



**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 6<sup>th</sup> 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 6<sup>TH</sup> 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 6<sup>TH</sup> ST (MKM)**

**Z-14-00458:** Consider a request to rezone approximately 120.6 acres located at 6200 W 6<sup>th</sup> 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.

**MISC NO. 1      REVIEW PLANNING COMMISSION MID-MONTH CALENDAR**

Review 2015 Planning Commission Mid-Month Calendar.

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**ADJOURN**

**CALENDAR**

November 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8

December 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13

January 2015						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10

**PCCM Meeting:**

(Generally 2<sup>nd</sup> Wednesday of each month, 7:30am-9:00am)

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## **PLANNING COMMISSION MEETING**

**November 17, 2014**

**Meeting Minutes **DRAFT****

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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

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## **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.



PC Minutes 11/17/14 **DRAFT**

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

**CUP-14-00298:** Consider a Conditional Use Permit for a new 195' Verizon Wireless communications tower located north of the Westar Substation at 1287 E 1200 Rd. Submitted by PAMCORP LLC for Verizon Wireless LLC on behalf of The Kansas District of the Wesleyan Church Inc, property owner of record.

**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.

PC Minutes 11/17/14 **DRAFT**

**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 19<sup>th</sup> 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 19<sup>th</sup> 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.

PC Minutes 11/17/14 **DRAFT**

**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.*

PC Minutes 11/17/14 **DRAFT**

**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.

PC Minutes 11/17/14 **DRAFT**

**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.

PC Minutes 11/17/14 **DRAFT**

**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**

PC Minutes 11/17/14 **DRAFT**

## **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 9<sup>th</sup> Street Corridor Plan and having a Planning Commission 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.

Commissioner 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.



**2015**  
**LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION**  
**MID-MONTH & REGULAR MEETING DATES**

Mid-Month Meetings, Wednesdays 7:30 – 9:00 AM (*Friday Meeting)	Mid-Month Topics		Planning Commission Meetings 6:30 PM, Mon & Wed	
Jan 14	Work Plan & Topics for 2015		Jan 26	Jan 28
Feb 11	TBD		Feb 23	Feb 25
Mar 11	TBD		Mar 23	Mar 25
Apr 8	TBD		Apr 20	Apr 22
May 6	APA Conference updates		May 18	May 20
Jun 10	TBD		Jun 22	Jun 24
Jul 8	TBD		Jul 20	Jul 22
Aug 12	TBD		Aug 24	Aug 26
Sep 9	TBD		Sep 21	Sep 23
Oct 7	TBD		Oct 19	Oct 21
Nov 4	TBD		Nov 16	Nov 18
Dec 2	TBD		Dec 14	Dec 16
	<b>Suggested topics for future meetings:</b> <i>How City/County Depts interact on planning issues</i> <i>Stormwater Stds Update – Stream Setbacks</i> <i>Overview of different Advisory Groups – potential overlap on planning issues</i> <i>Joint meeting with other Cities’ Planning Commissions</i> <i>Joint meeting with other Cities and Townships – UGA potential revisions</i> <i>Communication Towers – Stealth Design, # of co-locations, notice area</i>		<i>New County Zoning Codes</i> <i>Tour City/County Facilities</i> <i>Oread Overlay Districts &amp; Design Guidelines</i> <i>Comprehensive Plan – Goals &amp; Policies</i> <i>Utilities Master Plan</i> <i>Water Resources</i>	
<b>Meeting Locations</b>	The Planning Commission meetings are held in the City Commission meeting room on the 1 <sup>st</sup> floor of City Hall, 6 <sup>th</sup> & Massachusetts Streets, unless otherwise noticed.			
Planning & Development Services   Lawrence-Douglas County Planning Division   785-832-3150   <a href="http://www.lawrenceks.org/pds">www.lawrenceks.org/pds</a>				

Revised 12/8/14

### 2014 PLANNING COMMISSION ATTENDANCE

	Jan 27 2014	Feb 24 2014	Feb 26 2014	Mar 24 2014	Apr 21 2014	Apr 23 2014	May 19 2014	May 21 2014	June 23 2014	July 21 2014	Aug 25, 2014	Sept 22, 2014	Oct 20 2014	Nov 17 2014
Britton	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Culver	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Denney	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Graham	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	No
Josserand	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Kelly	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Liese	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Rasmussen	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	No
Struckhoff	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
von Achen	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

### 2014 MID-MONTH ATTENDANCE

	Jan 24 2014	Feb 12 2014	Mar 12 2014	April 9 2014	May 14 2014	June 11 2014	July 9 2014	Aug 15 2014	Sept 10 2014	Oct 8 2014	Nov 5 2014	Dec 3 2014		
Britton	Yes	Yes	No	Yes	No	Yes	Yes	Yes	Yes	--	No	--		
Culver	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	--	No	--		
Denney	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	--	Yes	--		
Graham	Yes	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	--	Yes	--		
Josserand	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	--	Yes	--		
Kelly	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	--	Yes	--		
Liese	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	--	Yes	--		
Rasmussen	Yes	Yes	No	Yes	Yes	No	No	Yes	Yes	--	No	--		
Struckhoff	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	--	Yes	--		
von Achen	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes	--	No	--		

# Planning Commission

## Key Links



City of Lawrence  
Douglas County  
PLANNING & DEVELOPMENT SERVICES



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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 Buntmeyer 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 Buntmeyer 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.

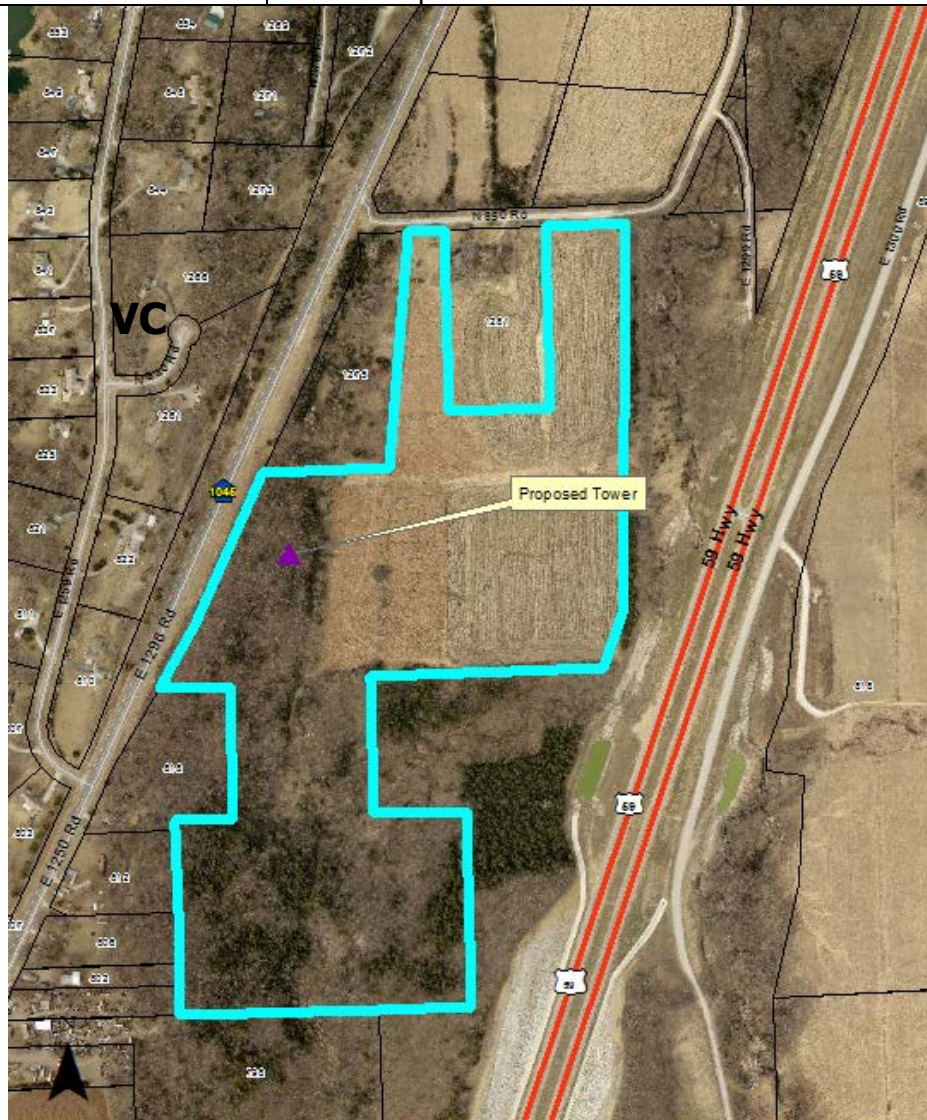
### Site Summary:

Subject Property:

51.4 Acres

Proposed Buildings:

100' x 100' lease area  
70' by 70' fenced/enclosed area  
11' 6" x 25' 5 1/2" equipment shelter building  
H frame for equipment  
195' self-supporting tower with 4' lightning rod  
Generator located within shelter building  
Additional pad sites for future carriers



This aerial map shows a large land parcel outlined in cyan. The parcel is situated between several roads: E 1286 Rd to the west, E 1280 Rd to the south, and E 1250 Rd to the east. To the north, N 850 Rd and N 840 Rd are visible. The parcel is divided into several sections, with property numbers 1237, 1236, 1235, 1234, 1233, 1232, 1231, 1230, 1229, 1228, 1227, 1226, 1225, 1224, 1223, 1222, 1221, 1220, 1219, 1218, 1217, 1216, 1215, 1214, 1213, 1212, 1211, 1210, 1209, 1208, 1207, 1206, 1205, 1204, 1203, 1202, 1201, 1200, 1199, 1198, 1197, 1196, 1195, 1194, 1193, 1192, 1191, 1190, 1189, 1188, 1187, 1186, 1185, 1184, 1183, 1182, 1181, 1180, 1179, 1178, 1177, 1176, 1175, 1174, 1173, 1172, 1171, 1170, 1169, 1168, 1167, 1166, 1165, 1164, 1163, 1162, 1161, 1160, 1159, 1158, 1157, 1156, 1155, 1154, 1153, 1152, 1151, 1150, 1149, 1148, 1147, 1146, 1145, 1144, 1143, 1142, 1141, 1140, 1139, 1138, 1137, 1136, 1135, 1134, 1133, 1132, 1131, 1130, 1129, 1128, 1127, 1126, 1125, 1124, 1123, 1122, 1121, 1120, 1119, 1118, 1117, 1116, 1115, 1114, 1113, 1112, 1111, 1110, 1109, 1108, 1107, 1106, 1105, 1104, 1103, 1102, 1101, 1100, 1099, 1098, 1097, 1096, 1095, 1094, 1093, 1092, 1091, 1090, 1089, 1088, 1087, 1086, 1085, 1084, 1083, 1082, 1081, 1080, 1079, 1078, 1077, 1076, 1075, 1074, 1073, 1072, 1071, 1070, 1069, 1068, 1067, 1066, 1065, 1064, 1063, 1062, 1061, 1060, 1059, 1058, 1057, 1056, 1055, 1054, 1053, 1052, 1051, 1050, 1049, 1048, 1047, 1046, 1045, 1044, 1043, 1042, 1041, 1040, 1039, 1038, 1037, 1036, 1035, 1034, 1033, 1032, 1031, 1030, 1029, 1028, 1027, 1026, 1025, 1024, 1023, 1022, 1021, 1020, 1019, 1018, 1017, 1016, 1015, 1014, 1013, 1012, 1011, 1010, 1009, 1008, 1007, 1006, 1005, 1004, 1003, 1002, 1001, 1000, 999, 998, 997, 996, 995, 994, 993, 992, 991, 990, 989, 988, 987, 986, 985, 984, 983, 982, 981, 980, 979, 978, 977, 976, 975, 974, 973, 972, 971, 970, 969, 968, 967, 966, 965, 964, 963, 962, 961, 960, 959, 958, 957, 956, 955, 954, 953, 952, 951, 950, 949, 948, 947, 946, 945, 944, 943, 942, 941, 940, 939, 938, 937, 936, 935, 934, 933, 932, 931, 930, 929, 928, 927, 926, 925, 924, 923, 922, 921, 920, 919, 918, 917, 916, 915, 914, 913, 912, 911, 910, 909, 908, 907, 906, 905, 904, 903, 902, 901, 900, 899, 898, 897, 896, 895, 894, 893, 892, 891, 890, 889, 888, 887, 886, 885, 884, 883, 882, 881, 880, 879, 878, 877, 876, 875, 874, 873, 872, 871, 870, 869, 868, 867, 866, 865, 864, 863, 862, 861, 860, 859, 858, 857, 856, 855, 854, 853, 852, 851, 850, 849, 848, 847, 846, 845, 844, 843, 842, 841, 840, 839, 838, 837, 836, 835, 834, 833, 832, 831, 830, 829, 828, 827, 826, 825, 824, 823, 822, 821, 820, 819, 818, 817, 816, 815, 814, 813, 812, 811, 810, 809, 808, 807, 806, 805, 804, 803, 802, 801, 800, 799, 798, 797, 796, 795, 794, 793, 792, 791, 790, 789, 788, 787, 786, 785, 784, 783, 782, 781, 780, 779, 778, 777, 776, 775, 774, 773, 772, 771, 770, 769, 768, 767, 766, 765, 764, 763, 762, 761, 760, 759, 758, 757, 756, 755, 754, 753, 752, 751, 750, 749, 748, 747, 746, 745, 744, 743, 742, 741, 740, 739, 738, 737, 736, 735, 734, 733, 732, 731, 730, 729, 728, 727, 726, 725, 724, 723, 722, 721, 720, 719, 718, 717, 716, 715, 714, 713, 712, 711, 710, 709, 708, 707, 706, 705, 704, 703, 702, 701, 700, 699, 698, 697, 696, 695, 694, 693, 692, 691, 690, 689, 688, 687, 686, 685, 684, 683, 682, 681, 680, 679, 678, 677, 676, 675, 674, 673, 672, 671, 670, 669, 668, 667, 666, 665, 664, 663, 662, 661, 660, 659, 658, 657, 656, 655, 654, 653, 652, 651, 650, 649, 648, 647, 646, 645, 644, 643, 642, 641, 640, 639, 638, 637, 636, 635, 634, 633, 632, 631, 630, 629, 628, 627, 626, 625, 624, 623, 622, 621, 620, 619, 618, 617, 616, 615, 614, 613, 612, 611, 610, 609, 608, 607, 606, 605, 604, 603, 602, 601, 600, 599, 598, 597, 596, 595, 594, 593, 592, 591, 590, 589, 588, 587, 586, 585, 584, 583, 582, 581, 580, 579, 578, 577, 576, 575, 574, 573, 572, 571, 570, 569, 568, 567, 566, 565, 564, 563, 562, 561, 560, 559, 558, 557, 556, 555, 554, 553, 552, 551, 550, 549, 548, 547, 546, 545, 544, 543, 542, 541, 540, 539, 538, 537, 536, 535, 534, 533, 532, 531, 530, 529, 528, 527, 526, 525, 524, 523, 522, 521, 520, 519, 518, 517, 516, 515, 514, 513, 512, 511, 510, 509, 508, 507, 506, 505, 504, 503, 502, 501, 500, 499, 498, 497, 496, 495, 494, 493, 492, 491, 490, 489, 488



## 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 utilities 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**

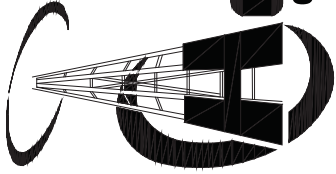
Access to this site is from N 850 Road. The applicant will be required to seek an access permit from the County for the driveway to the tower site. The access drive will provide maintenance access to the tower enclosure. This use does not require off-street parking. The design of the site provides adequate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



312 W. COLFAX AVE.  
SOUTH BEND, IN 46601

## HORVATH SITE ID/NAME: HV848/PLEASANT GROVE VERIZON WIRELESS PROJECT NAME: LAWC PLEASANT GROVE

PROPOSED ANTENNAS MOUNTED ON A NEW 195' SELF-SUPPORT TOWER (NOT TO EXCEED 199' IN  
OVERALL STRUCTURE HEIGHT) WITH PROPOSED COMMUNICATIONS EQUIPMENT ON GROUND



10/6/2014

UTILITY INFORMATION	
POWER COMPANY:	WESTAR ENERGY (800) 401-5666
TELEPHONE COMPANY:	AT&T (888) 944-0447
CONSULTANT TEAM	
PROJECT CONSULTANT:	TERRA CONSULTING GROUP, LTD. 600 BUSSE HIGHWAY PARK RIDGE, IL 60068 (847) 698-6400
SURVEYOR:	LOVELACE & ASSOCIATES 929 SE 3RD ST LEES SUMMIT, MO 64063 (616) 347-4997
SITE ACQUISITION:	FORTUNE WIRELESS, INC. 6402 CORPORATE DRIVE INDIANAPOLIS, IN 46218 (317) 471-1234



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(FAX)

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**DRIVING DIRECTIONS**  
KANSAS CITY INTERNATIONAL AIRPORT, MO  
AT ROUNDABOUT, EXIT ONTO LP COOKINGHAM DR (1.5 MI). KEEP STRAIGHT ONTO MO-D E (0.7 MI). TAKE RAMP RIGHT FOR I-29 S (4.0 MI). AT EXIT 9B, TAKE RAMP RIGHT FOR MO-152 WEST (5.4 MI). TAKE RAMP RIGHT FOR I-435 S (1.5 MI). AT EXIT 12, TAKE RAMP RIGHT FOR I-70 W (25.7 MI). AT EXIT 202, TAKE RAMP RIGHT TOWARD W. LAWRENCE (0.2 MI). AT ROUNDABOUT, TAKE 2ND EXIT (0.3 MI). KEEP STRAIGHT ONTO N McDONALD DR (0.3 MI). CROSS UNDER I-70 AND TURN LEFT ONTO N 850 RD. TAKE RAMP RIGHT AND FOLLOW N 100TH RD (0.2 MI). TURN RIGHT ONTO N 100TH RD / CR-458, AND THEN TURN LEFT ONTO E 1300 RD / OLD US-59 (1.6 MI). TURN LEFT ONTO N 850 RD (0.1 MI).



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**SITE HV848**

**PLEASANT GROVE**

VERIZON WIRELESS SITE NAME:  
**LAWC PLEASANT GROVE**

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY: EW  
CHECKED BY: AB  
DATE: 07/21/14  
PROJECT #: 44-068

**TITLE SHEET**

**T-1**

# LEGEND

- POWER POLE
- BENCHMARK
- CONTROL POINT
- FENCE POST
- PROPERTY CORNER
- TREE LINE
- FENCE
- OVERHEAD POWER LINE
- UNDERGROUND ELECTRIC
- UNDERGROUND FIBER
- TELEPHONE PEDESTAL
- TREE (DIA.)
- RIGHT-OF-WAY MARKER

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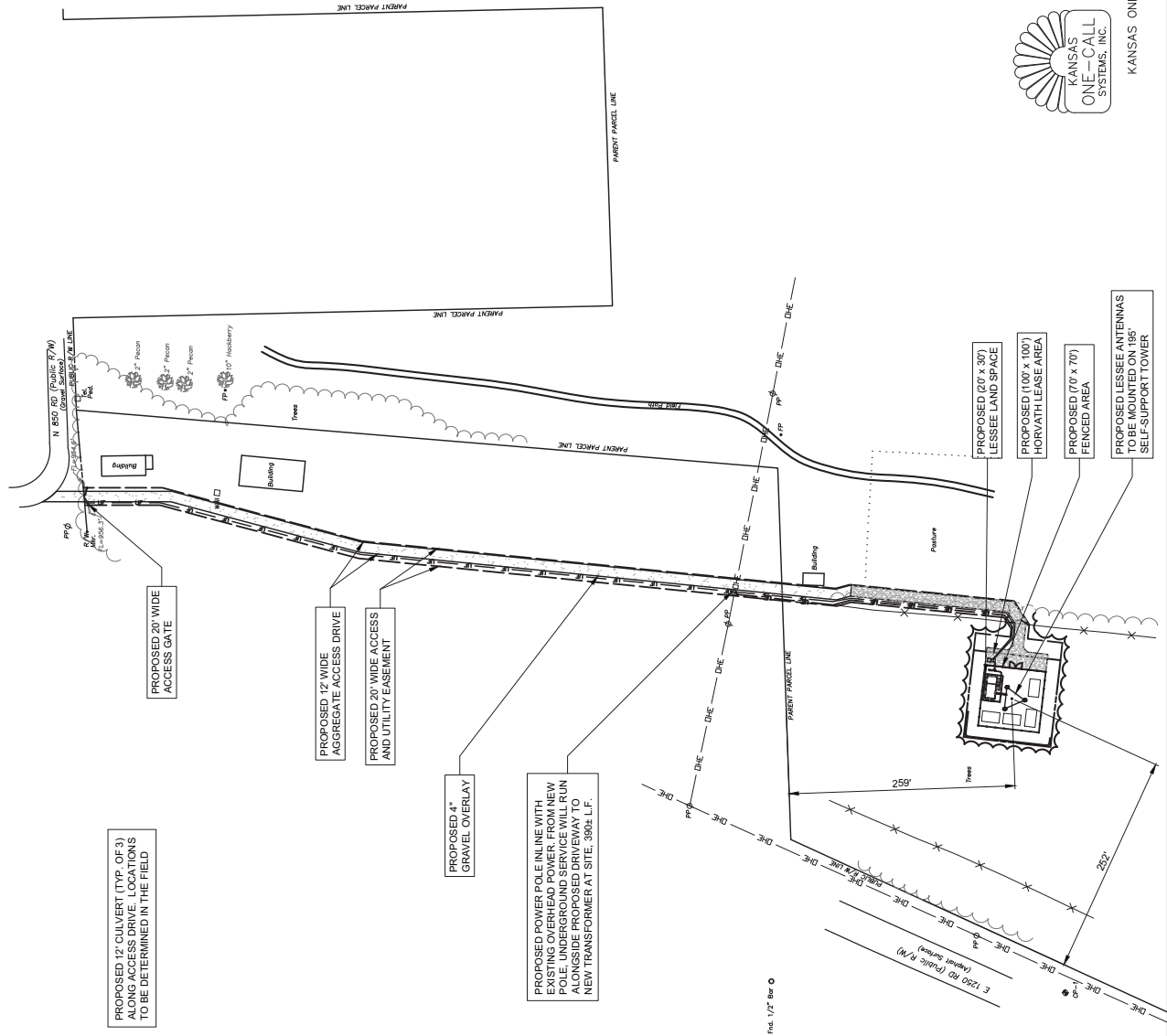
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SOUTH BEND, IN 46801

**TERRA**

COMMUNICATIONS SURVEYING, L.P.

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Park Ridge, IL 60069  
PH: 847/698-6400  
FAX: 847/698-6401

REVISIONS	
NO.	DESCRIPTION
A	ISSUED FOR REVIEW
B	REVISED PER CLIENT COMMENTS
SA	09/02/14
EW	07/01/14
DATE	DATE
BY	BY

**SITE HV848**

**PLEASANT GROVE**

VERSION: WIRELESS SITE NAME:  
**LAWC PLEASANT GROVE**

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY: EW

CHECKED BY: AB

DATE: 07/01/14

PROJECT #: 44-066

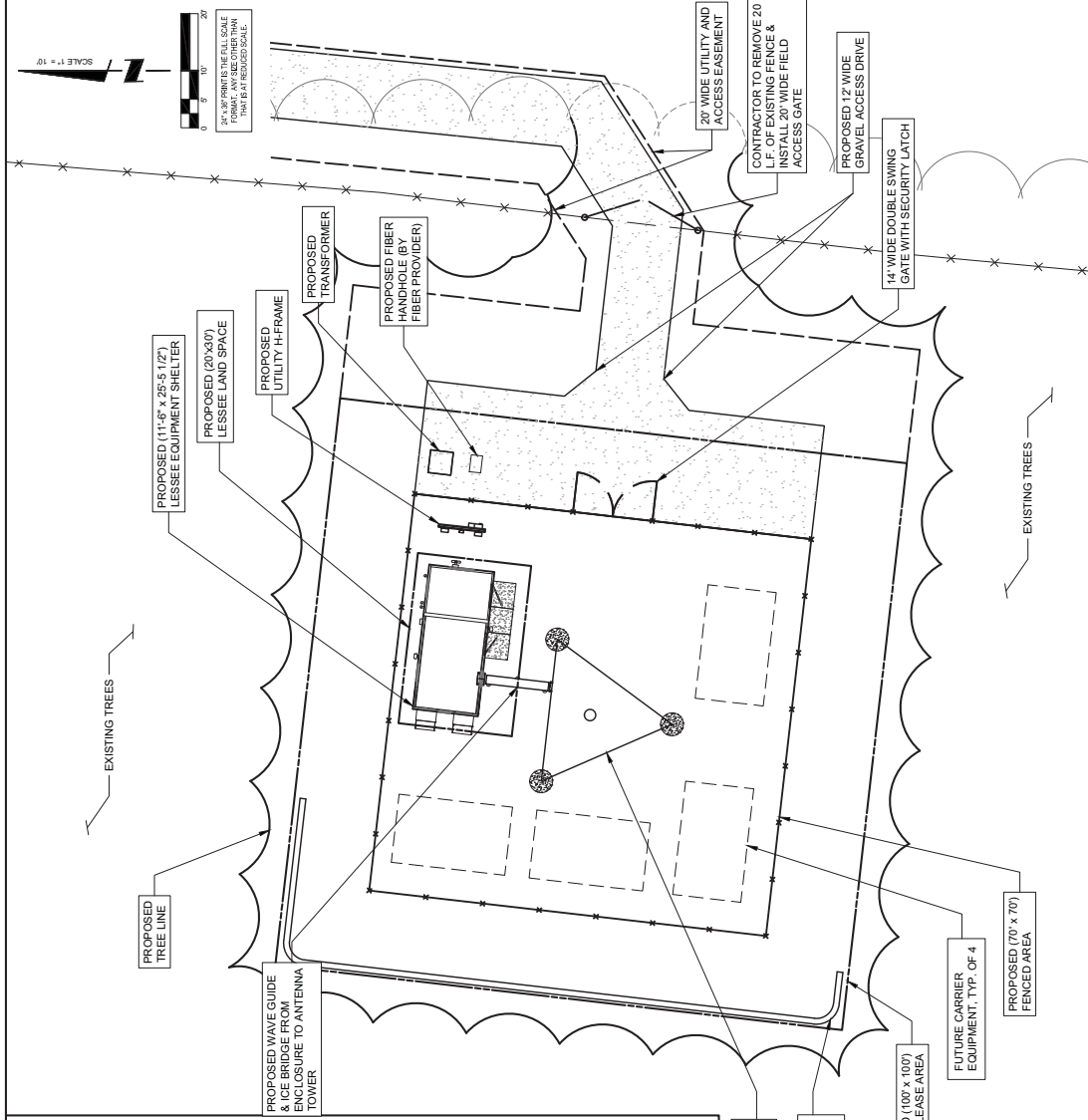
SHEET TITLE:  
**LOCATION PLAN**

SHEET NUMBER:  
**LP**

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KANSAS ONE CALL SYSTEM, INC.

**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

**PAVEMENT MATERIALS AND QUANTITIES**

**ACCESS ROAD (HATCHED)**



476 S.Y.  
8" COMPACTED AGGREGATE BASE COURSE, AB-3  
MIRAFI 500X SUBGRADE GEOTEXTILE FABRIC OR APPROVED EQUAL

1238 S.Y.  
4" AGGREGATE OVERLAY

LEASE SITE

 545 S.Y.

8" COMPACTED AGGREGATE BASE COURSE, WITH 3/4" CRUSHED AGGREGATE, NO FINES, OR APPROVED EQUAL. MIRAFI 500X SUBGRADE GEOTEXTILE FABRIC OR APPROVED EQUAL. 280 L.F. OF FENCING

BEFORE AND DURING CONSTRUCTION, THE CONTRACTOR SHALL PROVIDE ADEQUATE EROSION CONTROL, AS NECESSARY IN THE FORM OF SILT FENCES FOR THE SITE AND BALES AROUND ANY EXISTING MANHOLES, INLETS, OR CATCHBASINS SUSCEPTIBLE TO EROSION. EROSION CONTROL MEASURES SHALL BE PERIODICALLY INSPECTED TO ENSURE PROPER FUNCTION. EROSION CONTROL SHALL BE REMOVED UPON COMPLETION OF WORK.

CONTRACTOR TO PROVIDE APPROXIMATE 50'X50' STAGING AREA AND TEMPORARY ROAD. CONTRACTOR SHALL COORDINATE WITH ANTENNA CONTRACTOR, A STAGING AREA AND TEMPORARY ROAD THAT IS ACCEPTABLE TO THE OWNER. STAGING AREA AND TEMPORARY ROAD SHALL BE RESTORED TO EXISTING CONDITIONS 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 TESTS, THE NON-REPRESENTATIVE OR INCOMPLETE OWNERS' WRITING, OR THE INFORMATION RECEIVED FROM THE CONTRACTOR'S OWN INVESTIGATION, STOP THE DIFFERING CONDITIONS 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, OF SUCH DIFFERING SUBSURFACE CONDITIONS.

REVISIONS			
NO	DESCRIPTION	DATE	BY
A	ISSUED FOR REVIEW	07/13/14	EW
B	REVISED PER CLIENT COMMENTS	09/02/14	SA

SITE HV848

PLEASANT GROVE

VERIZON WIRELESS SITE NAME  
LAWC PLEASANT GROVE

N 850 ROAD  
PLEASANT GROVE KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/31/14
PROJECT #:	44-066

ENGINEERING  
SITE PLAN

**SHEET NUMBER**

5



**HORNVATH**  
COMMUNICATIONS

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FAX: 847/698-6401



REVISIONS	
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B	REVISED PER CLIENT COMMENTS
SA	09/02/14

SITE HV848

PLEASANT GROVE

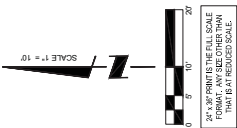
VERSION WIRELESS SITE NAME:  
LAWC PLEASANT GROVE

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/31/14
PROJECT #:	44-966


SHEET TITLE  
SITE GRADING PLAN  
SHEET 1 OF 2

SHEET NUMBER  
**C-2**





**LOVELACE & ASSOCIATES**  
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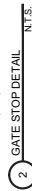
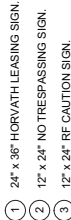


1. ALL EARTHWORK, GRADING AND PAVING SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION OF HIGHWAYS FOR ROAD AND BRIDGE CONSTRUCTION.
2. THE CONTRACTOR SHALL KEEP CAREFUL MEASUREMENTS AND RECORDS OF ALL CONSTRUCTION AND SHALL FURNISH TO THE ENGINEER AND THE OWNER, UPON REQUEST, A COMPLETE SET OF MEASUREMENT RECORDS, DRAWINGS AND CORRESPONDING PHOTOGRAPHS OF THE WORK.
3. ALL WORK PERFORMED BY THE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF COMPLETION OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REPAIR OF ALL DEFECTS, MATERIALS AND WORKMANSHIP.
4. ALL STRUCTURES SHALL BE PROTECTED BY THE CONTRACTOR.
5. ALL UTILITIES SHALL BE DEPOSED OF OFFSITE BY THE CONTRACTOR.
6. ALL UTILITIES, WATER PIPES, SEWERS AND ROADS SHALL BE KEPT CLEAN AND FREE OF DIRT AND DEBRIS AT ALL TIMES.
7. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ADJACENT SIGNS.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OTHER REQUIRMENTS THAT ARE NECESSARY TO PROTECT THE SAFETY OF THE SHEET AREA.
9. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT ALL WORKS, ADJACENT UTILITIES AND HOUSING. THE OWNER, THE ENGINEER, THE CONTRACTOR AND THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL UTILITIES AND HOUSING OUT OF THE PROTECTION AREA. ALL UTILITIES AND HOUSING OUT OF THE PROTECTION AREA SHALL BE MAINTAINED AND PROTECTED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND HOUSING OUT OF THE PROTECTION AREA. ALL UTILITIES AND HOUSING OUT OF THE PROTECTION AREA SHALL BE MAINTAINED AND PROTECTED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND HOUSING OUT OF THE PROTECTION AREA.
10. WORK MUST COMENCE AND BE COMPLETED BY THE TIME INDICATED IN THE PROJECT SPECIFICATIONS.
11. EXISTING UTILITIES, IF ANY, ARE SHOWN AS A GUIDE ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF EXISTING UTILITIES PRIOR TO EXCAVATING ANYWHERE ON THE SITE.
12. ALL ADJACENT, IF ANY, MUST BE KNOWN EXISTING WITH THE BID.

1. ALL PROPOSED PAVING AREAS SHALL BE STRIPPED OF ALL TOPSOIL AND DISPOSED PROPERLY. EXCAVATED OR FILLED TO FILL WITHIN 10 FEET OF THE EXISTING PAVEMENT SURFACE.
2. THE CONTRACTOR SHALL PROVIDE ALL UNPAVED MATERIAL AND SHALL BE COMPACTED TO A MINIMUM 98 PER CENT OF MODIFIED PROCTOR DENSITY.
3. THE QUANTITIES CONTAINED IN THESE DOCUMENTS ARE APPROXIMATE AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING QUANTITIES IN DETERMINING ALL QUANTITIES AND TO BECOME FAMILIAR WITH THE SITE AND SOIL CONDITIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND POSITIVE FINANCING AT THE CONCLUSION OF EACH WORKING DAY.
5. THE PAVING CONTRACTOR IS RESPONSIBLE FOR THE PAV. SUBGRADE PREPARATION, THE PAVEMENT BASE, BINDER, AND SURFACE, AND ALL PREPARED AND UNPREPARED WORK ASSOCIATED WITH THE PAVING OPERATION.
6. UPON COMPLETION OF THE PAVING, THE CONTRACTOR WILL ENSURE THAT POSITIVE DRAINAGE EXISTS ADJACENT TO ALL

1. REMOVABLE CASE MUST BE INSTANTLY REMOVED. REFER TO PROCEDURES AND STANDARDS FOR LIQUID SOIL EROSION AND CONSTRUCTION EROSION. PREPARED BY THE U.S. SOIL AND CONSERVATION SERVICE.
2. ALL NETS, STRUCTURES, PILES, WAVES, AND ROADS SHALL BE KEPT CLEAN AND FREE OF DIRT AND SILT.
3. STOCKPILES SHALL BE COVERED OR BENCH AROUND THE STOCKPILE TO PREVENT EROSION. STOCKPILING SHALL BE LIMITED TO REMOVAL FOR MORE THAN ONE MONTH MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
4. STAMPALES FINELY ANCHORED SHALL BE PLACED AROUND ALL NETS. STOCKPILING SHALL BE LIMITED TO REMOVAL FOR MORE THAN ONE MONTH MUST HAVE SUFFICIENT VEGETATION TO CONTROL BOTH WATER AND WIND EROSION.
5. SILT FENCE WILL BE CONSTRUCTED ALONG THE WEST PROPERTY LINE AROUND THE ENTIRE CONSTRUCTION AREA.
6. ALL SOIL EROSION CONTROL DEVICES THROUGH THE DURATION OF THE PROJECT.
7. REPAIR SOIL EROSION CONTROL DEVICES WITH SOD AND TOPSOIL AT THE COMPLETION OF THE PROJECT.
8. ALL ADJACENT ROADWAYS SHALL BE KEPT CLEAN AT ALL TIMES.
9. ADDITIONAL SOIL EROSION CONTROL MEASURES SHALL BE UNDERTAKEN AS REQUIRED BY THE ENGINEERING INSPECTOR DURING THE PROJECT.

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(DIG-SAFE)  
(316) 687-3753  
(FAX)



A	
NO.	

PLEASANT GROVE

N 850 ROAD  
PLEASANT GROVE, KS

SHEET TITLE



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COMMERCIAL GROUP, LTD.

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Park Ridge, IL 60068  
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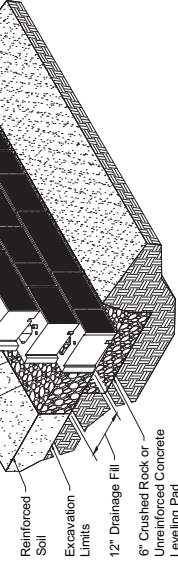


NOTE: PLEASE REFER TO KEYSTONE INSTALLATION MANUAL FOR ALL QUESTIONS PERTAINING TO CONSTRUCTION OF KEYSTONE BLOCK RETAINING WALL. DETAILS SHOWN ON THIS SHEET ARE PROVIDED AS A GUIDE FROM "KEYSTONE". CONTACT KEYSTONE: 1-800-747-8871  
www.keystonewalls.com

#### Base Leveling Pad Notes:

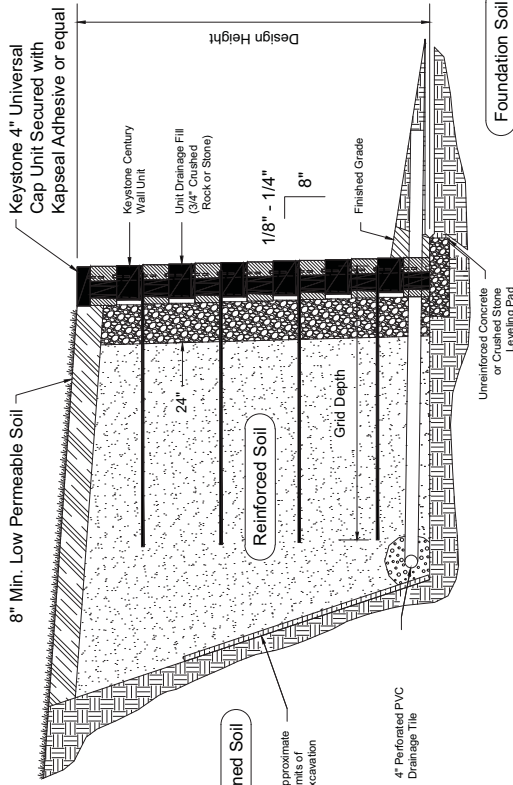
- The leveling pad is to be constructed of crushed stone or 2,000 psi unreinforced concrete
- The base foundation is to be approved by the site geotechnical engineer prior to placement of the leveling pad.

Large Unit		Universal Cap Unit	
Width:	18"	Width:	14 7/8"
*Depth:	12"	*Depth:	12"
Height:	8"	Height:	4"
*Weight:	93 lbs	*Weight:	30 lbs
Medium Unit		Small Unit	
Width:	11"	Width:	7"
*Depth:	12"	*Depth:	12"
Height:	8"	Height:	8"
*Weight:	58 lbs	*Weight:	37 lbs



#### Century Wall Unit/Base Pad Isometric Section View

\* Dimensions & Weight May Vary by Region



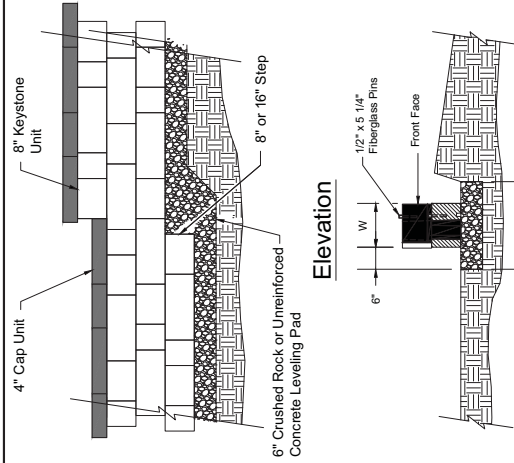
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#### Typical Reinforced Wall Section

Century Wall Unit - Near Vertical Setback

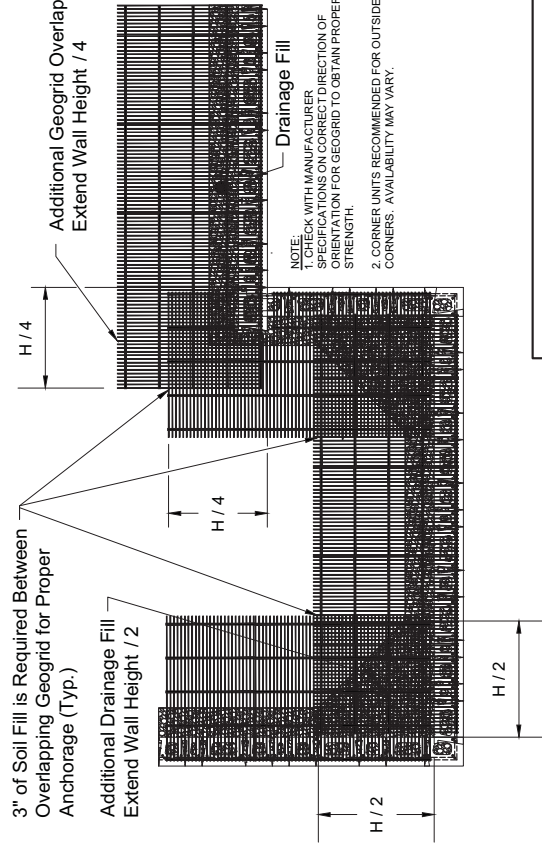
NOTE: WHEN SITE CONDITIONS REQUIRE, WRAP THE BACK OF THE WALL WITH DRAINAGE FILTER FABRIC WITH DRAINAGE COMPOSITE OR AGGREGATE BACK DRAIN SYSTEM AS DIRECTED BY GEOTECHNICAL ENGINEER.



#### Leveling Pad and Cap Step Detail

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

Additional Drainage Fill Extend Wall Height / 2



#### Geogrid Installation at Corners

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: 1-800-747-8871  
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312 W. COOK AVE.  
SOUTH BEND, IN 46801

NO.	DESCRIPTION	DATE	BY	FOR REVIEW
		07/13/14	EW	

SITE HV848

PLEASANT GROVE

VERSION: 0001  
LAWC PLEASANT GROVE  
N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/13/14
PROJECT #:	44-066

KEYSTONE RETAINING WALL DETAILS

SHEET NUMBER  
**C-6**

GENERAL NOTES

GENERAL REQUIREMENTS

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE LATEST EDITION OF THE FOLLOWING CODES/SPECIFICATIONS:  
A. ALL CONTRACT DOCUMENTS AND THE PROJECT STANDARD SPECIFICATIONS.  
B. ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES AND REGULATIONS.  
C. UNIFORM BUILDING CODE (UBC)/BUILDING OFFICIALS & CODE ADMINISTRATIONS (BOCA) AS APPLICABLE.  
D. AMERICAN CONCRETE INSTITUTE (ACI).  
E. AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM).  
F. ELECTRICITY INDUSTRIES ASSOCIATION STANDARDS (EIA/IEEE 22-25).  
2. THE FACILITY IS AN UNOCCUPIED SPECIALIZED MOBILE RADIO FACILITY.  
3. IRANS ARE NOT TO BE SCALED AND ARE INTENDED TO BE USED FOR THE CONSTRUCTION OF THE FACILITY. THEREFORE, THE WORK SHALL INCLUDE FINISHING MATERIALS, INSTALLATIONS AS NOTICED ON THE DRAWINGS.  
4. PRIOR TO THE SUBMISSION OF THE BID, THE CONTRACTOR SHALL VISIT THE JOB SITE AND BECOME FAMILIAR WITH THE FIELD CONDITIONS. ANY DISCREPANCIES ARE TO BE REPRESENTATIVE.  
5. THE CONTRACTOR SHALL RESERVE IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY IDENTIFIED BY THE CONTRACT DOCUMENTS.  
6. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURERS' NOTED RECOMMENDATIONS UNLESS SPECIFICALLY OTHERWISE NOTED.  
7. THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK, BE RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, EQUIPMENT, MATERIALS, AND LABOR, AND BE SAFELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, EQUIPMENT, MATERIALS, AND LABOR, AND BE RESPONSIBLE FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT INCLUDING CONTRACT AND COORDINATION WITH THE LANDLORD'S AUTHORIZED REPRESENTATIVE.  
8. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF EXISTING UTILITIES PRIOR TO STARTING ANY WORK.  
9. THE CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITIES, GALVANIZED SURFACES, ETC., AND FOR COMING OUT OF WORK, REPAIR ANY DAMAGE THAT OCCURRED DURING CONSTRUCTION.  
10. KEEP THE CONSTRUCTION SITE CLEAN, HAZARD FREE, AND EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY. LEAVE PREMISES IN CLEAN CONDITION AND FREE FROM PAINT, SPILLS, DUST, OR REMAINS OF ANY WORK.  
11. CONTRACTOR SHALL PROVIDE A COMPLETE SET OF AS-BUILT DRAWINGS TO THE OWNER AFTER COMPLETION OF THE JOB.  
12. MEANS AND METHODS OF CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, THE SELECTION OF MATERIALS, EQUIPMENT, AND SHORING ARE THE RESPONSIBILITY OF THE CONTRACTOR.  
13. ALL EARTHWORK, GRADING AND PAVING SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT STATE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS.  
14. ALL WORK PERFORMED BY THE CONTRACTOR SHALL BE GUARANTEED BY THE CONTRACTOR FOR A PERIOD OF TWELVE (12) MONTHS FROM THE DATE OF COMPLETION OF THE WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEFENSE OF THE WORK IN MATERIALS AND WORKMANSHIP.  
15. ALL DIRT WILL BE DEPOSED OFF SITE BY THE CONTRACTOR.  
16. EMBANKMENTS, FENCIBLES, TERRACES, EROSION CONTROL DEVICES AND MEASURES, AND OTHER MEASURES THAT ARE NECESSARY TO PROTECT THE SAFETY OF THE CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.  
17. THE CONTRACTOR BY AGREEING TO PERFORM THE WORK AGREES TO INDEMNIFY AND HOLD HARMLESS THE OWNER, THE ENGINEER, THE ARCHITECT, AND ANY OTHER PARTY FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES, SUITS AND COSTS ARISING OUT OF THE PERFORMANCE OF THE WORK, INCLUDING THE DEFENSE OF SUCH CLAIMS, DAMAGES, LOSSES, SUITS AND COSTS ARISING OUT OF THE PERFORMANCE OF THE WORK.  
18. EXISTING UTILITIES: IF ANY ARE SHOWN AS QUOTE ONLY, THE CONTRACTOR SHALL VERIFY THE LOCATION OF EXISTING UTILITIES PRIOR TO EXCAVATING ANYWHERE ON THE SITE.  
19. ALL ADDENDA, IF ANY, MUST BE ACKNOWLEDGED WITH THE BID.

CONCRETE AND STEEL REINFORCEMENT

1. ALL CONCRETE SHALL BE NORMAL WEIGHT AND SHALL ACHIEVE A COMPRESSIVE STRENGTH OF 4000 PSI. ALL CONCRETE SHALL BE NOTED OTHERWISE. CEMENT SHALL CONFORM TO ASTM C150 TYPE II.  
2. MIX AND DELIVER CONCRETE IN ACCORDANCE WITH ASTM C94. THE ENGINEER FOR REVIEW PRIOR TO PLACEMENT OF CONCRETE.  
3. MAXIMUM AGGREGATE SIZE SHALL NOT EXCEED 3/4".  
4. SLUMP OF CONCRETE SHALL BE 2" TO 5".  
5. ALL REINFORCING STEEL SHALL BE DEFORMED AND CONFORM TO THE REQUIREMENTS OF ASTM A615 GRADE 60.  
6. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A 185.  
7. NO REINFORCING SHALL BE USED WITHOUT THE PRIOR WRITTEN AUTHORIZATION OF THE ENGINEER.  
8. ALL CONSTRUCTION AND EXPANSION JOINTS SHALL BE INSTALLED PER THE DRAWINGS.  
9. ALL EXPOSED CORNERS OF CONCRETE WORK SHALL BE CHAMFERED 3/4" UNLESS NOTED OTHERWISE.  
10. UNLESS NOTED OTHERWISE ALL REINFORCING STEEL SHALL BE PLACED IN ACCORDANCE WITH THE FOLLOWING:  
11. ALL FORMWORK SHALL BE RIGID, TIGHT, LEVEL, PLUMB, AND SUFFICIENTLY SHORED TO RESIST CONSTRUCTION LOAD CONDITIONS.  
12. CURING OF CONCRETE SHALL BE PER ACI 308.86, STANDARD PRACTICE FOR CURING CONCRETE.  
13. PLACE CONCRETE IN ACCORDANCE WITH ACI 304.86.  
14. NOT WEATHER CONCRETE SHALL BE PER ACI 308.86.  
15. WELDING OF REINFORCING STEEL ARE PROHIBITED.  
16. PRIOR TO THE PLACEMENT OF THE CONCRETE, THE CONTRACTOR SHALL OBTAIN THE APPROVAL OF THE ENGINEER AND THE OWNER'S REPRESENTATIVE AND THE TESTING AGENCY.  
17. PROVIDE TEST CYLINDERS AS FOLLOWS:  
A. EQUIPMENT ENCLOSURE:  
1 CYLINDER AT 28 DAYS  
1 CYLINDER AT 7 DAYS  
B. DRILLED PIER:  
1 CYLINDER AT 7 DAYS  
1 CYLINDER AT 28 DAYS  
18. ALL REBAR SPICES SHALL BE CLASS C; NO WELDING WILL BE ALLOWED

- EARTHWORK, GRADING, AND PAVING  
1. ALL EARTHWORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE FOLLOWING CODES/SPECIFICATIONS:  
A. ALL CONTRACT DOCUMENTS AND THE PROJECT STANDARD SPECIFICATIONS.  
B. ALL APPLICABLE LOCAL, STATE AND FEDERAL CODES AND REGULATIONS.  
C. UNIFORM BUILDING CODE (UBC)/BUILDING OFFICIALS & CODE ADMINISTRATIONS (BOCA) AS APPLICABLE.  
D. AMERICAN CONCRETE INSTITUTE (ACI).  
E. AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM).  
F. ELECTRICITY INDUSTRIES ASSOCIATION STANDARDS (EIA/IEEE 22-25).  
2. THE FACILITY IS AN UNOCCUPIED SPECIALIZED MOBILE RADIO FACILITY.  
3. IRANS ARE NOT TO BE SCALED AND ARE INTENDED TO BE USED FOR THE CONSTRUCTION OF THE FACILITY. THEREFORE, THE WORK SHALL INCLUDE FINISHING MATERIALS, INSTALLATIONS AS NOTICED ON THE DRAWINGS.  
4. PRIOR TO THE SUBMISSION OF THE BID, THE CONTRACTOR SHALL VISIT THE JOB SITE AND BECOME FAMILIAR WITH THE FIELD CONDITIONS. ANY DISCREPANCIES ARE TO BE REPRESENTATIVE.  
5. THE CONTRACTOR SHALL RESERVE IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY IDENTIFIED BY THE CONTRACT DOCUMENTS.  
6. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURERS' NOTED RECOMMENDATIONS UNLESS SPECIFICALLY OTHERWISE NOTED.

SOIL EROSION AND SEDIMENT CONTROL

1. REASONABLE CARE MUST BE TAKEN TO MINIMIZE SOIL EROSION, SEDIMENTATION, AND POLLUTION. REFER TO PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL PREPARED BY THE U.S. SOIL AND WATER CONSERVATION SERVICE.  
2. ALL INLETS, STRUCTURES, PIPES, SWALES, AND ROADS SHALL BE KEPT CLEAN AND FREE OF DIRT AND SILT.  
3. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION AND SEDIMENTATION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION AND SEDIMENTATION. EROSION CONTROL MEASURES SHALL BE INSTALLED TO PREVENT EROSION AND SEDIMENTATION.  
4. STRAW BALES FRAMING AND SWALES THAT RECEIVE SILTY RUNOFF DURING THE CONSTRUCTION PERIOD SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD.  
5. SILT FENCE SHALL BE CONSTRUCTED ALONG THE WEST PROPERTY LINE ACROSS THE ENTIRE CONSTRUCTION AREA.  
6. MAINTAIN SOIL EROSION CONTROL DEVICES THROUGH THE DURATION OF THIS PROJECT.  
7. REPLACE SOIL EROSION CONTROL DEVICES WITH SOD AND TOPSOIL AT THE END OF THE CONSTRUCTION PERIOD.  
8. ALL ADJACENT ROADWAYS SHALL BE KEPT CLEAN AT ALL TIMES.  
9. ADDITIONAL SOIL EROSION CONTROL MEASURES SHALL BE UNDERTAKEN IF DEEMED NECESSARY BY THE ENGINEERING INSPECTOR DURING THE COURSE OF CONSTRUCTION.



REVISIONS		NO.	A.
DESCRIPTION	DATE	BY	
ISSUED FOR REVIEW	07/31/14	EW	

SITE HV848

PLEASANT GROVE

VERSION: WIRELESS SITE NAME: LAWG PLEASANT GROVE

N 850 ROAD

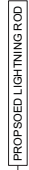
PLEASANT GROVE, KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/31/14
PROJECT #:	44-066

SHEET TITLE: GENERAL CIVIL NOTES

SHEET NUMBER

C-7

[illegible]

**TERRA**  
ENVIRONMENTAL SYSTEMS, INC.  
600 Busse Highway  
Park Ridge, IL 60068  
Ph: 847/698-6400  
Fax: 847/698-6401

PLEASANT GROVE

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/31/14
PROJECT #:	44-066

SHEET TITLE

SITE ELEVATION

SHEET NUMBER

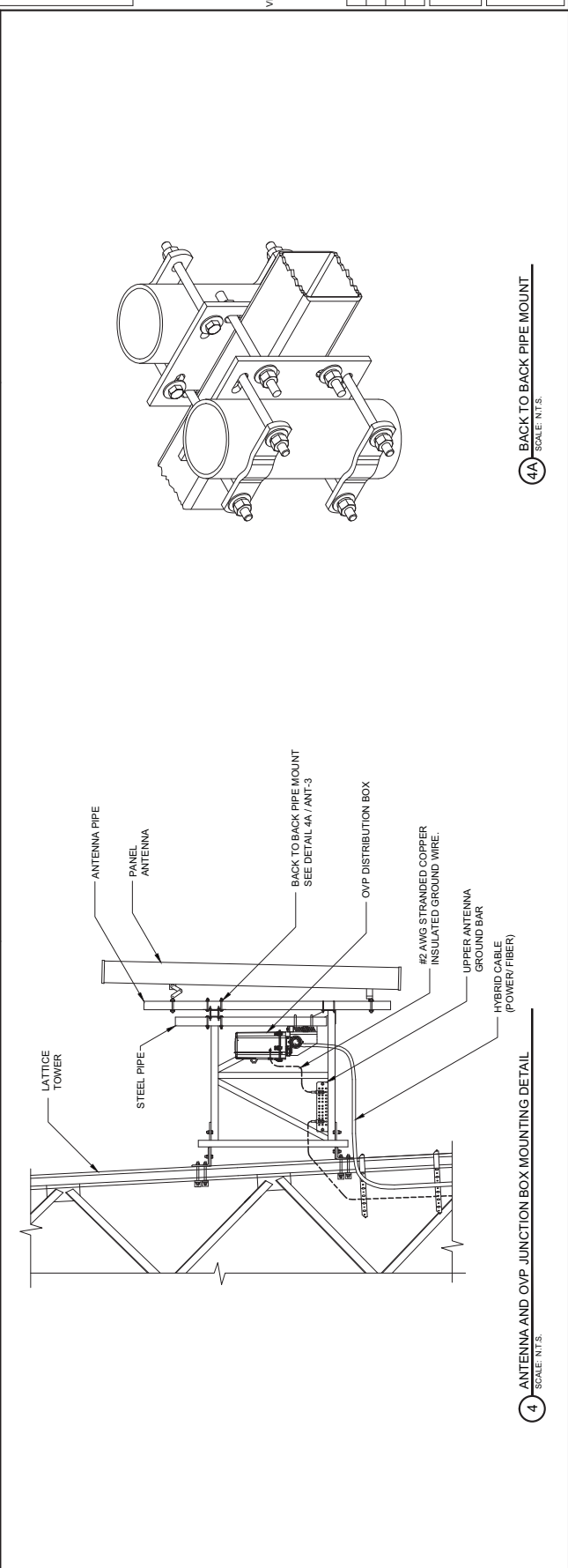
# ANT-1













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SITE HV848

PLEASANT GROVE

VERIZON WIRELESS SITE NAME  
LAWC PLEASANT GROVE

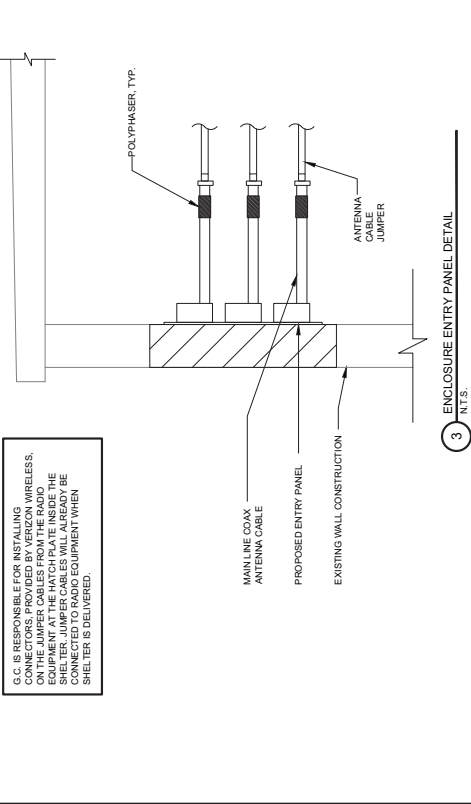
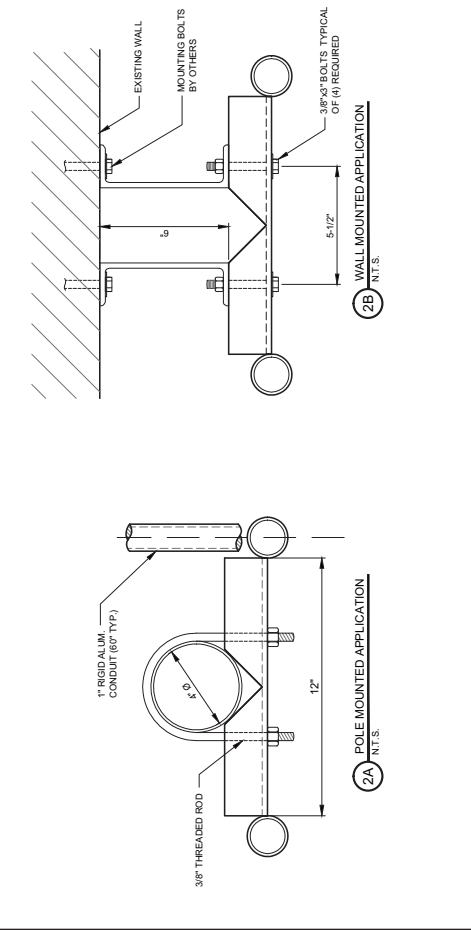
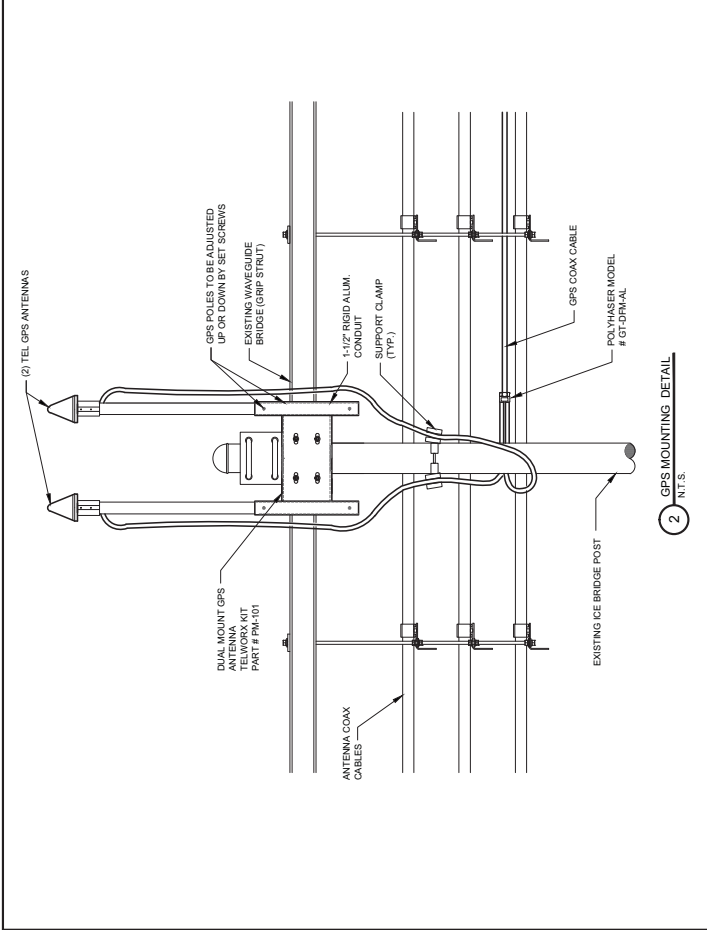
N 850 ROAD  
PLEASANT GROVE, KS

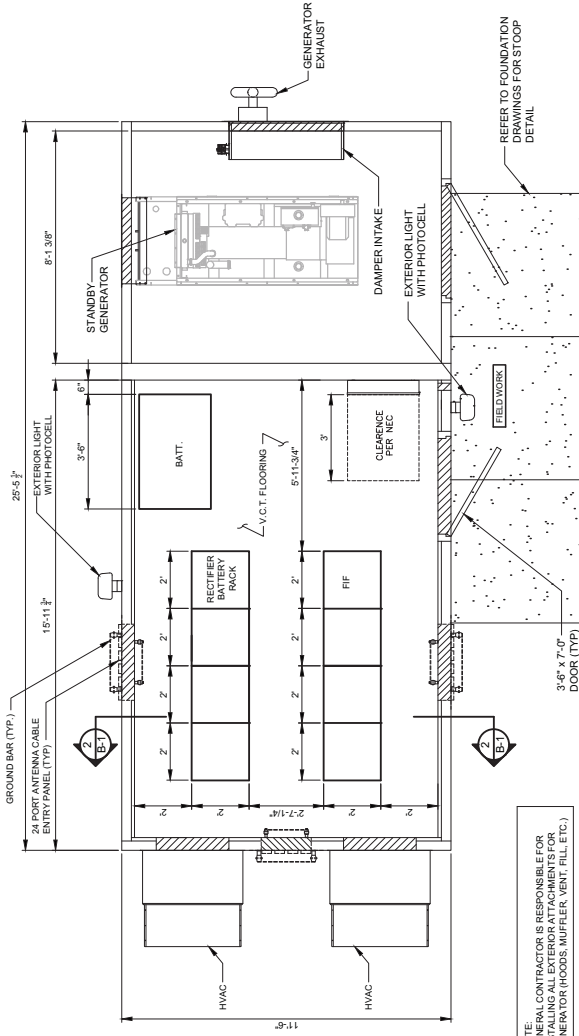
DRAWN BY: EW  
CHECKED BY: AB  
DATE: 07/31/14  
PROJECT #: 44-066

SHEET TITLE  
ANTENNA MOUNTING DETAILS

SHEET NUMBER

ANT-4

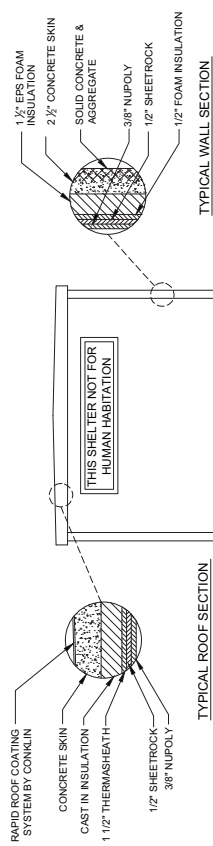




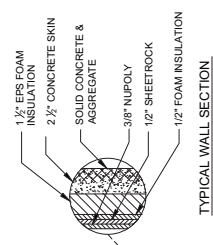
NOTE:  
GENERAL CONTRACTOR IS RESPONSIBLE FOR  
INSTALLING ALL EXTERIOR ATTACHMENTS FOR  
GENERATOR, WOODS, BUTTER, TENT, ETC.)

- VENTILATION NOTES:**
- AIR CONDITIONING IS PROVIDED BY A BARD WALL MOUNTED SELF-CONTAINED ENERGY EFFICIENT UNIT. THE UNIT IS 120/240 VOLT, 30 AMP, SINGLE PHASE, 57,500 BTU/H COOLING CAPACITY, 10,20 SEER, 24\"/>
  - ELECTRICITY IS PROVIDED BY 4 KW, 18,000 BTU/H UNIT LISTED ABOVE.

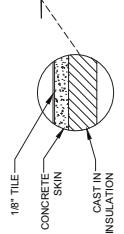
1 FLOOR PLAN-EQUIPMENT ENCLOSURE  
SCALE: 1/2\"/>



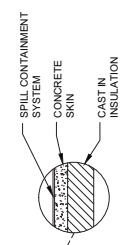
TYPICAL ROOF SECTION



TYPICAL WALL SECTION



TYPICAL FLOOR SECTION



TYPICAL GENERATOR ROOM FLOOR SECTION

2 TRANSVERSE SECTION  
N.T.S.



CALL BEFORE YOU  
DIG - DRILL - BLAST  
800-344-7233  
(DIG-SAFE)  
(316) 687-3753  
(FAX)

KANSAS ONE CALL SYSTEM, INC.

ROOM PURPOSE	VENTILATION				REMARKS
	AREA	NATURAL	MECHANICAL		
WIRELESS TELEPHONE EQUIPMENT ENCLOSURE (NON-INHABITED)	293 S.F.	0 CFM	0 CFM	2600 CFM	SEE NOTE 1.

- NOTES:**
- EQUIPMENT ENCLOSURE IS MANUFACTURED BY FIREBOND. THIS SHEET IS PROVIDED AS GUIDE ONLY. REFER TO ACTUAL FIREBOND DRAWINGS FOR FULL BUILDING PLANS.
  - EPS BOARD INSULATION IS LISTED TO HAVE A FLAME SPREAD OF 25 OR LESS AND SMOKE DEVELOPED OF 450 OR LESS WITH A MAXIMUM THICKNESS OF 2 INCHES AT 1 POF DENSITY. POLYISOCYANURATE FOAM INSULATION HAS BEEN LISTED TO HAVE A FLAME SPREAD OF 25 OR LESS WITH A MAXIMUM THICKNESS AT 1.5 POF AND HAS A FLAME SPREAD OF 25 AND A SMOKE PRODUCT OF 305.
  - INTERIOR PANELING IS LISTED TO HAVE A FLAME SPREAD OF 200 OR LESS.
  - THIS ENCLOSURE IS CLASSIFIED AS USE GROUP S-2 TYPE 1B CONSTRUCTION; PER 2009 IBC AND IS IN COMPLIANCE WITH THE 2009 IBC, 2009 IMC, 2009 IFGC, 2009 NEC AND 2009 IECC.
  - DESIGN CRITERIA:  
WIND LOAD = 150 MPH  
ROOF DEAD LOAD = 150 PSF  
ROOF LIVE LOAD = 150 PSF  
FLOOR DEAD LOAD = 45 PSF  
FLOOR LIVE LOAD = 41 PSF  
F<sub>1</sub> = 5000 PSF @ 28 DAYS (EQUIPMENT ENCLOSURE)  
SEISMIC EXPOSURE GROUP = III
  - EQUIPMENT ENCLOSURE AND ASSOCIATED EQUIPMENT IS PROVIDED BY OWNER UNDER SEPARATE CONTRACT. EQUIPMENT ENCLOSURE INFORMATION INDICATED HEREIN IS PROVIDED FOR REFERENCE ONLY AND IS TAKEN FROM MANUFACTURERS AVAILABLE DATA. REFER TO CIVIL, STRUCTURAL AND ELECTRICAL DRAWINGS FOR WORK TO BE PERFORMED UNDER THIS CONTRACT.

**HORYATH COMMUNICATIONS**  
312 W. COLFAX AVE.  
SOUTH BEND, IN 46801

**TERRA**  
COMMUNICATIONS CONSULTING, LLC  
600 Russe Highway  
Park Ridge, IL 60068  
Tel: 847/698-6400  
Fax: 847/698-6401

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	07/01/14	EW	ISSUED FOR REVIEW

**SITE HV848**

**PLEASANT GROVE**

VERSION: WIRELESS SITE NAME  
**LAWC PLEASANT GROVE**

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY: EW

CHECKED BY: AB

DATE: 07/01/14

PROJECT #: 44-066

SHEET TITLE  
**EQUIPMENT ENCLOSURE PLAN & SECTION**

SHEET NUMBER  
**B-1**

NO.

A

DESCRIPTION

ISSUED FOR REVIEW

DATE

07/01/14

BY

EW

REVISIONS

600 Busse Highway  
Park Ridge, IL 60068  
TEL: 847/698-6400  
FAX: 847/698-6401

TERRA

TECHNOLOGICAL COMMUNICATIONS, LLC

312 W. COOK AVENUE  
SOUTH BEND, IN 46601

COMMUNICATIONS

FORVATH

SITE HV848

PLEASANT GROVE

VERSION: WIRELESS SITE NAME:  
LAWC PLEASANT GROVE

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY: EW

CHECKED BY: AB

DATE: 07/01/14

PROJECT #: 44-066

EQUIPMENT ENCLOSURE ELEVATIONS

B-2

1 ELEVATION-EQUIPMENT ENCLOSURE  
SCALE: 1/2" = 1'-0"

2 ELEVATION-EQUIPMENT ENCLOSURE  
SCALE: 1/2" = 1'-0"

3 ELEVATION-EQUIPMENT ENCLOSURE  
SCALE: 1/2" = 1'-0"

4 ELEVATION-EQUIPMENT ENCLOSURE  
SCALE: 1/2" = 1'-0"

ELEVATION KEY

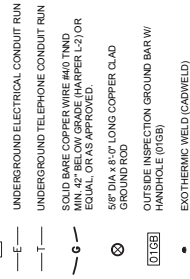
THE GENERAL NOTES AND ACCOMPANYING DRAWINGS ARE TO INDICATE THE PROVISIONS AND REQUIREMENTS BY THE ELECTRICAL CONTRACTOR OF ALL LABOR, MATERIALS, AND EQUIPMENT REQUIRED TO INSTALL THE ELECTRICAL WORK COMPLETE IN CONNECTION WITH THIS SITE AND SHALL INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

1. THE INSTALLATION, PROVISIONS, AND CONNECTION OF A GROUND ROD (ELECTRODE) SYSTEM AS INDICATED IN THE DRAWINGS.
2. THE INSTALLATION AND PROVISION OF AN ELECTRICAL SERVICE (OVERHEAD OR UNDERGROUND) AND ALL CONDUIT AND WIRE ASSOCIATED WITH IT AS INDICATED AND/OR REQUIRED ON PLANS.
3. THE INSTALLATION, PROVISION OF CONDUIT AND CONNECTIONS FOR LOCAL TELEPHONE SERVICE.
4. CONDUITS SHALL BE PVC SCHED. 40 UNLESS OTHERWISE NOTED.

1. ALL WIRING OF ALL KINDS MUST BE INSTALLED IN CONDUIT, UNLESS OTHERWISE NOTED OR APPROVED BY THE ENGINEER

2. ALL WIRING SHALL BE COPPER TYPE THINWALL IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE OR AS INDICATED ON PLANS.
3. RACEWAYS SHALL BE STEEL GALVANIZED WITH SIZE AS NOTED ON PLANS.
4. ALL ELECTRICAL CODE UNLESS OTHERWISE NOTED ON PLANS. ALL RACEWAYS SHALL BE APPROVED PRIOR TO INSTALLATION.
5. JUNCTION BOXES OR PULL BOXES SHALL MEET N.E.C. NATIONAL ELECTRICAL CODE STANDARDS AND AS APPROVED FOR INSTALLATION OF RACEWAYS AND WIRING.
6. THE RACEWAY AND WIRING INSTALLATION SHALL BE IN ACCORDANCE WITH THE NATIONAL ELECTRICAL CODE REQUIREMENTS WITH ARTICLE 290 OF THE (N.E.C.) NATIONAL ELECTRICAL CODES.
7. THE CONTRACTOR SHALL BE AWARE THAT ALL STATE AND LOCAL CODES SHALL APPLY TO THIS INSTALLATION AND

**E** SURFACE ELECTRICAL PANELBOARD  
**M** ELECTRIC SERVICE METER  
**T** TRANSFORMER



MTD MOUNTED  
MGB MASTER GROUND BUS BAR  
NEC NATIONAL ELECTRIC CODE  
PB PULL BOX  
PH PHASE (Ø)  
PNL PANEL  
RGS RIGID GALVANIZED STEEL CONDUIT  
SW SWITCH  
TTC TELEPHONE TERMINAL CABINET  
V VOLTS  
W WIRE  
WM WATER MAIN

- WP WEATHERPROOF  
ATW ATTACHED TO WALL  
C CONDUIT  
CB CLOSE TO WALL  
EGB EXTERNAL GROUND BUS BAR  
EGR EMERGENCY GENERATOR RECEPTACLE  
FBO FURNISHED BY OTHERS  
GFI GROUND FAULT INTERRUPTOR  
HP HORSEPOWER  
JB JUNCTION BOX  
KW KILOWATTS  
MAX MAXIMUM  
MIN MINIMUM

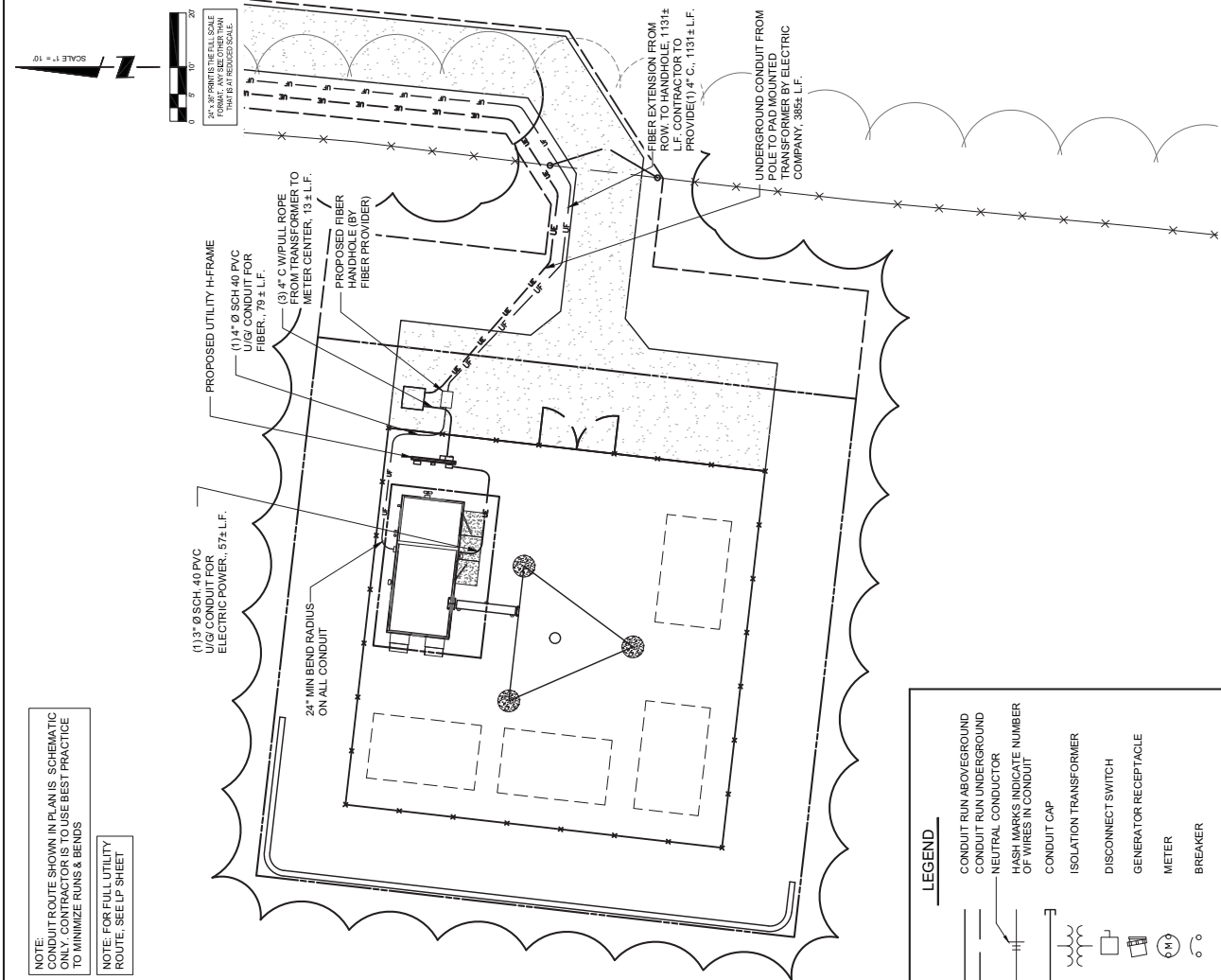
UTILITY POINTS OF SERVICE AND WORK / MATERIALS SHOWN ARE BASED ON PRELIMINARY INFORMATION ONLY / PROVIDED BY THE UTILITY COMPANIES AND ARE FOR BID PURPOSE ONLY. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANY FOR FINAL AND EXACT WORK / MATERIALS REQUIREMENTS AND CONSTRUCT TO UTILITY COMPANY PLANS AND SPECIFICATIONS. ONLY CONTRACTOR SHALL FURNISH AND INSTALL ALL CONDUIT, PULL WIRE, CABLES, PULLEYS, CONCRETE ENCASEMENT OF CONDUIT (IF REQUIRED), TRANSFORMER PAD, BARRIERS, POLE RISERS, TRENCHING, BACKFILL, PAY ALL UTILITY COMPANY FEES AND INCURE ALL REQUIREMENTS IN SCOPE OF WORK.

CALL BEFORE YOU  
G - DRILL - BLAST  
800-344-7233  
(DIG-SAFE)  
(316) 687-3753  
(FAX)

KANSAS ONE CALL SYSTEM, INC.

1. ALL GROUND ROD CONNECTIONS SHALL BE INSTALLED USING CADWELDS AND SHALL INCLUDE ALL CABLING TO GROUND RODS, SPLICES, AND FOR LIGHTNING SURGE PROTECTION SYSTEM AS SHOWN ON THESE PLANS. ALL EQUIPMENT AND MATERIALS USED SHALL BE "CADWELD" AND INSTALLED AS

1. PER THE MANUFACTURER'S SPECIFICATION, ALL GALVANIZED SURFACES SHALL BE PROTECTED WITH A MINIMUM OF 0.0045 INCHES OF ZINC.
2. ALL ELECTRICAL AND MECHANICAL GROUND CONNECTIONS SHALL BE GROUND THROUGH AND COVERED WITH TWO (2) COATS OF SHERWIN WILLIAMS GALVITE PAINT 3350MS OR EQUIVALENT.
3. ALL ELECTRICAL AND MECHANICAL GROUND CONNECTIONS SHALL HAVE NO OXIDATION COMPOUND APPLIED TO THEM.
4. GROUND RODS SHALL BE INSTALLED VERTICALLY IN THE EXISTING UNDISTURBED EARTH.
5. GROUNDING AROUND BUILDING SHALL BE BARE COPPER, BARE EARTH (A MINIMUM DEPTH OF 4 INCHES ALL WITHIN 18 INCHES OF THE SURFACE) OR GALVANIZED STEEL WITH A RADIUS OF EIGHT INCHES.
6. THE FENCE LINE WILL BE GROUND AT THE CORNER OF THE BUILDING. THE CORNER SHALL BE CONNECTED TO A COPPER CONDUCTOR CABLE CONNECTED TO A 6" BY 6" SOLID COPPER ROD. THE COPPER ROD SHALL BE INSTALLED VERTICALLY IN THE EXISTING UNDISTURBED EARTH.
7. EXTERIOR GROUNDING ROD, GATE POSTS SHALL HAVE A STAINLESS STEEL GROUND ROD TO THE GROUND AND BE SPRAYED WITH ZINC-D-GALVANIZED PAINT.
8. ALL ELECTRICAL AND MECHANICAL GROUND SHALL BE PERFORMED IN ACCORDANCE WITH ALL GROUND GRID DETAILS TO WHICH IT SHALL NOT EXCEED MAXIMUM OF RESISTANCE TO SHOW IN GENERAL. TERMS: ACTUAL.
9. GROUNDING INSTALLATION AND CONNECTION MAY VARY. GROUNDING SURFACES SHALL BE: CHEM-PROD OR APPROVAL EQUIVALENT.
10. ALL ELECTRICAL GROUNDING SHALL BE IN ACCORDANCE WITH ALL ELECTRICAL GROUNDING AND INSTALLATION HANDBOOK FOR CONTRACTORS, LATEST EDITION.
11. ALL ELECTRICAL GROUNDING SHALL BE INSTALLED A MINIMUM OF 2'-0" FROM EQUIPMENT AND CONDUIT.



NOTE:  
CONDUIT ROUTE SHOWN IN PLAN IS SCHEMATIC  
ONLY. CONTRACTOR IS TO USE BEST PRACTICE  
TO MINIMIZE PULLS & BENDS

NOTE: FOR FULL UTILITY  
ROUTE, SEE LP SHEET

[illegible]

SITE HV848

PLEASANT GROVE

ERIZON WIRELESS SITE NAME:  
LAWC PLEASANT GROVE

N 850 ROAD  
EASANT GROVE KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/31/14
PROJECT #:	44-056

## UTILITY ROUTING PLAN

**E-1**

- TYPICAL KEYED GROUNDING NOTES**
- △ #2 AWG TINNED SOLID BARE COPPER CONDUCTOR 42" BELOW GRADE (TYPICAL) MINIMUM 24" BENDING RADIUS
  - △ 5/8" x 10' COPPER CLAD GROUND ROD, TYP. 14" MAX. SPACING BETWEEN GROUND RODS
  - △ GROUND ALL CORNER POSTS WITH MECHANICAL PIPE CONNECTORS
  - △ PERIPHERAL GROUND RING SHOULD BE INSTALLED 1'-2" INSIDE THE PERIPHERAL GROUND RODS. PERIPHERAL GROUND RING SHOULD BE A MINIMUM TWO FEET OFF OF ANY STRUCTURE
  - △ 1/2" PVC RIGID COPPER-CLAD GROUND ROD WITH INSPECTION WELL, TOP OF GROUND ROD MAINTAINED AT FINISH GRADE (SEE DETAIL SHEET E-1)
  - △ INSPECTION WELL #2
  - △ BOND TOWER TO GROUND SYSTEM WITH CADWELD TYPE VS. 3 LOCATIONS
  - △ GATE JUMPERS SEE DETAIL ON SHEET E-2
  - △ PROVIDE AN EXTERNAL #2 TINNED COATED GROUND LEAD FROM GROUND ROD TO ALL METAL ENCLOSURES, METER PANS, METER PANS, METER BOXES, ETC.) SLEAVED IN CONDUIT FROM JUST BELOW GRADE TO SAND CABINETS USING BURNDY TYPE 2 LONG BARREL LUGS WITH NO-OK OR COPPER SHIELD
  - △ BOND THE #6 GREEN INSULATED CONDUCTOR FROM METER PANEL AND DISCONNECT TO SEPARATE GROUND ROD (TYP. OF 2)

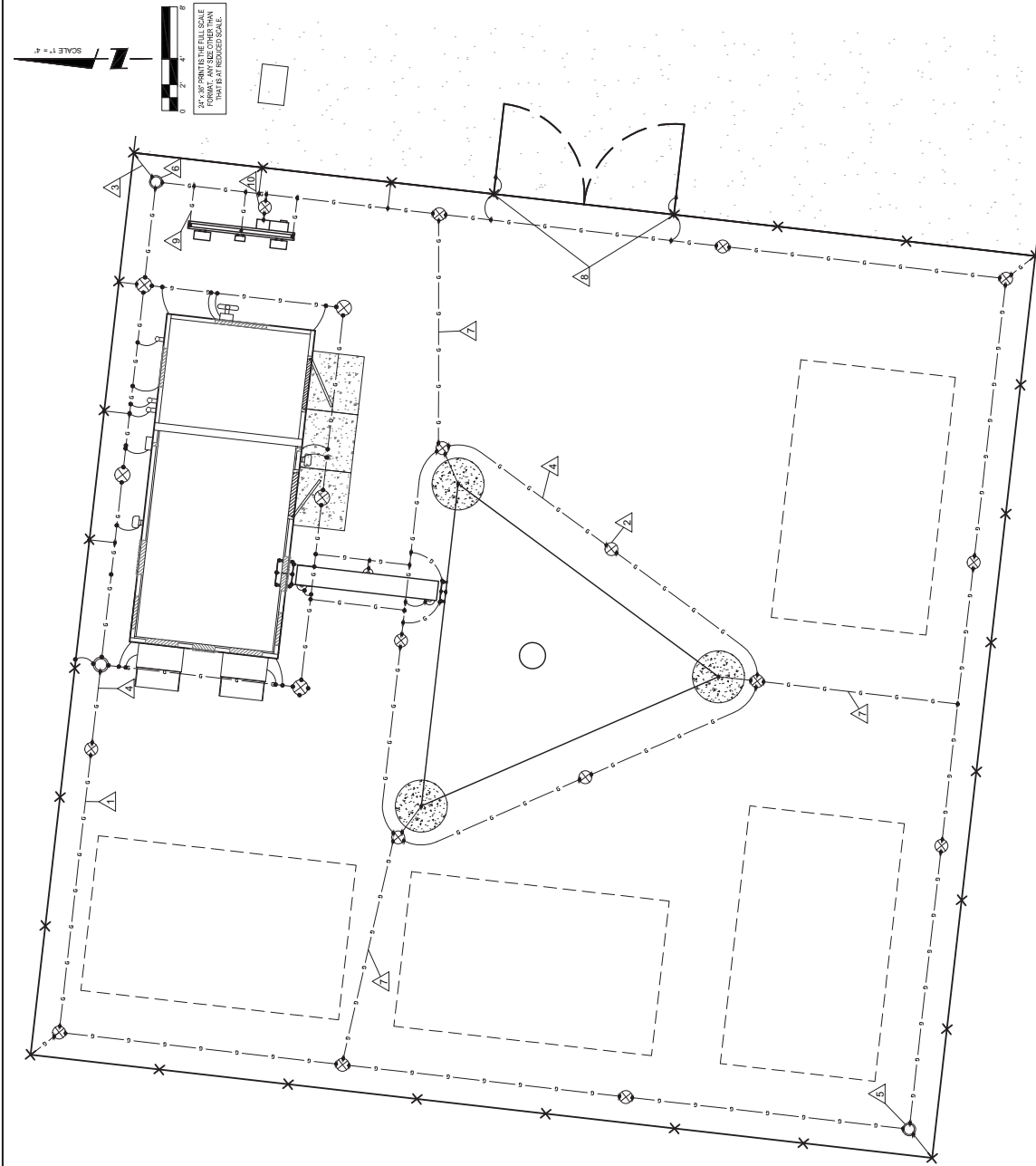
**GROUNDING NOTES**

1. CONTRACTOR SHALL VERIFY THAT THE GROUNDING ELECTRODES WILL BE 42" BELOW GRADE. THE GROUNDING ELECTRODES 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.
2. BONDING OF THE GROUNDING CONDUCTOR (NEUTRAL) AND THE GROUNDING CONDUCTOR SHALL BE AT THE SERVICE DISCONNECTING MEANS. BONDING JUMPER SHALL BE INSTALLED PER NEC ARTICLE 250-30.
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 PERIPHERAL GROUND RODS. THE GROUND RING SHALL BE A MINIMUM OF 42" INCHES BELOW GRADE OR BELOW FROST LINE (WHICHEVER IS GREATER). AS NEEDED PER EXISTING SITE GROUNDING SYSTEM. CONTRACTOR SHALL PURCHASE EQUIPMENT.
5. BOND CIGB TO EXTERNAL GROUND RING WITH 2 RUNS OF #2 AWG BARE TINNED SOLID COPPER CONDUCTOR IN PVC CONDUIT. CONNECT BAR END WITH 2-HOLE LUG CONNECTORS. CONDUCTOR SHALL BE BONDED TO EXTERNAL GROUND ROD USING EXOTHERMIC WELD (CADWELD).
6. BONDING CONDUCTORS SHALL BE ROUTED THROUGH 3/4" PVC CONDUIT SLEEVE RUN UNDER THE EQUIPMENT PAD. REFER TO EQUIPMENT BONDING CONDUCTOR ROUTING DETAIL.
7. THE PREFERRED 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 DIFFICULTY WITH WELDING OR ATTACHING TO TOWER. CONTRACTOR SHALL ADVISE CONSTRUCTION MANAGER PRIOR TO PLACING THE CIGB 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 EXISTING EQUIPMENT AND PROVIDE AND INSTALL GROUNDING CONNECTIONS AS REQUIRED TO MEET THESE REQUIREMENTS.

**GROUNDING SYMBOLS**

- SOLID BARE COPPER WIRE #2 AWG TINNED MIN. 24" BELOW GRADE (HARPER L-2) OR EQUAL, OR AS APPROVED.
- ⊗ 5/8" DIA X 10'-0" LONG COPPER CLAD GROUND ROD
- ⊙ GROUND BAR WITH INSPECTION WELL
- EXOTHERMIC WELD (CADWELD)
- MECHANICAL GROUND CONNECTION

CONTRACTOR RESPONSIBLE FOR VERIFYING UTILITIES PRIOR TO ANY EXCAVATION



CALL BEFORE YOU DIG — DRILL — BLAST  
800-344-7233  
(DIG-SAFE)  
(316) 687-3753  
(FAX)

SITE GROUNDING PLAN  
1" = 4"  
SEE DETAILS ON SHEET E-3

ALL CONNECTIONS TO GROUND BAR SHALL BE COATED WITH A NON-OXIDIZING COMPOUND  
CONTRACTOR RESPONSIBLE TO RETURN SURFACE TO ORIGINAL OR BETTER CONDITION

312 W. COLVAX AVE.  
SOUTH BEND, IN 46801

600 Busse Highway  
Park Ridge, IL 60068  
PH: 847/698-6400  
FAX: 847/698-6401

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	07/01/14	EW	ISSUED FOR REVIEW
2	09/02/14	SA	REVISED PER CLIENT COMMENTS

SITE HV848

PLEASANT GROVE

VERSION: WIRELESS SITE NAME: LAWC PLEASANT GROVE

N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE:	07/01/14
PROJECT #:	44-066

SHEET TITLE  
SITE GROUNDING PLAN


SHEET NUMBER  
**E-2**












312 W. COLFAX AVE.  
SOUTH BEND, IN 46801



600 Busse Highway  
Park Ridge, IL 60069  
PH: 847/698-6400  
FAX: 847/698-6401

REVISONS	
NO	DESCRIPTION
A	ISSUED FOR REVIEW
EW	DATE 07/31/14

**SITE HV848**

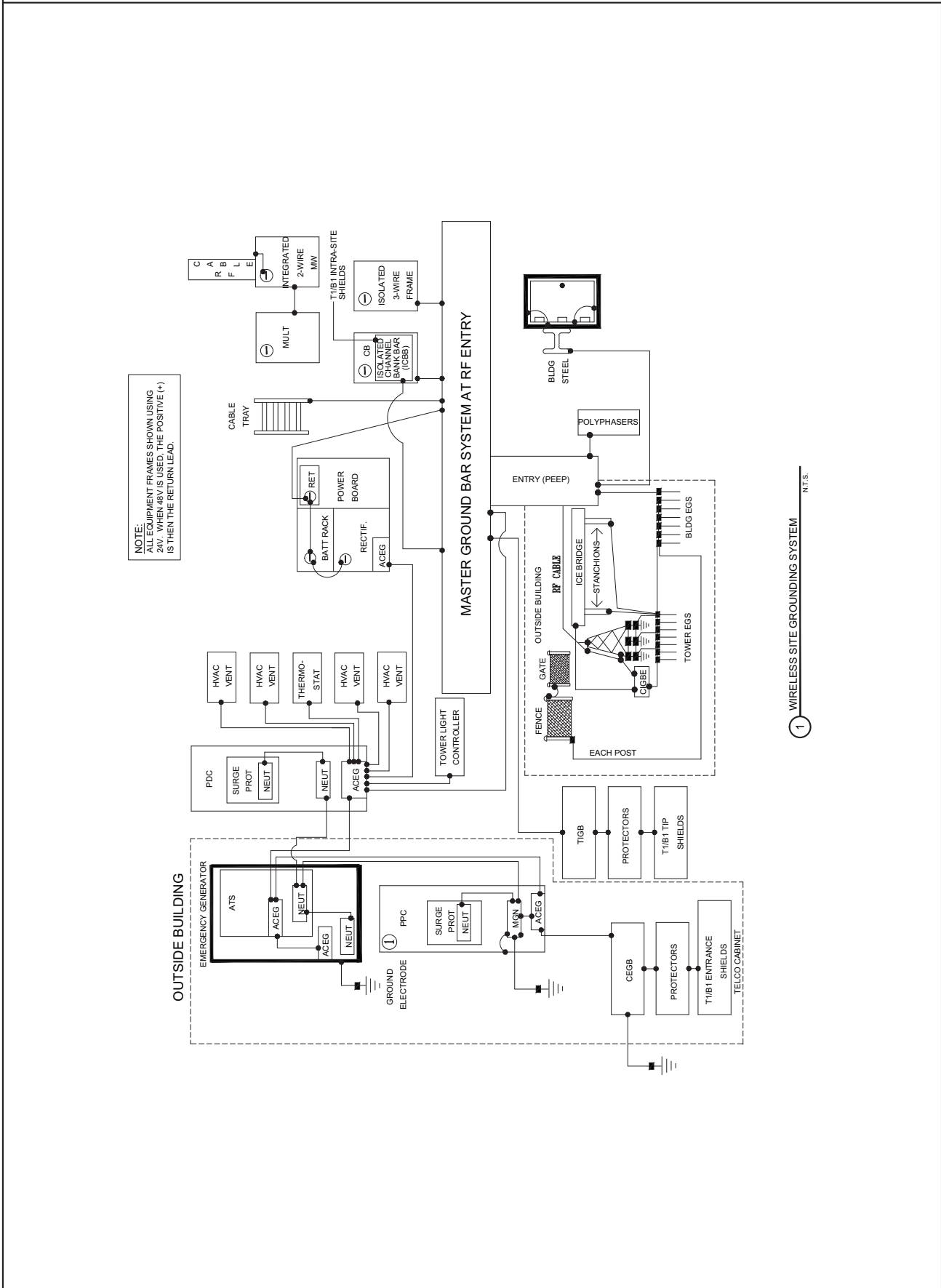
**PLEASANT GROVE**

VERSION: WIRELESS SITE NAME: **LAWC PLEASANT GROVE**  
N 850 ROAD  
PLEASANT GROVE, KS

DRAWN BY:	EW
CHECKED BY:	AB
DATE	07/31/14
PROJECT #	44-066

SHEET TITLE  
**GROUNDING DETAILS**

SHEET NUMBER  
**E-5**





October 7, 2014

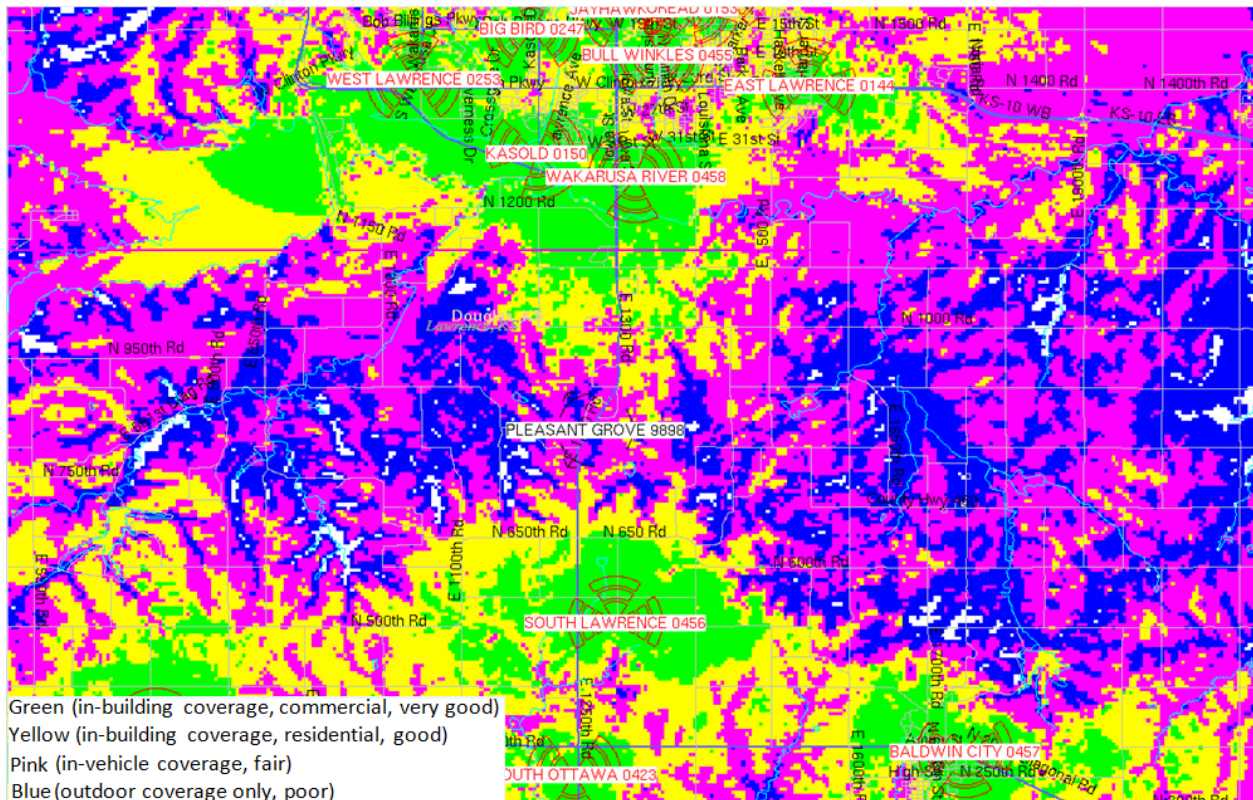
To: **The City Representatives**

RE: **New Cell Site near Pleasant Grove, KS**

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.

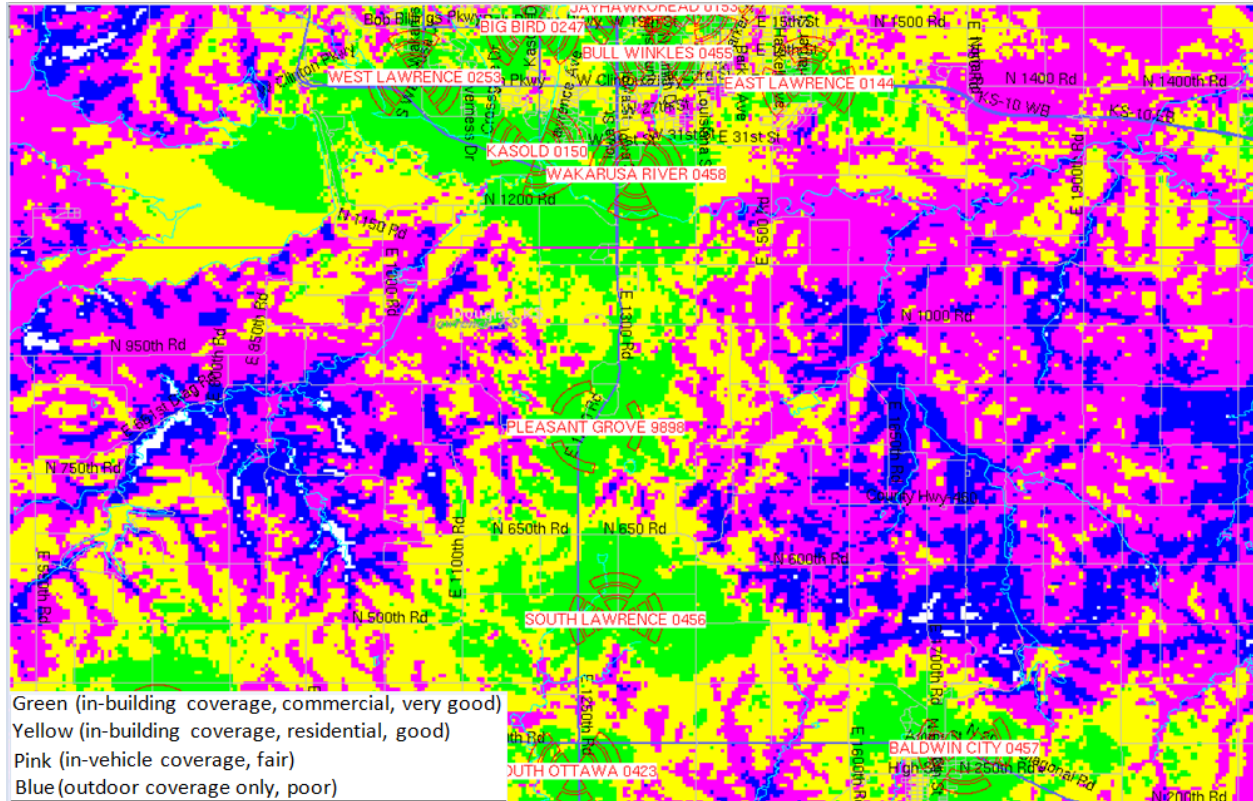
### Map 1 – Existing Coverage





Below is map 2 showing with the proposed new site, Pleasant Grove.

Map 2 – Coverage with the new site

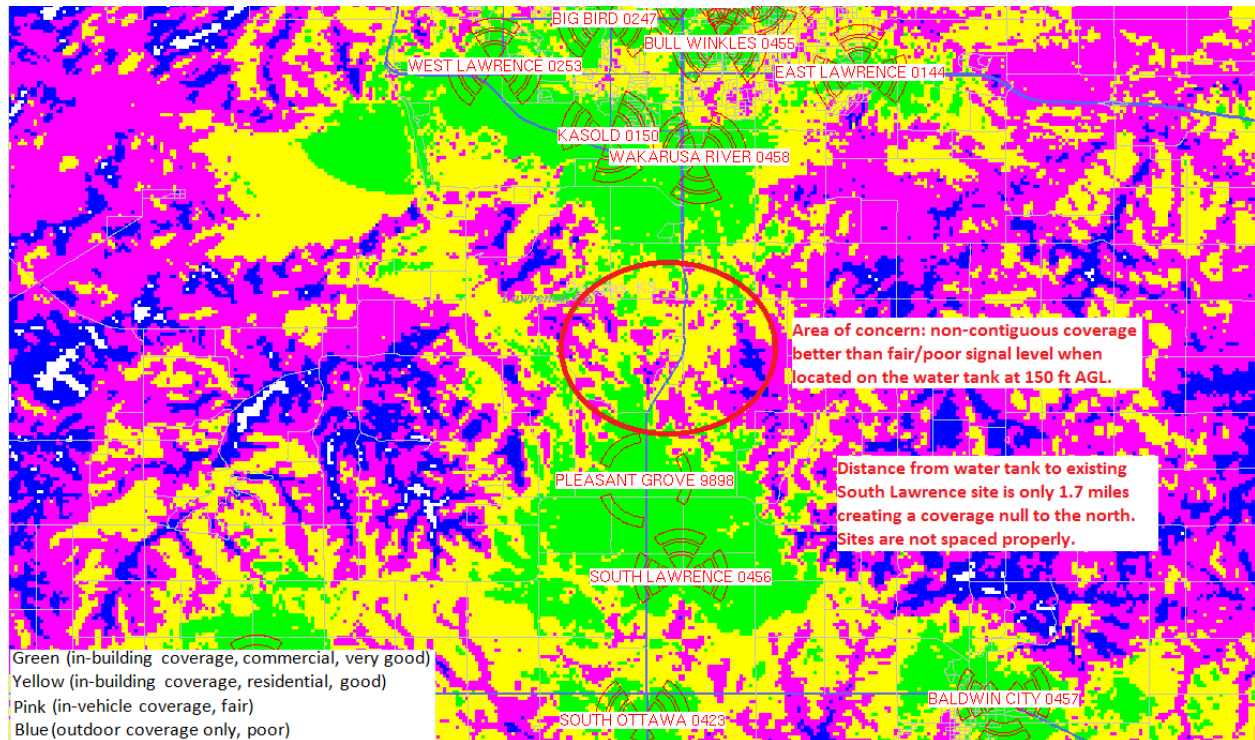


With the new site, the coverage, performance and capacity will improve within about 1.5 mile radius from the new site.

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.

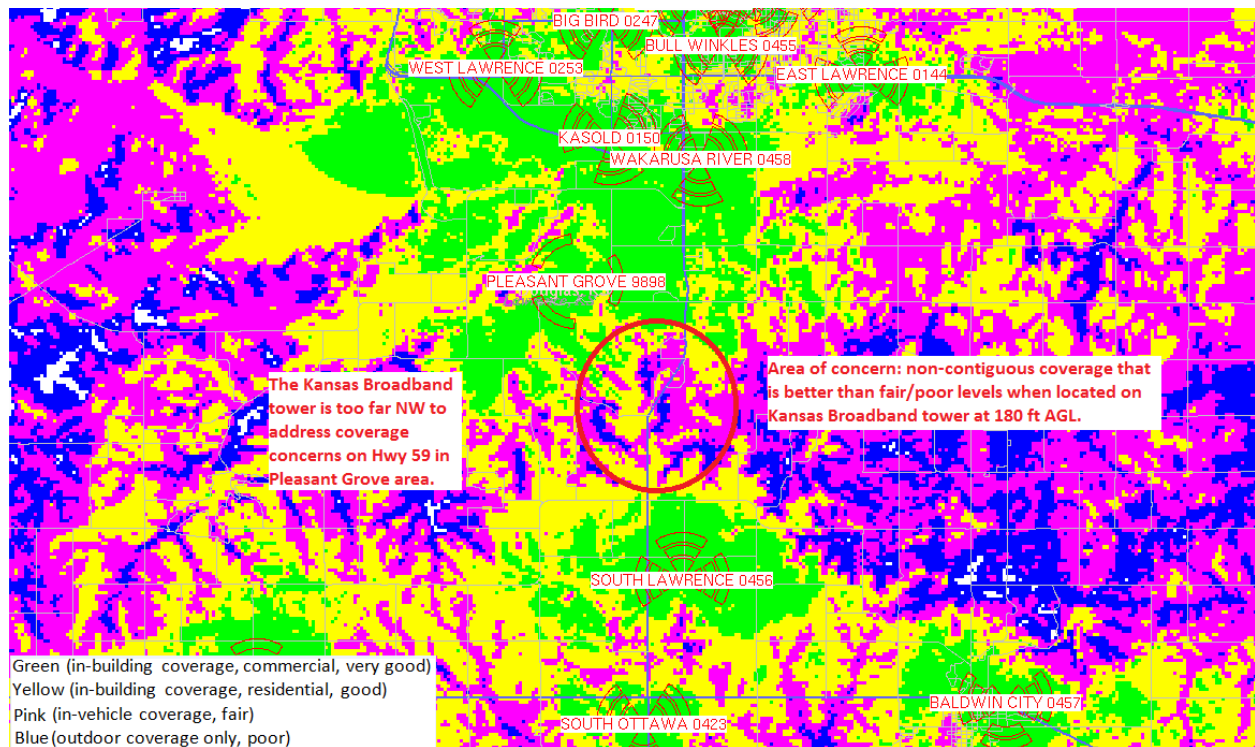
Map 3 – Coverage with the new site on water tank



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.

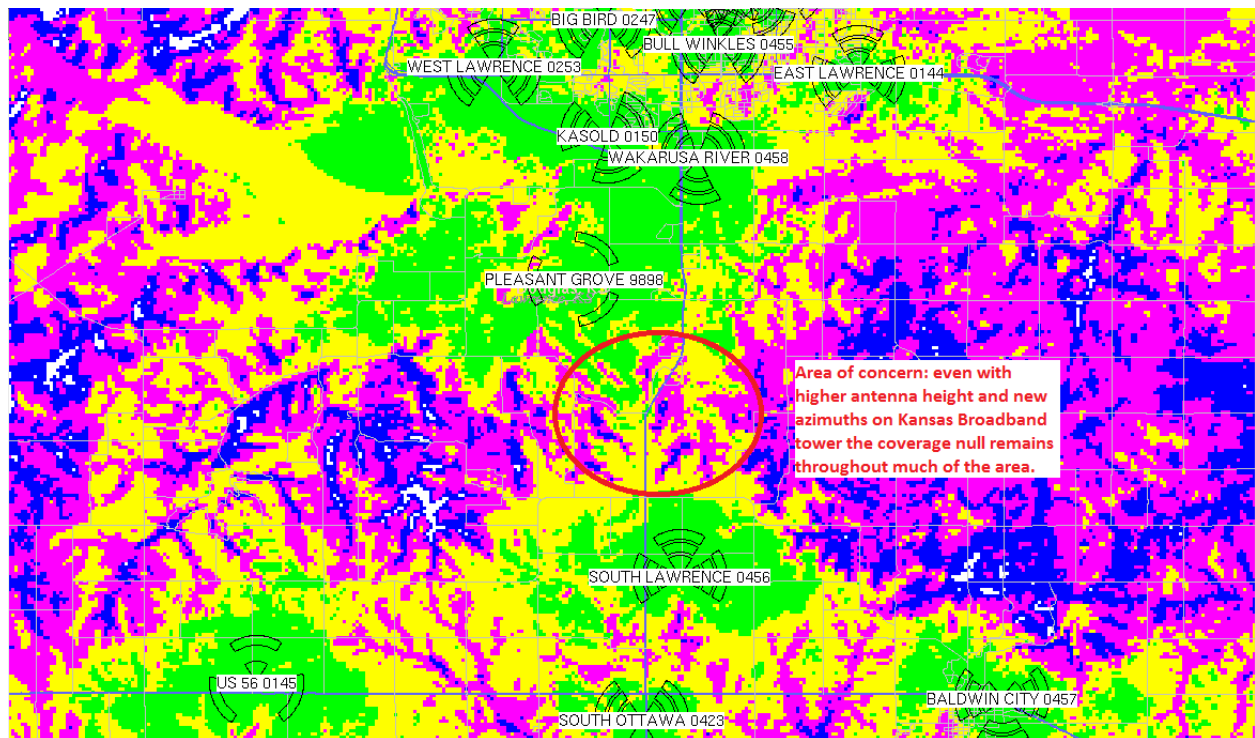
Below is map 4 showing coverage if the proposed site was located on the Kansas Broadband tower located at latitude: 38-53-23.0 N and longitude: 95-17-17.9 W.

Map 4 – Coverage with the new site on Kansas Broadband tower



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



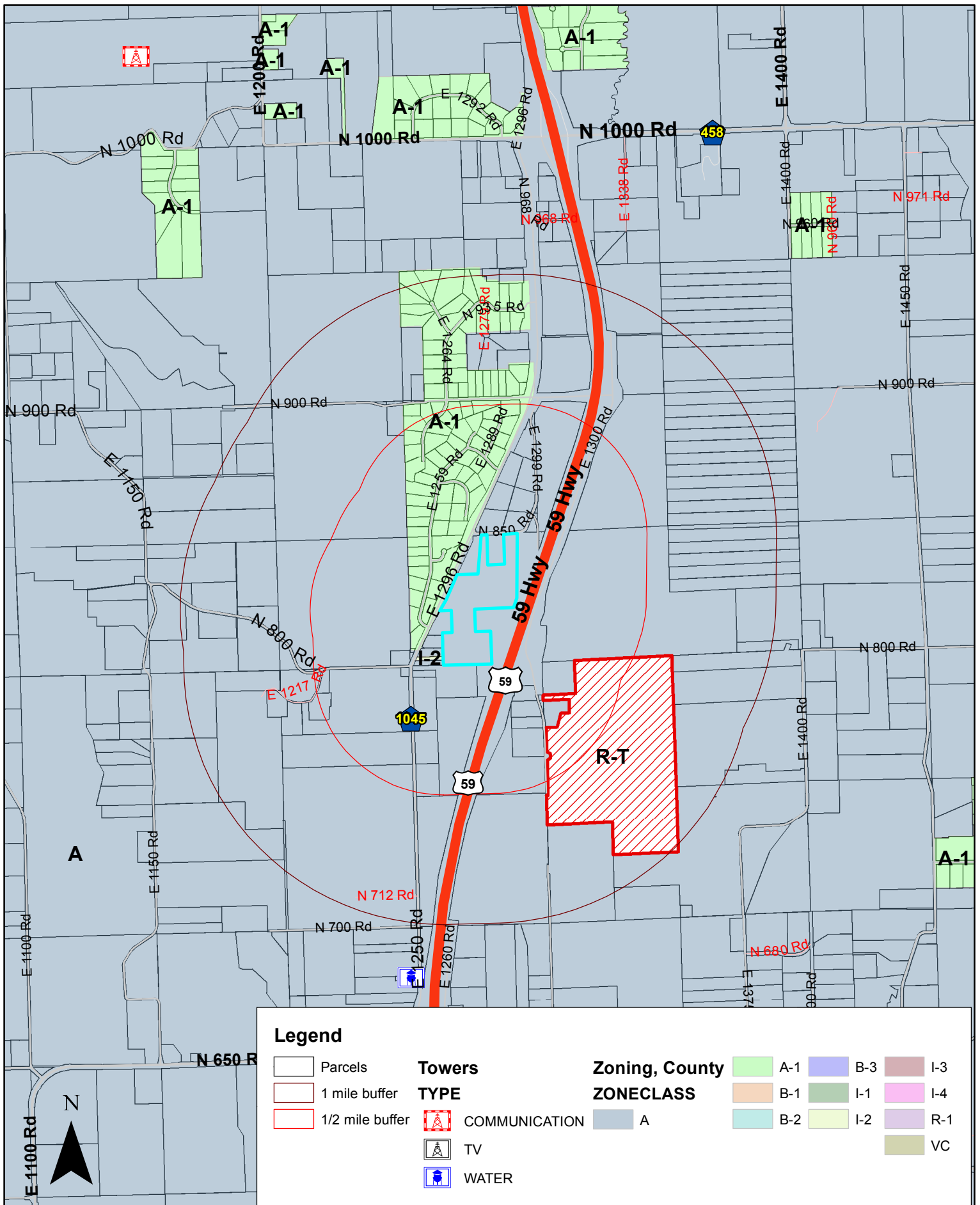


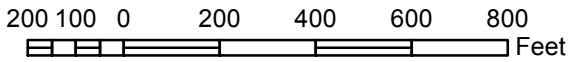
1,250 625 0 1,250 2,500 3,750 5,000  
Feet  
1 inch = 2,500 feet

DISCLAIMER NOTICE

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

Date: 12/2/2014



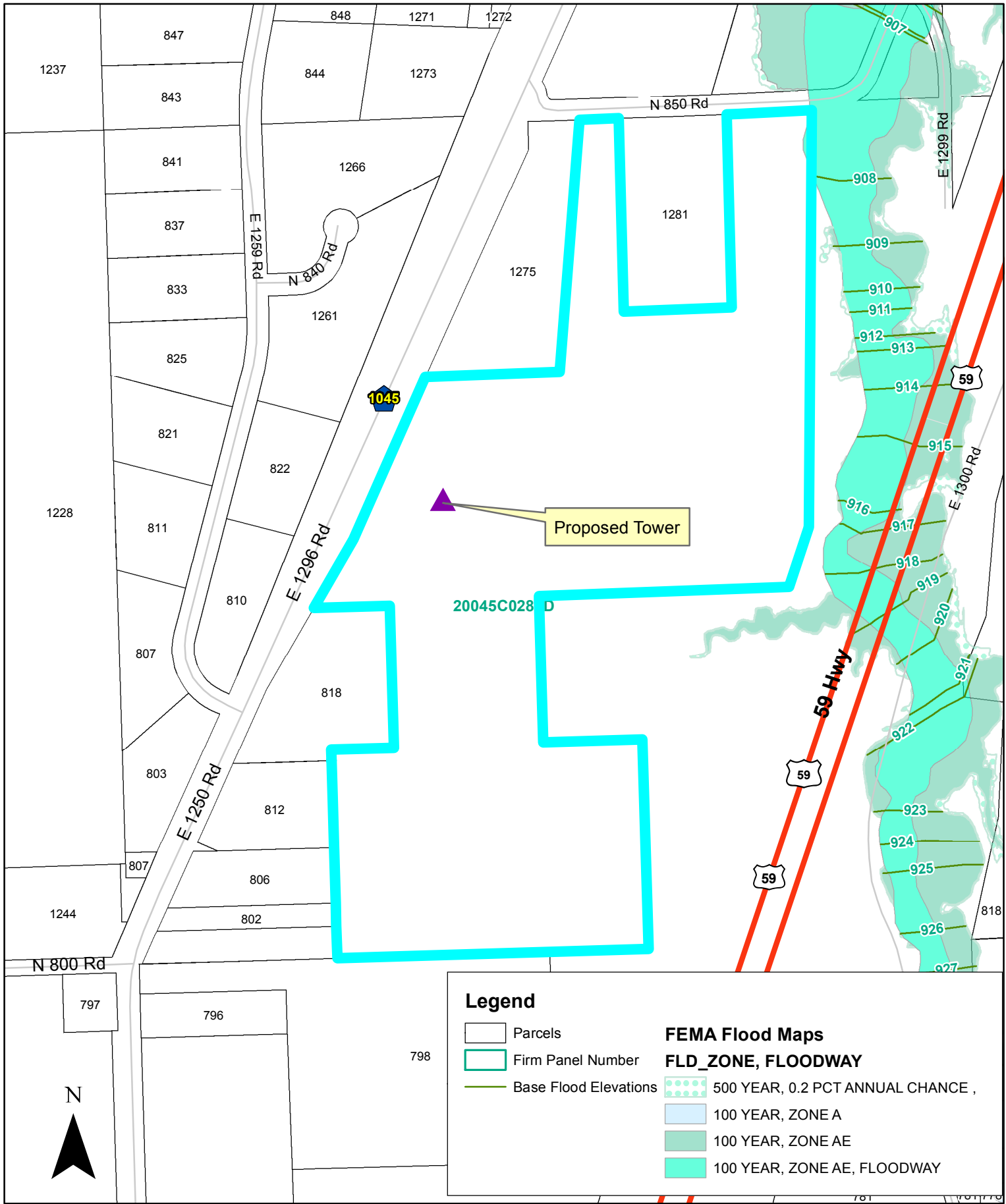


1 inch = 400 feet

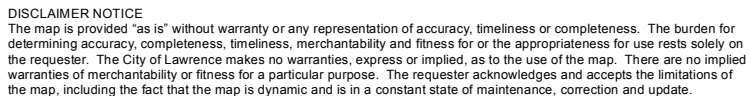
**DISCLAIMER NOTICE**  
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Date: 12/2/2014

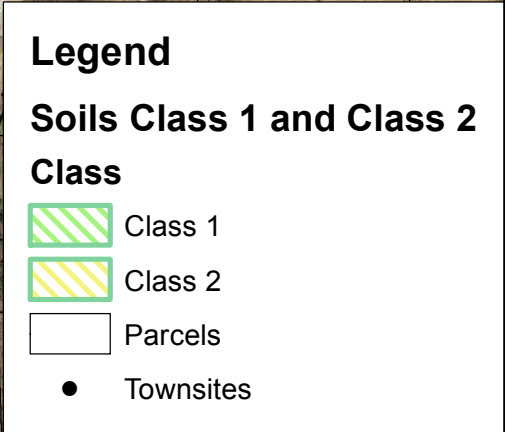
# Floodplain



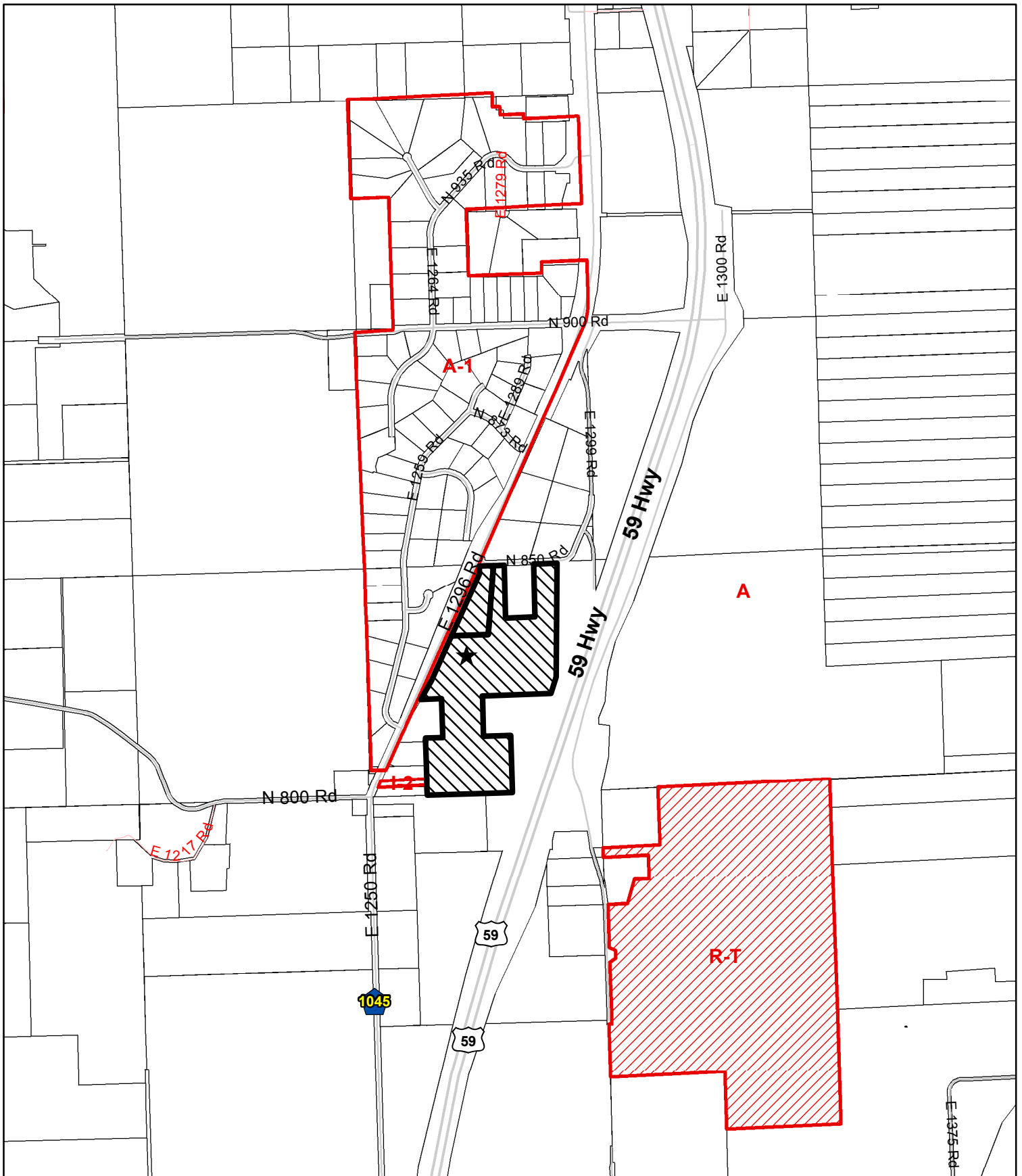




# Soils








**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



**From:** [Buntemeyer, Loren J.](#)  
**To:** [Sandra Day](#)  
**Cc:** [Buntemeyer, Loren J.](#)  
**Subject:** Verizon tower request  
**Date:** Tuesday, November 04, 2014 9:37:21 AM

---

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

**From:** Marilyn Lynch [<mailto:marilynlynch14@gmail.com>]  
**Sent:** Thursday, December 04, 2014 7:12 AM  
**To:** Sandra Day  
**Subject:** communication tower in Pleasant Grove

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 1296Rd 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



**PLANNING COMMISSION REPORT**  
**Regular Agenda – Action Item**

PC Staff Report  
12/15/14

**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.

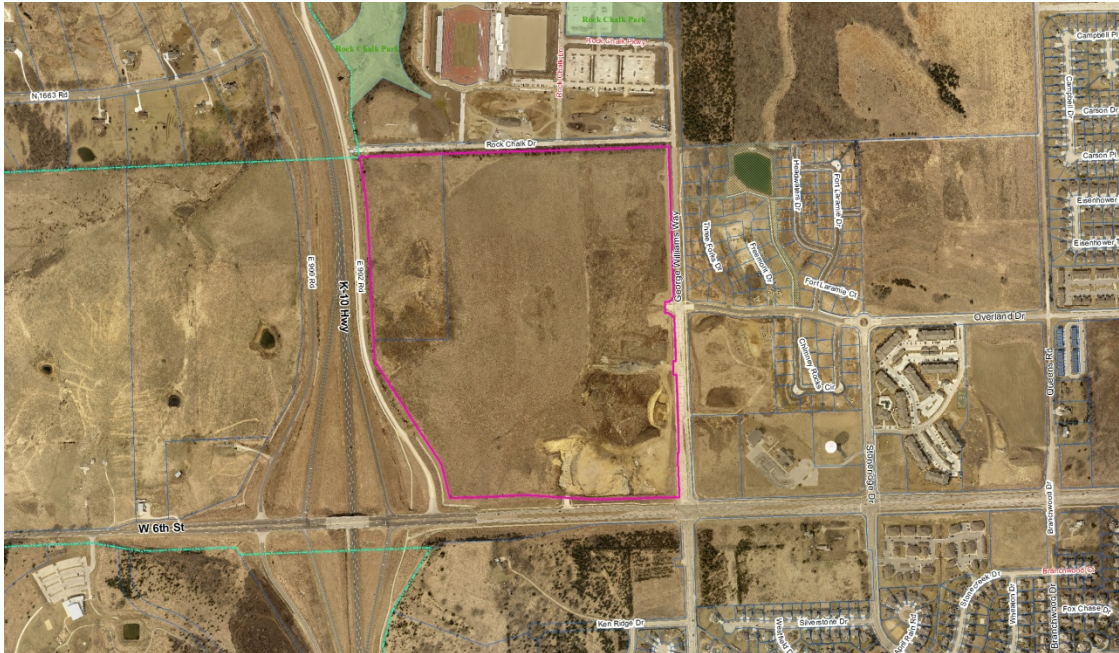
**KEY POINTS**

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.



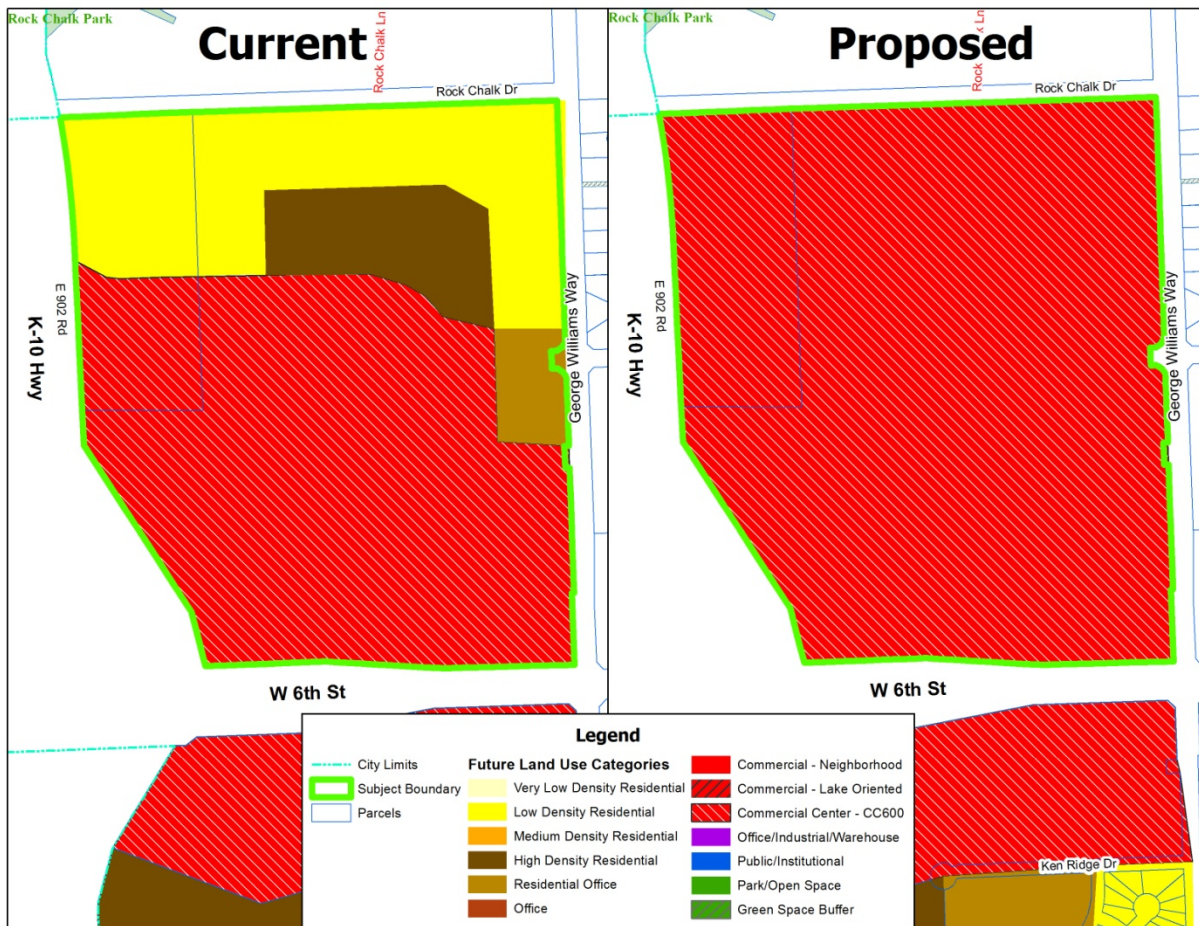
**Figure 1: Portion requesting the change to the Future Land Use map**

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. 6<sup>th</sup> 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. 6<sup>th</sup> 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. 6<sup>th</sup> 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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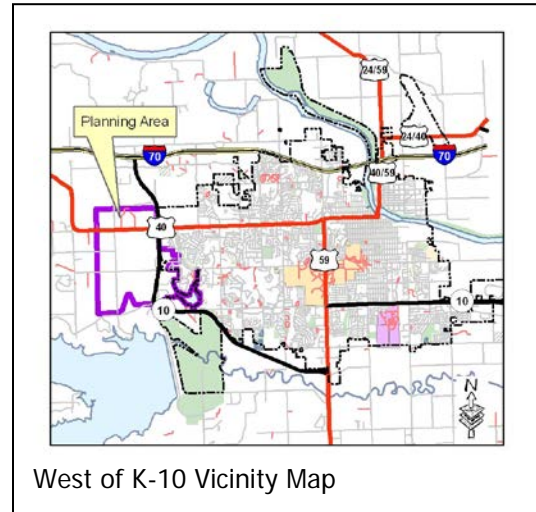
## I. Introduction and Purpose

### 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 6<sup>th</sup> 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 6<sup>th</sup> Street/US 40 and the South Lawrence Trafficway/K-10. This revision supersedes the *West 6<sup>th</sup> 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:

- *Transportation 2030*, Lawrence/Douglas County Long Range Transportation Plan. Lawrence/ Douglas County Metropolitan Planning Office and Parsons Brinkerhoff. March 26, 2008.
- Lawrence-Douglas County Bicycle Plan, Lawrence/Douglas County Metropolitan Planning Office. May 2004.
- City of Lawrence, Kansas Water Master Plan. Black & Veatch. December 2003.
- City of Lawrence, Kansas Wastewater Master Plan. Black & Veatch. December 2003.

## **Process**

Planning Staff developed a 1<sup>st</sup> draft of the Plan with input from other City departments. The 2<sup>nd</sup> draft of the plan, revised after public comments were received on the 1<sup>st</sup> 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 4<sup>th</sup> draft of the plan was produced based on Planning Commission direction. The Planning Commission and City Commission approved the 4<sup>th</sup> draft. The Board of County Commissioners directed staff to make changes to the 4<sup>th</sup> draft. The Planning Commission agreed with the changes suggested by the County Commission and approved the 5<sup>th</sup> draft March 25, 2009. The County Commission approved the 5<sup>th</sup> draft on May 6, 2009. The City Commission approved the 5<sup>th</sup> 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)

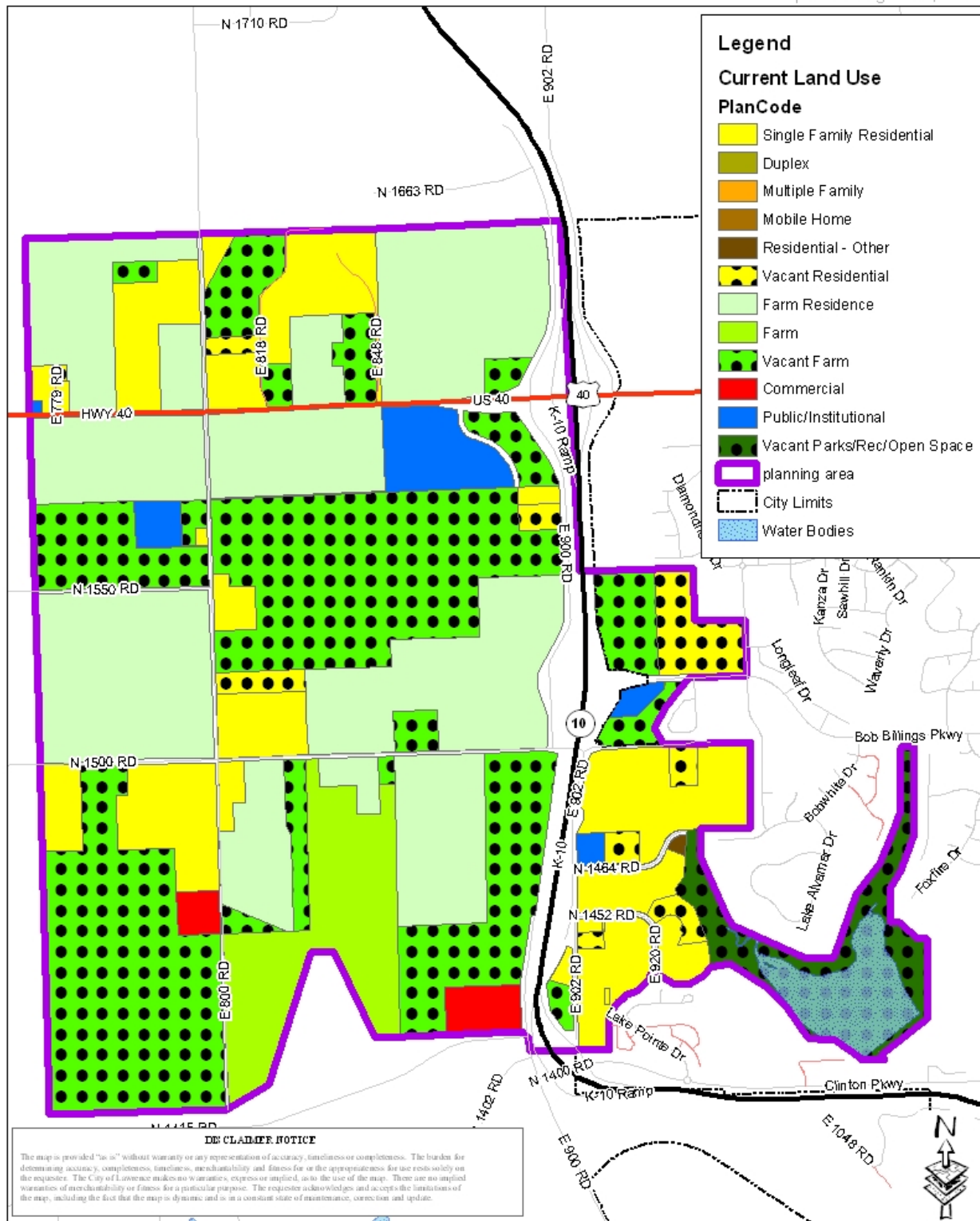
Table 2-1

<b>Current Land Use</b>	<b>Total Acreage</b>
Single Family Residential	<b>381.49</b>
Mobile Home	<b>0.83</b>
Residential - Other	<b>1.40</b>
Vacant Residential	<b>77.94</b>
Farm Residence	<b>855.24</b>
Farm	<b>150.72</b>
Vacant Farm	<b>792.67</b>
Commercial	<b>28.11</b>
Public/Institutional	<b>22.44</b>
Vacant Parks/Rec/Open Space	<b>126.70</b>
<b>Total</b>	<b>2,437.55</b>



# West of K-10 Plan Map 2-1 Current Land Use

Map Date: August 15, 2008



## 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.

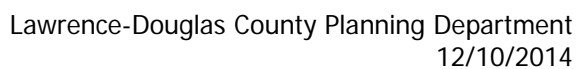
Table 2-2

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

Table 2-3

County Zoning	District Name	Comprehensive Plan Designation
A	Agricultural	<b>Agriculture</b>
A-1	Suburban Home Residential	<b>Very-Low Density Residential</b>
B-1	Neighborhood Business	<b>N/A</b>
<b>B-3</b>	<b>Limited Business</b>	<b>N/A</b>

## Map Date: June 26, 2008



## **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**

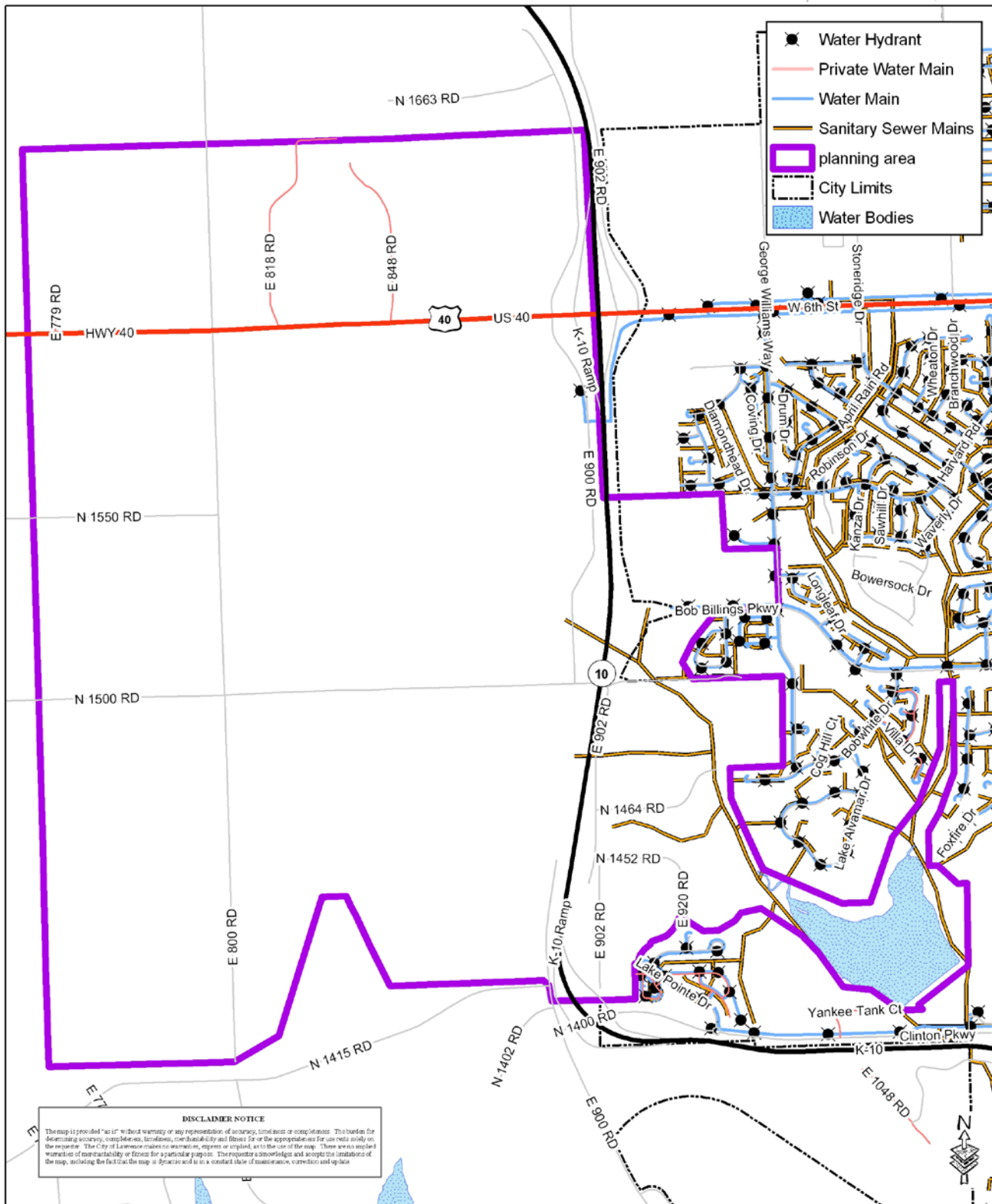
Southern Star Gas has two lines running through the planning area. One line crosses the planning area across the northeastern corner and the other line crosses at the southern portion of the planning area.



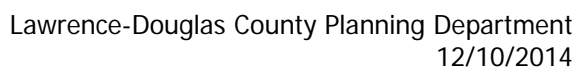
# West of K-10 Plan

## Map 2-3 City Water and Sanitary Sewer

Map Date: June 26, 2008



## Map Date: June 26, 2008





## **D. Parks and Recreational Facilities**

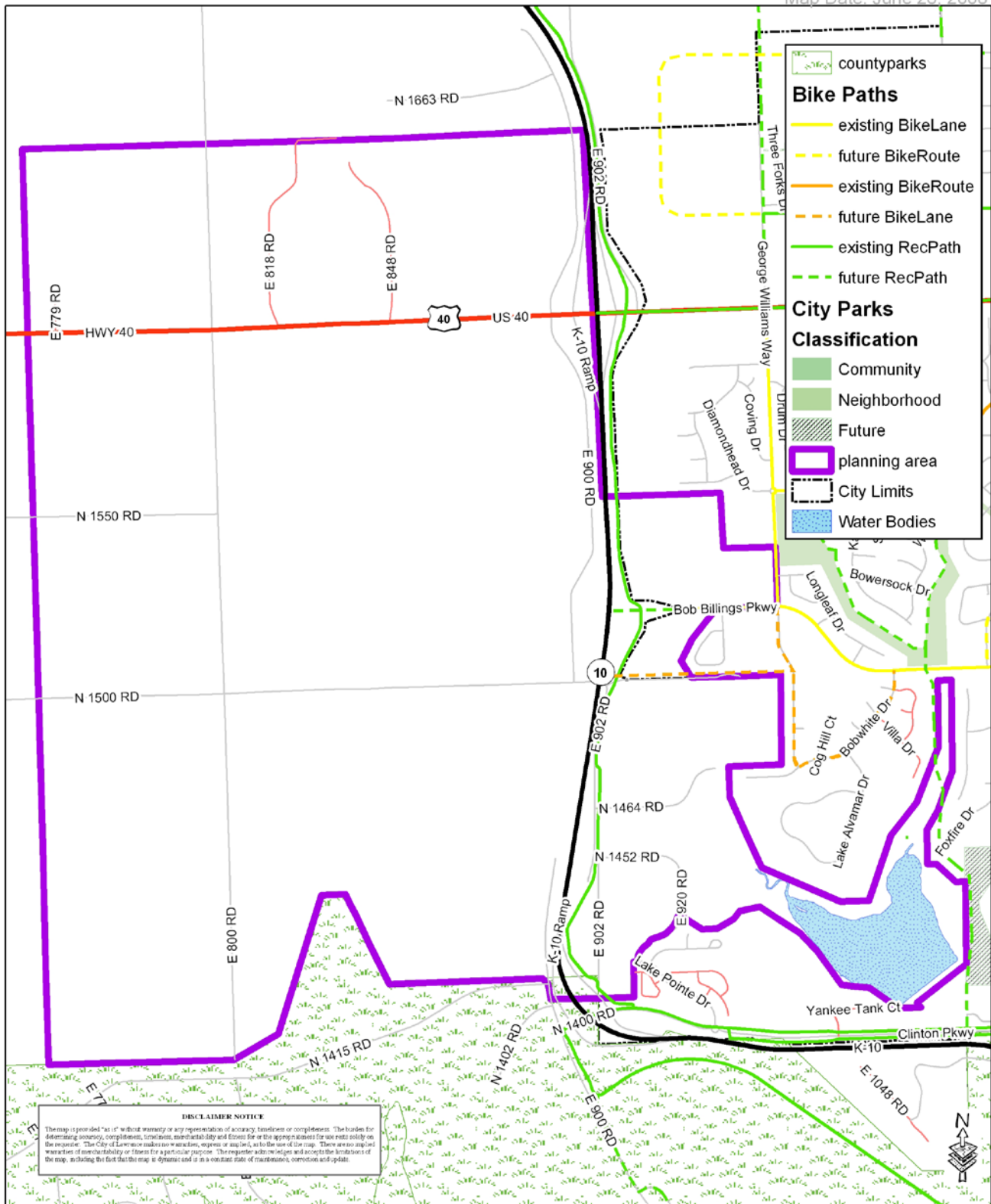
There are currently no existing parks and recreation facilities or park properties located in the plan area. Clinton Lake is directly south of the plan area.

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 along 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.

# West of K-10 Plan Map 2-5 Parks and Recreation Facilities

Map Date: June 26, 2008



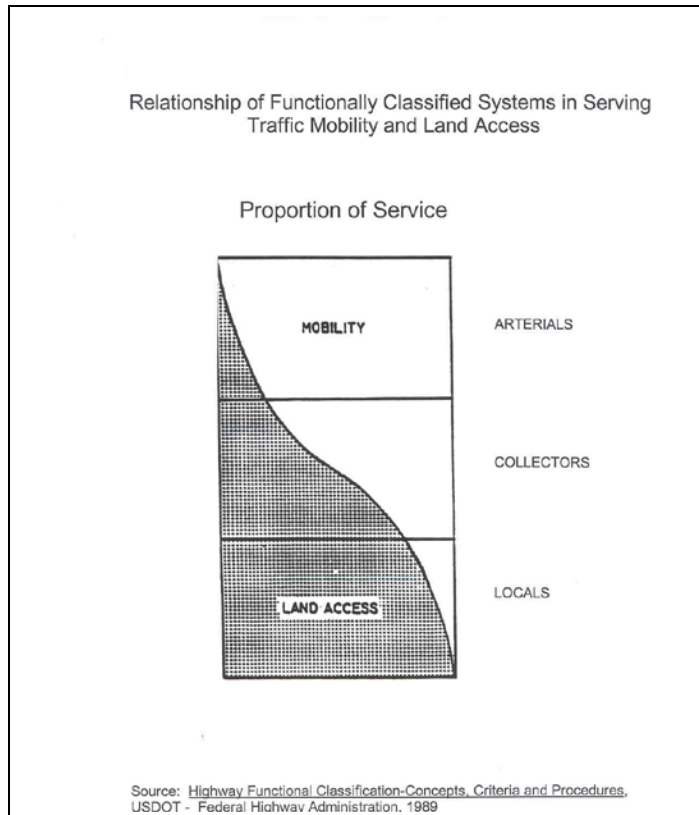
## E. Transportation

*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.

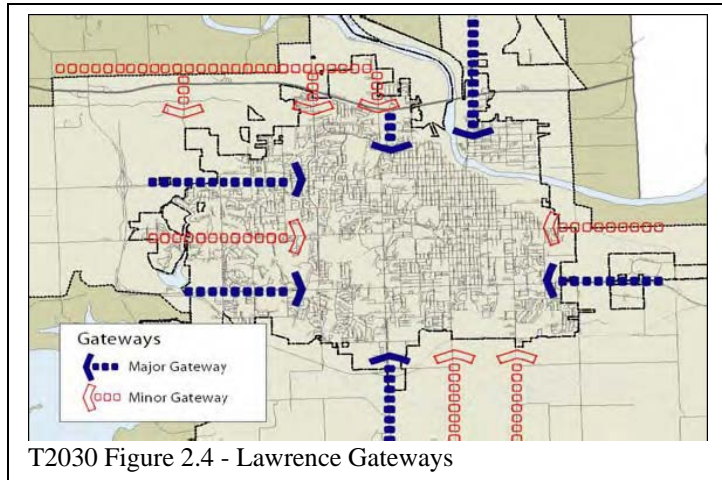
The graphic on the right helps explain the relationship between functional classification in serving traffic mobility and land access.

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.

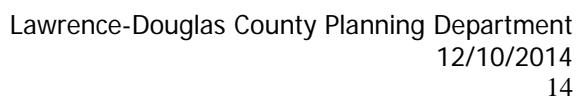


*Transportation 2030* identifies the South Lawrence Traffic Way (SLT/K-10) and US Hwy 40 as truck routes.

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.

## Map Date: July 10, 2008



## **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 6<sup>th</sup> 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 31<sup>st</sup> street and east of E 650 Road. The west sub-basin was identified in the



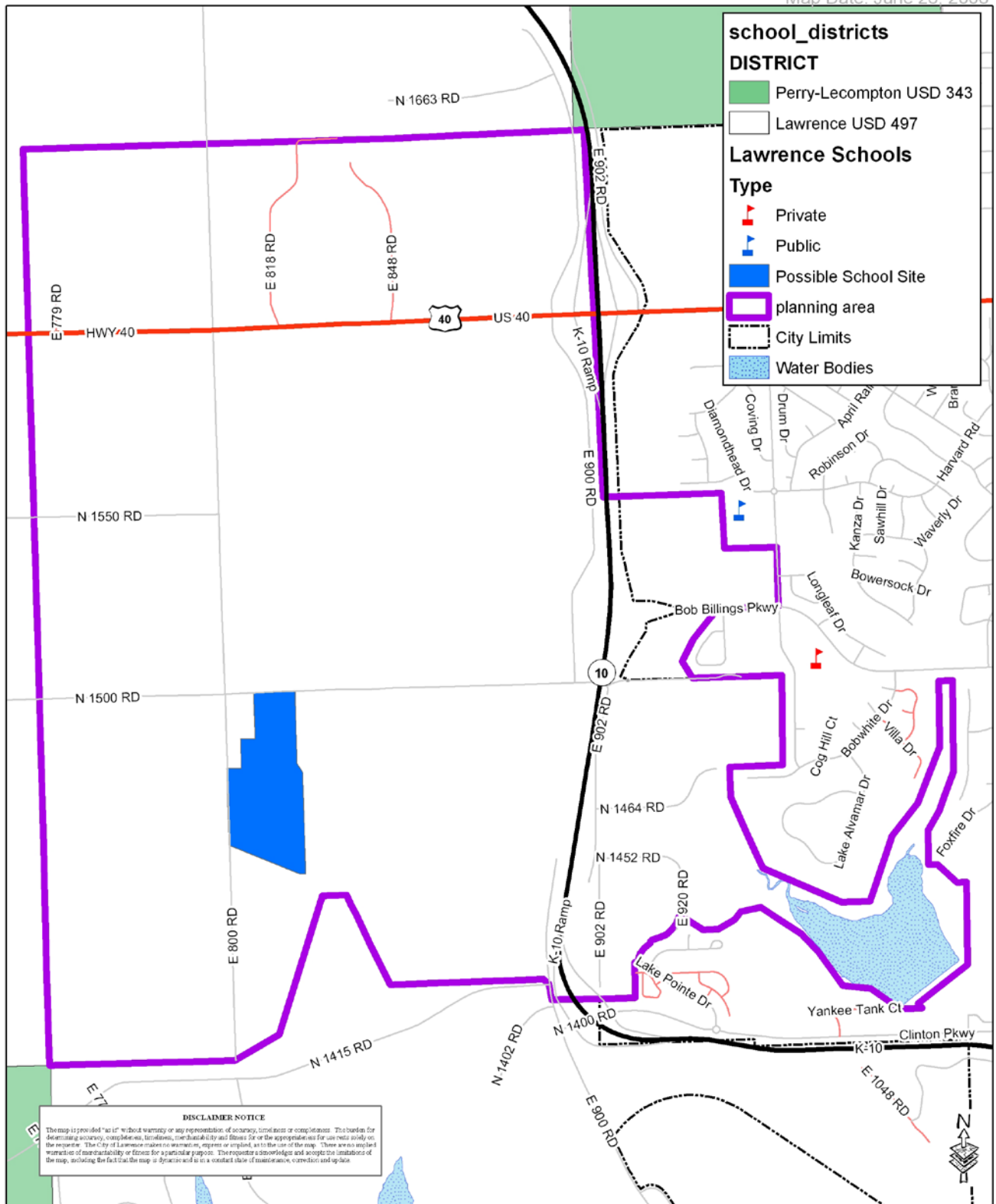
1996 Stormwater Management Master Plan as encompassing 756 acres and drains into Yankee Tank Lake (Lake Alvamar), a private lake just north of Clinton Parkway.

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 serves 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 2-7 School Districts and Possible School Location

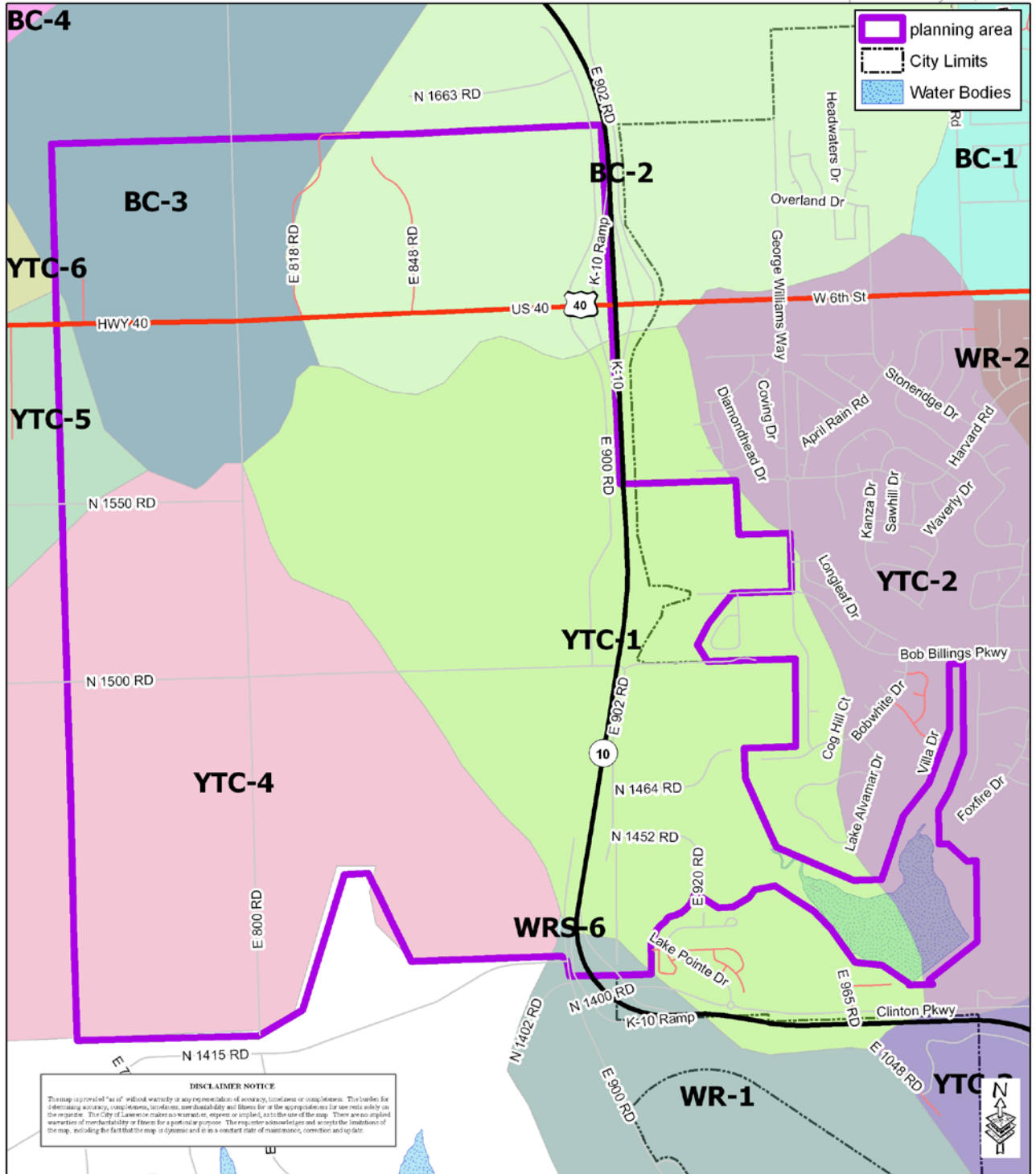
Map Date: June 26, 2008



## West of K-10 Plan Map 2-8 Drainage Sub-Basins

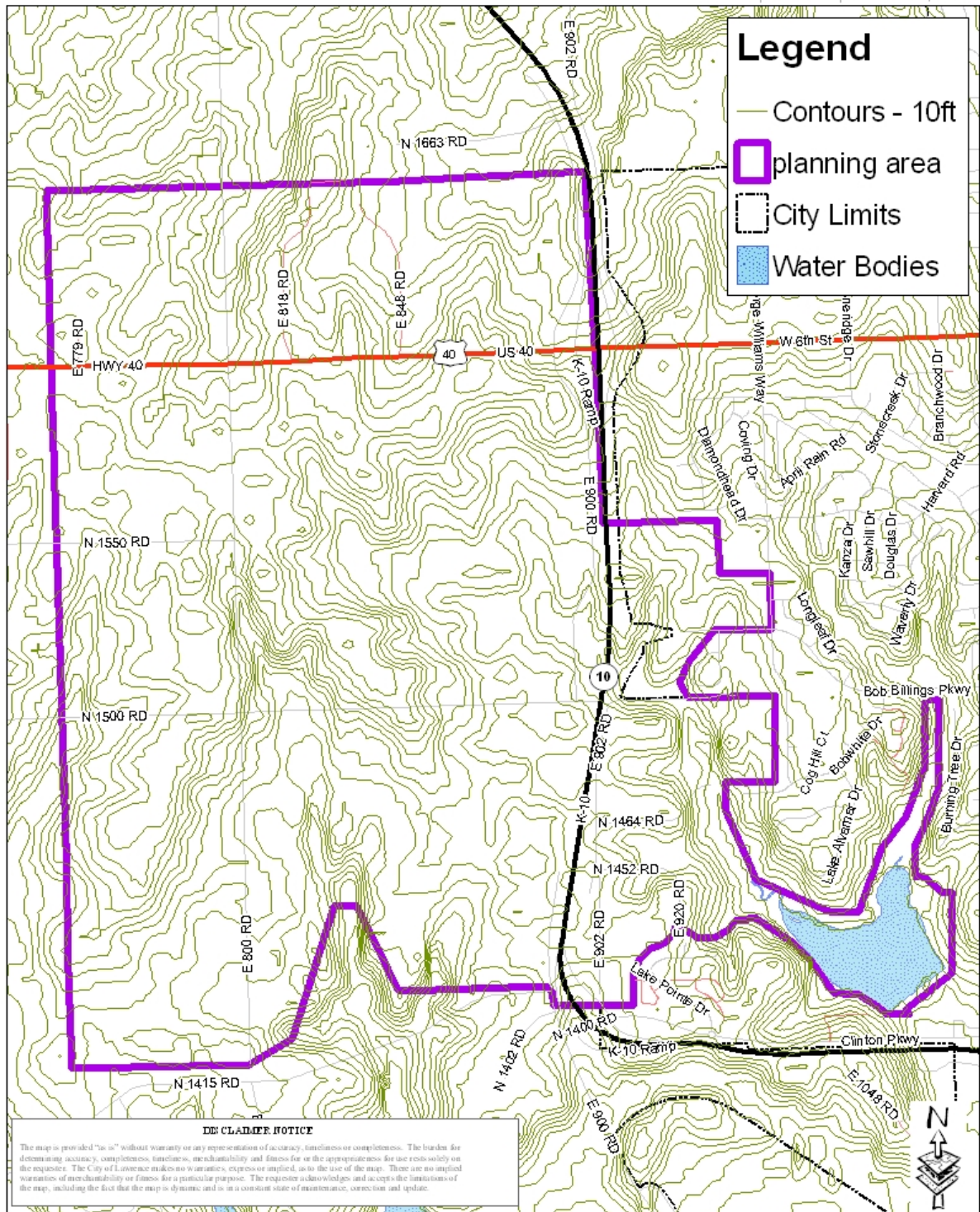
Map depicts drainage sub-basins of the planning area for Baldwin Creek (BC),  
Yankee Tank Creek (YTC), and Wakarusa River (WRS).

Map Date: July 10, 2008



# West of K-10 Plan Map 2-9 Contours

Map Date: September 30, 2008



### 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/15<sup>th</sup> 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.

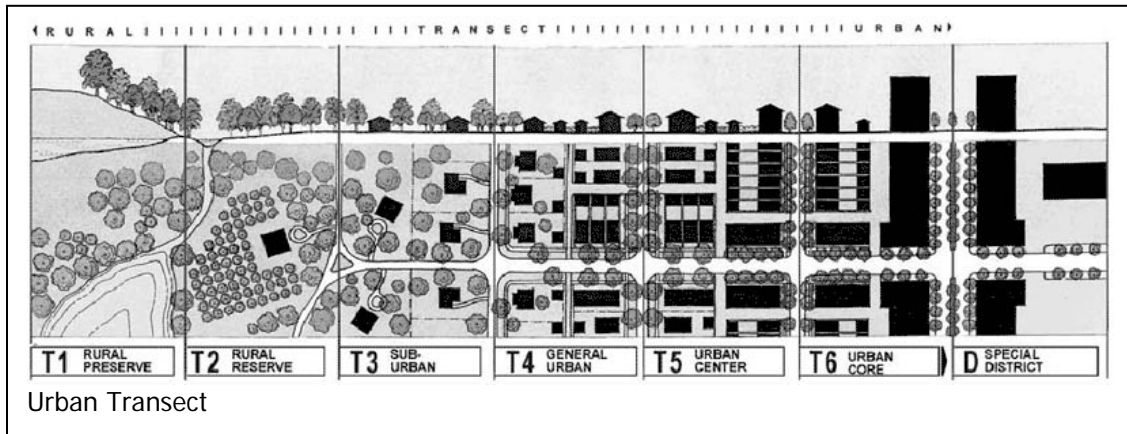
The West of K-10 Plan supersedes and replaces the West 6<sup>th</sup> Street/K-10 Nodal Plan. The Future Land Use Policies of the West of K-10 Plan now apply to the four corners of the West 6<sup>th</sup> Street and K-10 intersection.

##### **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/15<sup>th</sup> 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 US40/6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 40/6<sup>th</sup> 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 6<sup>th</sup> 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**

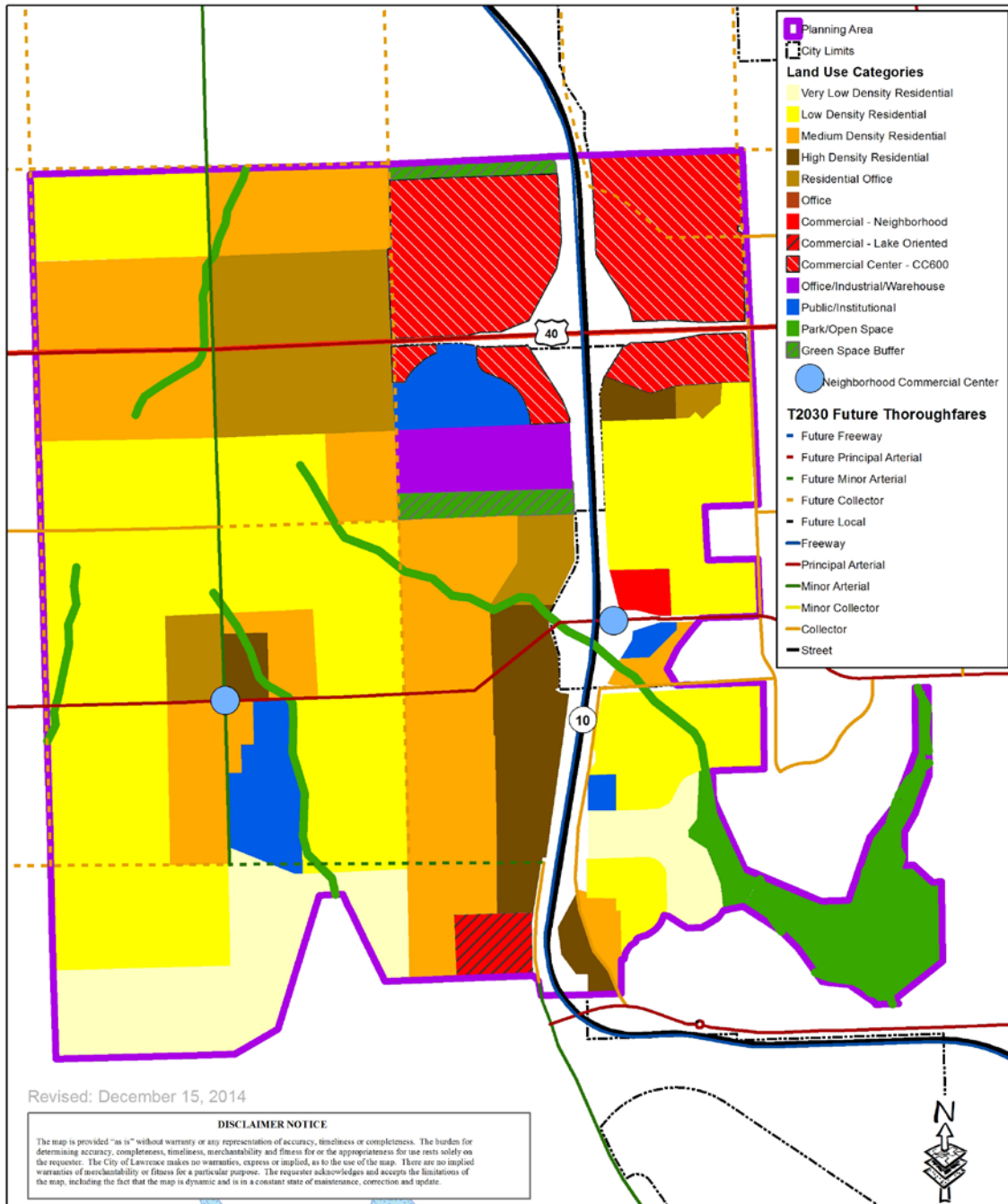
This designation is provided on the northwest and southwest corners of West 6<sup>th</sup> Street and K-10. It is to provide a buffer for lower intensity uses that will be adjacent to the commercial, office, industrial, and warehouse areas. There are a number of ways to provide transitions to less intense 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

# West of K-10 Plan Map 4-1 Future Land Use



## **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**

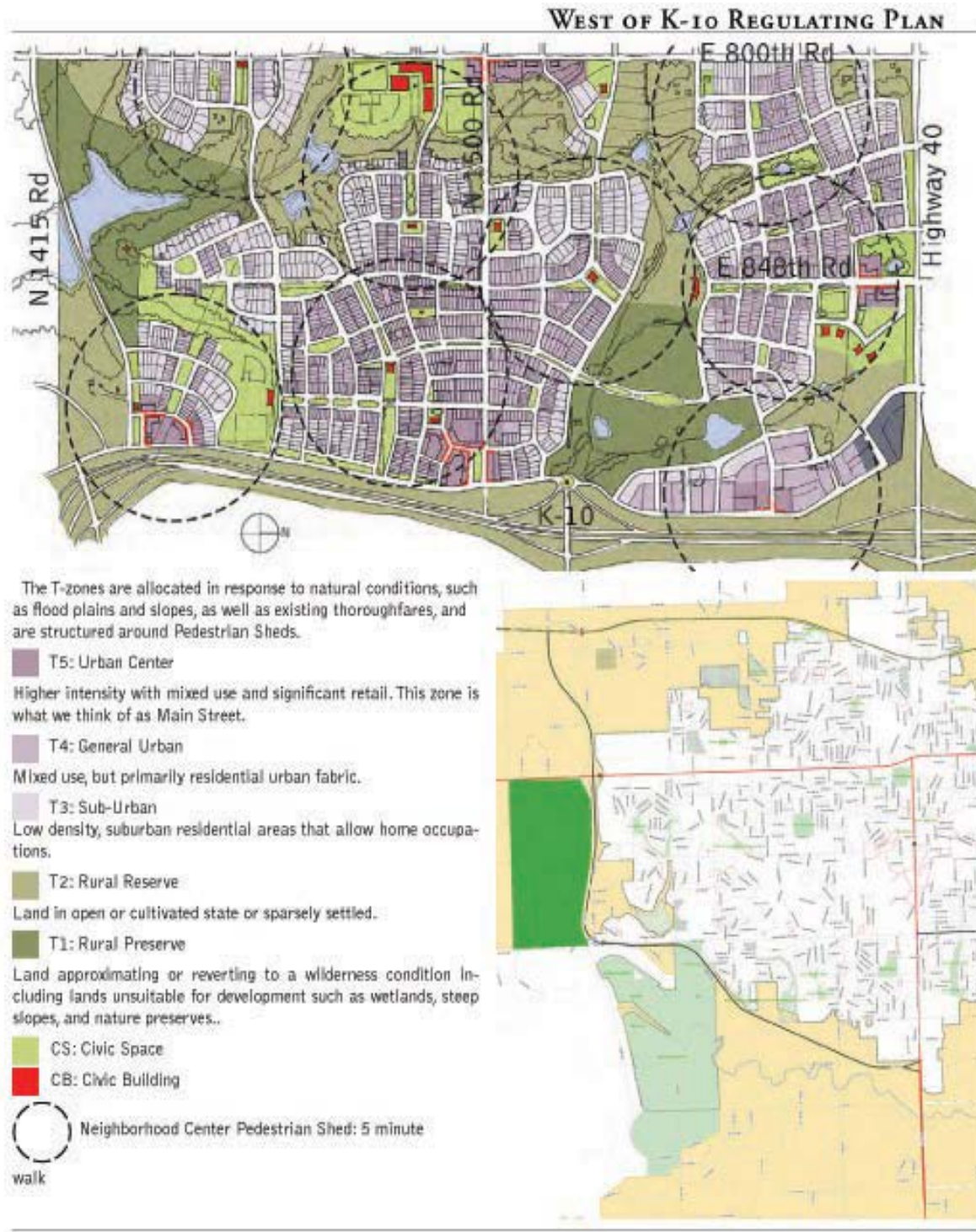
This is land approximating or reverting to a wilderness condition including lands unsuitable for development such as wetlands, steep slopes and nature preserves.

*Primary Uses:* natural area

*Zoning Districts:* T1

*Minimum Base Density:* By Variance Only

**Map 4-2: TND Future Land Use Model**





## **V. Great Neighborhoods**

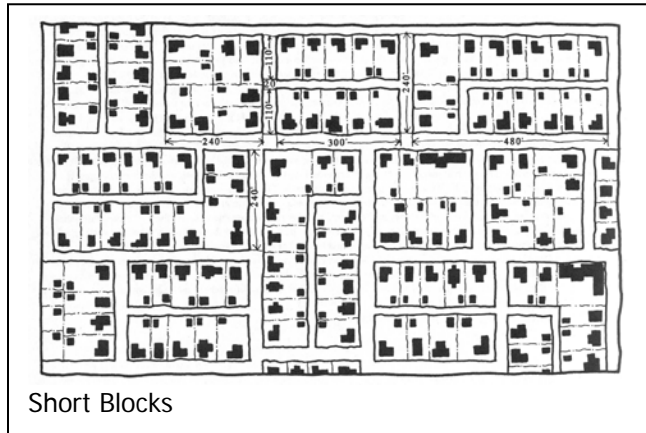
The opportunity to develop unique neighborhoods as Lawrence continues to grow westward is present in the area west of K-10. The key components that will create and knit the neighborhoods together are described below. The following policy language is intended to guide future urban development in a manner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

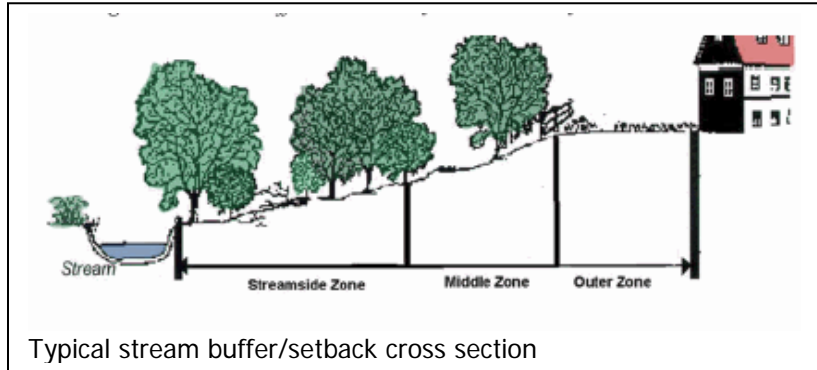
Care should be taken to design new neighborhoods and developments in this area with the natural layout of the land. Preserving the natural systems already in place prior to development should be a priority for the planning area. Streams should follow their natural paths and should not be rerouted or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



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**

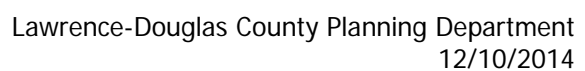
Development shall enhance the identified gateways of the planning area by creating aesthetically pleasing corridors. Aesthetically pleasing landscaped entry ways along gateways should be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically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

### A. Future Thoroughfares

## West of K-10 Plan

### Map 6-1 Future Thoroughfares



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 6<sup>th</sup> Street**

### **Extraordinary setback**

The 50-foot extraordinary setback, in place for most of W. 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> Street is improved to an urban 5-lane road.

### **Access Management**

US Highway 40/West 6<sup>th</sup> 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 6<sup>th</sup> Street between K-10 and Wakarusa Drive only allow access to West 6<sup>th</sup> Street every ¼-mile. The access management standards were based on the 1998 West 6<sup>th</sup> Street Access Management Plan. The recommendation of this plan is to continue the access management standards of 6<sup>th</sup> Street east of K-10 as US Highway 40/6<sup>th</sup> 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 6<sup>th</sup> Street between Wakarusa Drive and K-10 while a 6' sidewalk is on the other side of 6<sup>th</sup> Street. As 6<sup>th</sup> 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.



Multi-Use Path on 6<sup>th</sup> Street

### **C. Bob Billings Parkway/15<sup>th</sup> 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 6<sup>th</sup> 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-10/15<sup>th</sup> Street intersection to make it safe to handle urban density traffic. The acceptable solution is a grade separated intersection. Properties north of US Highway 40/6<sup>th</sup> Street and within ½ mile south of US Highway 40/6<sup>th</sup> Street will not have to comply with this policy when they develop to urban densities in the future.



E 1500 Rd & K-10 – looking east toward Lawrence.

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/15<sup>th</sup> 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/15<sup>th</sup> 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 6<sup>th</sup> 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.



Indoor Aquatic Center

#### **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.

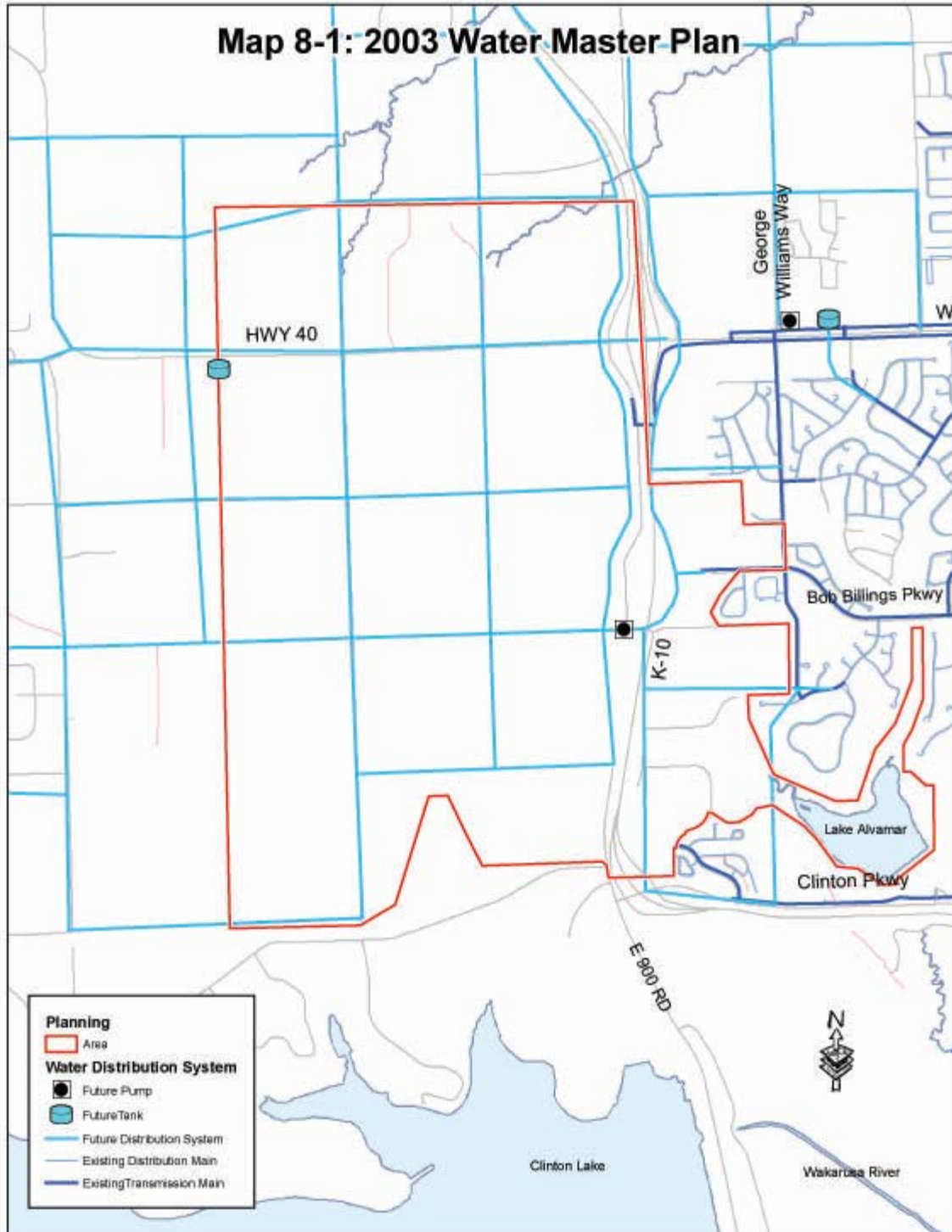
There is a limited area of the Baldwin Creek Drainage Basins immediately south of 6<sup>th</sup> Street. Per the 2003 Wastewater Master Plan these areas are to follow their natural drainage and flow to the north of 6<sup>th</sup> Street for further collection and conveyance.

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.

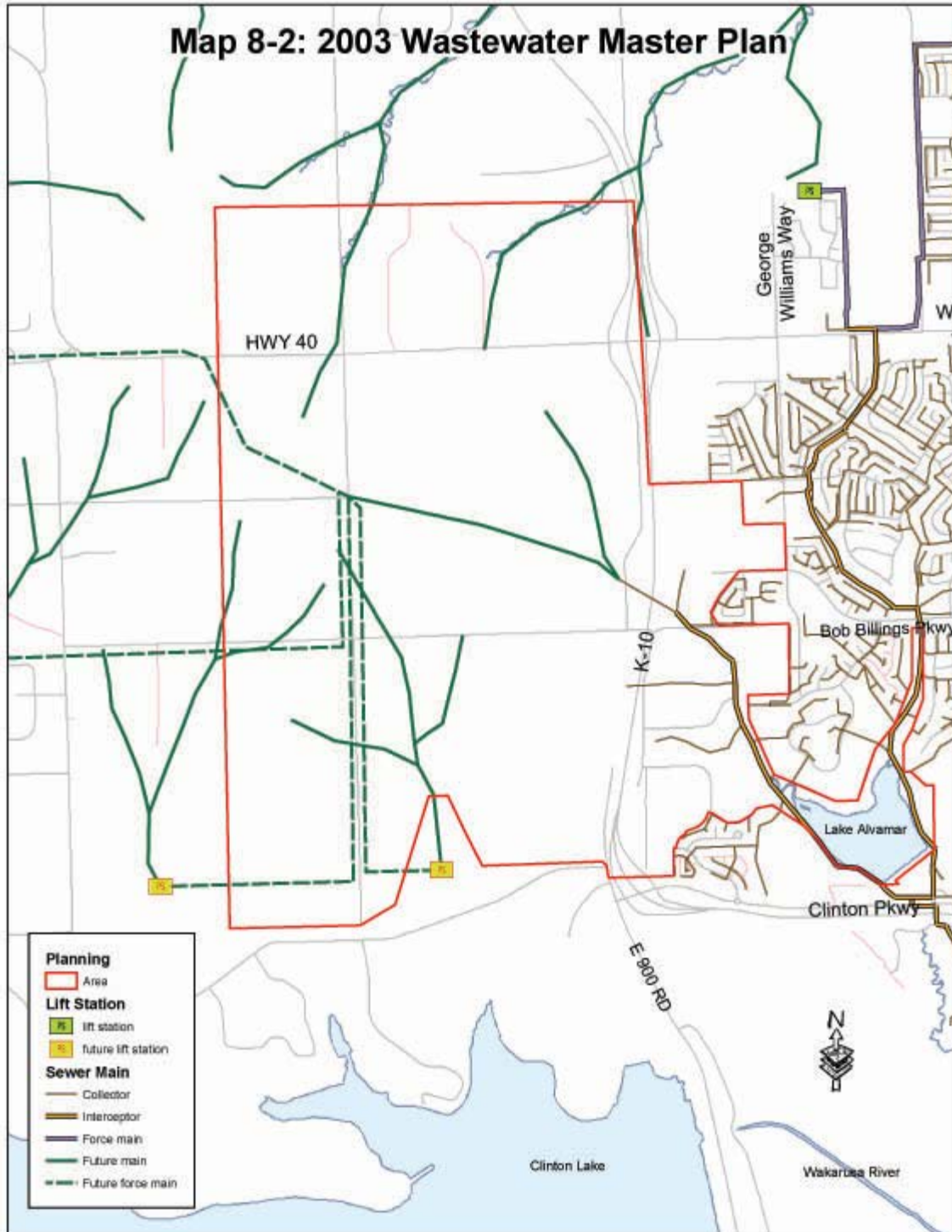
### **C. Stormwater**

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 15<sup>th</sup> Street/Bob Billings Parkway so that it can safely serve urban density development west of K-10.

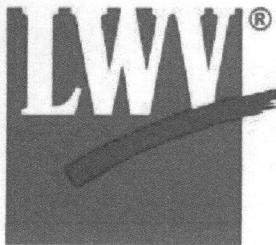
**Who:** City Commission, County Commission, KDOT

- 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



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Lawrence, Kansas

December 14, 2014

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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

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OF LAWRENCE/DOUGLAS COUNTY  
Page 2

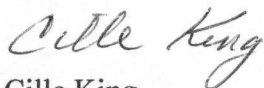
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would be where it was originally proposed in the Northwest Plan; that is, in the southwest corner of the quarter-section.

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

**PLANNING COMMISSION REPORT**  
**Regular Agenda – Public Hearing Item**

PC Staff Report  
12/15/14

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

**Z-14-00458:** Consider a request to rezone approximately 120.6 acres located at 6200 W 6<sup>th</sup> 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 1<sup>st</sup> Plat, approximately 50 acre residential subdivision; City Commission accepted dedications on April 17, 2007.

PF-03-04-07 Mercato Addition 2<sup>nd</sup> 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

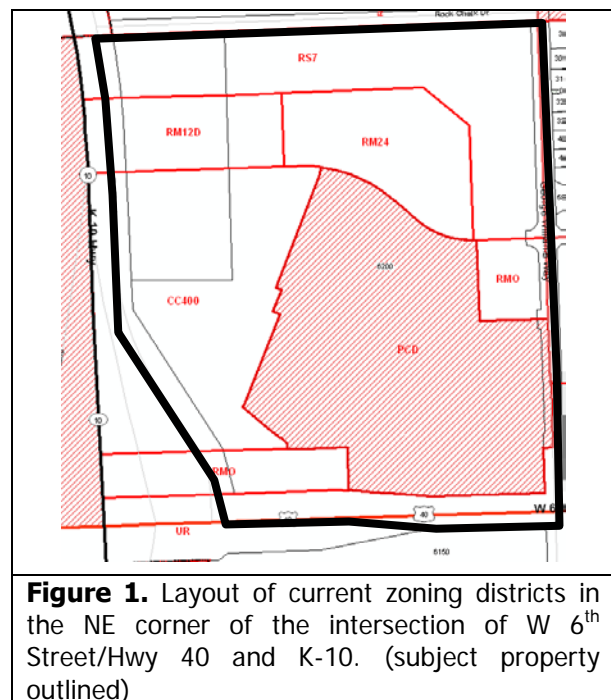
## PUBLIC COMMENT

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 6<sup>th</sup> 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 6<sup>th</sup> Street/Hwy 40 intersection to the CC600 District.

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).

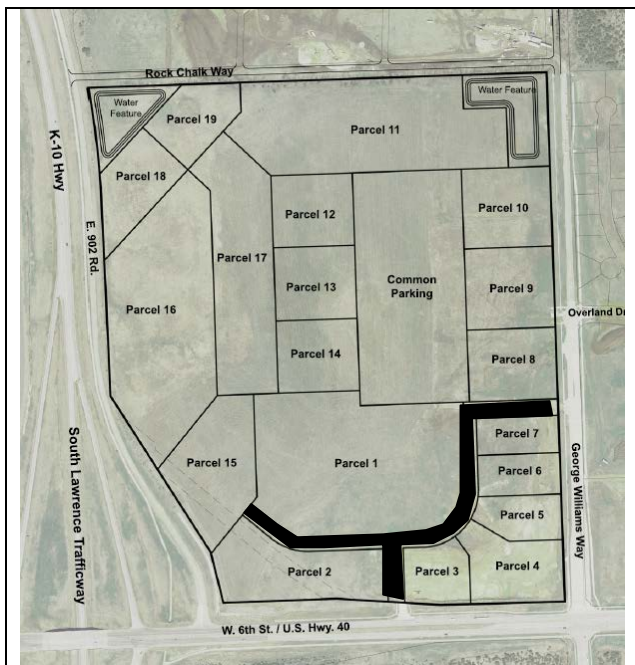
The PCD Zoning provides more flexibility as far as setbacks, building height and parking than the CC600 district; but the uses permitted in each district are very similar. The PCD zoning permits the following uses which are not allowed in the CC District:

- 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.

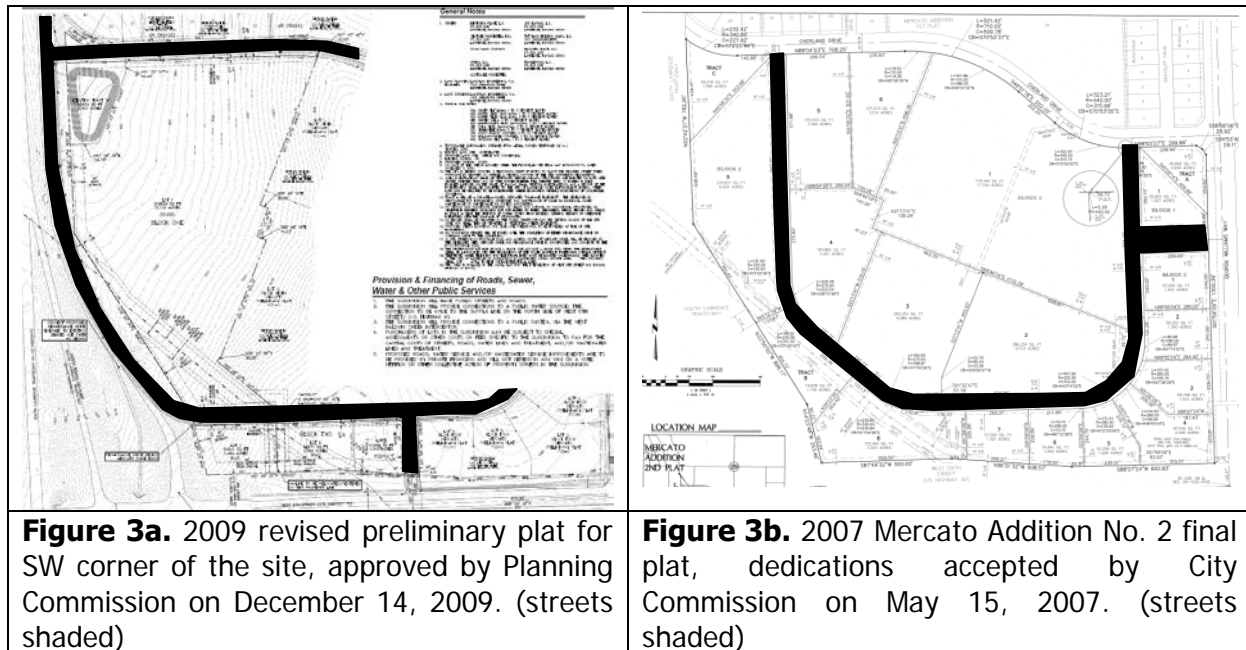
The applicant provided a conceptual lay-out plan of the future lots/development. (Figure 2) There are some variations in this concept plan from the layout of the previously approved plats. (The plats have not been recorded.) One significant change is the layout and extension of Renaissance Drive. This 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 6<sup>th</sup> 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 6<sup>th</sup> 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.



**Figure 2.** Concept layout of future development provided with the rezoning request. (streets shaded)

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.



## 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 6<sup>th</sup> 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 6<sup>th</sup> 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; and 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 insure 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 6<sup>th</sup> 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 6<sup>th</sup> 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.*

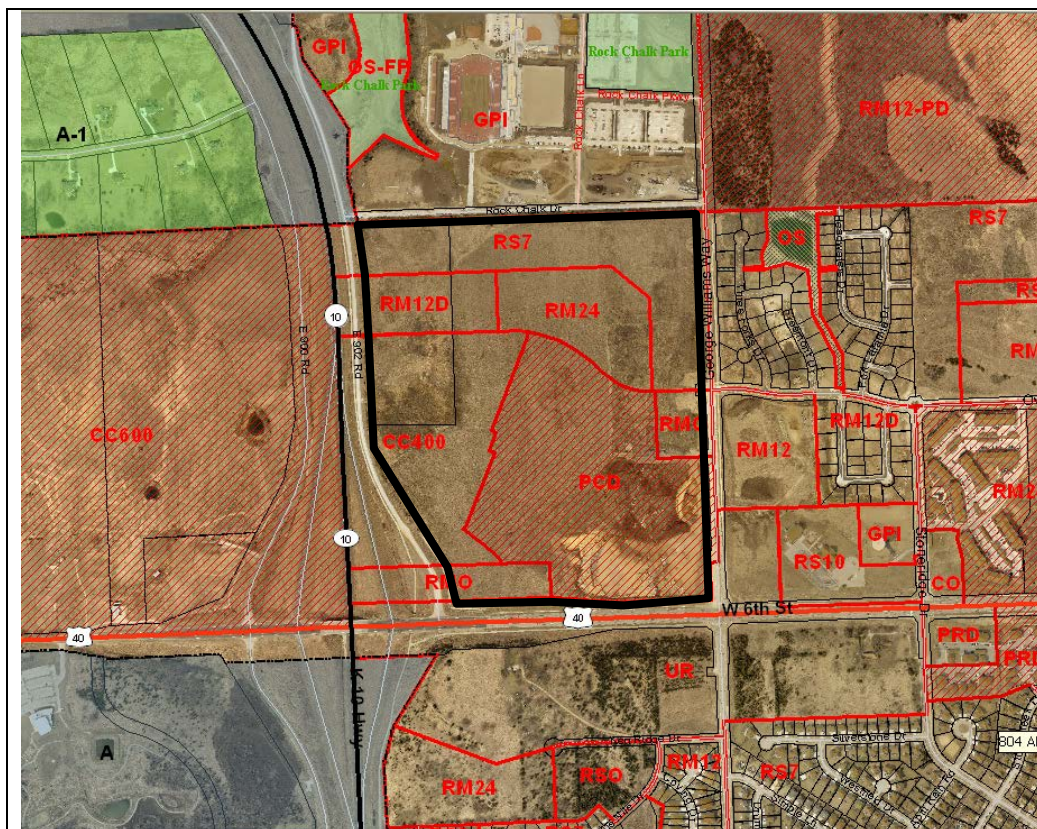
To the east:

RM12D (Multi-Dwelling Residential) District; Platted residential subdivision currently undergoing development.

RM12 (Multi-Dwelling Residential) District; *Undeveloped*

UR (Urban Reserve) District; *Undeveloped*

(Figure 4)



**Figure 4.** Zoning and land uses in the area. (Subject property outlined.)



**Staff Finding** – The W 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 6<sup>th</sup> 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 Hwy40/6<sup>th</sup> 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 6<sup>th</sup> Street and low density residential north of 6<sup>th</sup>. 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 6<sup>th</sup> 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**

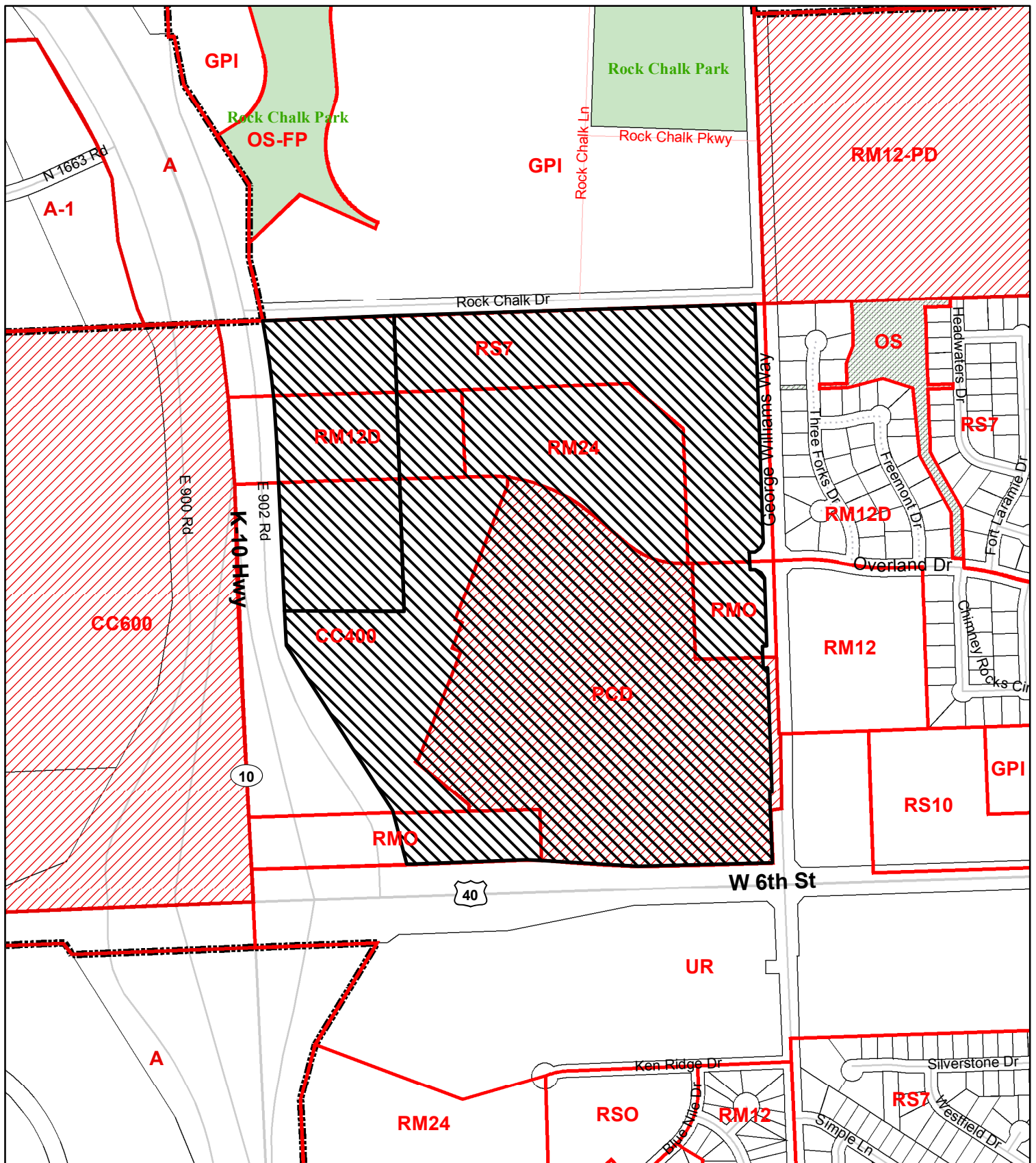
This staff report reviews the proposed rezoning request for its compliance with the Comprehensive Plan, the Area Plan, and the Golden Factors, and for compatibility with surrounding development. The rezoning request is compliant with these factors and staff recommends approval of the rezoning request, as conditioned, and forwarding it to the City Commission with a recommendation for approval.

PCD (Planned Commercial Development)			
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. <ul style="list-style-type: none"> <li>Conditions were applied to the zoning to reflect the retail conditions in the area plan and standards of the PCD-2 District.</li> </ul>
RMO (Multi-Dwelling Residential-Office)			
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.
RS7 (Single-Dwelling Residential)			
Rezoning request for approximately 26 acres from A (County Agricultural) to RS-2 (Single-Family Residence) District submitted in 2005, Z-01-10-05. Approved by CC on May 9, 2006.	July 1, 2006: effective date of Land Development Code: RS-2 converted to RS7 (Single-Dwelling Residential) District.	CC removed condition to plat on March 27, 2012.  Ordinance 8720 adopted on second reading on June 5, 2012.	
RM12D (Multi-Dwelling Residential)			
Rezoning request for approximately 8 acres from A (County Agricultural) to RM-D (Duplex Residence) submitted in 2005, Z-01-11-05. Approved by CC on May 9, 2006.	July 1, 2006: effective date of Land Development Code: RM-D converted to RM12D (Multi-Dwelling Residential) District.	CC removed rezoning condition to plat on March 27, 2012.  Ordinance 8721 adopted on second reading on June 5, 2012.	
RM24 (Multi-Dwelling Residential)			
Rezoning request for approximately 13 acres from A (County Agricultural) to RM-2 (Multiple-Family Residence) submitted in 2005, Z-01-12-05. Approved by CC on May 9, 2006.	July 1, 2006: effective date of Land Development Code: RM-2 converted to RM24 (Multi-Dwelling Residential) District.	CC removed rezoning condition to plat on March 27, 2012.  Ordinance 8722 adopted on second reading on June 5, 2012.	
CC400 (Community Commercial)			
Rezoning request for approximately 24 acres from the UR (Urban Reserve District with RO-1A/RMO zoning approval pending platting) District to the CC-400 (Community Commercial) District, Z-10-17-09. Approved by CC on January 5, 2010.		Ordinance 8481 adopted on second reading on January, 19, 2010.	

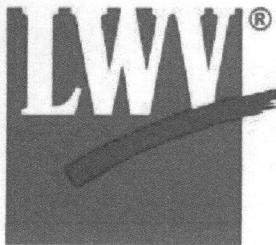


Uses Permitted in the CC200, CC400, and CC600 Districts*	
<b>HOUSEHOLD</b>	<b>PARKING FACILITIES</b>
Multi-Dwelling Structure (mixed use)	Accessory (Accessory)
Non-Ground Floor Dwelling	Commercial
Work/Live Unit	<b>RETAIL SALES &amp; SERVICES</b>
<b>GROUP LIVING</b>	Building Maintenance
Group Home, General (SUP)	Business Equipment
<b>COMMUNITY FACILITIES</b>	Business Support
Cemetery	Construction Sales and Service
College/University	Food and Beverage
Cultural Center/Library	Mixed Media Store
Day Care Center	Personal Convenience
Day Care Home	Personal Improvement
Lodge, Fraternal, & Civic Assembly	Repair Service, Consumer
Postal & Parcel Service	Retail Sales, General
Public Safety	Retail Establishment, Large
School	Retail Establishment, Medium
Funeral and Interment	Retail Establishment, Specialty
Temporary Shelter (SUP or Accessory)	<b>SEXUALLY ORIENTED BUSINESSES</b>
Social Service Agency	Sex Shop
Community Meal Program (SUP or Acc.)	Sexually Oriented Theater
Utilities Minor	<b>TRANSIENT ACCOMMODATION</b>
Utilities Major (SUP)	Campground
<b>MEDICAL FACILITIES</b>	Hotel, Motel, Extended Stay
Health Care Office, Clinic	<b>VEHICLE SALES &amp; SERVICE</b>
Outpatient Care Facility	Cleaning (car wash)
<b>RECREATIONAL FACILITIES</b>	Fleet Storage
Active Recreation	Gas and Fuel Sales
Entertainment & Spectator Sports	Heavy Equipment Repair
Participant Sports and Recreation	Heavy Equipment Sales/Rental
Passive Recreation	Inoperable Vehicle Storage
Nature Preserve/Undeveloped	Light Equipment Repair
Private Recreation	Light Equipment Sales/Rental
<b>RELIGIOUS ASSEMBLY</b>	RV and Boat Storage
Campus or Community Institution	<b>INDUSTRIAL FACILITIES</b>
Neighborhood Institution	Laundry Service
<b>ANIMAL SERVICES</b>	Mfg & Production, Limited (SUP)
Kennel	Mfg & Production, Technical
Livestock Sale (SUP)	Research Service
Sales and Grooming	<b>WHOLESALE STORAGE &amp; DISTRIBUTION</b>
Veterinary	Exterior Storage (Accessory)
<b>EATING &amp; DRINKING ESTABLISHMENTS</b>	Heavy (SUP)
Accessory Bar (Accessory)	Light
Bar or Lounge	Mini-Warehouse
Brewpub	<b>AGRICULTURAL</b>
Fast Order Food	Agricultural Sales
Fast Order Food with Drive-in	Agriculture, Crop
Private Dining Establishments	<b>COMMUNICATION TOWERS</b>
Restaurant, Quality	Amateur & Receive Only Antennas (accessory)
<b>OFFICE</b>	Communication Service Establishment
Administrative and Professional	Telecommunications Antenna (accessory)
Financial, Insurance & Real Estate	Telecommunications Tower (SUP)
Other	Satellite Dish (accessory)
	<b>RECYCLING FACILITIES</b>
	Large and Small Collection

\* 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)**



LEAGUE OF WOMEN VOTERS®  
OF LAWRENCE/DOUGLAS COUNTY

RECEIVED

DEC 15 2014

City County Planning Office  
Lawrence, Kansas

December 14, 2014

*President*  
Cille King

*Vice President &  
President Elect*  
Debra Duncan

*Secretary*  
Caleb Morse

*Treasurer*  
Marjorie Cole

*Directors*  
Margaret Arnold

Caroljean Brune

James Dunn

Midge Grinstead

Carol Klintnett

Marlene Merrill

Austin Turney

Melissa Wick

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

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Page 2

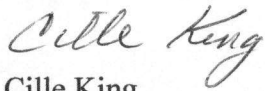
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would be where it was originally proposed in the Northwest Plan; that is, in the southwest corner of the quarter-section.

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 17<sup>th</sup> meeting:

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

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 5<sup>th</sup> 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.)*

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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](http://www.ask.com/wiki/truck_classification) and here: [http://www.ehow.com/list\\_5948336\\_commercial-truck-classifications.html](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](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.

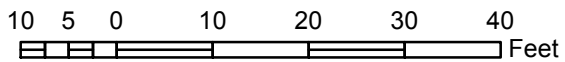
This section also includes modifications to street design standards including turn lanes, sight distance and driveway spacing. Waivers from access standards are proposed as an administrative process after consultation with the City Engineer.

**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.

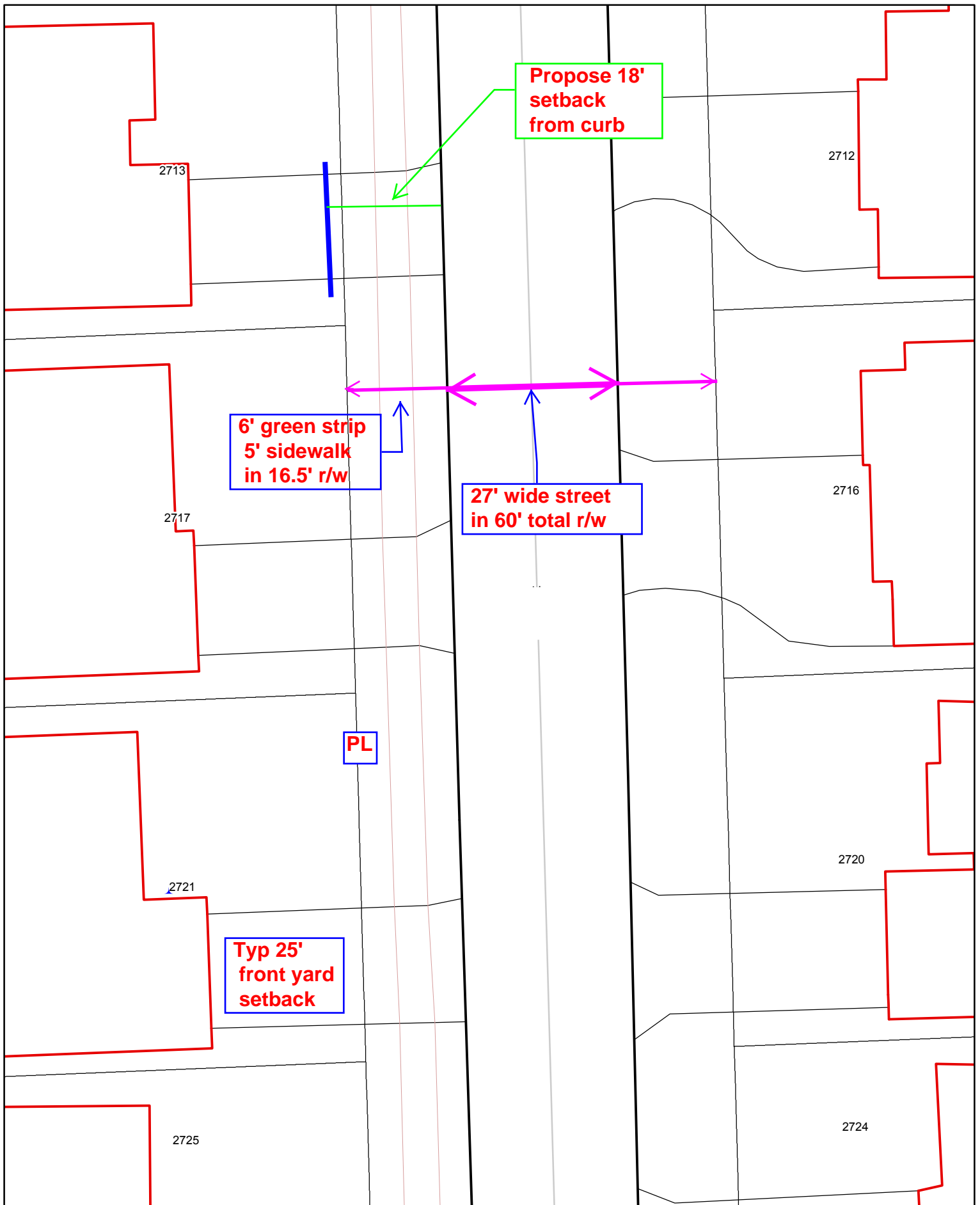


1 inch = 20 feet

DISCLAIMER NOTICE

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

Date: 11/12/2014



## PROPOSED REVISIONS 20-901

### 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 <del>Physically Disabled</del> <del>Persons</del> 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**

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~~ **October 2012** and subsequent updates].

- (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.

## EXISTING TEXT 20-901

### 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

#### 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

###### (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**

- (ii) 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].
- (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.

**(i) 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).

**(j) 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.

## 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.

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
<b>RESIDENTIAL USE GROUPS</b>		
<b>HOUSEHOLD LIVING</b>		
<a href="#">Accessory Dwelling Unit</a>	See 20-534 for standards	None
<a href="#">Attached Dwelling</a>		
<a href="#">Cluster Dwelling</a>	2 per <a href="#">Dwelling Unit</a>	
<a href="#">Detached Dwelling</a>		
<a href="#">Duplex</a>	1 per bedroom	
<a href="#">Manufactured Home</a>	2 per <a href="#">Dwelling Unit</a>	
<a href="#">Manufactured Home, Residential-Design</a>		
<a href="#">Mobile Home</a>	2 per <a href="#">Dwelling Unit</a> (1 may be located in common area)	
<a href="#">Mobile Home Park</a>		
<a href="#">Multi-Dwelling Structure</a>	1 per bedroom, + 1 per 10 units (visitors and guests) <sup>[1]</sup>	1 per 4 auto spaces
<a href="#">Non-Ground Floor Dwelling</a>	1 per bedroom	None
<a href="#">Work/Live Unit</a>	1 per <a href="#">Dwelling Unit</a>	
<a href="#">Zero Lot Line Dwelling</a>	2 per <a href="#">Dwelling Unit</a>	
<a href="#">Home Occupation, Type A or B</a>	See 20-537 for standards & 20-910(d)	
<b>GROUP LIVING</b>		
<a href="#">Assisted Living</a>	1 per independent living unit; 0.5 per Assisted Living unit	None
<a href="#">Congregate Living</a>	1 per bedroom <sup>[1]</sup>	1 per 4 auto spaces
<a href="#">Dormitory</a> and Scholarship Halls	0.75 per lawful occupant	
Fraternity and Sorority Houses	0.75 per lawful occupant	
<a href="#">Group Homes, General</a>	1 + 1 per employee	None
<a href="#">Group Homes, Limited</a>	2 per <a href="#">Dwelling Unit</a>	
<b>PUBLIC AND CIVIC USE GROUPS</b>		
<b>COMMUNITY FACILITIES</b>		
<a href="#">Adult Day Care</a>	1 per 1.5 employees	None
<a href="#">Cemetery</a>	per Schedule D (Section 20-905)	
College / University	1 per 4 employees + 1 per 10 students [based on average annual attendance]	1 per 5 students
<a href="#">Cultural Center / Library</a>	1 per 500 square feet	5 or 1 per 4 auto spaces, whichever is greater

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
Day Care Center	1 per <del>each 4-5</del> employees + 4 spaces	None
Day Care Home, Class A	1 per 1.5 employees	
Day Care Home, Class B		
Detention Facilities	per Schedule D (Section 20-905)	1 per 10 auto spaces
Lodge, Fraternal and Civic Assembly	1 per 500 square feet	None 1 per 10 auto spaces
Postal Service	per Schedule D (Section 20-905)	5 or 1 per 10 auto spaces, whichever is greater
Public Safety	per Schedule D (Section 20-905)	<del>None</del> <b>CHECK NUMBERS IN FLEET</b>
School, Grades K-9	1 per <del>each 4-5</del> teachers and employees	1 per 5 students
Grades 10+	1 per <del>each 4-5</del> teachers and employees + 1 per 3 students	5 or 1 per 10 auto spaces, whichever is greater <b>1 per 5 students</b>
Funeral and Interment Cremating Interring Undertaking	1 per vehicle used in the business; 1 per vehicle used in the business; 1 per 300 square feet	None
Temporary Shelter	1 per 1.5 employees	1 per 5 clients
Social Service Agency	1 per 300 square feet	1 per 10 auto spaces
Community Meal Program	1 per 1.5 employees + 1 per 5 seats	5 or 1 per 10 auto spaces, whichever is greater
Utilities, Minor	1 space	1 per 10 auto spaces
Utilities and Service, Major	1 per 1.5 employees	
MEDICAL FACILITIES		
Community Mental Health Facility	1 per 3 beds or 1 per 300 square feet	5 or 1 per 10 auto spaces, whichever is greater
Extended Care Facilities, General and Limited	1 per 3 beds	5 or 1 per 10 auto spaces, whichever is greater
Health Care Office; Health Care Clinic	1 per 300 square feet	1 per 10 auto spaces
Hospital	1 per 3 beds	5 or 1 per 10 auto spaces, whichever is greater
Outpatient Care Facilities	1 per 300 square feet	1 per 10 auto spaces
RECREATIONAL FACILITIES		
Active Recreation	Per Schedule D (Section 20-905)	5 or 1 per 4 auto spaces, whichever is greater
Entertainment & Spectator Sports, General	1 per 3 seats	1 per 10 auto spaces
Entertainment & Spectator Sports, Limited	1 per 4 seats	5 or 1 per 10 auto spaces
Participant Sports & Recreation, Indoor	1 per 500 square feet of customer/activity area	1 per 10 auto spaces
Participant Sports & Recreation, Outdoor	1 per 500 square feet of customer/activity area	



Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
Nature Preserve / Undeveloped	Per Schedule D (Section 20-905)	
Passive Recreation		
Private Recreation		
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		
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	
Bar or Lounge	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
Brewpub		
Fast Order Food	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Fast Order Food, Drive-In		
Nightclub	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	
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		
Administrative and Professional	1 per 300 square feet	1 per 10 auto spaces
Financial, Insurance and Real Estate		
Other		

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
PARKING FACILITIES		
Accessory	None	None
Commercial		
RETAIL SALES AND SERVICE		
Building Maintenance Service	1 per 500 square feet	1 per 10 auto spaces
Business Equipment Sales and Service	1 per 300 square feet	
Business Support Service	1 per 400 square feet	
Construction Sales and Service	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Food and Beverage Retail Sales	1 per 300 square feet	5 or 1 per 10 auto spaces
Mixed Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Personal Convenience Service	1 per 300 square feet	1 per 10 auto spaces
Personal Improvement Service	1 per 200 square feet	1 per 10 auto spaces
Repair Service, Consumer	1 per 400 square feet	
Retail Sales, General	per Schedule B (Section 20-903)	
Retail Establishment, Large	per Schedule B (Section 20-903)	1 per 10 auto spaces
Retail Establishment, Medium		
Retail Establishment, Specialty		
SEXUALLY ORIENTED BUSINESSES		
Sexually Oriented Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Physical Sexually Oriented Business		
Sex Shop		
Sexually Oriented Theater	1 per 4 seats	
TRANSIENT ACCOMMODATION		
Bed and Breakfast	1 per guest room + 1 per 1.5 employees	None
Campground	1 per camp space	None
Elderhostel	1 per guest room + 1 per 1.5 employees for associated uses	as required for associated uses
Hotel, Motel, Extended Stay		
VEHICLE SALES AND SERVICE		
Cleaning (Car Wash)	2 + stacking spaces per Section 20-911	None
Fleet Storage	1 per 1.5 employees	
Gas and Fuel Sales	1 per 300 square feet of retail sales area + 2 per pump island 1 at the end of each fueling lane	
Truck Stop	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	

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
Heavy Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Heavy Equipment Sales/Rental	1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay	
Inoperable Vehicles Storage	1 per 1.5 employees	
Light Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Light Equipment Sales/Rental	1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay	
Recreational Vehicle and Boat Storage	1 per 25 storage spaces	
INDUSTRIAL USE GROUPS		
INDUSTRIAL FACILITIES		
Explosive Storage	per Schedule C (Section 20-904)	None 1 per 10 auto spaces
Industrial, General		
Industrial, Intensive		
Laundry Service		
Manufacturing and Production, Limited		
Manufacturing and Production, Technological		
Research Service	per Schedule C (Section 20-904)	1 per 10 auto spaces
Scrap and Salvage Operation	1 per acre	None
WHOLESALE, STORAGE AND DISTRIBUTION		
Exterior Storage	per Schedule C (Section 20-904)	None
Heavy		
Light		
Mini-Warehouse	4 + 1 per 25 rental spaces	
OTHER USE GROUPS		
ADAPTIVE REUSE		
Designated Historic Property	As established at time of Special Use approval per Section 20-501	As established at time of Special Use approval per Section 20-501
Greek Housing Unit		
AGRICULTURE		
Agricultural Sales	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Agricultural Services	1 per 1.5 employees	1 per 10 auto spaces
Agriculture, Animal	None	None
Agriculture, Crop	None	None

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
<b>COMMUNICATIONS FACILITIES</b>		
<a href="#">Amateur and Receive Only Antennas</a>	None	None
Broadcasting Tower	1 space	None
<a href="#">Communications Service Establishment</a>	1 per 400 square feet	1 per 10 auto spaces
<a href="#">Telecommunications Antenna</a>	None	None
<a href="#">Telecommunications Tower</a>	1 space	None
<a href="#">Satellite Dish</a>	None	None
<b>MINING</b>		
<a href="#">Mining</a>	per Schedule D (Section 20-905)	None
<b>RECYCLING FACILITIES</b>		
<a href="#">Large Collection</a>	per Schedule C (Section 20-904)	None
<a href="#">Small Collection</a>		
<a href="#">Processing Center</a>	per Schedule C (Section 20-904)	None
<b>Footnotes:</b>		
<p>[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 <a href="#">Multi-Dwelling Structure</a> or <a href="#">Congregate Living</a> 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:</p> <ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>a. Attic space when it is accessed by a permanent stairway.</li> <li>b. Basement space.</li> <li>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.</li> </ol> </li> </ol>		

## PROPOSED 20-903 – 20-907

### 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**.

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

- (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:

Gross Floor Area (Sq. Ft.)	Off-Street Parking Required		
		Warehousing <b>Floor Area</b> Manufacturing or Other <b>Floor Area</b>	Outdoor Storage Area
1–20,000	1 per vehicle used in the business +	1 per 1,000 square feet +	1 per acre
20,001 – 120,000		1 per 5,000 square feet +	1 per acre
120,001 +		1 per 10,000 square feet +	1 per acre
If business is employee intensive, parking may be based on ratio of employees	1 per vehicle used in the business +	1 per 1.5 employees on largest shift	1 per acre

### 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.](#)

Use	Building Floor Area (gross sq. ft.)	Required Loading Spaces	Space Size (feet)
Public and Civic	1-9,999	None	N/A
	10,000+	1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.	10 x 25
Commercial (except Retail Sales, General)	1-9,999	None	N/A
	10,000+	1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.	10 x 25
<a href="#">Retail Sales, General</a>	1-4,999	None	N/A
	<a href="#">5,000-10,000</a>	<a href="#">[1] 1</a>	<a href="#">[1] 10 x 25</a>
	<a href="#">10,001 – 25,000</a>	<a href="#">2</a>	<a href="#">10 x 25</a>
	<a href="#">25,001 – 40,000</a>	<a href="#">2</a>	<a href="#">10 x 50</a>
	<a href="#">40,001 – 100,000</a>	<a href="#">3</a>	<a href="#">10 x 50</a>
	<a href="#">100,001 – 250,000</a>	<a href="#">4</a>	<a href="#">10 x 50</a>
	<a href="#">+250,000</a>	<a href="#">4 + 1 per 200,000 above 250,000</a>	<a href="#">10 x 50</a>
Industrial	1-4,999	None	N/A
	5,000+- <a href="#">40,000</a>	1 up to 40,000 sq. ft. + 1 addl up to 100,000 sq. ft. + 1 per 100,000 sq. ft. above 100,000	10 x 25; 10 x 50 for bldgs. over 20,000 sq. ft.
	<a href="#">40,001 – 100,000</a>	<a href="#">2</a>	<a href="#">10 x 50</a>
	<a href="#">+100,000</a>	<a href="#">2 + 1 per 100,000 above 100,000</a>	<a href="#">10 x 50</a>

[1] The following standards apply:

<a href="#">Building Floor Area</a> (square feet)	Required Loading Spaces	Space Size (feet)
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Building Floor Area (square feet)	Required Loading Spaces	Space Size (feet)
5,000 to 10,000	1	10 × 25
10,001 to 25,000	2	10 × 25
25,001 to 40,000	2	10 × 50
40,001 to 100,000	3	10 × 50
100,001 to 250,000	4	10 × 50
+250,000	1 per 200,000 above 250,000	10 × 50

**(c) Vertical Clearance**

Required loading spaces shall have a minimum vertical clearance of 15.5 feet.

**(d) 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 a 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

[http://www.lawrenceks.org/assets/pds/planning/documents/Alley\\_Park.pdf](http://www.lawrenceks.org/assets/pds/planning/documents/Alley_Park.pdf)

- (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~~<sup>[sms1]</sup>.

**(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:

District	Allowed Location	Minimum <b>Setback</b> (feet)**	
		From Right-of-Way	From Residential <b>Lot Lines</b>
CN1	Not allowed between the <b>Facade</b> of the <b>Building</b> with the main entrance and the <b>Street</b> . <b>when new/major development projects are proposed.</b>	15	10
CO	<b>No restriction except as specified in Article 5.</b>		
CN2			
CD	Prohibited between a <b>Building</b> and any <b>Street</b>		
CC	<b>No restriction except as specified in Article 5.</b>		
CR			
CS			
IBP			
IL			
IM			
IG			
H			
GPI			
OS			
MU	Prohibited in the <b>Primary Development Zone</b> and prohibited between a <b>Building</b> and any <b>Street</b> in a <b>Secondary Development Zone</b> . No restriction in a <b>Tertiary Development Zone</b> .		

**\*\* Setbacks may also be affected by required Bufferyards as identified in Section 20-1005.**

## PROPOSED 20-909

*Working on another option for this section with alternative text*

### 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.

**(1) 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.

Use Category	Night	Weekday		Weekend	
		Day	Evening	Day	Evening
	2am - 8am	8am – 5pm	5pm – 2am	8am – 5pm	5pm – 2am
<b>Residential</b>					
All Residential Uses	100%	40%	100%	70%	90%
<b>Public &amp; Civic</b>					
Community Facilities	0%	100%	50%	50%	10%
Medical Facilities	10%	100%	60%	70%	40%
Recreational Facilities	0%	30%	90%	80%	100%[1]
Religious Assembly	0%	10%	30%	90%	70%
<b>Commercial</b>					
Animal Services	10%	100%	60%	100%	60%
Eating & Drinking Establishments	20%	100%	100%	100%	100%
Office	0%	100%	30%	50%	0%
Retail Sales & Service	10%	100%	80%	100%	70%
Sexually Oriented Business	0%	30%	100%	50%	100%
Transient Accommodation	100%	50%	100%	50%	100%
Vehicle Sales & Service	10%	100%	30%	100%	10%
<b>Industrial</b>					
All Industrial Facilities	20%	100%	60%	20%	20%
<b>Other</b>					
All Other Uses	100%	100%	100%	100%	100%

*[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:-

## PROPOSED 20-910

### ALTERNATIVE SECTION WILL ALSO NEED TO ADD SOME DEFINED TERMS TO ARTICLE 17

#### 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.



## PROPOSED 20-911

### 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:

Activity Type	Minimum Number of Stacking Spaces
Bank teller lane	4 per teller or window
Automated teller machine	2 per machine
Drive-through pick up windows (such as pharmacy/dry cleaners)	2 per window
Restaurant drive-through	4 at each order box and 4 at each pick-up window
Car wash stall, automatic	4 at each entrance
Car wash stall, self-service	4 at each entrance
Gasoline pump island	1 at end of each pump island-fueling lane
Schools	10 on each elementary and junior high school Driveway 5 on each senior high school Driveway
Other	As determined by the City Traffic Engineer based on a traffic impact analysis

#### (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.

## PROPOSED 20-912

### 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.

Total <b>Parking Spaces</b> Provided	Required Number of Accessible Spaces		
	Auto	Van	Total
1 – 25	0	1	1
26 – 50	1	1	2
51 – 75	2	1	3
76 – 100	3	1	4
101 – 150	4	1	5
151 – 200	5	1	6
201 – 300	<del>6</del> 5	<del>1</del> 2	7
301 – 400	<del>7</del> 6	<del>1</del> 2	8
401 – 500	7	2	9
501 – 1,000	<del>7</del> 5 per <del>8</del> 6 accessible spaces	1 per <del>8</del> 6 accessible spaces	2% of total spaces
1,001+	<del>7</del> 5 per <del>8</del> 6 accessible spaces	1 per <del>8</del> 6 accessible spaces	20, plus 1 per 100 spaces over 1,000

#### (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)~~ **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.~~

## PROPOSED 20-913

### 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.](#)

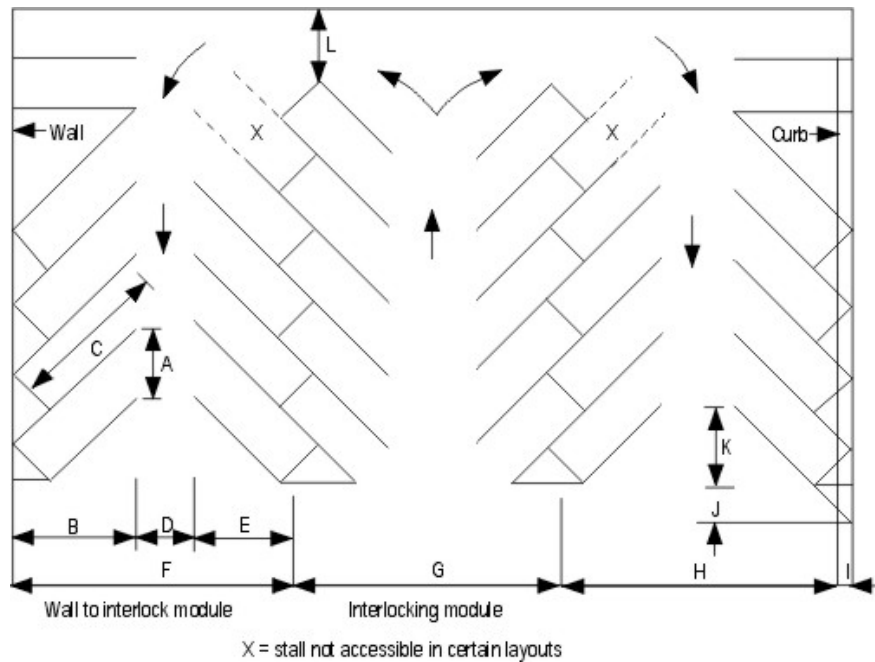
**(f) Dimensions**

**(1) Automobile Parking**

All off-street **Parking Areas** shall comply with the following dimensional standards:

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle				
		0	45	60	75	90
Stall width (parallel to aisle)	A	8.5	12.2	9.9	8.8	8.5
Stall length	B	9.0 24.0	17.0 24.5	18.5 21.4	19.0 19.5	18.0
Stall length of line	C	24.0 9.0	24.5 17.0	21.4 18.5	19.5 19.0	18.0
Aisle width between stall lines	D	12.0	12.0	16.0	22.0	24.0
Stall depth, interlock	E	9.0	14.8	17.0	18.3	18.0
Module, wall to interlock	F	30.0	43.8	51.5	59.3	60.0
Module, interlocking	G	30.0	41.6	50.0	58.6	60.0
Module, interlock to curb face	H	30.0	41.8	49.4	56.9	58.0
Bumper overhang (typical)	I	0.0	1.5	1.8	2.0	2.0
Offset	J	—	6.3	2.7	0.5	0.0
Setback	K	24.0	11.0	8.3	5.0	0.0
Cross-aisle, one-way	L	18.0	18.0	18.0	18.0	18.0
Cross-aisle, two-way	—	24.0	24.0	24.0	24.0	24.0

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 passersby.

**(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 85<sup>th</sup> 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.

## PROPOSED 20-916

### 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
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

**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.

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RESIDENTIAL USE GROUPS		
HOUSEHOLD LIVING		
<a href="#">Accessory Dwelling Unit</a>	See 20-534 for standards	None
<a href="#">Attached Dwelling</a>	2 per <a href="#">Dwelling Unit</a>	
<a href="#">Cluster Dwelling</a>		
<a href="#">Detached Dwelling</a>		
<a href="#">Duplex</a>	1 per bedroom	
<a href="#">Manufactured Home</a>	2 per <a href="#">Dwelling Unit</a>	
<a href="#">Manufactured Home, Residential-Design</a>		
<a href="#">Mobile Home</a>	2 per <a href="#">Dwelling Unit</a> (1 may be located in common area)	
<a href="#">Mobile Home Park</a>		
<a href="#">Multi-Dwelling Structure</a>	1 per bedroom, + 1 per 10 units (visitors and guests) <sup>[1]</sup>	1 per 4 auto spaces
<a href="#">Non-Ground Floor Dwelling</a>	1 per bedroom	None
<a href="#">Work/Live Unit</a>	1 per <a href="#">Dwelling Unit</a>	
<a href="#">Zero Lot Line Dwelling</a>	2 per <a href="#">Dwelling Unit</a>	
<a href="#">Home Occupation, Type A or B</a>	See 20-537 for standards	
GROUP LIVING		
<a href="#">Assisted Living</a>	1 per independent living unit; 0.5 per Assisted Living unit	None
<a href="#">Congregate Living</a>	1 per bedroom <sup>[1]</sup>	1 per 4 auto spaces
<a href="#">Dormitory</a> and Scholarship Halls	0.75 per lawful occupant	
Fraternity and Sorority Houses	0.75 per lawful occupant	
<a href="#">Group Homes, General</a>	1 + 1 per employee	None
<a href="#">Group Homes, Limited</a>	2 per <a href="#">Dwelling Unit</a>	
PUBLIC AND CIVIC USE GROUPS		
COMMUNITY FACILITIES		
<a href="#">Adult Day Care</a>	1 per 1.5 employees	None
<a href="#">Cemetery</a>	per Schedule D (Section 20-905)	
College / University	1 per 4 employees + 1 per 10 students [based on average annual attendance]	1 per 5 students
<a href="#">Cultural Center / Library</a>	1 per 500 square feet	5 or 1 per 4 auto spaces, whichever is greater
<a href="#">Day Care Center</a>	1 per 1.5 employees + 4 spaces	None

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
Day Care Home, Class A	1 per 1.5 employees	
Day Care Home, Class B		
Detention Facilities	per Schedule D (Section 20-905)	1 per 10 auto spaces
Lodge, Fraternal and Civic Assembly	1 per 500 square feet	None
Postal Service	per Schedule D (Section 20-905)	5 or 1 per 10 auto spaces, whichever is greater
Public Safety	per Schedule D (Section 20-905)	None
School, Grades K–9	1 per 1.5 teachers and employees	1 per 5 students
Grades 10+	1 per 1.5 teachers and employees + 1 per 3 students	5 or 1 per 10 auto spaces, whichever is greater
Funeral and Interment Cremating Interring Undertaking	1 per vehicle used in the business; 1 per vehicle used in the business; 1 per 300 square feet	None
Temporary Shelter	1 per 1.5 employees	1 per 5 clients
Social Service Agency	1 per 300 square feet	1 per 10 auto spaces
Community Meal Program	1 per 1.5 employees + 1 per 5 seats	5 or 1 per 10 auto spaces, whichever is greater
Utilities, Minor	1 space	1 per 10 auto spaces
Utilities and Service, Major	1 per 1.5 employees	
MEDICAL FACILITIES		
Extended Care Facilities, General and Limited	1 per 3 beds	5 or 1 per 10 auto spaces, whichever is greater
Health Care Office; Health Care Clinic	1 per 300 square feet	1 per 10 auto spaces
Hospital	1 per 3 beds	5 or 1 per 10 auto spaces, whichever is greater
Outpatient Care Facilities	1 per 300 square feet	1 per 10 auto spaces
RECREATIONAL FACILITIES		
Active Recreation	Per Schedule D (Section 20-905)	5 or 1 per 4 auto spaces, whichever is greater
Entertainment & Spectator Sports, General	1 per 3 seats	1 per 10 auto spaces
Entertainment & Spectator Sports, Limited	1 per 4 seats	5 or 1 per 10 auto spaces
Participant Sports & Recreation, Indoor	1 per 500 square feet of customer/activity area	1 per 10 auto spaces
Participant Sports & Recreation, Outdoor	1 per 500 square feet of customer/activity area	
Nature Preserve / Undeveloped	Per Schedule D (Section 20-905)	
Passive Recreation		
Private Recreation		

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		
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	
Bar or Lounge	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
Brewpub		
Fast Order Food	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Fast Order Food, Drive-In		
Nightclub	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	
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		
Administrative and Professional	1 per 300 square feet	1 per 10 auto spaces
Financial, Insurance and Real Estate		
Other		
PARKING FACILITIES		
Accessory	None	None
Commercial		

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RETAIL SALES AND SERVICE		
Building Maintenance Service	1 per 500 square feet	1 per 10 auto spaces
Business Equipment Sales and Service	1 per 300 square feet	
Business Support Service	1 per 400 square feet	
Construction Sales and Service	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Food and Beverage Retail Sales	1 per 300 square feet	5 or 1 per 10 auto spaces
Mixed Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Personal Convenience Service	1 per 300 square feet	1 per 10 auto spaces
Personal Improvement Service	1 per 200 square feet	1 per 10 auto spaces
Repair Service, Consumer	1 per 400 square feet	
Retail Sales, General	per Schedule B (Section 20-903)	
Retail Establishment, Large	per Schedule B (Section 20-903)	1 per 10 auto spaces
Retail Establishment, Medium		
Retail Establishment, Specialty		
SEXUALLY ORIENTED BUSINESSES		
Sexually Oriented Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Physical Sexually Oriented Business		
Sex Shop	1 per 4 seats	
Sexually Oriented Theater		
TRANSIENT ACCOMMODATION		
Bed and Breakfast	1 per guest room + 1 per 1.5 employees	None
Campground	1 per camp space	None
Elderhostel	1 per guest room + 1 per 1.5 employees for associated uses	as required for associated uses
Hotel, Motel, Extended Stay		
VEHICLE SALES AND SERVICE		
Cleaning (Car Wash)	2 + stacking spaces per Section 20-911	None
Fleet Storage	1 per 1.5 employees	
Gas and Fuel Sales	1 per 300 square feet of retail sales area + 2 per pump island	
Heavy Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Heavy Equipment Sales/Rental	1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay	
Inoperable Vehicles Storage	1 per 1.5 employees	
Light Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Light Equipment Sales/Rental	1 per 5,000 square feet of open sales area + 1 per 500 square feet of enclosed sales area + 2 per service bay	
Recreational Vehicle and Boat Storage	1 per 25 storage spaces	

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
INDUSTRIAL USE GROUPS		
INDUSTRIAL FACILITIES		
Explosive Storage	per Schedule C (Section 20-904)	None
Industrial, General		
Industrial, Intensive		
Laundry Service		
Manufacturing and Production, Limited		
Manufacturing and Production, Technological	per Schedule C (Section 20-904)	1 per 10 auto spaces
Research Service		
Scrap and Salvage Operation	1 per acre	None
WHOLESALE, STORAGE AND DISTRIBUTION		
Exterior Storage	per Schedule C (Section 20-904)	None
Heavy		
Light		
Mini-Warehouse	4 + 1 per 25 rental spaces	
OTHER USE GROUPS		
ADAPTIVE REUSE		
Designated Historic Property	As established at time of Special Use approval per Section 20-501	As established at time of Special Use approval per Section 20-501
Greek Housing Unit		
AGRICULTURE		
Agricultural Sales	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Agricultural Services	1 per 1.5 employees	1 per 10 auto spaces
Agriculture, Animal	None	None
Agriculture, Crop	None	None
COMMUNICATIONS FACILITIES		
Amateur and Receive Only Antennas	None	None
Broadcasting Tower	1 space	None
Communications Service Establishment	1 per 400 square feet	1 per 10 auto spaces
Telecommunications Antenna	None	None
Telecommunications Tower	1 space	None
Satellite Dish	None	None
MINING		
Mining	per Schedule D (Section 20-905)	None



Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
<b>RECYCLING FACILITIES</b>		
Large Collection	per Schedule C (Section 20-904)	None
Small Collection		
Processing Center	per Schedule C (Section 20-904)	None
<b>Footnotes:</b>		
<p>[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 <a href="#">Multi-Dwelling Structure</a> or <a href="#">Congregate Living</a> 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:</p> <ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>a. Attic space when it is accessed by a permanent stairway.</li> <li>b. Basement space.</li> <li>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.</li> </ol> </li> </ol>		

**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](#).

Gross Floor Area (Sq. Ft.)	Off-Street <a href="#">Parking Spaces</a> Required
1-45,000	1 per 300 square feet
45,001-100,000	150 + 1 per 400 square feet of <a href="#">Gross Floor Area</a> between 45,001 and 100,000 square feet
100,001+	288 + 1 per 500 square feet of <a href="#">Gross Floor Area</a> above 100,000 square feet

- (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:

Gross Floor Area (Sq. Ft.)	Off-Street Parking Required		
		Warehousing <a href="#">Floor Area</a> Manufacturing or Other <a href="#">Floor Area</a>	Outdoor Storage Area
1-20,000	1 per vehicle used in the business +	1 per 1,000 square feet +	1 per acre
20,001 – 120,000		1 per 5,000 square feet +	1 per acre
120,001 +		1 per 10,000 square feet +	1 per acre
If business is employee intensive, parking may be based on ratio of employees	1 per vehicle used in the business +	1 per 1.5 employees on largest shift	1 per acre

**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:

Use	Building Floor Area (gross sq. ft.)	Required Loading Spaces	Space Size (feet)
Public and Civic	1-9,999	None	N/A
	10,000+	1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.	10 x 25
Commercial (except Retail Sales, General)	1-9,999	None	N/A
	10,000+	1 + 1 per 50,000 sq. ft. above 50,000 sq. ft.	10 x 25
<a href="#">Retail Sales, General</a>	1-4,999	None	N/A
	5,000+	[1]	[1]
Industrial	1-4,999	None	N/A
	5,000+	1 up to 40,000 sq. ft. + 1 addl up to 100,000 sq. ft. + 1 per 100,000 sq. ft. above 100,000	10 × 25; 10 × 50 for bldgs. over 20,000 sq. ft.

[1] The following standards apply:

Building Floor Area (square feet)	Required Loading Spaces	Space Size (feet)
5,000 to 10,000	1	10 × 25
10,001 to 25,000	2	10 × 25
25,001 to 40,000	2	10 × 50
40,001 to 100,000	3	10 × 50
100,001 to 250,000	4	10 × 50
+250,000	1 per 200,000 above 250,000	10 × 50

## 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:

District	Allowed Location	Minimum <a href="#">Setback</a> (feet)	
		From Right-of-Way	From Residential <a href="#">Lot Lines</a>
CN1	Not allowed between the <a href="#">Facade</a> of the <a href="#">Building</a> with the main entrance and the Street.	15	10
CO			
CN2			
CD	Prohibited between a <a href="#">Building</a> and any Street		
CC	No restriction except as specified in Article 5.		
CR			
CS			
IBP			
IL			
IM			
IG			
H			
GPI			
OS			
MU	Prohibited in the <a href="#">Primary Development Zone</a> and prohibited between a <a href="#">Building</a> and any Street in a <a href="#">Secondary Development Zone</a> . No restriction in a <a href="#">Tertiary Development Zone</a> .		

**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:

Activity Type	Minimum Number of Stacking Spaces
Bank teller lane	4 per teller or window
Automated teller machine	2 per machine
Restaurant drive-through	4 at each order box and 4 at each pick-up window
Car wash stall, automatic	4 at each entrance
Car wash stall, self-service	4 at each entrance
Gasoline pump island	1 at end of each pump island
Schools	10 on each elementary and junior high school <a href="#">Driveway</a> 5 on each senior high school <a href="#">Driveway</a>
Other	As determined by the City Traffic Engineer based on a traffic impact analysis

**(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**

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.

Total <a href="#">Parking Spaces</a> Provided	Required Number of Accessible Spaces		
	Auto	Van	Total
1 – 25	0	1	1
26 – 50	1	1	2
51 – 75	2	1	3
76 – 100	3	1	4
101 – 150	4	1	5
151 – 200	5	1	6
201 – 300	6	1	7
301 – 400	7	1	8
401 – 500	7	2	9
501 – 1,000	7 per 8 accessible spaces	1 per 8 accessible spaces	2% of total spaces
1,001+	7 per 8 accessible spaces	1 per 8 accessible spaces	20, plus 1 per 100 spaces over 1,000

**(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](#).

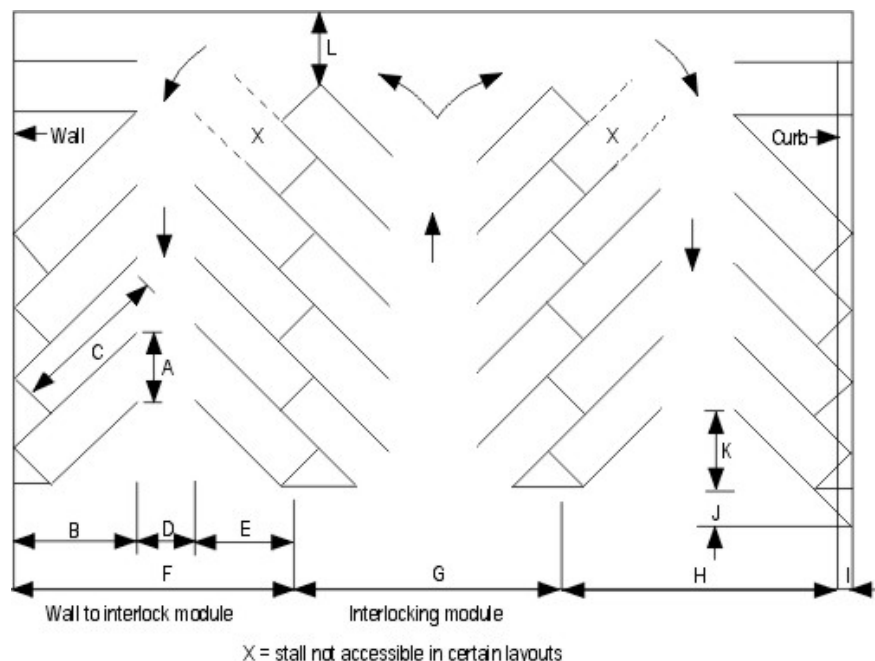
- (4) [Driveway](#) approaches (aprons) shall be built to City standards, including, where applicable, the Residential [Driveway](#) Requirements adopted by the City Commission on July 10, 1996 as amended, and maintained by the [Landowner](#).

(f) **Dimensions**

(1) **Automobile Parking**

All off-street [Parking Areas](#) shall comply with the following dimensional standards:

Dimensional Feature (all dimensions in feet)	Diagram	Parking Angle				
		0	45	60	75	90
Stall width (parallel to aisle)	A	8.5	12.2	9.9	8.8	8.5
Stall length	B	24.0	24.5	21.4	19.5	18.0
Stall length of line	C	9.0	17.0	18.5	19.0	18.0
Aisle width between stall lines	D	12.0	12.0	16.0	22.0	24.0
Stall depth, interlock	E	9.0	14.8	17.0	18.3	18.0
Module, wall to interlock	F	30.0	43.8	51.5	59.3	60.0
Module, interlocking	G	30.0	41.6	50.0	58.6	60.0
Module, interlock to curb face	H	30.0	41.8	49.4	56.9	58.0
Bumper overhang (typical)	I	0.0	1.5	1.8	2.0	2.0
Offset	J	—	6.3	2.7	0.5	0.0
<a href="#">Setback</a>	K	24.0	11.0	8.3	5.0	0.0
Cross-aisle, one-way	L	18.0	18.0	18.0	18.0	18.0
Cross-aisle, two-way	—	24.0	24.0	24.0	24.0	24.0
Where natural and/or man-made obstacles, obstructions or other features such as but not limited to <a href="#">Landscaping</a> , support columns or <a href="#">Grade</a> 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 <a href="#">Access</a> 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.

**20-915 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.

Street Type	Speed		Minimum Sight Distance ( in Feet)		
	miles per hour	feet per second	8 seconds	9 seconds	10 seconds
Arterial	45	66	529	594	660
	40	59	472	531	590
Collector	35	51	408	459	510
	30	44	352	396	440
Residential	25	37	296	333	370

**(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;

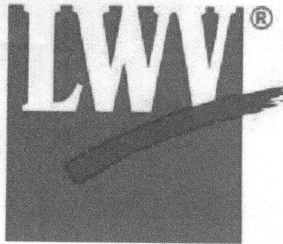
**(2) Notice if at Owner's or Developer's Expense**

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).

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OF LAWRENCE/DOUGLAS COUNTY

November 16, 2014

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Lawrence, Kansas

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**Austin Turney**

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.

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Page 2

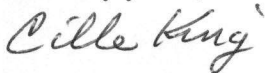
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6. "Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?" We would tend to support the Staff position here.

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





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OF LAWRENCE/DOUGLAS COUNTY

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DEC 15 2014

City County Planning Office  
Lawrence, Kansas

December 14, 2014

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**Cille King**

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**Carol Klintnett**

**Marlene Merrill**

**Austin Turney**

**Melissa Wick**

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*  
Cille King  
President

*Alan Black*  
Alan Black, Chairman  
Land Use Committee