal;
   (iv) 5 inches of full depth asphalt; or
   (v) 4 inches of compacted gravel for residential Driveways constructed in Floodplains areas with a paved Driveway Apron constructed to city residential Driveway standards.
(2) As an alternative to the surfacing required in the preceding paragraph, all off-street parking for uses allowed by right within residential Districts or areas of low off-street parking use as determined by the City Engineer (such as fire safety lanes or overflow Parking Areas), may be surfaced with the following alternative methods of paving. The surfacing shall be installed per the manufacturer’s recommendations, with the pavement and base designed by a professional engineer licensed in the State of Kansas. The pavement cross-section shall demonstrate the structural ability to support the anticipated vehicle loads for the use. The pavement design shall be reviewed and approved by the City Engineer.

(i) Grid unit pavers with grass; or

(ii) Concrete, brick, or clay interlocking paver units.

(3) Private Streets shall be built to City Street standards and maintained by the Landowner.

(4) Driveway approaches (aprons) shall be built to City standards, including, where applicable, the Residential Driveway Requirements adopted by the City Commission on July 10, 1996 as amended, and maintained by the Landowner.

(f) Dimensions

(1) Automobile Parking

All off-street Parking Areas shall comply with the following dimensional standards:

<table>
<thead>
<tr>
<th>Dimensional Feature (all dimensions in feet)</th>
<th>Diagram</th>
<th>Parking Angle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stall width (parallel to aisle)</td>
<td>A</td>
<td>8.5</td>
</tr>
<tr>
<td>Stall length</td>
<td>B</td>
<td>24.0</td>
</tr>
<tr>
<td>Stall length of line</td>
<td>C</td>
<td>9.0</td>
</tr>
<tr>
<td>Aisle width between stall lines</td>
<td>D</td>
<td>12.0</td>
</tr>
<tr>
<td>Stall depth, interlock</td>
<td>E</td>
<td>9.0</td>
</tr>
<tr>
<td>Module, wall to interlock</td>
<td>F</td>
<td>30.0</td>
</tr>
<tr>
<td>Module, interlocking</td>
<td>G</td>
<td>30.0</td>
</tr>
<tr>
<td>Module, interlock to curb face</td>
<td>H</td>
<td>30.0</td>
</tr>
<tr>
<td>Bumper overhang (typical)</td>
<td>I</td>
<td>0.0</td>
</tr>
<tr>
<td>Offset</td>
<td>J</td>
<td>—</td>
</tr>
<tr>
<td>Setback</td>
<td>K</td>
<td>24.0</td>
</tr>
<tr>
<td>Cross-aisle, one-way</td>
<td>L</td>
<td>18.0</td>
</tr>
<tr>
<td>Cross-aisle, two-way</td>
<td>—</td>
<td>24.0</td>
</tr>
</tbody>
</table>

Where natural and/or man-made obstacles, obstructions or other features such as but not limited to Landscaping, support columns or Grade difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle Access shall be considered and incorporated into the Parking lot design.
(2) Loading
Required loading spaces shall have a minimum vertical clearance of 15.5 feet. See Section 20-906 for other dimensional standards.

(g) Bicycle Parking
Every Bicycle Parking Space, whether used publicly or privately and including a commercial Bicycle Parking Space, shall be designed, built and maintained in accordance with the following specifications:

(1) Surfacing
A Bicycle Parking Space shall be surfaced with a minimum of:

   (i) 4 inches of concrete, or

   (ii) 4 inches of asphalt, or

   (iii) 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

(2) Lighting
Bicycle Parking Space shall be located within a lighted area and within clear view of passersby.

(3) Barriers
If Bicycle and automobile Parking Areas or Accessways abut each other, there shall be provided a physical barrier between the Bicycle and automobile areas to prevent a Bicycle or its operator from being hit by a motor vehicle.

(4) Structure
Each Bicycle Parking Space shall provide for a secure method of locking a Bicycle and be located to accommodate Bicycle Parking in a manner that is convenient to use and does not interfere with other uses of the property.
(h) **Striping**
To facilitate movement and to help maintain an orderly parking arrangement, all Parking Spaces shall be clearly striped, with a minimum width of 4 inches. The width of each Parking Space shall be computed from the centers of the striping.

(i) **Curbs**
The perimeter of the parking lot shall have a curb and gutter in accordance with City standards for concrete curbs.

(j) **Large Parking Lots**

1. Parking lots of 220 Parking Spaces or more shall be divided into smaller Parking modules containing no more than 72 spaces. Landscape strips, Peninsulas, or Grade separations shall be used to reduce the adverse visual impacts of large expanses of paving, to direct vehicular traffic through the parking lot, and to provide a location for pedestrian walks. Protected pedestrian walkways, leading to Building entrances, shall be provided within such parking lots.

2. Parking lots of 450 Parking Spaces or more shall place Landscaping and trees on both sides of entrance drives to create tree-lined entrances, to direct vehicles into and out of the site, and to provide adequate space for vehicle stacking at exits onto perimeter roadways.

(k) **Pedestrian Connections**
Parking lots shall be designed to provide designated walkways for pedestrians. Walkways shall connect Building entrances with Parking Areas and with public sidewalks along adjacent streets.

20-914 **LANDSCAPING**
Parking lot Landscaping shall be provided in accordance with Article 10.
DRIVEWAYS AND ACCESS
The standards of this section apply to all Driveways providing Access to multi-Family or nonresidential uses.

(a) General Standards

(1) Access to property is allowed only by way of Driveways. No other portion of the Lot Frontage may be used for vehicle ingress or egress, nor may any Parking Area or Access Drive be arranged so that any vehicle may back directly onto a Street. All Driveway cuts into the Street shall require a permit from the Public Works department unless approved through site or development plan approval.

(2) Driveway designs shall allow an entering vehicle turning speed of 15 miles per hour to help reduce interference with through Street traffic. Radii of Driveway shall be sufficient to achieve this standard for the types of vehicles that the Driveway is intended to serve.

(3) There shall be sufficient on-site space to accommodate queued vehicles waiting to park or exit, without interfering with Street traffic.

(4) Provisions for circulation between adjacent Parcel should be provided through coordinated planning or Cross Access Agreements.

(5) Driveways shall be placed and designed so that loading and unloading activities will not hinder vehicle ingress or egress, and that vehicles entering the Driveway from the Street will not encroach upon the exit lane of a two-way Driveway. Also, a right-turning exiting vehicle shall be able to use only the first through-traffic lane available without encroaching into the adjacent through-lane.

(6) No Lot that is less than 51 feet in width and that was created (by subdivision or re-subdivision) after the Effective Date, shall have a Driveway Access to a Public Street. Driveway Access to such a Lot shall be from an Alley or by a Shared Driveway.

(7) Driveways shall intersect the Street at right angles.

(b) Turn Lanes and Tapers
Turn lanes and tapers are required, unless determined to be unnecessary by the City Engineer, when:

(1) Driveways intersect Arterial Streets. Turn lanes shall be a minimum of 150 feet in length plus the taper;

(2) Driveways serving non-residential uses intersect Collector Streets. Left-turn lanes shall be a minimum of 100 feet in length plus the taper. Right-turn lanes shall be required when the projected or existing right-turning volume equals or exceeds 100 vehicles per hour;

(3) The City Engineer determines, based on a traffic impact analysis, that such treatment is necessary to avoid congestion and/or unsafe conditions on the Public Street.
(c) **Driveway Grade**
The Grade of a two-way, one-way or divided Driveway shall not exceed four percent (4%) for a minimum distance of 25 feet from the edge of the Street pavement.

(d) **Sight Distance**
Direct-Access Driveways shall be located to allow the following minimum sight distance based on the intersection type (full or partial Access) and the Street type. Sight distances shall be determined by a professional engineer licensed by the State of Kansas and shall be based on the design speed of the Street or on the 85th percentile speed, whichever is higher.

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Speed</th>
<th>Minimum Sight Distance (in Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>8 seconds</td>
</tr>
<tr>
<td>Arterial</td>
<td></td>
<td></td>
</tr>
<tr>
<td>45</td>
<td>66</td>
<td>529</td>
</tr>
<tr>
<td>40</td>
<td>59</td>
<td>472</td>
</tr>
<tr>
<td>Collector</td>
<td></td>
<td></td>
</tr>
<tr>
<td>35</td>
<td>51</td>
<td>408</td>
</tr>
<tr>
<td>30</td>
<td>44</td>
<td>352</td>
</tr>
<tr>
<td>Residential</td>
<td></td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>37</td>
<td>296</td>
</tr>
</tbody>
</table>

(e) **Driveway Spacing**
All Direct Access to any Public Street shall be in accordance with the City’s adopted Access Management Policy.

(1) **Arterial Streets**
Direct Access to an Arterial Street is prohibited except in redevelopment or infill situations where the subject property has no other reasonable Access to the Street system and the City Engineer determines that Access onto the Arterial Street, based on the Street’s Ultimate Design, can be safely accommodated.

When direct Access to an Arterial Street is approved by the City Engineer pursuant to the requirements of this section, the following standards apply. In the event that such standards cannot be met because of an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing between cuts as long as the reduction does not result in an unsafe traffic condition. A Driveway Access allowed under this section shall be used only to serve a Detached Dwelling on the property or an existing business and will be reevaluated when the use or Lot size changes.

(i) **Spacing from Signalized Intersections**
All Driveways providing Access to Arterial Streets shall be constructed so that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection is at least 300 feet from the perpendicular curb face of the intersecting Street.

(ii) **Spacing from Other (Non-signalized) Access Points**
All Driveways providing Access to Arterial Streets shall be constructed so that the point of tangency of the curb return radius closest to all non-signalized Street or Driveway intersections is at least 300 feet from the perpendicular curb face of the intersecting Street or Driveway.
(2) **Collector Streets**
Direct Access to Collector Streets shall be regulated in accordance with the following standards. In the event that such standard cannot be met because of an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing so long as the reduction does not result in an unsafe traffic condition.

(i) **Attached Dwelling, Detached Dwelling and Duplex Lots**
Direct Access to Collector Streets from Attached Dwellings, Detached Dwellings and Duplex Lots is prohibited except when the subject property has no other reasonable Access to the Street system and the City Engineer determines that Access can be safely accommodated.

(ii) **Spacing from Signalized Intersections**
All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection is at least 300 feet from the perpendicular curb face of an intersecting Arterial Street or 250 feet from the perpendicular curb face of an intersecting Collector or Local Street.

(iii) **Spacing from Other (Non-signalized) Access Points**
All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of the curb return radius closest to a non-signalized Street or Driveway intersection is at least 250 feet from the perpendicular curb face of the intersecting Street or Driveway.

(3) **Waivers**

(i) Waivers from these Access standards may be approved by the City Engineer if the City Engineer determines that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway and only for infill or redevelopment projects where no other feasible option exists.

(ii) The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section (g)(1) if it is determined that such an analysis is necessary in order to render a competent decision on the requested waiver.

(iii) A Driveway Access allowed with a waiver shall be used only to serve an existing Detached Dwelling or business on the property and for no other purpose.

(iv) The action of the City Engineer in granting or denying a waiver under this section shall be reported on the agenda of the next meeting of the Planning Commission after the action. Any party aggrieved may appeal the grant or denial of a waiver to the City Commission in writing within 14 days of the Planning Commission meeting at which the item appears on the agenda. The waiver shall not become effective until the expiration of the 14 days appeal period or, in case of an appeal, until the City Commission has acted on the appeal.
(v) A Landowner granted an Access waiver shall submit a letter to the City Engineer acknowledging the waiver and the fact that if circumstances change such that the property can meet the city’s Access standards, the Access shall be immediately revised to comply with the city’s Access standards.

(f) Driveways per Parcel along Local and Residential Collector Streets

(1) Unless otherwise specifically restricted, one Driveway opening shall be allowed per 200 feet of continuous Street Frontage. At least one Driveway shall be permitted for any Lot.

(2) Parcel with 200 feet of Frontage or less may apply for a second Driveway if it is to be shared with an adjoining Parcel, provided that the required minimum spacing is maintained. In such cases, only one Joint-Use Driveway will be permitted.

(3) Alleys are permitted and preferred Access alternatives.

(g) Use of Joint-Use Driveways

(1) Joint-Use Driveways shall not be used as aisles for Access to Parking Spaces.
20-916 TRAFFIC IMPACT STUDY
The City requires that a Traffic Impact Study (TIS) be prepared and submitted to the City for development or redevelopment, based on thresholds established in the adopted administrative policy. Preparation of a TIS, as part of an application for a permit or plan approval, shall be based upon adopted standards that have been established by Administrative Policy for a TIS adopted by the City Commission from time to time. A list of Engineering Consultants that are approved by the City to prepare a TIS is available from the City Engineer. Only engineers on this approved list meet the criteria established in the Administrative Policy to prepare a Traffic Impact Study.

(a) Purpose
The purpose of requiring a Traffic Impact Study is to provide the City with the information necessary to evaluate and make a determination about the impact of a proposed land use change or development project on adjacent land uses, on the existing and Ultimate Street Design, and on the entire transportation network.

(b) When Required
(1) Applicants are required to follow the Traffic Impact Study (TIS) analysis set forth in Ordinance No. 7650, unless waived with respect to the development because:
   (i) the development is covered by a modified site plan, pursuant to Section 20-1305(n)(2), that has been determined not to constitute a material change; or
   (ii) the development is covered by a modified final development plan, pursuant to Section 20-1304(n)(4), that has been determined not to constitute a major change; or
   (iii) the development involves the reuse of existing Structures or modification of existing Structures, but does not involve a change in existing use or intensity of use;
   (iv) the development is a residential development with ten (10) or fewer Lots or Dwelling Units; or
   (v) the development has been determined by the City Engineer not to generate traffic impacts sufficient to justify the preparation of a TIS.

(2) The applicant for a development that generates 100 or more trips in a Peak Hour shall be responsible for the preparation and submittal of a TIS. TIS submittals shall be in accordance with the most recent version of the Traffic Impact Study Standards adopted by the City Commission.

(3) The extent of the analysis required for a TIS shall conform to the following:
   (i) the study shall be confined to the Street or Streets from which Access is taken or is proposed and to the first major intersection in each direction, for developments that generate 100 to 499 vehicle trips in a Peak Hour;
(ii) the study area shall be extended to the next major Street intersection beyond the Streets onto which direct development Access is taken and may extend beyond the Streets onto which Access is taken or is proposed, for developments that generate 500 or more trips in a Peak Hour.

(4) Land use applications that deviate from the recommended land uses in the Comprehensive Land Use Plan or adopted area or neighborhood plan shall be required to provide a comparative analysis of the traffic that would be generated from the site, based on the adopted plan(s) land uses and the traffic that would be generated by the proposed development.

(c) Additional Analysis
When Access points are not defined or a site plan is not available at the time the Traffic Impact Study is prepared, additional analysis shall be conducted or required when a site plan becomes available or the Access points are defined.

(d) Expense

(1) Applications by Review or Decision-Making Bodies
The Owner or developer shall not be obligated to pay for a Traffic Impact Study where not required, pursuant to Section 20-1301(f), to pay an application filing fee;

(2) Notice if at Owner's or Developer's Expense
If the City determines that it is appropriate to engage an engineer or engineering firm to conduct a Traffic Impact Study, the City shall give the Owner or developer written notice of that determination, ten (10) Business Days before work on the TIS begins. This study shall be conducted for the City at the Owner or developer's expense.

(3) Payment as Permit Condition
In such instance, payment of a Traffic Impact Study shall be a condition of the issuance of any required permit or approval, pursuant to this Development Code, unless exempted in Section 20-916(d)(1).
November 16, 2014

To: Mr. Bruce Liese, Chairman, and Planning Commission Members
Lawrence-Douglas County Metropolitan Planning Commission

RE: ITEM NO. 3: REVISIONS TO DEVELOPMENT CODE, ARTICLE 9 – PARKING

Dear Chairman Liese and Planning Commissioners:

The Land Use Committee would like to commend the Planning Staff for their extensive review of the parking standards in our Land Development Code. We generally support the Staff preferences for the standards when stated in the Staff Report.

However, we believe the new provisions and choices regarding these current text amendments, need more time and open public review. We believe that there are several questions regarding the parking and access regulations that need clarification. Below is the list of questions that has been included in the staff report that we discussed in our meeting which is a reflection of the need for these regulations to be given time for the public to study them.

1. “Should RV-type items be parked (on improved surface) in the front and exterior side yards?”
   Our understanding of RV vehicles is those used for camping and the like as defined in the reference given in the Staff Report. We question whether RV-type items should be allowed to be parked in the front driveway or the exterior side yard in single dwelling residential districts. We also question whether they should be allowed in interior side yards unless screened from adjacent lots.

2. “Should there be a limit to the number of RV-type items parked on a lot?” We agree that the number of RV-type vehicles per lot should be limited. We suggest that they should be limited to two and that none should be permitted to park in the front driveway or exterior side yard.

3. “Should there be a limit to the number of RV-type items parked in the front or exterior side yards?” As mentioned above, we question whether any RV-type items should be parked in the front or exterior side yards.

4. “Should there be a size limitation on RV-type items parked in the front or exterior side yards?” As in the questions above, we question whether any RV-type items should be allowed to be parked in the front or exterior side yards beyond a restricted time limit such as would occur with visitors to the residence.

5. “Should there be a pavement requirement for RV-type items parked in rear yards?” We would tend to support the Staff position here.
6. "Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?" We would tend to support the Staff position here.

We also discussed the stacking and tandem parking standards in residential districts. Alley access with its back-yard parking can create a variety of problems for neighborhoods, and we believe should be closely examined. There are also a variety of other problems mentioned by our members. We ask that you please allow the public to be given time to discuss and study these regulations before you define them to be included in our Lawrence Land Development Code, and therefore that you not adopt them at this meeting.

Thank you for your consideration of our request.

Sincerely yours,

Cille King 
President

Alan Black, Chairman
Land Use Committee
December 14, 2014

To: Mr. Bruce Liese, Chairman, and Planning Commission Members
Lawrence-Douglas County Metropolitan Planning Commission

RE: ITEM NO. 4: TA-13-00235 – REVISIONS TO DEVELOPMENT CODE, ARTICLE 9 – PARKING

At the November Planning Commission meeting we presented you with a letter seeking changes to Parking Regulations. This month we would like to add one issue discussed at our December Land Use Committee meeting.

Duplex housing requires one parking space per bedroom. Because of problems that we have observed and experienced by some of our members, we would like to bring to your attention a problem that has appeared in some residential neighborhoods with mixed residential housing. Duplex housing that is used for student rental property is occupied by up to four students per unit or a total of eight students per duplex. Often each duplex unit has one driveway. The driveways may be wide enough to accommodate two cars without stacking, but with four students per duplex, this often means that two of the cars will be stacked or parked behind the other two cars. Because the students are usually not related and are on different schedules, if the first students to leave are blocked by those leaving later, this presents a major problem for them. As a solution, they often park in the street to avoid this.

Because each bedroom requires one parking space per bedroom in duplexes, one solution would be to require that each space be open to a driveway and that stacking be prohibited. This has become enough of a problem for other residents in neighborhoods that our members have requested that the Planning Commission add the no-stacking provision to duplex parking requirements.

Thank you for your interest in these regulations.

Sincerely yours,

Cille King
President

Alan Black
Chairman
Land Use Committee