



Updated:

11/17/14 @ 11:45am

Added communications for the following items:

Item 2 - Special Use Permit for 1725 Bullene Ave

Item 3 - Text Amendment for Parking & Access Standards

Item 5 - Initiate Text Amendment for Short-Term Loan or Car Title Loan

11/13/14 @ 3:45pm

Added Item 3 - Text Amendment for Parking & Access Standards

11/12/14 @ 2:45pm

The following items will be added when available:

Item 3 - Text Amendment for Parking & Access Standards

**LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION
CITY HALL, 6 EAST 6TH STREET, CITY COMMISSION MEETING ROOM
AGENDA FOR PUBLIC & NON-PUBLIC HEARING ITEMS
NOVEMBER 17 & 19, 2014 6:30PM - 10:30PM**

GENERAL BUSINESS:

PLANNING COMMISSION MINUTES

Receive and amend or approve the minutes from the Planning Commission meeting of October 20, 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 (NOVEMBER 17, 2014) MEETING PUBLIC HEARING ITEMS:

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.

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.

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.

**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.

**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.

ITEM NO. 6 LONG-RANGE PLANNING WORK PROGRAM UPDATE

Long-Range Planning Work Program Update.

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.

ADJOURN

CALENDAR

October 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

November 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

December 2014						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

PCCM Meeting:

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

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<http://www.lawrenceks.org/subscriptions>



PLANNING COMMISSION MEETING

October 20, 2014

Meeting Minutes **DRAFT**

October 20, 2014 – 6:30 p.m.

Commissioners present: Britton, Culver, Denney, Graham, Kelly, Liese, Rasmussen, Struckhoff, von Achen

Staff present: McCullough, Stogsdill, Day, M. Miller, Ewert

PLANNING COMMISSION MINUTES

Receive and amend or approve the minutes from the Planning Commission meeting of September 22, 2014.

Motioned by Commissioner Culver, seconded by Commissioner Struckhoff, to approve the September 22, 2014 Planning Commission minutes.

Unanimously approved 9-0.

COMMITTEE REPORTS

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

Commissioner Culver said the Metropolitan Planning Organization (MPO) met October 16 and reviewed and approved the 2015-2019 Transportation Improvement Program. He stated they also received a draft of the Unified Planning Work Program.

EX PARTE / ABSTENTIONS / DEFERRAL REQUEST

- Ex parte:
Commissioners von Achen, Denny, Josserand, and Culver all received a call from Ms. Berniece Garber regarding Item 2.

Commissioners Struckhoff and Britton said they both received an email from Ms. Garber regarding Item 2.

- No abstentions.

PC Minutes 10/20/14 **DRAFT**

ITEM NO. 1 RSO to RM24; 1.1 ACRES; 345 FLORIDA (SLD)

Z-14-00369: Consider a request to rezone approximately 1.1 acres from RSO (Single-Dwelling Residential-Office) District to RM24 (Multi-Dwelling Residential) District located at 345 Florida St. Submitted by Grob Engineering Services LLC on behalf of DCCCA Inc., property owner of record.

STAFF PRESENTATION

Ms. Sandra Day presented the item.

APPLICANT PRESENTATION

Mr. Dean Grob, Grob Engineering Services, introduced the applicant, Mr. Nick McGovern.

Mr. Nick McGovern, DCCCA, provided history of the property. He stated the building had significant damage and would need to be demolished by anyone who purchased it.

Mr. Grob said the size of the property would self-limit the development. He said they were requesting RM24 zoning for a potential buyer who believed there was a niche for one-bedroom units for active adults. He shared a concept plan on the overhead. He said he met with the Pinckney Neighborhood Association to show them the concept plan before tonight. He said the project would include 24 one-bedroom units. He said the surrounding area was zoned RM24. He said the parking was based on bedrooms. He said concerns were expressed about it fitting into the neighborhood and he believed the plan could. He said there was only so much that could be put on that one acre. He said regarding the height they would gladly accept a restriction of 2-story. He said some of the street trees could be saved but that some would be removed. He felt the requirements of the site plan could be complied with. He also believed he could comply with the neighbors requests.

PUBLIC HEARING

Ms. Pat Miller, Pinckney Neighborhood Association, expressed concern about the high density of the project. She said the apartment complex further down 4th Street & Wisconsin had a buffer between it and residential. She said there was no parking on 4th Street so if the residents had guests they would park along Florida Street in front of homes. She said high density did not seem conducive to what was currently happening in the neighborhood. She expressed concern about height, setbacks, and the project fitting in with the neighborhood. She also stated she did not know where any active adult would put their stuff because each unit was small.

Ms. Cille King, League of Women Voters, said she had similar concerns as Ms. Miller. She said the property was zoned prior to development and the development that was built was not aligned with RM24. She asked Planning Commission to consider the League of Women Voters suggestions in the letter they sent.

APPLICANT CLOSING COMMENTS

Mr. Grob said RM12 zoning would allow 36 bedrooms on an acre of duplexes.

COMMISSION DISCUSSION

Commissioner Josserand asked Mr. McGovern asked about financing.

Mr. McGovern said it was a social service organization for the State of Kansas providing different social services.

Commissioner Josserand asked at what point DCCCA became the owner of the property.

Mr. McGovern said DCCCA merged with the Women Recover Center in 1996 and operations were merged with two properties into one.

Commissioner Josserand asked if DCCCA was a general social service operation, a non-profit, engaged in the advancement of social services of the community.

Mr. McGovern said that was correct.

Commissioner Josserand asked about the increase in density.

Mr. McGovern said they were trying to get the zoning changed in accordance with the perspective buyer.

Commissioner Liese asked if the rezoning was to make the property more marketable.

Mr. McGovern said that was correct.

Commissioner Josserand asked Ms. Pat Miller about the neighborhood's concern about increased density.

Ms. Miller said some of the immediate neighbors were concerned about increased density. She said they were concerned about the viability and stability of the neighborhood. She said an extreme increase in density may negatively impact the immediate neighbors.

Commissioner Culver asked staff about the use of the property to the northwest.

Ms. Day said it was a 4-plex, zoned RSO.

Commissioner Denney asked if the project described would be possible under RSO zoning.

Ms. Day said the RSO zoning was typical for single-family or detached. She said that project was built prior to some of the current zoning that would have normally restricted it. She said it was somewhat non-conforming. She said a large portion of the RSO area was zoned when it was not developed. She said the western RM24 was vacant and zoned at that time in the late 1960s.

Commissioner Liese said it was not vacant land.

Ms. Day said it was not undeveloped land and that there was a structure there. She said the building was vacant, not the land.

Commissioner von Achen asked staff to discuss parking.

Ms. Day said multi-family required one parking space per bedroom and one space per 10 units.

Commissioner von Achen asked if anything beyond that would be on street parking.

Ms. Day said yes.

Commissioner Britton asked how the size and location of the site would be self-limiting.

Ms. Day said she and the applicant had conversations early on about making it work without having to do reductions. She said the buildings were smaller than the existing 4-plex. She said it was limited by one-bedroom units.

Commissioner Britton asked about functional density.

Ms. Day said the applicant's concept appeared to meet the requirements.

Commissioner Kelly asked if RSO zoning allowed mixed-use with 15 dwelling units per acre.

Ms. Day said yes, mixed units could be built.

Commissioner Kelly asked the applicant if 15 dwelling units would not work for the prospective buyer.

Mr. Grob said that was correct.

Commissioner Kelly said it did not match the character of the rest of the area. He said there were high density apartments two blocks over and a nice use that seemed to match even though it was higher density.

Commissioner von Achen asked if Commissioner Kelly was saying that the apartment complex was a good use and did fit in. She asked if he was suggesting that would be true at this site too.

Commissioner Kelly said there were some design elements of the apartment complex that helped it conform and fit with the neighborhood.

Ms. Miller said she agreed and said there was buffering around the apartment complex.

Commissioner Kelly said this was a significantly smaller property so achieving design elements may be a challenge.

Commissioner Liese asked Ms. Miller how strong the community response was to this.

Ms. Miller said she heard from a few people and it was consistent with how the entire neighborhood felt.

Commissioner Liese asked staff about options for Planning Commission action.

Ms. Day said RSO zoning had the density of 15 dwelling units per acre. She showed on the overhead a suitability and conformity slide. She went over the existing and proposed zoning and what each could have.

Commissioner Liese said he was torn because he believed DCCCA's desire to sell the property was legitimate. He wanted to see DCCCA have success but he also did not think it would fit the character of the neighborhood. He felt that it would make more sense to be lower density.

Mr. McCullough said what they were talking about was site planning stuff. He said lower density may create more bedrooms and more cars. He said another tool they could use was a Planned Overlay District with the RM24 zoning. He said it could balance the desires of the applicant and the neighborhood with a PD overlay. He said the item could be deferred for everyone to review.

Commissioner Josserand expressed concern about a non-profit wanting to zone for profit.

Commissioner Britton liked the idea of a PD overlay to tie the site plan and zoning together. He said DCCCA was probably wanting to maximize the profit to reinvest into their organization. He said he would likely support a motion to defer and see it brought back with a PD overlay.

Commissioner Struckhoff said he did not have a problem with the density but rather the character of the development and how it would fit into the existing neighborhood. He expressed concern about parking. He said he would support motion to defer and review under a PD overlay.

Commissioner Denney asked if Planning Commission approved the zoning and it goes to City Commission would the site plan come back to Planning Commission.

Mr. McCullough said no. He said site plans were administratively approved with notice to the neighborhood. He said there would be an added cost and time of adding a PD overlay.

Commissioner Denney asked if they approved the zoning tonight could they put restrictions on it, such as parking.

Mr. McCullough said they could condition it to certain zoning standards but staff would not recommend new standards for parking.

Commissioner Culver asked the applicant about his thoughts on an overlay district.

Mr. Grob said he felt an overlay district was better suited for projects looking for a compromise on things such as setbacks. He was not sure what could be gained by a PD overlay. He said he felt like the site plan could be complied with. He said PD overlays were usually a give and take because something does not work. He suggested sending the site plan to City Commission to allow public involvement versus a PD overlay. He said he had no problem restricting the building to two-story. He said a smaller building would allow for it to blend in more with the neighborhood.

Mr. McCullough said the applicant was not asking for a PD overlay but that in this particular case the PD overlay could be a tool used for compatibility issues.

Commissioner Culver felt the PD overlay was a good option and could give reassurance to the neighborhood. He expressed concern about the existing structure that was vacant and had a water leak. He said that was not good for the character of the neighborhood. He said he supported infill development on a site that was blighted.

ACTION TAKEN

Motioned by Commissioner Culver, seconded by Commissioner Britton, to defer and re-present the item to Planning Commission with a PD overlay.

Commissioner von Achen asked Ms. Pat Miller what her specific concerns were with high density.

Ms. Miller said it was more of an aesthetic concern and that high density of 24 separate units was out of character for what was immediately surrounding it. She said the property had been vacant and that the neighborhood would like to see it renovated.

Commissioner von Achen asked if the neighborhood was not concerned about traffic.

Ms. Miller said 4th Street was a wide street. She said egress and immediate access to the site would be more of a concern, as well as parking.

Commissioner Liese asked if there was anything to keep this from being student housing.

Mr. McCullough said not from a zoning perspective.

Mr. Grob said the perspective buyer is not interested in student housing.

Commissioner Britton asked what would happen if the applicant did not want to bring it back with a PD overlay.

Mr. McCullough said the applicant could bring it back without a PD overlay and Planning Commission could vote on it and it would then go on to City Commission.

Commissioner Denney said it was difficult to say no to a RM24 zoning request when the neighborhood was RM24. He thought maybe the whole area should be looked at. He said if they were looking at rezoning the whole thing it might be worth putting conditions on it.

Commissioner Liese said one of the Golden Factors was the character of the neighborhood and that this project did not match.

Commissioner Denney wondered if the project rose to the level of Planning Commission being involved in the details. He said he was inclined not to support the motion.

Commissioner Liese said deferring the item would allow every Planning Commission member to physically go and see the character of the neighborhood.

Commissioner Britton said the main reason he would support the motion was because he wanted to see the one bedroom plan married to the zoning.

Motion carried 8-1, with Commissioner Denney voting in opposition.

PC Minutes 10/20/14 **DRAFT**

ITEM NO. 2 RSO TO CN2; 0.8 ACRES; 4101 W 6th ST (MKM)

Z-14-00300: Consider a request to rezone approximately 0.8 acre from RSO (Single-Dwelling Residential-Office) District to CN2 (Neighborhood Commercial Center) District, located at 4101 W 6th St. Submitted by Doug and Berniece Garber, property owners of record.

STAFF PRESENTATION

Ms. Mary Miller presented the item.

APPLICANT PRESENTATION

Ms. Berniece Garber said she had been renting the property for several years. She said when she purchased the property she was told it was the same zoning as across the street. She said there had been a restaurant come forward with interest in the site. She stated the City had changed the Comprehensive Plan for other development, such as the new recreation facility at Rock Chalk Park.

PUBLIC HEARING

Mr. LD Lawrence, 600 Prescott Drive, said he built his home 16 years ago when there was a veterinary clinic and was assured it would stay there. He said the back lot used to have a lot of mature trees but that now all he sees is an office building. He said the fence that was supposed to be constructed was not complete and that when he approached Mr. Garber about it he was told he was welcome to finish it for \$300. He expressed concern about vandals and the amount of foot traffic that comes through his yard and neighborhood. He said people had been living in the second story of the building.

Ms. Kim Bergmann, 601 Prescott Drive, said there was a lot of trash between the building and fence. She said if it became a restaurant there would have to be more lighting which she did not want. She opposed the project.

APPLICANT CLOSING COMMENTS

Ms. Garber said if additional lighting was added it would be directed toward 6th Street. She said she was not aware of any vandalism.

Mr. Doug Garber said Mr. Lawrence implied that the fence needed to be completed but that it was a drainage easement and was built the way it should be. He said the property owner to the west was probably in favor of the project and would probably be willing to sign a letter.

COMMISSION DISCUSSION

Commissioner Josseland said he asked the applicant, Ms. Garber, on the phone this afternoon if she was in the real estate industry and she indicated she was.

Commissioner Britton said normally the difficulty of neighborhood opposition was that there was support by the staff report. He agreed with the staff report that it did not comply with the Comprehensive Plan and how the city was being developed.

Commissioner Denney said he was usually the one to say a property owner should be able to do what they want with their property but in this case the intensity of CN2 zoning at that location would be a safety problem. He said the site abuts a residential area, not in the nodal plan for commercial development, and does not conform with the Comprehensive Plan.

ACTION TAKEN

Motioned by Commissioner Denney, seconded by Commissioner Graham, to follow the staff recommendation of denial for the rezoning request from RSO (Single-Dwelling Residential) District to CN2 (Neighborhood Commercial Center) District and forwarding it to the City Commission with a recommendation for denial based on the findings of fact found in the body of the staff report

Commissioner Graham agreed with Commissioner Denney's comments. She felt traffic would be an issue if it was rezoned to commercial.

Commissioner Kelly said he would support the motion. He stated the area was problematic in city planning because the property had residential behind it but was on a state highway across from commercial.

Commissioner Struckhoff said he would support the motion.

Commissioner Kelly asked about CN1 zoning.

Mr. McCullough said the vacant parcel to the west might set precedent. He said there were a number of vacant properties along 6th Street.

Commissioner von Achen said going west on 6th Street there was commercial on both sides of the street so she understood why someone would want to put commercial there. She said she would support the motion but wished the applicant could use the building.

Motion carried 9-0.

PC Minutes 10/20/14 **DRAFT**

ITEM NO. 3 DOUGLAS COUNTY NATURAL RESOURCES INVENTORY

Presentation of Douglas County Natural Resources Inventory.

Mr. Tom Huntzinger, Upper Wakarusa Watershed Restoration, said the goal was to protect the public water supply and to talk to land owners and encourage them to participate in conservation practices.

Ms. Heidi Mehl provided a Powerpoint presentation and provided Planning Commissioners with a brochure *(the brochure was added to the packet)*.

PC Minutes 10/20/14 **DRAFT**

MISCELLANEOUS NEW OR OLD BUSINESS

Consideration of any other business to come before the Commission.

MISC NO. 1 2015 PLANNING COMMISSION MEETING CALENDAR

Review and consider adopting the 2015 Planning Commission meeting calendar.

Motioned by Commissioner Josserand, seconded by Commissioner Culver, to adopt the 2015 Planning Commission meeting calendar.

Motion carried 9-0.

MISC NO. 2 CONSIDER INITIATING TEXT AMENDMENT; MAKERSPACE

Consider a request to initiate drafting a potential text amendment.

Commissioner Josserand reviewed the memo he sent that was included in the packet. He said he was contacted by a citizen that was interested in using underutilized space as makerspace.

Mr. McCullough said when Planning Commission initiates something staff takes it to Planning Commission or City Commission with a memo that more fully describes the Code issues. He said it would not come back to Planning Commission until January so his recommendation was to let staff provide more information.

Commissioner Josserand felt services for entrepreneurs needed to be improved and that it was not a low priority.

Motioned by Commissioner Kelly, seconded by Commissioner Culver, to direct staff to bring a memo back to Planning Commission in November to initiate at Text Amendment.

Motion carried 9-0.

ADJOURN 9:26pm

2014
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 24*	Planning Commission Retreat - half day Friday		Jan 27	Jan 29
Feb 12	HERE @ KU	Topics for 2014	Feb 24	Feb 26
Mar 12	Small Business Facilitator	Continue H2020 Discussion from Jan Retreat	Mar 24	Mar 26
Apr 9	Apartment Trends – Tim Keller, Keller & Associates		Apr 21	Apr 23
May 14	Comp Plan Update Exercises		May 19	May 21
Jun 11	MPO Multi-Modal Studies http://lawrenceks.org/mpo/study	APA Conference updates	Jun 23	Jun 25
Jul 9	Preview presentation from development team of Annexation & Rezoning applications for proposed commercial & open space development containing approximately 167 acres located south of K-10 & east of US59		Jul 21	Jul 23
Aug 15*	PC Orientation – all day Friday		Aug 25	Aug 27
Sep 10	Demographics Presentation by Planning Staff		Sep 22	Sep 24
Oct 8	CANCELLED		Oct 20	Oct 22
Nov 5	Text Amendment for Parking Article - Parking Options for RVs/Boats/Trailers		Nov 17	Nov 19
Dec 3	TBD		Dec 15	Dec 17
	Suggested topics for future meetings: <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>New County Zoning Codes</i> <i>Tour City/County Facilities</i> <i>Oread Overlay Districts</i> <i>Comprehensive Plan – Goals & Policies</i> <i>Utilities Master Plan</i> <i>Water Resources</i>	
Meeting Locations	The Planning Commission meetings are held in the City Commission meeting room on the 1 st floor of City Hall, 6 th & Massachusetts Streets, unless otherwise noticed.			
Planning & Development Services Lawrence-Douglas County Planning Division 785-832-3150 www.lawrenceks.org/pds				

Revised 10/23/14

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	
Culver	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	
Graham	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	
Josserand	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	
Liese	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	
Struckhoff	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	

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
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



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
11/17/2014

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 190' 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 RECOMMENDATION: Staff recommends approval of the Conditional Use Permit for a communication tower located at 1287 E 1200 Road and forwarding it to the County Commission for 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.

Reason for Request:

Verizon Wireless proposes to construct and operate a 190 foot tall self-supporting monopole type communications tower which will be used to provide enhanced wireless voice and data services to its local subscribers. The facility will be unmanned and will be designed to accommodate at least two additional sets of antennas for use by other carriers.

ATTACHMENTS

1. Site plan
2. Conceptual development for area on east side of Kasold Drive.

KEY POINTS

- Application is for a new 190' monopole tower.
- Ground equipment includes an equipment shelter building and generator to be located within the shelter building.
- Property is encumbered by regulatory floodplain.
- Property is located in the Lawrence Urban Growth Area.
- This application includes a 100' by 100' development area. Initially only a portion of the site will be developed with a tower and equipment. The future pad sites will require expansion of the enclosure.

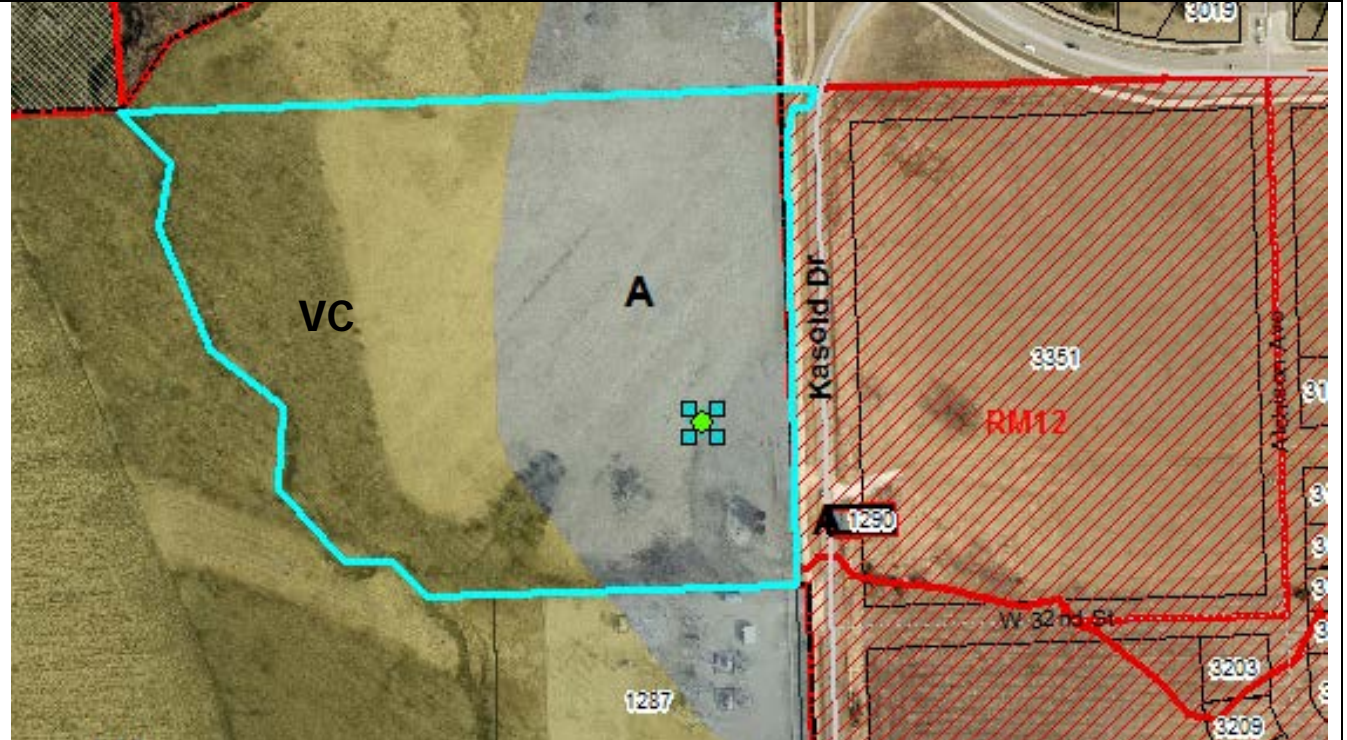
ASSOCIATED CASES/OTHER ACTION REQUIRED

- Board of County Commissioners' approval of the Conditional Use.
- Submission and approval of a local floodplain development permit to Douglas County
- 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

- Inquiry from individual leasing property as proposed structure relates to fireworks sales at this location.

Site Summary: Subject Property:	14.55 acres
Proposed Buildings:	100' x 100' lease area 11' x 25' Pad site for equipment shelter building H frame for equipment 190' monopole Generator located within shelter building Additional pad sites for future carriers
	

GENERAL INFORMATION	
Current Zoning and Land Use:	A (Agricultural) and VC (Valley Channel) Districts. Existing agricultural field.
Surrounding Zoning and Land Use:	<p>A (Agricultural) and VC (Valley Channel) Districts to the North; existing agricultural field.</p> <p>A (Agricultural) and VC (Valley Channel) Districts to the South; KPL substation.</p> <p>VC (Valley Channel) District to the west. Yankee Tank Creek, riparian area and agricultural field.</p> <p>A (Agricultural) and RM12 (Multi-Dwelling Residential) District to the east. Rural Water District #5 pump station and future Religious Institution and Duplex Residential uses.</p>

I. ZONING AND USES OF PROPERTY NEARBY

This property includes county zoning to the north, south and west and urban (City of Lawrence) zoning to the east. The property to the east was annexed in 2009 and has been rezoned multiple times to accommodate future development of the site. The immediate property to the east is undeveloped at this time but has been platted for development. Attached to this staff report is a concept plan that shows future development of the area on the east side of Kasold Drive (Attachment B)

Two properties located in proximity to the subject property are used for utility purposes.

- 1290 E 1200 Road, zoned A (Agricultural) District; RWD #5 (to the east).
- 1287 E 1200 Road, Zoned A (Agricultural) and VC (Valley Channel) Districts; Westar substation (to the south).

Staff Finding – The predominate zoning and land use on the west side of E 1200 Road (Kasold Drive) is agricultural. The predominate zoning and land use on the east side of E 1200 Road (Kasold Drive) is currently undeveloped but zoned for future Religious Institution and Duplex Residential uses.

II. CHARACTER OF THE AREA

This property is located on the southwest fringe of the Lawrence City limits. The property is located between W. 31st Street (extended) and the South Lawrence Trafficway (SLT)/K-10. This area has an agricultural character with limited development potential because of extensive floodplain in the area.

The subject property is bounded on the west side by the Yankee Tank Creek. The Westar substation and large overhead transmission lines run parallel to the South Lawrence Trafficway.

Staff Finding – This property is located in a unique area of Lawrence between the existing city limits and the South Lawrence Trafficway/K-10. The property is bounded by Yankee Tank Creek and includes limited development options because of existing floodplain.

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

Applicant's response: "Yes"

This property is currently restricted to uses allowed in the A (Agricultural) and VC (Valley Channel) Districts. These two districts are generally associated with agricultural activities such as farms, truck gardens, nurseries, grazing and similar activities. The A portion of the property allows both residential and non-residential uses. The VC portion of the property is more restrictive with regard to land uses. The proposed tower will be located on the A zoned portion of the subject property.

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 portion of 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 with the exception of two silos located in the southeast corner of the site. The zoning has remained unchanged since 1966.

Staff Finding – The property is essentially vacant with the exception of two silos as described above. The zoning has remained unchanged since 1966.

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

Applicant's Response: *"No"*

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 location of the tower is situated so that it has a visual connection to other existing utility uses in the immediate area and to have the least adverse impact on the regulatory floodplain.

Staff Finding – Development potential in the area is limited by the presence of extensive regulatory floodplain. At this time the area to the north and east is undeveloped. Any future development will occur with knowledge of this improvement, if approved.

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 majority of the property will remain viable for existing land uses and uses permitted within the A (agricultural) and VC (Valley Channel) Districts.

Staff Finding – The benefit to the public is improved cellular communication and wireless data capacity within the Verizon network. 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 three co-location spaces in addition to the Verizon equipment space for a total of up to four carriers on this tower.

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 east property line is the nearest property line to the proposed improvements. 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 118' from the east property line to the center of the tower.

The tower and ground equipment will be located in a 100' by 100' enclosure area located approximately 90' from the east property line. The initial enclosure area will be 50' by 50' to accommodate expansion of the base station as additionally carriers co-locate on the tower.

The proposed equipment shelter is located approximately 100' from the east property line. The site plan shows pad sites within the enclosure to accommodate future carriers located on the north and west sides of the tower. The initial 50' by 50' fenced enclosure would need to be expanded to accommodate future co-location applications.

Lighting

Lighting is not proposed with this application for the communication tower. The tower will need to meet any applicable FAA requirements. Generally, towers less than 200' are not required to be lit. ground equipment will have lighting on front and rear sides of the building. Lighting must be shielded and directed down.

Access, Circulation, and Off Street Parking

Access to this site is from E 1200 Road/Kasold Drive. This segment of E 1200 Road is completely within the City Limits. The applicant will be required to seek a driveway permit for access to the tower site from the City of Lawrence. 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.

The access drive should be revised to an asphalt surface from the apron to 6' west of the recreation path. The existing street pavement is chip sealed and the recreation path is concrete. Pavement of the access driveway will prevent gravel being pulled up on the path from the service trucks crossing to the site.

Landscaping/Buffering

The site plan as submitted includes screening vegetation around three sides of the proposed enclosure. This site will not be irrigated and will not be staffed. The survival of this type of vegetative plan is usually unsuccessful especially in a rural application. An alternative to the proposed landscaping will be to provide street trees along E 1200 Road/Kasold Drive as would be required in a comparable City application. A development with 100' of frontage, in the City, would be required to provide three street trees. Staff recommends additional trees as an alternative to the perimeter screening proposed.

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.

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%.

Conclusion

The proposed application meets the required documentation requirements of the County Zoning Regulations. Staff recommends minor changes to the site plan to facilitate the project compatibility with some City design standards since this site is located on the boundary of the existing city limits.

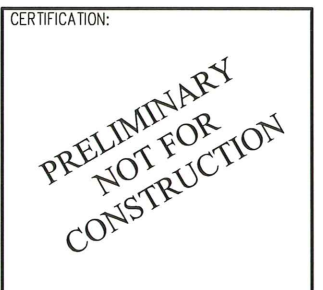


LAWC KASOLD

1293 E 1200 ROAD
LAWRENCE, KS 66047
DOUGLAS COUNTY

LOCATION No.: 273490
PROJECT No.: 20130934157

PROPOSED MONOPOLE TOWER
WITH COMMUNICATIONS EQUIPMENT



RELEASE	
DATE	
03/31/14	LEASE EXHIBIT
05/05/14	CONSTRUCTION DRAWINGS-REV A
07/27/14	CONSTRUCTION DRAWINGS-REV B
08/11/14	CONSTRUCTION DRAWINGS-REV C

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DRAWN BY: JLM
CHECKED BY: DJH

SITE NAME:

LAWC KASOLD
CELL SITE

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

SHEET TITLE:

PROJECT INFORMATION,
LOCATION MAPS,
AND DRAWING INDEX

A&E PROJECT NO.:

001-1504

SHEET NO.:

T-1

APPLICANT
VERIZON WIRELESS
MANAGER-NETWORK REAL ESTATE
PHONE: (913) 244-2800

SITE ACQUISITION
KGI
PHONE: (417) 848-7584

SURVEYOR
HUSKER SURVEYING
PHONE: (402) 423-5202

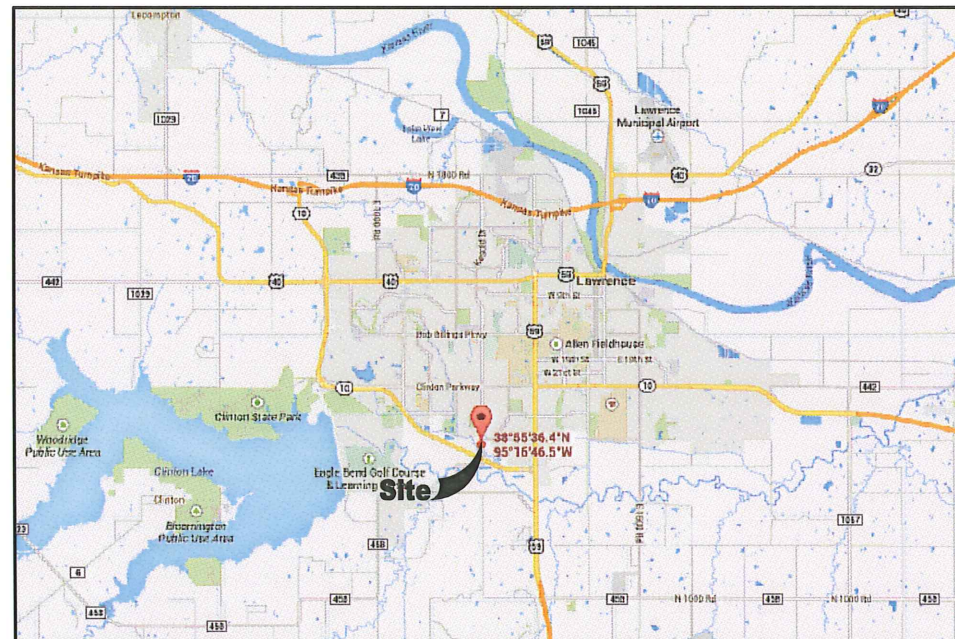
ARCHITECTURAL AND ENGINEERING FIRM
MAGTECH MIDWEST, INC.
PHONE: (260) 436-2668

POLICE DEPARTMENT
LAWRENCE POLICE DEPARTMENT
4820 BOB BILLINGS PKWY,
LAWRENCE, KS 66049
PHONE: (785) 830-7400

FIRE DEPARTMENT
LAWRENCE FIRE STATION NO. 4
2121 WAKARUSA DR,
LAWRENCE, KS 66047
PHONE: (785) 832-7640

PROPERTY OWNER
WESLEYAN CHURCH

KANSAS ONE-CALL SYSTEM
811 OR 1-800-DIG SAFE



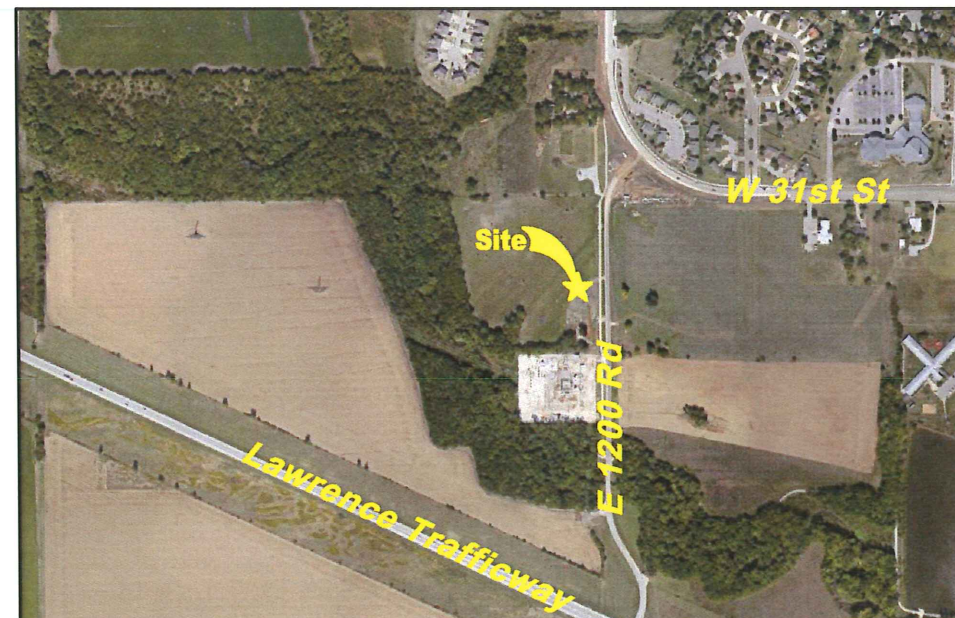
VICINITY MAP
MAPS PROVIDED BY DeLORME STREET ATLAS USA

THE PROJECT INCLUDES:
INSTALLATION OF PANEL ANTENNA, ASSOCIATED COAX AND OTHER EQUIPMENT ON NEW 190' MONOPOLE TOWER.
INSTALLATION OF A 25'-5-1/2"x11'-6" UNMANNED EQUIPMENT SHELTER WITH GENERATOR ON A CONCRETE FOUNDATION.
NEW ELECTRIC AND TELEPHONE SERVICE TO SITE AND EQUIPMENT SHELTER. NO WATER SUPPLY OR SEWAGE TO/FROM THE SITE.

SITE LAT/LON ELEV.
LATITUDE - 38° 55' 36.52"
LONGITUDE - 95° 16' 46.96"
GRD ELEV. - ±831.2' AMSL

SITE LAT/LON ELEV.
OVERALL STRUCTURE HT: 200'
STRUCTURE HT: 190'
ANTENNA CL: 190'

PROJECT DESCRIPTION



LOCATION MAP
AERIAL MAP PROVIDED BY GOOGLE

- ANY TELECOMMUNICATIONS FACILITY THAT IS NOT IN USE FOR A PERIOD OF THREE (3) FULL YEARS OR MORE SHALL BE REMOVED BY THE OWNER AT THE OWNERS EXPENSE. FAILURE TO REMOVE THE TELECOMMUNICATIONS FACILITY PURSUANT TO NON-USE MAY RESULT IN REMOVAL AND ASSESSMENT OF COST TO THE PROPERTY PURSUANT TO K.S.A. 12-6a17.
- A SIGN SHALL BE POSTED ON THE FACILITY NOTING THE NAME AND TELEPHONE NUMBER OF THE TOWER OWNER/OPERATOR.
- THE TOWER OWNER/OPERATOR SHALL SUBMIT A LETTER TO THE PLANNING BY JULY 1 EACH YEAR LISTING THE CURRENT USERS AND TYPES OF TELECOMMUNICATION ANTENNA LOCATION ON THE FACILITY.

DRAWING INDEX

T-1	PROJECT INFORMATION, LOCATION MAPS, AND DRAWING INDEX
LSE-1	LAND SURVEY
LSE-2	LAND SURVEY
LSE-3	LAND SURVEY
C-1	ENLARGED SITE PLAN
C-2	TOWER ELEVATION AND ANTENNA INFORMATION
C-3	FENCE DETAILS
C-4	EQUIPMENT SHELTER PLAN
C-5	EQUIPMENT SHELTER ELEVATIONS
L-1	LANDSCAPE PLAN

A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE 6TH P.M., IN DOUGLAS COUNTY, KANSAS, NOW DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHEAST CORNER OF SAID QUARTER SECTION; THENCE SOUTH 01°47'07" EAST ALONG THE EAST LINE OF SAID QUARTER SECTION, 731.00 FEET; THENCE SOUTH 88°06'41" WEST PARALLEL WITH THE NORTH LINE OF SAID QUARTER SECTION, 596.59 FEET TO THE CENTERLINE OF A CREEK; THENCE ALONG SAID CREEK CENTERLINE FOR THE FOLLOWING COURSES: NORTH 45°41'54" WEST, 76.01 FEET; SOUTH 88°06'39" WEST, 69.21 FEET; NORTH 41°35'07" WEST, 147.26 FEET; NORTH 02°32'56" EAST, 121.88 FEET; NORTH 52°01'21" WEST, 133.21 FEET; THENCE NORTH 23°43'42" WEST, 195.83 FEET; NORTH 10°35'57" EAST, 101.55 FEET; NORTH 45°49'20" WEST, 104.16 FEET TO A POINT ON THE NORTH LINE OF SAID QUARTER SECTION; THENCE LEAVING SAID CREEK CENTERLINE, NORTH 88°06'41" EAST ALONG SAID NORTH LINE, 1029.78 FEET TO THE POINT OF BEGINNING, SUBJECT TO ALL RIGHTS-OF-WAY AND EASEMENTS OF RECORD, AND

A. BEGINNING AT A POINT 1111.3 FEET EAST OF THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE 6TH P.M.; THENCE SOUTH PARALLEL WITH WEST LINE OF SAID QUARTER SECTION 417.4 FEET; THENCE EAST TO THE EAST LINE OF THE WEST HALF OF THE NORTHWEST QUARTER OF SAID SECTION; THENCE NORTH ON THE EAST LINE OF SAID WEST HALF TO THE NORTH LINE OF SAID QUARTER SECTION; THENCE WEST TO THE POINT OF BEGINNING.

C. A TRACT OF LAND IN THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE 6TH P.M., IN THE CITY OF LAWRENCE, IN DOUGLAS COUNTY, KANSAS, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER; THENCE SOUTH 01°44'39" EAST 620.00 FEET, COINCIDENT WITH THE WEST LINE OF SAID QUARTER SECTION TO THE POINT OF BEGINNING; THENCE NORTH 88°15'21" EAST 97.00 FEET; THENCE SOUTH 01°44'39" EAST 40.00 FEET; THENCE SOUTH 88°15'21" WEST 97.00 FEET; THENCE NORTH 01°44'39" WEST 40.00 FEET TO THE POINT OF BEGINNING.

D. A TRACT OF LAND IN THE WEST HALF OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 13 SOUTH, RANGE 19 EAST OF THE 6TH P.M., DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF SAID QUARTER SECTION; FIRST COURSE, THENCE ON AN ASSUMED BEARING OF NORTH 01°47'16" WEST 1408.94 FEET ALONG THE WEST LINE OF SAID QUARTER SECTION; SECOND COURSE, THENCE NORTH 88°12'44" EAST 175.00 FEET; THIRD COURSE, THENCE SOUTH 11°06'59" EAST, 216.27 FEET; FOURTH COURSE, THENCE SOUTH 21°22'55" EAST, 201.00 FEET; FIFTH COURSE, THENCE SOUTH 29°21'25" EAST, 152.14 FEET; SIXTH COURSE, THENCE SOUTH 20°14'54" WEST 103.62 FEET; SEVENTH COURSE, THENCE SOUTH 68°50'09" EAST 1104.50 FEET TO A POINT ON THE EAST LINE, 341.03 FEET NORTH OF THE SOUTHEAST CORNER OF THE WEST HALF OF THE SAID QUARTER SECTION; EIGHTH COURSE, THENCE SOUTH 01°49'33" EAST ALONG SAID EAST LINE TO THE SOUTHEAST CORNER OF THE WEST HALF OF SAID QUARTER SECTION; NINTH COURSE, THENCE SOUTH 88°03'37" WEST, 1326.29 FEET ALONG THE SOUTH LINE OF SAID QUARTER SECTION TO THE POINT OF BEGINNING; FOR CONTROLLED ACCESS HIGHWAY, INCLUDING ANY AND ALL ABUTTER'S RIGHT OF ACCESS TO SAID HIGHWAY APPURTENANT TO SAID PROPERTY, EXCEPT AND RESERVING THE RIGHT OF ACCESS TO THE HIGHWAY OVER AND ACROSS THE FOLLOWING DESCRIBED COURSES: ALL OF THE 'SECOND', 'THIRD', 'FOURTH', 'FIFTH' AND 'SIXTH' COURSES.

Pal Eire 9000 Millage Nature Area

Lawrence River

Lawrence Highway

E 1200 Rd

W 28th St

S 1200 Rd

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W 32nd St

W 34th St

W 36th St

W 38th St

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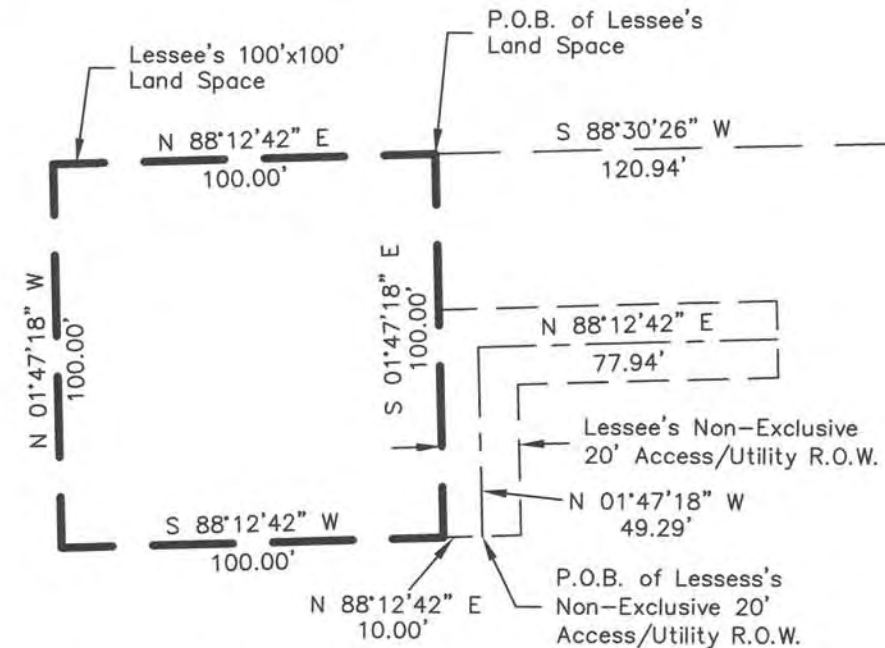
W 636th St

W 638th

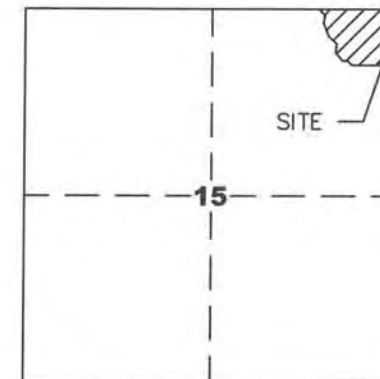
1.) Generally located in Kansas State Plane Coordinate System, North Zone (NAD-83).

3.) The Utility locations shown hereon were determined by observed above ground evidence only. The surveyor was provided with above ground markings to determine any subsurface locations, and makes no guarantee that the underground utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. This surveyor has not physically located the underground utilities.

Flood Information:
Property falls within a Zones "AE" (Areas subject to inundation by the 1-percent-annual-chance flood event determined by detailed methods. BFEs are shown within these zones.) & "X" (Minimal risk areas outside the 1-percent and 2-percent-annual-chance floodplains. No BFEs or base flood depths are shown within these zones.) as determined by FEMA Flood Rate Map No. 20045C0167D, effective 8/05/10.



Scale: 1"=50'



Surveyor's Certificate

I, Jayme M. Malone, a Professional Registered Land Surveyor under the laws of the State of Kansas, certify the above survey was executed by me, on the date shown. Distances shown are measured in feet and decimals of a foot.

Signed this 28th day of August, 20 14

Jayne M. Malone
LS MO #2736



Prepared for:



**MAGTECH
MIDWEST INC.**

AN AFFILIATE OF FORTUNE WIRELESS INC.
1715 MAGNADOK WAY, FORT WAYNE, INDIANA 46804
(260) 436-2888 • (260) 436-2402 FAX

HS4152



4535 Normal Blvd. Ste #101
Lincoln, Ne 68506
(402)423-5202
(402)423-5211
www.huskersurveying.com

-1111

#	DATE	DESCRIPTION	INT.
1	1/29/14	80% Prelim	TH
2	2/12/14	Land Space & R.O.W.	TH
3	2/26/14	Add Title	MG
4	3/03/14	Comments	MG
5	6/18/14	Moved Land Space	MG



LAWC KASOLD

SITE ADDRESS:

1293 E 1200 RD
Lowerence, KS 66047

LAND SPACE &
R.O.W. EXHIBIT

LSE-1

LESSEE'S LAND SPACE DESCRIPTION:

That part of the Northeast Quarter of Section 15, Township 13 South, Range 19 East of the 6th P.M., Douglas County, Kansas and being more particularly described as follows:

Referring to the Northeast corner of said Section 15, a #4 rebar in monument box found; thence southerly, on an assumed bearing, South 01°47'18" East, on the East line of the Northeast Quarter of said Section 15, 422.15 feet; thence westerly South 88°30'26" West, 120.94 feet, to the Point of Beginning for the described Land Space; thence following the perimeter of the described Land Space on the following bearings and distances of the described Land Space: South 01°47'18" East, 100.00 feet; thence South 88°12'42" West, 100.00 feet; thence North 01°47'18" West, 100.00 feet; thence North 88°12'42" East, 100.00 feet, to the Point of Beginning for the described Land Space.

Containing a total calculated area of 10,000 square feet or 0.229 acres, more or less.

LESSEE'S NON-EXCLUSIVE ACCESS/UTILITY RIGHT OF WAY DESCRIPTION:

A Non-Exclusive Access/Utility Right of Way, 20 feet in width, located in that part of the Northeast Quarter of Section 15, Township 13 South, Range 19 East of the 6th P.M., Douglas County, Kansas and the centerline being more particularly described as follows:

Referring to the Northeast corner of said Section 15, a #4 rebar in monument box found; thence southerly, on an assumed bearing, South 01°47'18" East, on the East line of the Northeast Quarter of said Section 15, 422.15 feet; thence westerly South 88°30'26" West, 120.94 feet, to the Northeast corner of the described Land Space; thence following the perimeter of the described Land Space on the following bearings and distances of the described Land Space: South 01°47'18" East, 100.00 feet; thence easterly North 88°12'42" East, 10.00 feet, to the Point of Beginning for the centerline of the described Right of Way; thence northerly North 01°47'18" West, 49.29 feet; thence easterly North 88°12'42" East, 77.94 feet, to a point of intersection on the westerly right-of-way line of E 1200 Road, also being the Point of Termination for the centerline of the described Right of Way.

Containing a total calculated area of 2,545 square feet or 0.058 acres, more or less.

INFORMATIONAL REPORT:

Based on Commitment for Title Insurance with an effective date of January 24, 2014 provided by First American Title Insurance Company, Commitment No. NCS-651243-KCTY, the following are of survey matters:

9. A Grant of Right of Way in favor of The Kansas Power and Light Company, recorded April 12, 1967 in Book 249, Page 562. Does not affect Land Space and Right of Way.
10. An Easement in favor of the City of Lawrence, Kansas, recorded March 8, 1985 in Book 379, Page 182. Does not affect Land Space and Right of Way.
11. An Easement for Right of Way For Highway Purposes in favor of Douglas County, Kansas, recorded June 4, 1990 in Book 445, Page 289. Does not affect Land Space and Right of Way.
12. An Easement for Right of Way For Pedestrian/Bicycle Path Purposes in favor of Douglas County, Kansas, recorded April 11, 1996 in Book 551, Page 1741. Affects Right of Way, and is shown hereon.
13. A Right-Of-Way Easement in favor of Douglas County, RWD No.5, recorded May 11, 2000 in Book 674, Page 1466. Said Easement was partially assigned to the City of Lawrence, Kansas by instrument recorded December 14, 2001 in Book 748, Page 422. Does not affect Land Space and Right of Way.
14. An Easement for Ingress and Egress in favor of Rural Water District No. 5, Douglas County, Kansas, recorded May 22, 2000 in Book 675, Page 1351. Does not affect Land Space and Right of Way.
15. A Right-Of-Way Easement in favor of Douglas County, RWD No. 5, recorded June 6, 2001 in Book 716, Page 167. Said Easement was partially assigned to the City of Lawrence, Kansas by instrument recorded December 14, 2001 in Book 748, Page 422. Does not affect Land Space and Right of Way.
16. An Ordinance of the City of Lawrence, Kansas, annexing property into the city, recorded May 7, 2003 in Book 853, Page 35. Does not affect Land Space and Right of Way.
17. An Ordinance of the City of Lawrence, Kansas, annexing property into the city, recorded December 17, 2009 in Book 1057, Page 482. Does not affect Land Space and Right of Way.
18. An Annexation Agreement between the Kansas District of the Wesleyan Church, Inc. and the City of Lawrence, Kansas, recorded February 8, 2010 in Book 1058, Page 5202. Does not affect Land Space and Right of Way.
19. A Temporary Construction Easement in favor of the City of Lawrence, Kansas, recorded April 22, 2010 in Book 1060, Page 5358. Does not affect Land Space and Right of Way.
20. A Dedication of Right-Of-Way in favor of the City of Lawrence, Kansas, recorded April 22, 2010 in Book 1060, Page 5364. Does not affect Land Space and Right of Way.

Prepared for:

Prepared for:



MAGTECH
MIDWEST INC.
AN AFFILIATE OF FORTUNE WELDERS INC.
1715 MANHATTAN BLVD., FORT WORTH, TEXAS 76104
(817) 438-2888 • (817) 438-2402 FAX

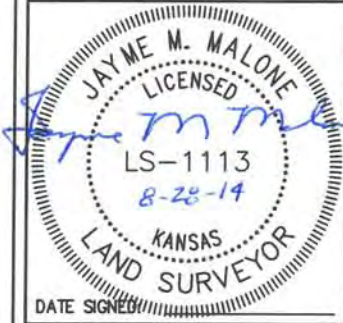
Surveyed By:

HS4152



4535 Normal Blvd. Ste #101
Lincoln, Ne 68506
(402)423-5202
(402)423-5211
www.huskersurveying.com

CHECKED BY:		JMM	
APPROVED BY:		JMM	
#	DATE	DESCRIPTION	INT
1	1/29/14	80% Prelim	TH
2	2/12/14	Land Space & R.O.W.	TH
3	2/26/14	Add Title	MG
4	3/03/14	Comments	MG
5	6/18/14	Moved Land Space	MG



SITE NAME:

LAWC KASOLD

SITE NUMBER:

SITE ADDRESS:

1293 E 1200 RD
Lawrence, KS 66047

SHEET NAME:

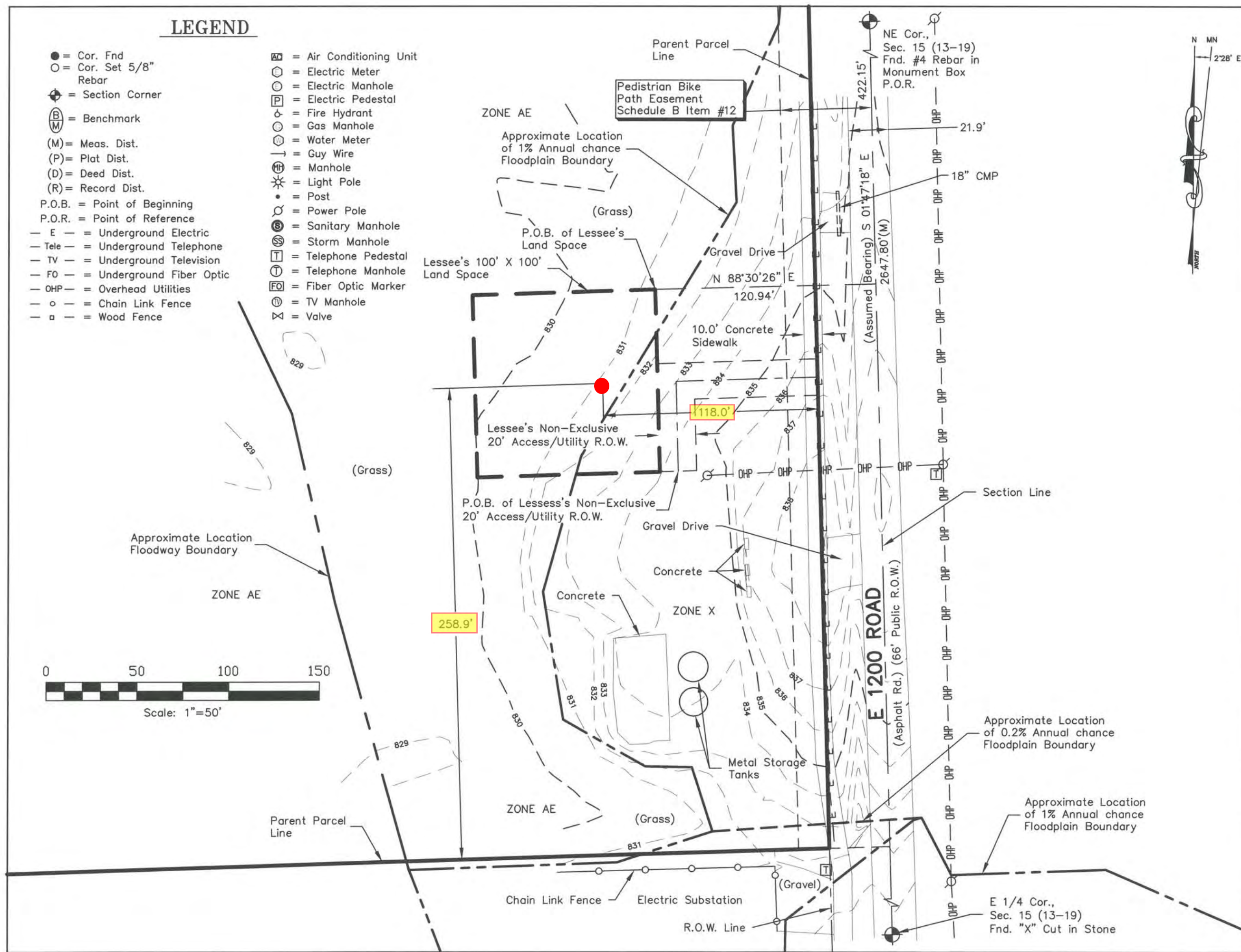
LAND SPACE &
R.O.W. EXHIBIT

SHEET NUMBER:

LSE-2

LEGEND

- = Cor. Fnd
- = Cor. Set 5/8" Rebar
- ⊕ = Section Corner
- Ⓚ = Benchmark
- (M) = Meas. Dist.
- (P) = Plat Dist.
- (D) = Deed Dist.
- (R) = Record Dist.
- P.O.B. = Point of Beginning
- P.O.R. = Point of Reference
- E — = Underground Electric
- Tele — = Underground Telephone
- TV — = Underground Television
- FO — = Underground Fiber Optic
- OHP — = Overhead Utilities
- o — = Chain Link Fence
- a — = Wood Fence
- Ⓜ = Air Conditioning Unit
- Ⓢ = Electric Meter
- Ⓢ = Electric Manhole
- Ⓢ = Electric Pedestal
- Ⓢ = Fire Hydrant
- Ⓢ = Gas Manhole
- Ⓢ = Water Meter
- Ⓢ = Guy Wire
- Ⓢ = Manhole
- Ⓢ = Light Pole
- Ⓢ = Post
- Ⓢ = Power Pole
- Ⓢ = Sanitary Manhole
- Ⓢ = Storm Manhole
- Ⓢ = Telephone Pedestal
- Ⓢ = Telephone Manhole
- Ⓢ = Fiber Optic Marker
- Ⓢ = TV Manhole
- Ⓢ = Valve



Prepared for:

Prepared for:



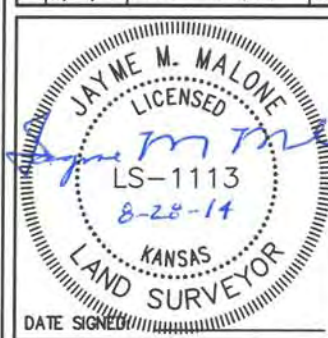
Surveyed By: HS4152



CHECKED BY: JMM

APPROVED BY: JMM

#	DATE	DESCRIPTION	INT.
1	1/29/14	80% Prelim	TH
2	2/12/14	Land Space & R.O.W.	TH
3	2/26/14	Add Title	MG
4	3/03/14	Comments	MG
5	6/18/14	Moved Land Space	MG



DATE SIGNED:

SITE NAME:

LAWC KASOLD

SITE NUMBER:

SITE ADDRESS:

1293 E 1200 RD
Lawrence, KS 66047

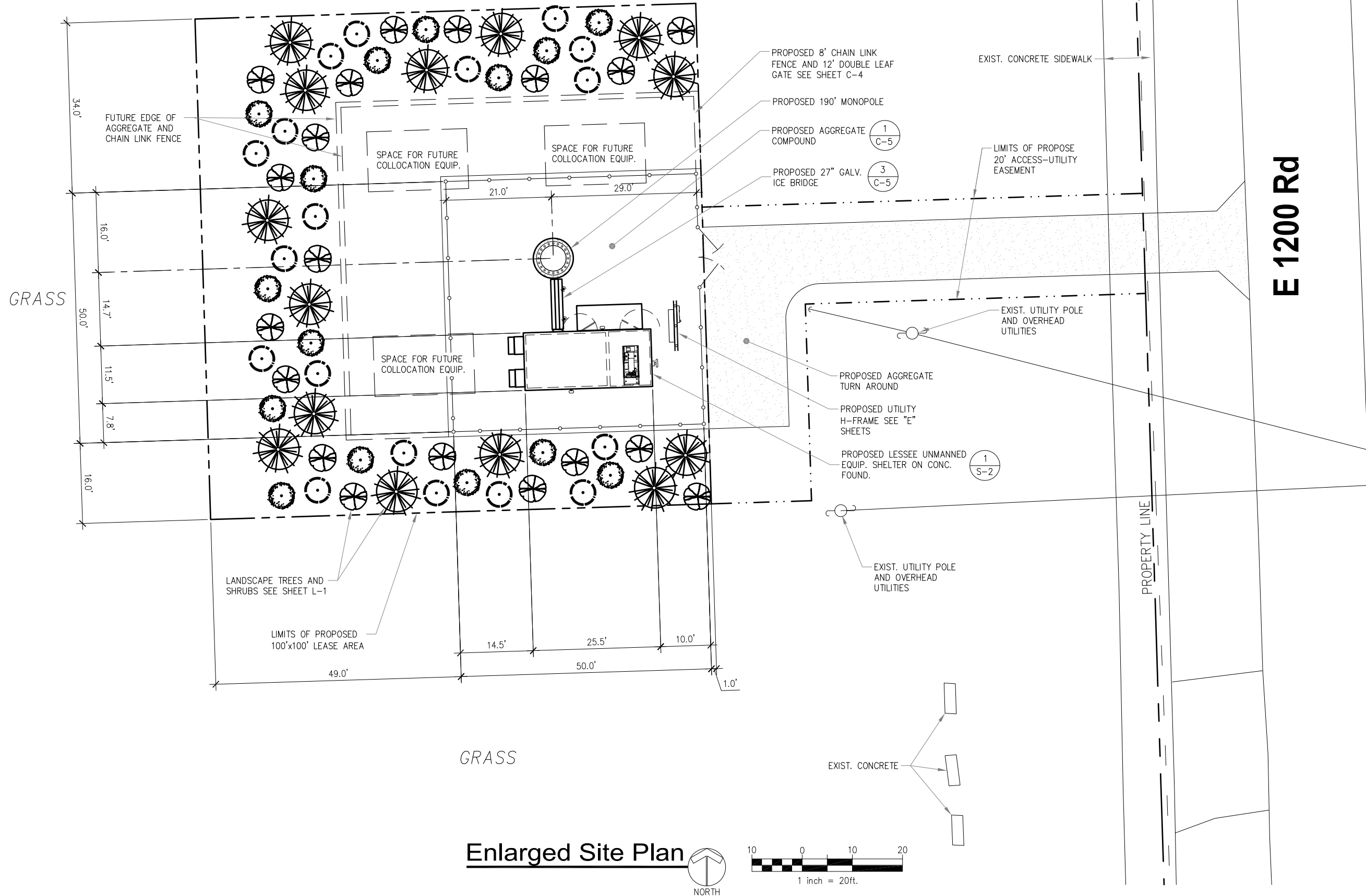
SHEET NAME:

LAND SPACE &
R.O.W. EXHIBIT

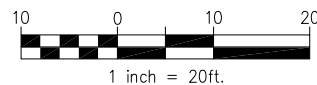
SHEET NUMBER:

LSE-3

GRASS



Enlarged Site Plan



**MAGTECH
MIDWEST INC.**
AN AFFILIATE OF FORTUNE WIRELESS INC.
1715 MAGNAVOX WAY, FORT WAYNE, INDIANA 46804
(260) 436-2668 • (260) 436-2402 FAX

CERTIFICATION:

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DATE

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LEASE EXHIBIT

05/05/14

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07/27/14

CONSTRUCTION DRAWINGS-REV B

08/11/14

CONSTRUCTION DRAWINGS-REV C

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DRAWN BY: JLM
CHECKED BY: DJH

SITE NAME:

**LAWK KASOLD
CELL SITE**

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

SHEET TITLE:

ENLARGED SITE PLAN

A&E PROJECT NO.:

001-1504

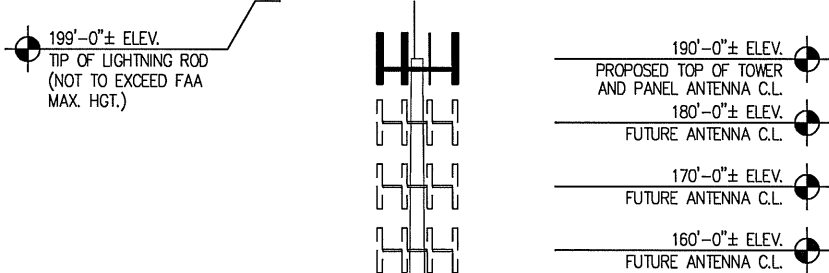
SHEET NO.:

C-1

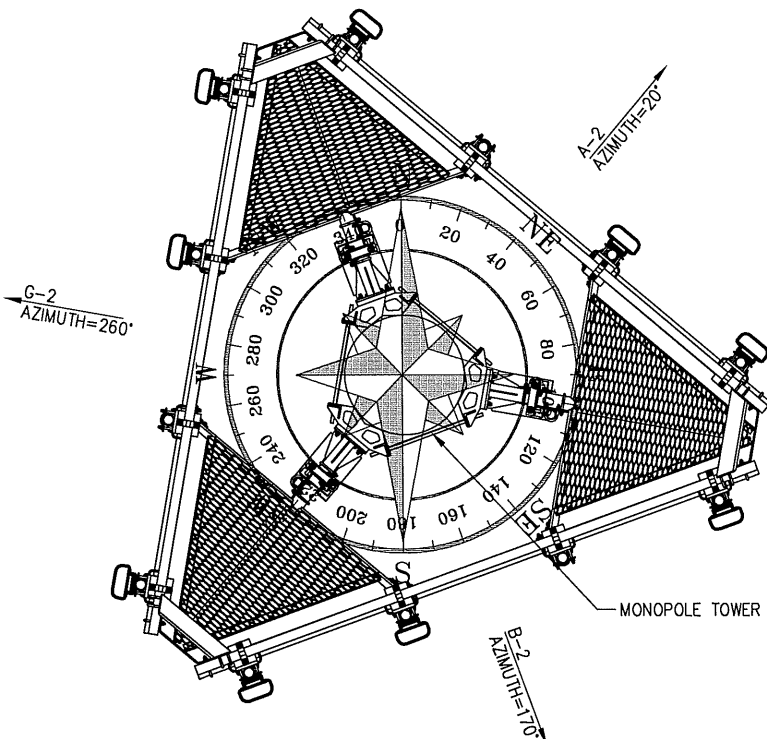
PROPOSED ANTENNA KEY

	Position	Status	Antenna Centerline (ft AGL)	Antenna Make / Model	Antenna Count	Height (in)	Width (in)	Depth (in)	Weight (lbs)	Azimuth	Mech Downtilt	Electrical Downtilt	RRU Make/Model	RRU Count	Distribution Box Make/Model	Raycap Count	Hybrid Cable Make/Model	Hybrid Cable Count	Hybrid Cable Size	Hybrid Cable Length	Jumper Count					
Mainline Cable & Distribution													RRUS B13	3	RFS DB-B1-6C-12AB-0Z	4(2 on tower, 2 in shelter	RFS Hybriflex HBF058-08U1S2-14F	6	5/8"							
																	RFS Hybriflex HBF114-13U6S12-230F	2	1-1/4"							
																		15 ft	1/2"	12						
Alpha Sector	A	proposed	190	Andrew LNX-6515DS-A1M-02(CDMA)	1	96.4	11.9	7.1	49.8	40	3	0														
	B																									
	C	proposed	190	Air - 32(AWS)	1	57	12	8	99	40	0	0														
	D	proposed	190	Andrew LNX-6515DS-A1M-02(LTE)	1	96.4	11.9	7.1	49.8	40	3	0														
Beta Sector	E	proposed	190	Andrew LNX-6515DS-A1M-02(CDMA)	1	96.4	11.9	7.1	49.8	170	0	0														
	F																									
	G	proposed	190	Air - 32(AWS)	1	57	12	8	99	170	0	0														
	H	proposed	190	Andrew LNX-6515DS-A1M-02(LTE)	1	96.4	11.9	7.1	49.8	170	0	0														
Gamma Sector	I	proposed	190	Andrew LNX-6515DS-A1M-02(CDMA)	1	96.4	11.9	7.1	49.8	310	0	0														
	J																									
	K	proposed	190	Air - 32(AWS)	1	57	12	8	99	310	0	0														
	L	proposed	190	Andrew LNX-6515DS-A1M-02(LTE)	1	96.4	11.9	7.1	49.8	310	0	0														
Antenna Total					9							RRU Total			3	Distro Box Total			2	Hybrid Cable Total			8	Jumper Total		12

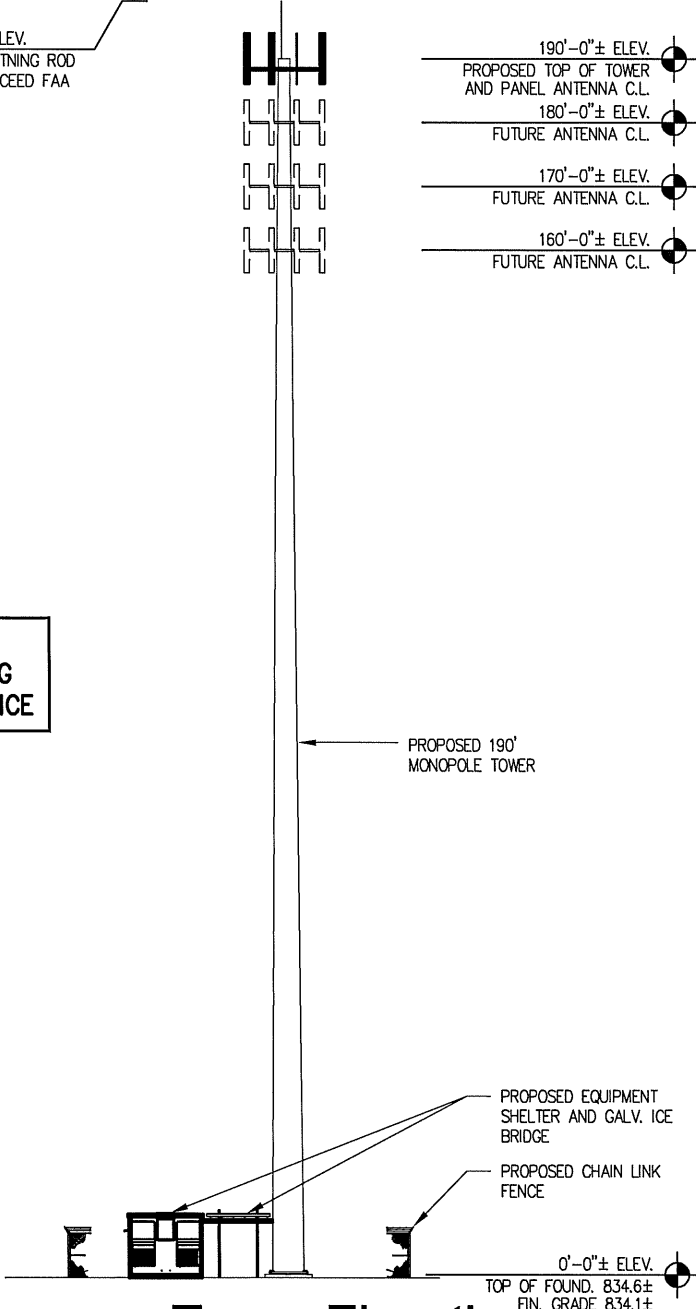
3 Proposed Antenna Schedule
SCALE: N.T.S.



MONOPOLE TO BE DESIGNED BY OTHERS
ACCORDING TO ANSI/EIA/TIA-222-REV G
STANDARDS: 90 MPH BASIC WINDS, NO ICE



1 Antenna Azimuths
SCALE: 1/4" = 1'-0"



2 Tower Elevation
SCALE: 1" = 30'-0"



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08/11/14	CONSTRUCTION DRAWINGS-REV C

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DRAWN BY: JLM
CHECKED BY: DJH

SITE NAME:

LAWC KASOLD
CELL SITE

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

SHEET TITLE:

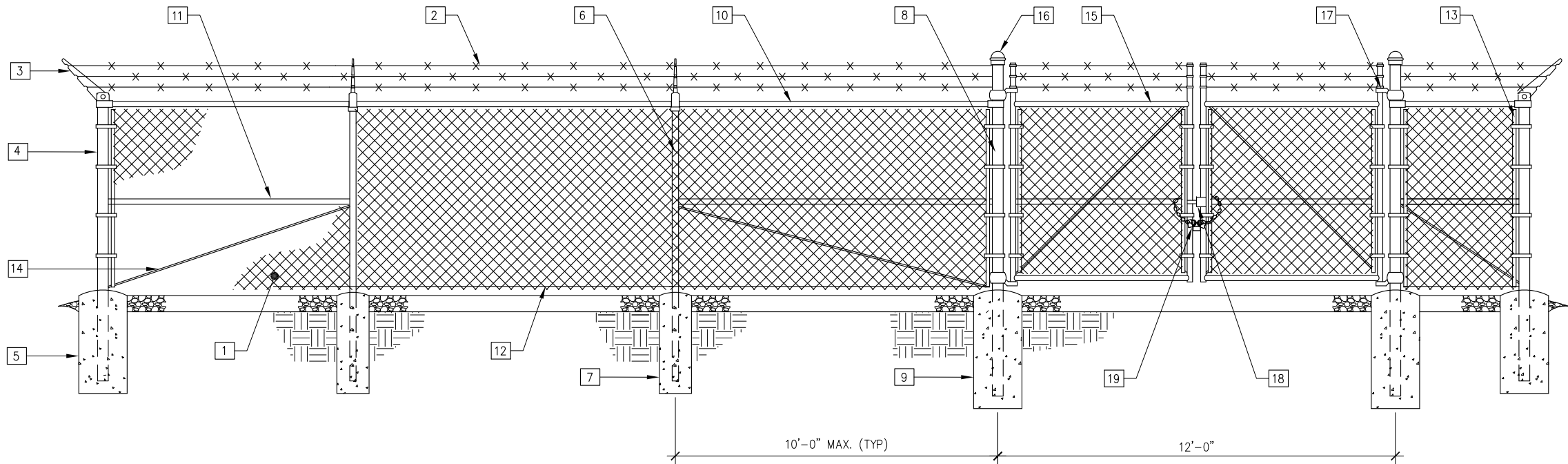
TOWER ELEVATION,
ANTENNA INFORMATION,
NOTES AND DETAILS

A&E PROJECT NO.:

001-1504

SHEET NO.:

C-2

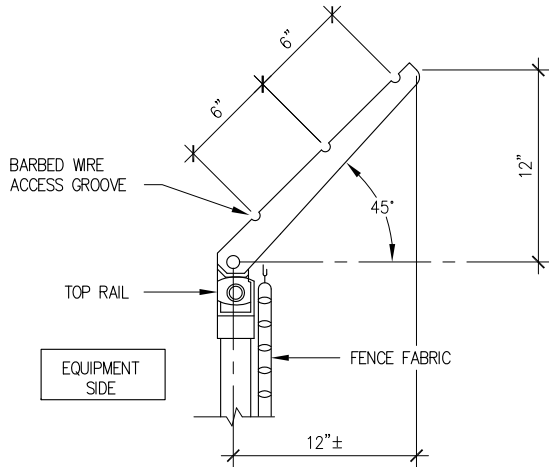


1 Typical Fence Elevation
SCALE: 1/4" = 1'-0"

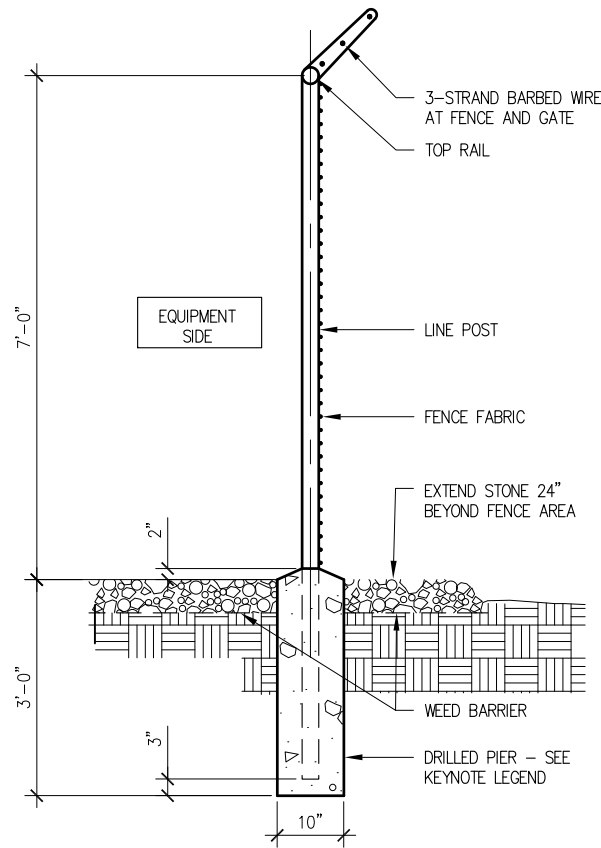
Keynote Legend

- 1 FABRIC: 9 GAUGE, 2" MESH, ASTM A392 (SEE FENCE SECTION FOR HEIGHT).
- 2 BARBED WIRE: 12 GAUGE WIRE, 4 POINT (3 RUNS), FINISH TO MATCH FABRIC, ASTM A121.
- 3 EXTENSION ARMS: STAMPED STEEL WITH MALLEABLE IRON BASE, FINISH TO MATCH FENCE FRAMEWORK, ASTM F626.
- 4 END AND CORNER POSTS: 3"Ø PIPE SCH. 40 (GALV.) ASTM F1083
- 5 CONCRETE FOUNDATION: 36"x12"Ø (3000 PSI)
- 6 LINE POSTS: 2"Ø PIPE SCH. 40 (GALV.) ASTM F1083
- 7 CONCRETE FOUNDATION: 36"x10"Ø (3000 PSI)
- 8 GATE POSTS: 4"Ø PIPE SCH. 40 (GALV.) ASTM F1083
- 9 CONCRETE FOUNDATION: 48"x12"Ø (3000 PSI)
- 10 TOP RAIL & BRACE RAIL: 1-1/2"Ø PIPE SCH. 40 (GALV.) ASTM F1083
- 11 MIDDLE RAILS: 1-1/2"Ø PIPE SCH. 40 (GALV.) ASTM F1083
- 12 BOTTOM TENSION WIRE: 0.177"Ø METALLIC-COATED STEEL (GALV.), MARCELLED, ASTM A824
- 13 TENSION BARS: 3/16"x3/4", FULL HEIGHT OF FABRIC, FINISH TO MATCH FENCE FRAMEWORK.
- 14 TENSION ROD: 3/8"Ø WITH ADJ. TIGHTNER, FINISH TO MATCH FENCE FRAMEWORK.
- 15 GATE FRAME: 2"Ø SCH. 40 (GALV.) ASTM F1083
- 16 POST CAPS: PER POST DIAMETER.
- 17 GATE HINGES: NON-LIFT-OFF TYPE, OFFSET TO PERMIT 180 DEGREE SWING.
- 18 DOUBLE GATE LATCH: COMMERCIAL STRONG ARM EQUAL TO: DAC INDUSTRIES 615-C ELEVENTH STREET, GRAND RAPIDS, MI 49504
- 19 LOCK CHAIN: 3/8" SIZE, 36" LONG HOT DIP GALVANIZED ZINC COATED. W/ MARINE-GRADE PROGRAMMABLE FOUR DIGIT PADLOCK (SESAME BRAND OR APPROVED EQUAL)

- NOTES:**
1. REFER TO PROJECT SPECIFICATIONS FOR INFORMATION NOT SHOWN IN THE DRAWING.
 2. FENCE FABRIC SHALL COMFORM TO CHAIN LINK FENCE MANUFACTURERS INSTITUTE (CLFMI) PRODUCT MANUAL.
 3. INSTALL FENCE IN COMPLIANCE WITH ASTM F 567.
 4. INSTALL SWING GATES IN COMPLIANCE WITH ASTM F 900.
 5. DO NOT BEGIN INSTALLATION AND ERECTION BEFORE FINAL GRADING IS COMPLETED, UNLESS OTHERWISE PERMITTED. INSTALL FENCING ON BOUNDARY LINES INSIDE OF PROPERTY LINE ESTABLISHED BY SURVEY.
 6. DRILL OR HAND-EXCAVATE (USING POST - HOLE DIGGER) HOLES FOR POSTS TO DIAMETERS AND SPACINGS INDICATED, IN FIRM, UNDISTURBED OR COMPACTED SOIL. IF NOT INDICATED ON DRAWINGS, EXCAVATE HOLES FOR EACH POST TO MINIMUM DIAMETER RECOMMENDED BY FENCE MANUFACTURER, BUT NOT LESS THAN (4) TIMES LARGEST GROSS-SECTION OF POST.
 7. REMOVE POST HOLE SPOILS FROM SITE. DO NOT SET SPOILS ON AGGREGATE WITHOUT ADEQUATE PROTECTION.
 8. PROTECT PORTION OF POSTS ABOVE GROUND FROM CONCRETE SPLATTER. PLACE CONCRETE AROUND POSTS AND VIBRATE OR TAMP FOR CONSOLIDATION. CHECK EACH POST FOR VERTICAL AND TOP ALIGNMENT AND HOLD IN POSITION DURING PLACEMENT AND FINISHING OPERATIONS, UNLESS OTHERWISE SHOWN, EXTEND CONCRETE FOOTING 1 INCH ABOVE GRADE AND TROWEL TO A CROWN TO SHED WATER.
 9. INSTALL BARBED WIRE IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.
 10. APPLY FABRIC TO OUTSIDE OF FRAMEWORK.



3 Barbed Wire Detail
SCALE: 1" = 1'-0"



2 Typical Fence Section
SCALE: 3/8" = 1'-0"



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08/11/14	CONSTRUCTION DRAWINGS-REV C

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DRAWN BY: JLM
CHECKED BY: DJH

SITE NAME:

**LAWC KASOLD
CELL SITE**

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

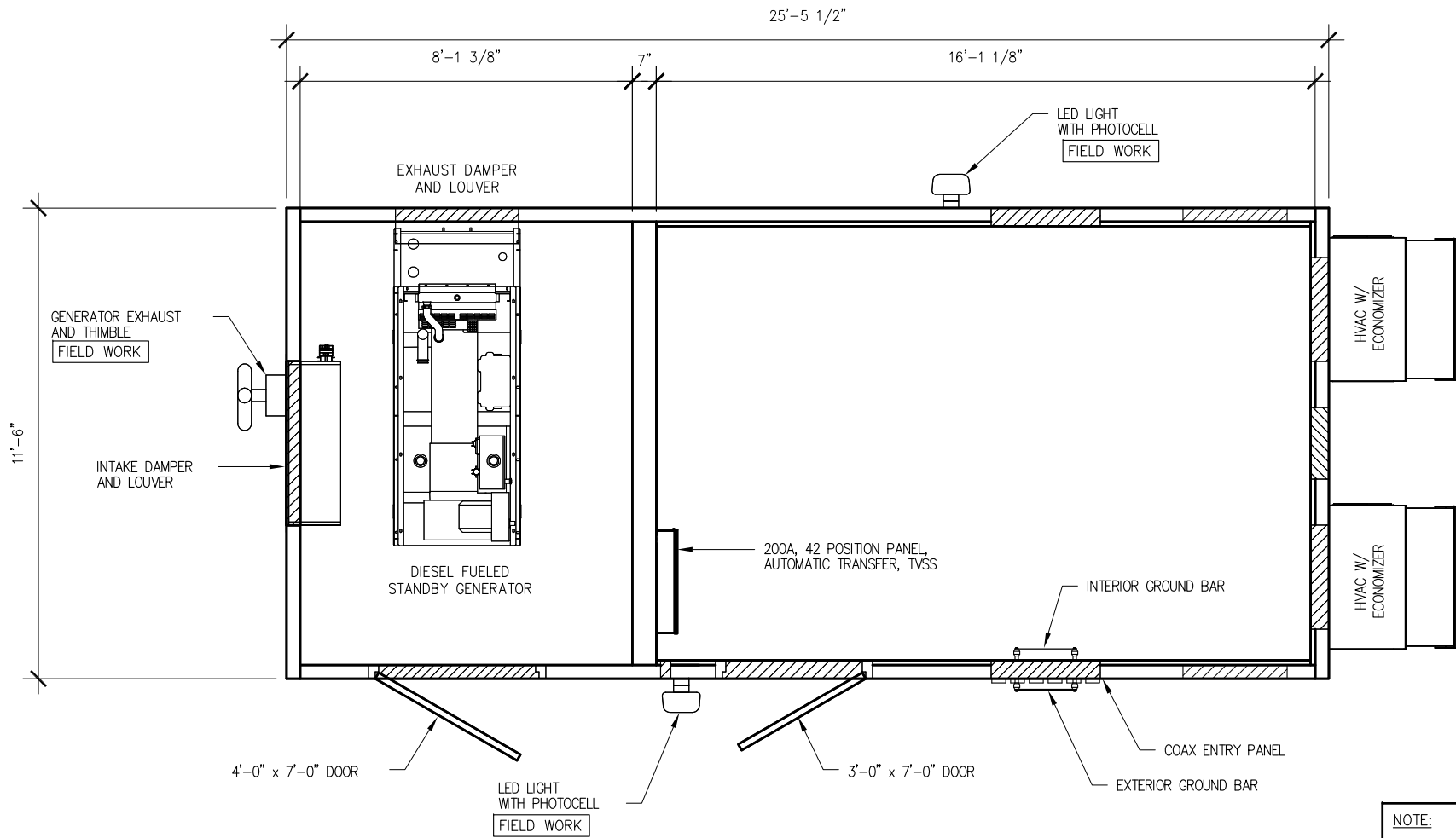
SHEET TITLE:

FENCE DETAILS

A&E PROJECT NO.:

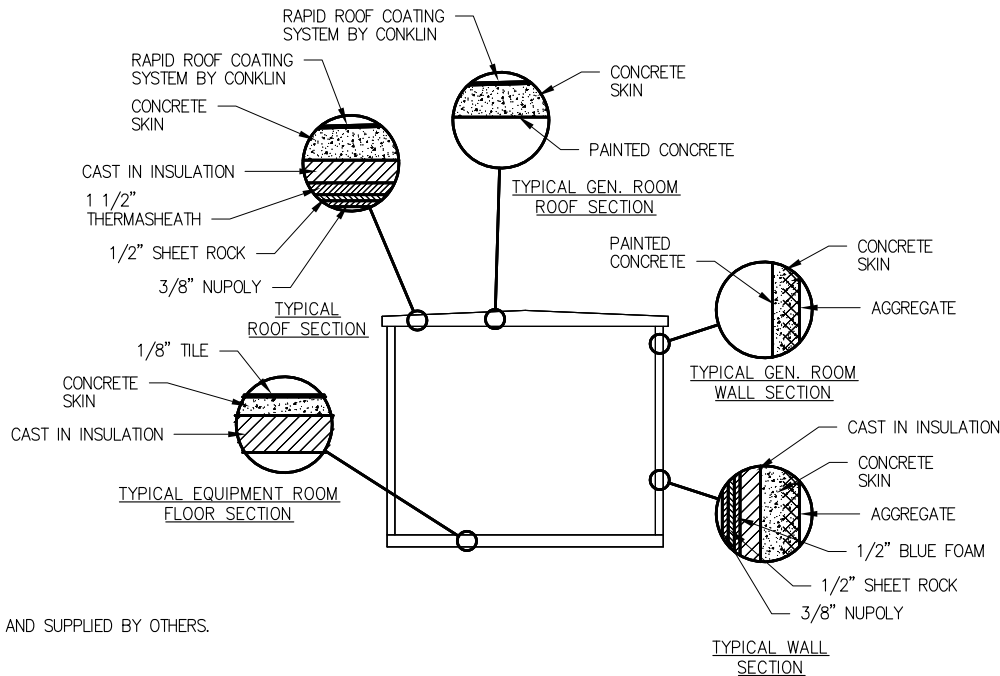
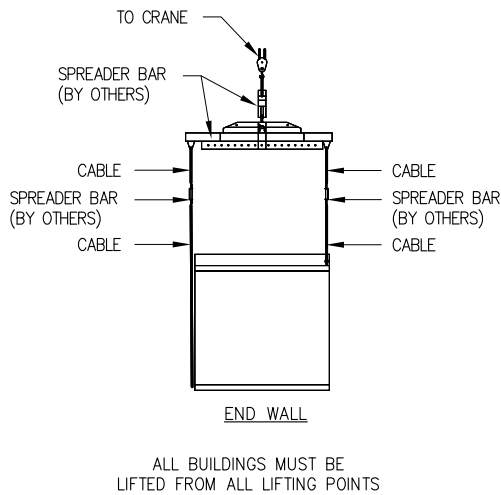
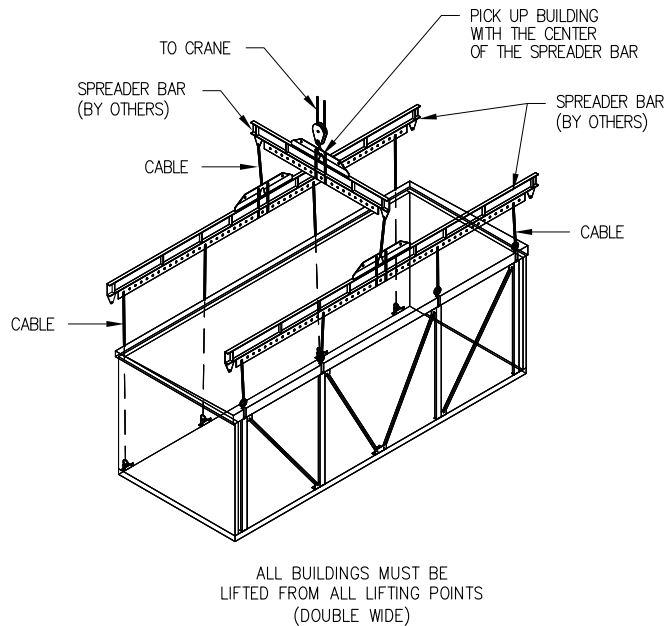
001-1504

SHEET NO.:



1 Equipment Enclosure Floor Plan
SCALE: 1/4" = 1'-0"

NOTE:
GENERAL CONTRACTOR IS RESPONSIBLE FOR INSTALLING ALL EXTERIOR ATTACHMENTS FOR GENERATOR (MUFFLER, VENT, ETC.), DOOR CANOPIES, AND SECURITY LIGHTS



Traverse Section

Equipment Shelter Set Up Procedure

1. INSPECT BUILDING UPON DELIVERY FOR DAMAGE DURING TRANSPORTATION.
2. REMOVE LIFTING BRACKETS FROM SHELTER.
3. ATTACH TIE DOWN BRACKETS TO SHELTER AND FOUNDATION USING ANCHOR BOLTS.
4. INSTALL AND CAULK ALL ACCESSORIES (EXTERIOR LIGHTS, CANOPIES, GENERATOR EXHAUST AND VENT PIPES, ETC.) FOR PROPER OPERATION.
5. INSPECT ROOF AND ROOF EDGES FOR DAMAGE CAUSED BY OFFLOADING AND REPAIR AS NEEDED.
6. INSTALL BACKER ROD AND CAULK EXTERIOR WALLS AND ROOF.
7. INSTALL FLASHING ON ALL INTERIOR MOD. LINES.
8. MAKE ALL CONDUIT AND CABLE TRAY CROSSOVERS.
9. CLEAN INTERIOR AND COMPLETE ANY TOUCH UP PAINTING AS NEEDED.
10. CHECK DOOR ALARM FOR PROPER OPERATION.
11. CHECK DOOR EXHAUST AND VENT PIPES FOR PROPER OPERATION.
12. INSPECT AND REPAIR BUILDING COSMETICS.

Offload Notes

1. BUILDING SHALL BE OFFLOADED LEVEL.
2. ALL CABLES, SHACKLING, SPREADER BARS, ETC. SHALL BE DESIGNED AND SUPPLIED BY OTHERS.
3. ALL LIFTING POINTS SHALL BE USED.
4. 1 1/8" MAXIMUM DIAMETER FOR SHACKLES.
5. REMOVE BRACKET AFTER PLACEMENT OF SHELTER AND INSTALL ANCHOR TIE-DOWN PLATES (SHIPPED LOOSE INSIDE SHELTER) AT EACH LOCATION.
6. OFFLOAD BUILDING WITH CABLES IN VERTICAL POSITION. ANGLED POSITION CABLES ARE NOT ACCEPTABLE.



**MAGTECH
MIDWEST INC.**
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1715 MAGNAVOX WAY, FORT WAYNE, INDIANA 46804
(260) 436-2668 • (260) 436-2402 FAX

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DRAWN BY: JLM
CHECKED BY: DJH

SITE NAME:

**LAWC KASOLD
CELL SITE**

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

SHEET TITLE:

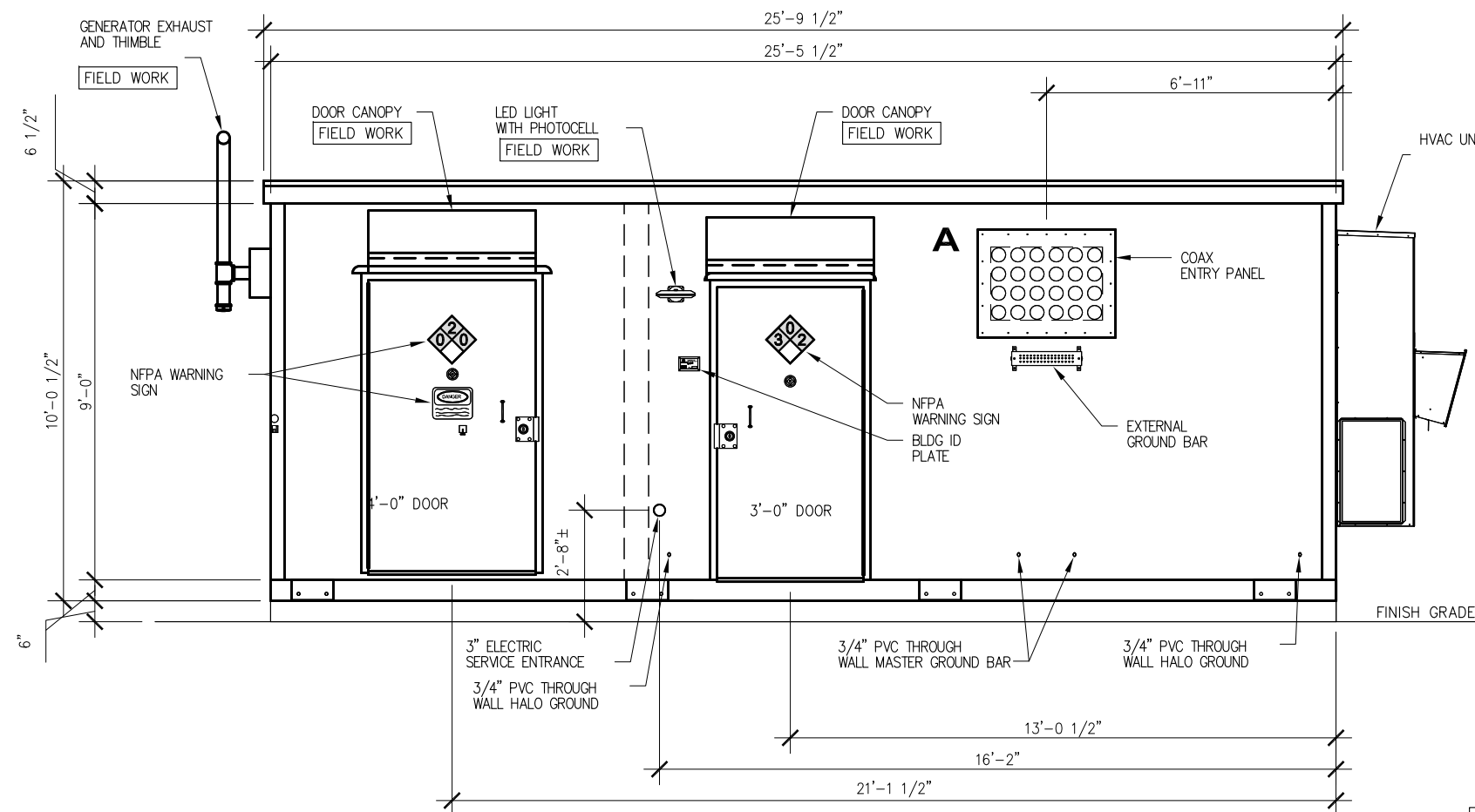
**EQUIPMENT SHELTER
PLAN**

A&E PROJECT NO.:

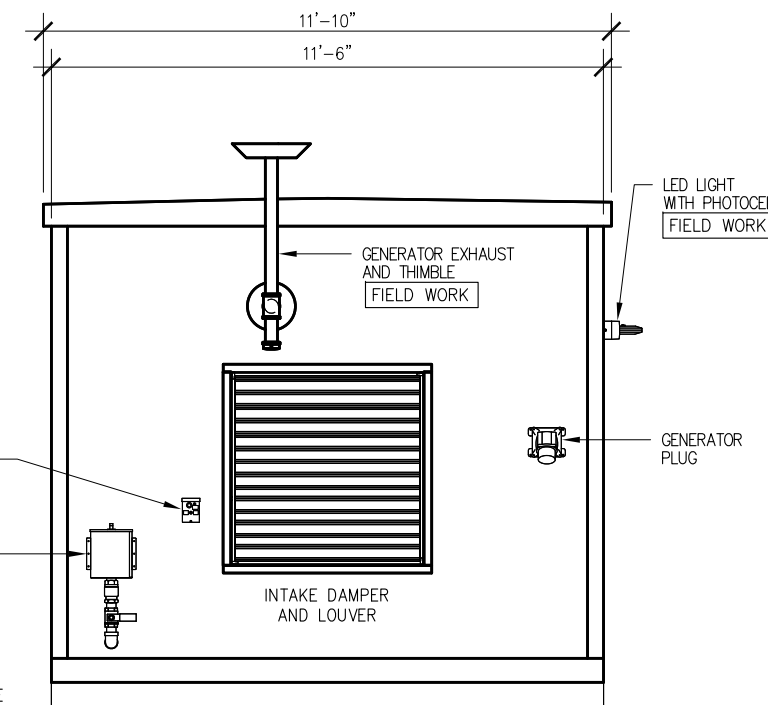
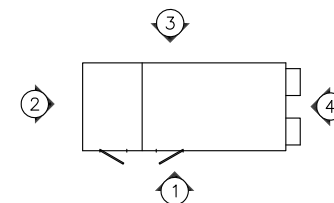
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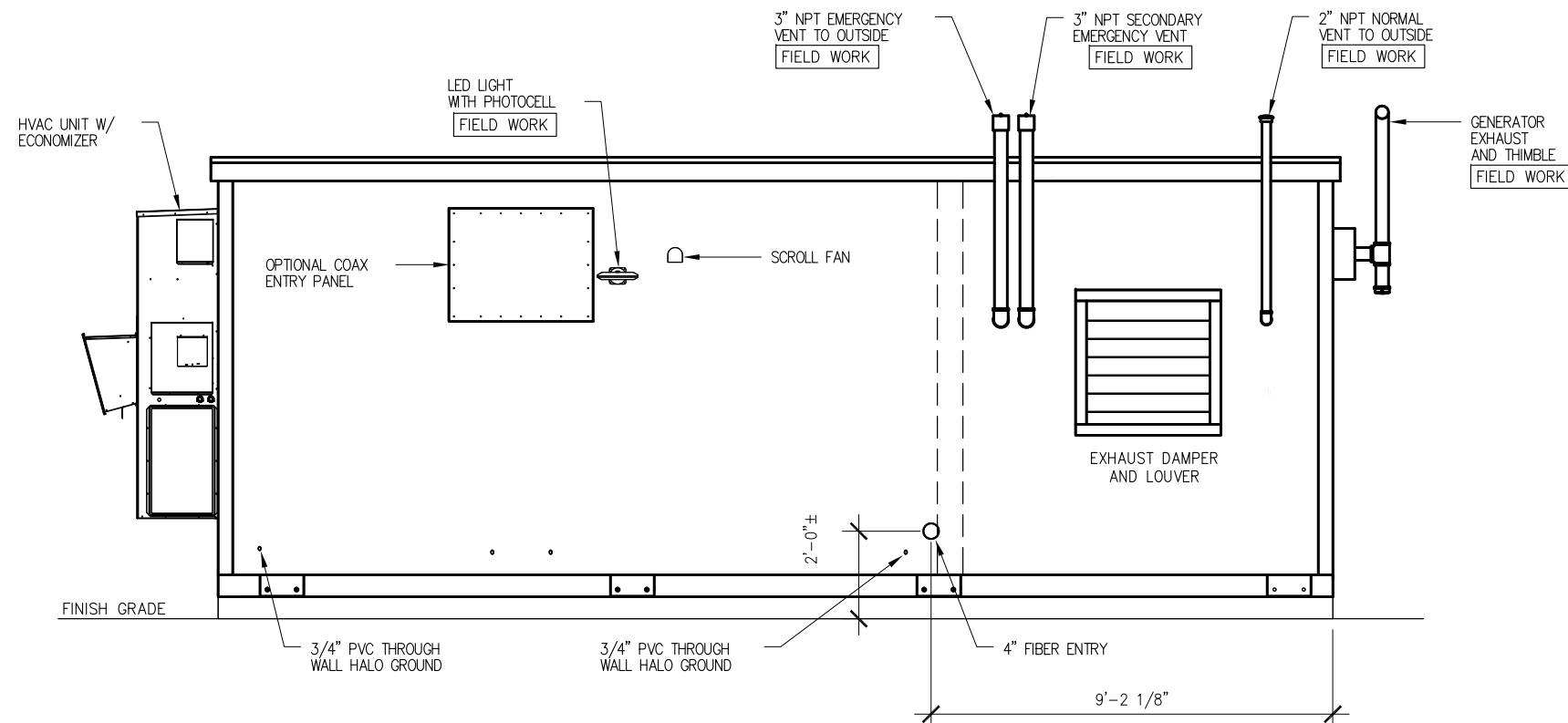
C-4



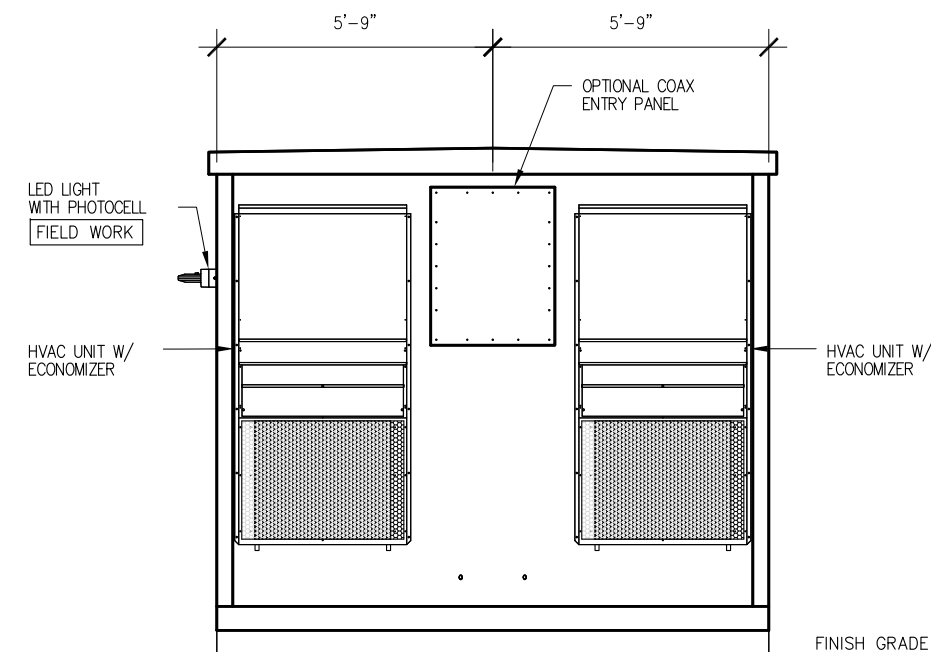
1 Front Wall Elevation
SCALE: 1/4" = 1'-0"



2 End Wall Elevation
SCALE: 1/4" = 1'-0"



3 Rear Wall Elevation
SCALE: 1/4" = 1'-0"



4 End Wall Elevation
SCALE: 1/4" = 1'-0"



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**FOR REFERENCE
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RELEASE DATE	
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CHECKED BY: DJH

SITE NAME:

**LAWC KASOLD
CELL SITE**

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

SHEET TITLE:

**EQUIPMENT SHELTER
ELEVATIONS**

A&E PROJECT NO.:

001-1504

SHEET NO.:

C-5

Landscape Notes

1. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LANDSCAPE PLAN.
2. ALL NECESSARY PERMITS AND APPROVALS FROM AGENCIES GOVERNING THIS WORK SHALL BE SECURED BY THE GENERAL CONTRACTOR PRIOR TO BEGINNING ANY WORK.
3. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR KEEPING ALL ROADS, WALKS, AND ADJACENT PROPERTIES CLEAR OF ANY DEBRIS, DIRT, AND CONSTRUCTION EQUIPMENT DURING CONSTRUCTION.
4. THE GENERAL CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITY LINE LOCATIONS PRIOR TO BEGINNING ANY WORK. ANY DEVIATIONS FROM THE DESIGN LOCATIONS SHALL BE REPORTED TO THE ARCHITECT/ENGINEER.
5. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR COORDINATING AND SCHEDULING ALL LANDSCAPE RELATED WORK WITH OTHER CONTRACTORS AND TRADES.
6. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE ARCHITECT/ENGINEER IF ANY DISCREPANCIES IN THE CONSTRUCTION DOCUMENTS ARE FOUND.
7. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR GRADING TO WITHIN 1" OF THE FINAL GRADE IN ALL LAWN AREAS. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR THE FINAL GRADING IN ALL LAWN AREAS. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR INSURING POSITIVE DRAINAGE IN ALL PLANTING BEDS.
8. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR SEEDING ALL LAWN AREAS INDICATED ON THE LANDSCAPE PLAN WITH THE FOLLOWING SEED MIX AND APPLICATION RATE:

SEED MIX: 60% BLUEGRASS
20% PERENNIAL RYE
20% TALL FESCUE

APPLICATION RATE: 5 LBS. PER 1,000 SQ. FT.

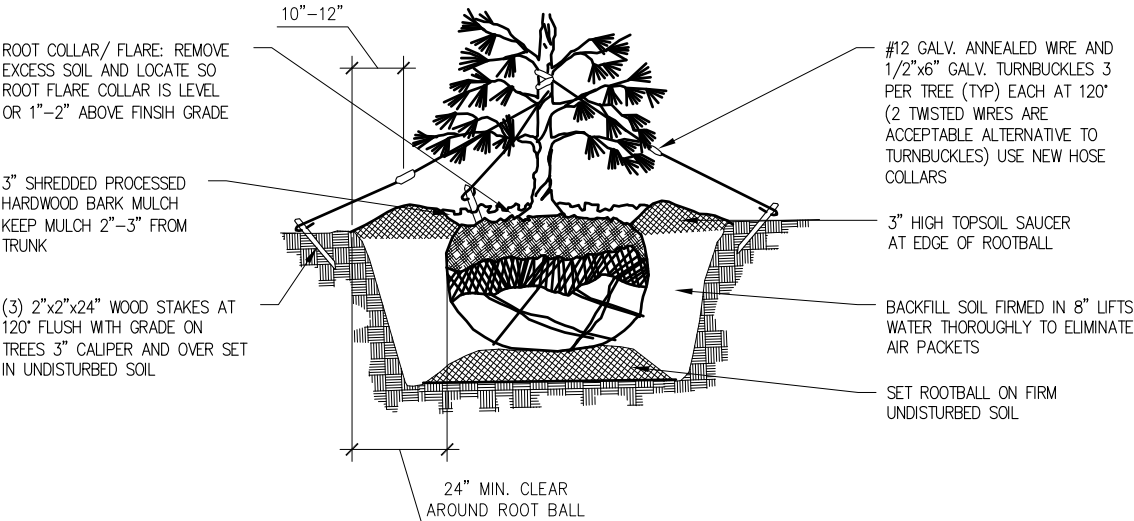
9. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR PROVIDING A PLANTING SOIL BACK FILLMIX IN ALL TREE, EVERGREEN, AND SHRUB PIT BEDS ACCORDING TO THE PLANTING DETAILS. THE GENERAL CONTRACTOR SHALL ALSO PROVIDE 12" OF PLANTING SOIL BACK FILL IN THE PLANTING BEDS. THE PLANTING SOIL BACK FILLMIX SHALL CONSIST OF THE FOLLOWING:

60% APPROVED TOPSOIL
20% COARSE SAND
10% SPHAGNUM PEAT MOSS
10% PROCESSED SHREDDED HARDWOOD MULCH

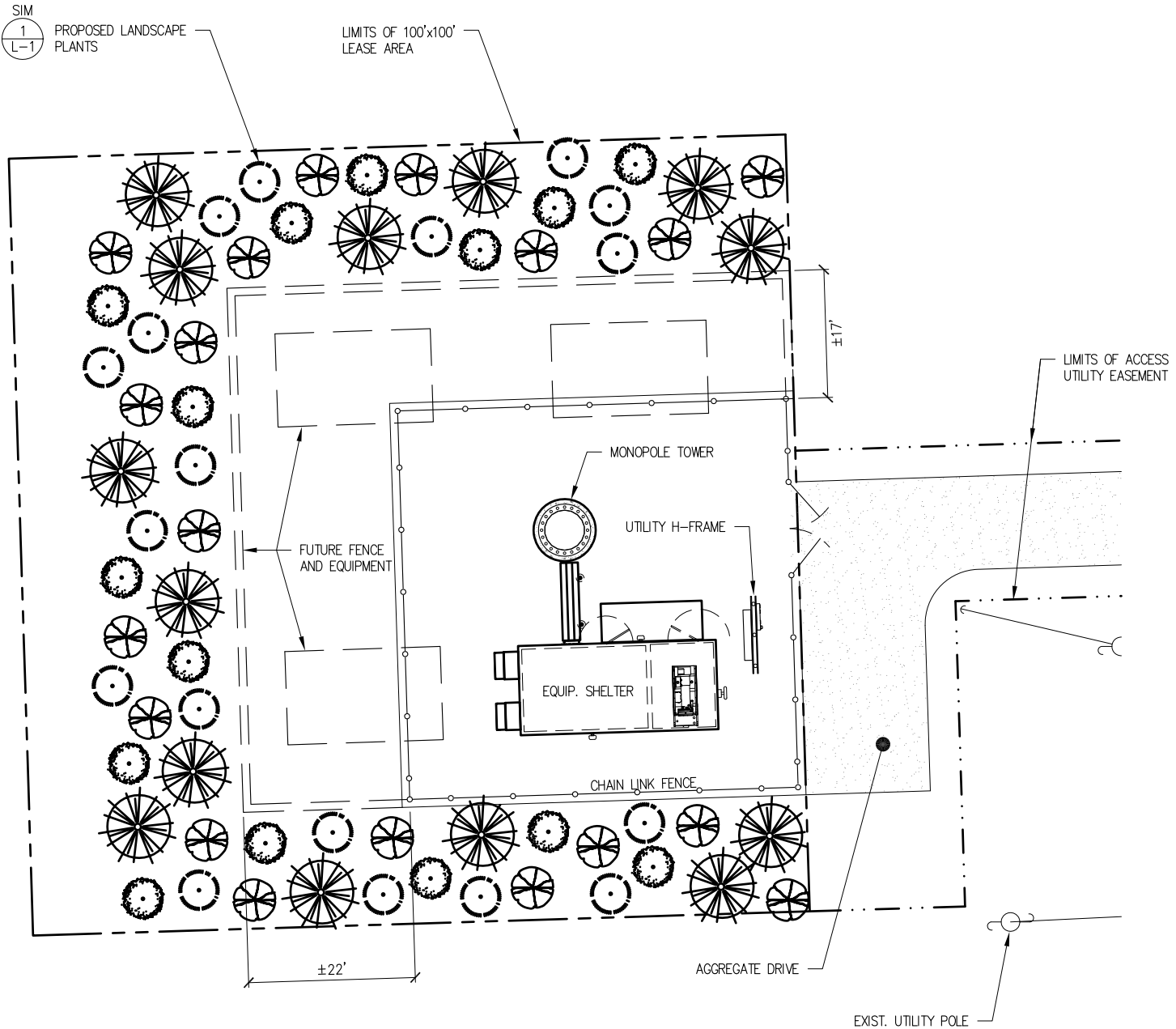
10. HERBICIDE (TREFLAIN OR EQUIVALENT) SHALL BE APPLIED TO ALL PLANT BEDS PRIOR TO PLANTING FOR NOXIOUS WEEDS.
11. ALL PLANTING BEDS SHALL HAVE A MINIMUM OF 3" PROCESSED SHREDDED HARDWOOD MULCH AND A NATURAL SPADE EDGE.
12. ALL TREES SHALL BE INSTALLED PER LANDSCAPE PLANTING DETAILS.
13. DIMENSIONS FOR HEIGHTS, SPREAD, AND CALIPER OF TREES ON THE PLANS ARE GENERAL GUIDES FOR THE MINIMUM DESIRED SIZE OF EACH PLANT. EACH PLANT SHALL HAVE A UNIFORM AND CONSISTENT SHAPE AS IT PERTAINS TO THE SPECIFICATIONS AND PARTICULAR SPECIES, ANY PLANT MATERIAL WHICH FAILS TO CONFORM TO THE SPECIFICATIONS IS SUBJECT TO RELECTION BY THE ARCHITECT/ENGINEER.
14. THE QUANTITIES INDICATED ON THE PLANS ARE PROVIDED FOR THE BENEFIT OF THE GENERAL CONTRACTOR ONLY. IN THE EVENT OF A DISCREPANCY, THE QUANTITIES ON THE PLANS WILL TAKE PRECEDENCE OVER THOSE LISTED IN THE PLAN NOTES. THE GENERAL CONTRACTOR IS RESPONSIBLE FOR ALL QUANTITIES, CALCULATIONS AND THE LIABILITY PERTAINING TO THOSE QUANTITIES AND ANY RELATED CONTRACT DOCUMENTS AND/OR PRICE QUOTATIONS.
15. ALL TREES PLANTED IN LAWN AREAS SHALL BE PLANTED IN A BED OF PROCESSED SHREDDED HARDWOOD MULCH 3" IN DEPTH AND 10" TO 12" BEYOND SPREAD OF THE TREE.
16. ALL LANDSCAPE PLANTS SHALL BE WARRANTED BY VERIZON WIRLESS AND REPLACED AS REQUIRED BY VERIZON WIRLESS FOR A PERIOD OF ONE (1) YEAR AFTER PLANTING. THEREAFTER THE ONE (1) YEAR PERIOD, IT SHALL BE THE PROPERTY OWNERS RESPONSIBLTY TO REPLACE ANY DEAD PLANTINGS.

GENERAL NOTES

1. TREES/SHRUBS OVER 5' IN HEIGHT SHALL BE GUYED.
CREPE PAPER TREE WRAP TO FIRST BRANCHING
2. (DECIDUOUS TREES).
3. REMOVE TOP 1/3 OF BURLAP ON ROOT BALL.
4. PROVIDE PLASTIC OR METAL FLAGS ON GUY WIRES IN OR NEAR SIDEWALKS.

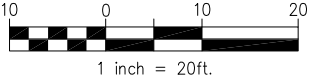


1 Tree Planting Detail
NO SCALE



GRASS

Landscape Plan



- WHITE PINE (2)
- GOLDEN TWIGGED DOGWOOD (7)
- AMERICAN CRANBERRY BUSH (6)
- RED TWIGGED DOGWOOD (6)



CERTIFICATION:

PRELIMINARY
NOT FOR
CONSTRUCTION

RELEASE

DATE	
03/31/14	LEASE EXHIBIT
05/05/14	CONSTRUCTION DRAWINGS-REV A
07/27/14	CONSTRUCTION DRAWINGS-REV B
08/11/14	CONSTRUCTION DRAWINGS-REV C

THIS DRAWING IS COPYRIGHTED AND IS THE SOLE PROPERTY OF THE OWNER. IT IS PRODUCED SOLELY FOR USE BY THE OWNER AND ITS AFFILIATES. REPRODUCTION OR USE OF THIS DRAWING AND/OR THE INFORMATION CONTAINED IN IT IS FORBIDDEN WITHOUT THE WRITTEN PERMISSION OF THE OWNER.

DRAWN BY: JLM
CHECKED BY: DJH

SITE NAME:

LAWC KASOLD
CELL SITE

SITE ADDRESS:

1293 E 1200 ROAD
LAWRENCE, KS 66047

SHEET TITLE:

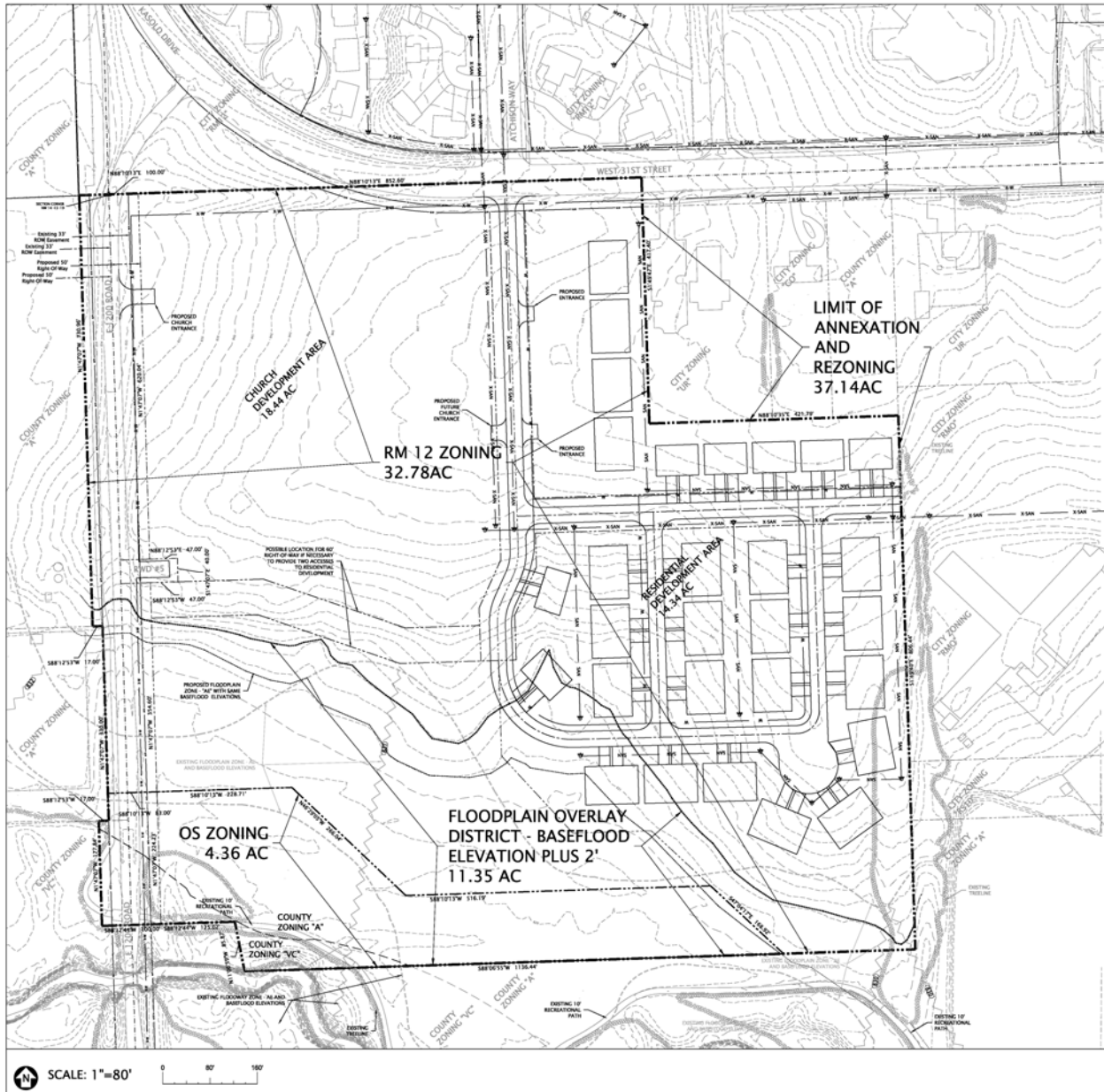
LANDSCAPE PLAN

A&E PROJECT NO.:

001-1504

SHEET NO.:

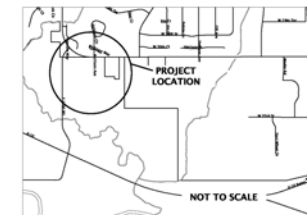
L-1



DEVELOPMENT SUMMARY

ORIGINAL PROPERTY BOUNDARIES PLATE/RECORD ID800428A	35.52 AC
ANNEXATION REQUEST ORIGINAL BOUNDARY PLUS E 1200 ROAD RIGHT-OF-WAY EASEMENT	37.14 AC
REZONING REQUEST RM 12 CHURCH PROPERTY (18.44 AC) RESIDENTIAL DEVELOPMENT (14.34 AC)	32.78 AC
OPEN SPACE "OS"	4.36 AC
FLOODPLAIN OVERLAY DISTRICT OS WITH FP OVERLAY DISTRICT	11.35 AC
RM 12 WITH FP OVERLAY DISTRICT	4.36 AC
	6.99 AC

LOCATION MAP



LEGEND

— — — — — OVERHEAD WIRE	— — — — — SANITARY SEWER MANHOLE	— — — — — BACK OF CURB TO BACK OF CURB
— — — — — UNDERGROUND ELECTRICAL	— — — — — STORM MANHOLE	— — — — — RIGHT-OF-WAY
— — — — — UNDERGROUND TELEPHONE	— — — — — STORM DRAIN	— — — — — C&G
— — — — — GAS	— — — — — GUY ANCHOR	— — — — — DRAINAGE EASEMENT
— — — — — WATERLINE	— — — — — UTILITY POLE	— — — — — UTILITY EASEMENT
— — — — — SANITARY SEWER LINE	— — — — — WATER METER	— — — — — PLATTED
— — — — — SANITARY SEWER SERVICE	— — — — — WATER VALVE	— — — — — REMARKED
— — — — — STORMWATER LINE	— — — — — FIRE HYDRANT	— — — — — CALCULATED
— — — — — PROPERTY LINE	— — — — — TRAFFIC SIGNAL BOX	
— — — — — CENTER LINE	— — — — — GAS VALVE	
— — — — — SECTION LINE	— — — — — GAS METER	
— — — — — ANNEAL/TRANSFORMING	— — — — — LIGHT POLE	
— — — — — EMBANKMENT/FOUNDATION	— — — — — SIGN	
	— — — — — ELECTRIC BOX	
	— — — — — CABLE TV BOX	

NOTE: "X" IN UTILITY DENOTES EXISTING FEATURE

THIS DOCUMENT IS FOR PLANNING PURPOSES ONLY -
NOT FOR CONSTRUCTION

CONCEPTUAL DEVELOPMENT PLAN for WESLEYAN CHURCH

GES
GROB
ENGINEERING
SERVICES, LLC
32310 Moss Way, Suite A • Lawrence, Kansas 66044
P.O. Box 502 • Lawrence, Kansas 66044
Phone: 785 856-1900 • Fax: 785 856-1901

CONCEPTUAL DEVELOPMENT PLAN FOR WESLEYAN CHURCH KASOLD DRIVE (E1200 ROAD) & 31ST STREET LAWRENCE, KANSAS

DESIGNED BY

JDC

CHECKED BY

JDC

ISSUE DATE

AUGUST 24, 2009

REVISIONS

October 13, 2009

SHEET

1

1

**CITY OF LAWRENCE DOUGLAS COUNTY
ZONING APPLICATION CUP-14-00298
VERIZON WIRELESS NARRATIVE STATEMENT AND JUSTIFICATION**

Applicant: Scott Goble on behalf of Verizon Wireless and Steven L. Eudaly
Address: 574 South Barn Stable Street, Nixa, MO 65714
Phone: (417) 848-7584

Tower Owner: Verizon Wireless
Address: 10740 Nall, Suite 400, Overland Park, KS 66211
Phone: (913) 344-2892

Property Owner: The Kansas District of the Wesleyan Church, Inc.
Address: 3705 Clinton Parkway, Lawrence, KS 66047
Owner Phone: (404) 644-6446

Verizon Site Name: LAWC KASOLD

Address of Proposed Tower Site: 1293 East 1200 Road, Lawrence

Current Zoning of Proposed Tower Property: A, Agricultural
Current Use of Proposed Tower Property: Vacant Land

Tax Parcel ID#: 115-15-0-10-01-003.00-0

Project Description: Verizon Wireless proposes to construct and operate a 190 foot tall self-support lattice type communications tower which will be used to provide wireless voice and data services to local subscribers.

Justification for the proposed Verizon telecommunications facility and tower: There is a significant degradation of service in much of the area depicted on the map in the coverage letter from Verizon's radio frequency engineer Hank Madden dated September 12, 2014. The addition of a new cell site at the proposed location will significantly enhance both voice and data signals but most critically it will correct a significant compromise in data speed in this area due to adjacent existing Verizon cell sites being overburdened due to extremely high traffic volume.

Comment regarding the search for a suitable location for the proposed tower: The Verizon radio frequency engineering team identified a very specific search area for the new cell site. That search area is depicted on the zoning map which is being submitted with this letter. In order to meet the coverage enhancement objective Verizon requires new antennas to be mounted between 190 feet and 250 feet above ground somewhere within this search area. Our first objective in searching for a suitable antenna location is to find any existing structures on which we might co-locate Verizon antennas at a height above ground that will meet our coverage objectives. Existing structures can include communications towers, buildings, water towers, etc. with adequate height above ground. In this instance our search did not identify any existing structures within the search area which is why Verizon needs to construct a new tower.

**Specific comments pursuant to the Douglas County zoning ordinance
12-319-4.31, Radio, Television, Telecommunication and Microwave Towers:**

Section b (3): The tower height and design are described on the zoning drawings. The proposed height is 190 feet and the proposed design is a self-support lattice type. The proposed color scheme will be galvanized steel. We intentionally limited the proposed tower height to 190 feet so that it would not require aeronautical safety lighting.

It is our intention to provide an engineering report, signed and sealed by an engineer licensed in the state of Kansas which will include at a minimum; a cross section of the structure, engineering specifications detailing construction of the tower and base and tower capacity including the number and type of antennas it can accommodate but it is not possible to provide this report until after such time as the tower has been ordered and that can't happen until after we receive a zoning SUP and **for this reason we request the required items of this section 12 be made a condition of the SUP.**

Section c (1) (2): There are no existing towers or structures within the critical search area that will accommodate Verizon's antenna requirements of being 190 feet above ground.

Section c (3): The tower will be capable of accommodating at a minimum three additional sets of antennas for other carriers.

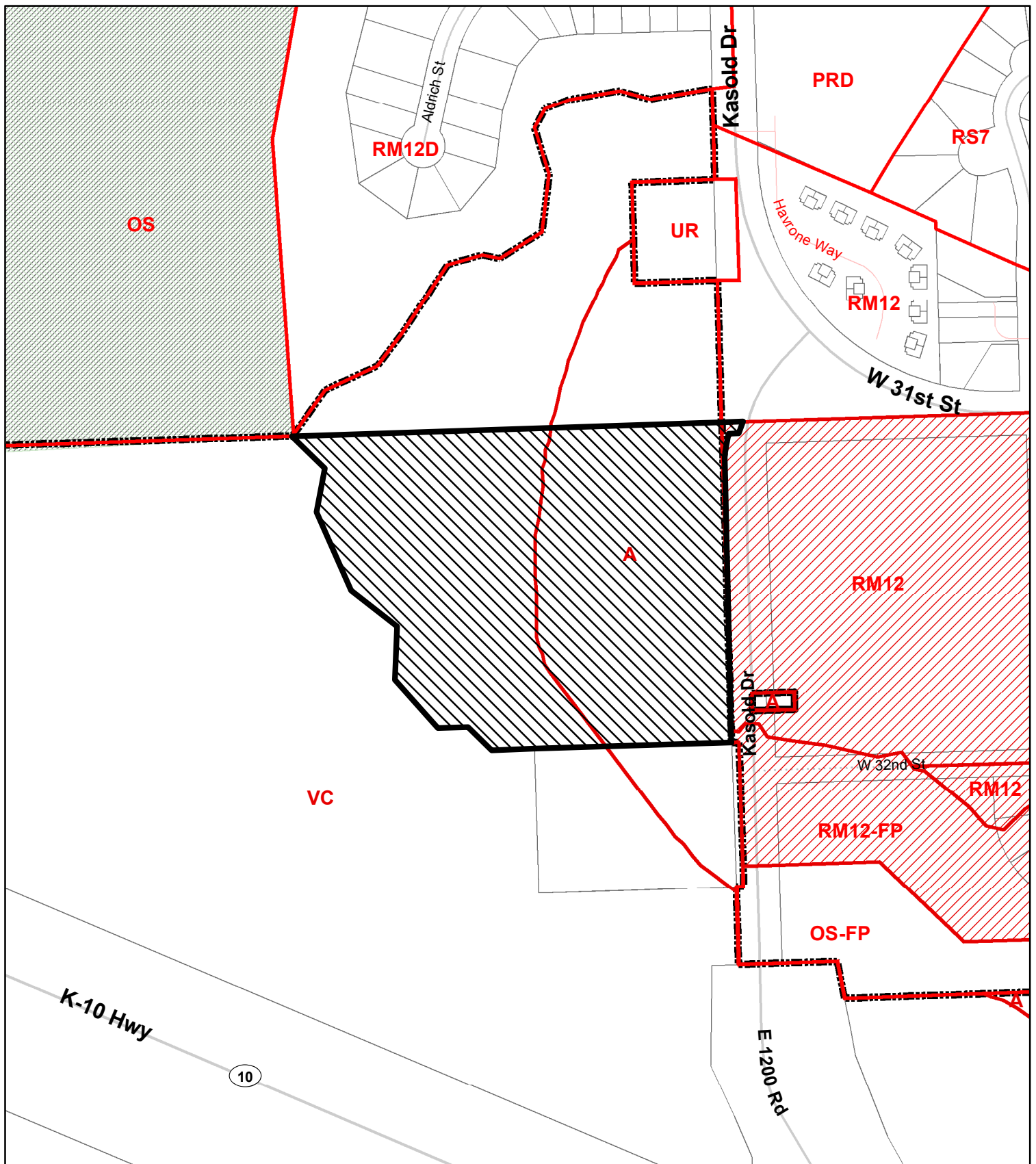
Section d (1): The set-back for the proposed 190 foot tower is 118 feet from the nearest property line (refer to page LSE-3 of the zoning drawings). This is less than the full tower height requirement although it is our intention to utilize a tower designed so that in the event it might fail it will collapse upon itself well within the 118 feet dimension. It is our intention to provide an engineering report, signed and sealed by an engineer licensed in the state of Kansas which will prove this fall zone area but it is not possible to provide this report until after such time as the tower has been ordered and that can't happen until after we receive a zoning SUP and **for this reason we request the required items of this section 12 be made a condition of the SUP.**

Section d (6): We intentionally limited the proposed tower height to 190 feet so that it would not require aeronautical safety lighting.

Respectfully Submitted on this day September 15, 2014




Scott Goble
574 S Barn Stable St, Nixa, MO 65714
(417) 848-7584
Real Estate Contractor On Behalf of Verizon Wireless



**CUP-14-00298: Conditional Use Permit for a New
Verizon Wireless Communications Tower
Located Just North of 1287 E 1200 Road**

Lawrence-Douglas County Planning Office
November 2014

 Subject Property



PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
11/17/14

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 RECOMMENDATION: Planning Staff recommends approval of a Special Use Permit 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.

Applicant's Reason for Request: *"Verizon Wireless proposes to construct and operate a 120' tall self-supporting monopole type communications tower which will be used to provide enhanced wireless voice and data services to its local subscribers. The facility will be unmanned and will be designed to accommodate at least two additional sets of antenna for use by other carriers"*

ATTACHMENTS

1. Area Map
2. Site Plan
3. Photo Simulations
4. Search Ring Map
5. RF Engineer Letter
6. 3rd Party Review Structures Map

KEY POINTS

- Third party review found the applicant's burden of proof justifying the need for a new communication tower is met.

ASSOCIATED CASES/OTHER ACTION REQUIRED

- City Commission approval of Special Use Permit and adoption of ordinance.
- Publication of Special Use Permit ordinance.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- Questions from nearby residents requesting clarification of request.
- Neighborhood representative requested additional documents regarding reason and justification for request and inquired about proposed fencing.

Site Summary	
Subject Property:	27,510 SF
Proposed Buildings:	Irregular Lease area [generally 55' x 48'] 11 x 27' pad site for equipment shelter H frame for equipment 120' monopole Generator located within shelter building Additional pad sites for future carriers.

GENERAL INFORMATION	
Current Zoning and Land Use:	IL (Limited Industrial) District; existing office warehouse building.
Surrounding Zoning and Land Use:	RS5 (Single-Dwelling Residential) District to the north; vacant lot immediately north, existing residences along the west side of Bullene Avenue to the north.
	IL (Limited Industrial) District, RS7 (Single-Dwelling Residential) District, and PD-[Villow Woods Planned Residential Development] District to the west. Existing Burrough's Creek Trail and Linear Park.
	IG (General Industrial) District to the south. Existing Construction sales and services use.
	IG (General Industrial) District and IL (Limited Industrial) District to the east. Existing vacant warehouse use.

Summary of Request

This request is for the construction of a new 120' communication tower to include Verizon communication equipment. Additional space is available on the tower and within the ground lease area for other communication carriers in the future.

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

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

Applicant's Response: *"Yes"*.

Two key considerations of the application for a new communication tower are the compliance with Section 20-529 Telecommunication Facilities and completion of an independent third party review of the request. The proposed application complies with these requirements of the Development Code.

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

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING

**HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST
AND OTHER EXTERNAL IMPACTS**

Applicant's Response: *"Yes."*

This area includes industrial buildings, detached residences and public park space. Communication towers have a unique form and function. Additional traffic and activity are limited to periodic maintenance once a tower is constructed. Operational characteristics of a tower are not directly comparable to daily activity generated by residential and commercial/industrial uses and activities. This application includes a natural gas generator to be located in the shelter building. The proposed use will not generate odor or dust if approved. Regular noise associated with the use is limited to the equipment used for cooling the electrical components within the shelter building, similar to an air conditioner, and periodic maintenance of the generator, also located within the shelter building.

Lighting is not proposed for the tower and is not typically required for towers less than 200 feet tall. Lighting for any security purposes required at the base of the tower is proposed over doorways.

The proposed tower is 120' located in the rear of the property and separated from the recreation path by existing vegetation. The overall height of the tower mitigates the need for the tower to be lit. The proposed tower type is a monopole tower that provides a minimized profile for the type of use compared to other types of tower structures.

Staff Finding – The proposed tower is compatible with the adjacent uses in terms of hours of operation, orientation, and size. A self-supporting monopole tower has the most reduced profile of any tower type other than a fully stealth structure that is disguised as some other type of structure.

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

Applicant's Response: *"No."*

The Development Code indicates a preference for communication towers to be located in commercial and industrial zoning districts. The tower is located on the western edge of the Brook Creek Neighborhood. Within the neighborhood a small area located between Haskell Avenue and the Burroughs Creek recreation path is zoned and developed with industrial uses. The proposed tower will be located in this portion of the neighborhood to mitigate any impacts to the area. Additionally the tower is sited in the rear of the property. This provides a natural screening of the base station equipment from the public street. The property immediately to the north is an undeveloped residential lot. There is no anticipated diminution of value to this area that will result from the proposed use.

Staff Finding – There is no anticipated diminution of value to this area that will result from the proposed use.

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

The proposed tower is located on private property and does not require public infrastructure services such as water and sanitary sewer. There is an existing sanitary sewer line located on the north side of the building. Staff has noted that the location of the tower cannot encroach into the

existing easement. Other infrastructure needs such as telephone, electric and gas service, if needed for a generator, will be accommodated from existing utilities in the area. Westar noted that additional clarification regarding the utility easement is needed for them to serve the proposed tower. The applicant has been notified of this concern and will continue to work with Westar to secure the necessary easements to the site.

Staff Finding – The subject property is located within an urbanized area of the community with adequate public services available to the site.

5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED

The proposed request provides an enforceable tool to address the use and continued maintenance of the property with regard to landscaping, exterior activity, and off-street parking. A requirement of the Development Code is that if a tower is not used for a period of three years than the tower shall be removed. This requirement is noted on the face of the drawing.

This application is for the construction of a communication tower. The approval does not change or alter the existing land use.

Staff Finding – Adequate assurances of continued maintenance are provided with this application.

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

Applicant's Response: *"No."*

The property is located in a developed urban area. The site abuts a natural area along the west property line. This area is part of the Burroughs Creek Linear Park. The existing vegetation west of the rear (west) property line should not be disturbed with the construction of this proposed tower and base station equipment.

The property is not encumbered by the regulatory floodplain.

Staff Finding – No impact on the natural environment is anticipated from the development of this proposed communication tower.

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

Section 20-529 (3) (i) states: *"Any Telecommunications Facility that is not in use for a period of three full years or more shall be removed by the Owner at the Owner's expense. Failure to remove the Telecommunications Facility pursuant to non-use may result in removal and assessment of cost to the property pursuant to K.S.A. 12-6a17."* This code provision limits communication towers to active use. No additional limitation on time is required.

Staff Finding – The Development Code includes a provision for non-use and removal of towers. No additional restriction is needed.

8. NEW TELECOMMUNICATION FACILITIES – ADDITIONAL CRITERIA FOR REVIEW. IN ADDITION TO THE STANDARDS AND CONDITIONS LISTED IN SECTION 20-529

(2) AND 20-529 (9), THE CITY COMMISSION SHALL CONSIDER THE FOLLOWING FACTORS IN DETERMINING WHETHER OR NOT TO ISSUE A SPECIAL USE PERMIT.

(i) Height of proposed Telecommunications Facility.

The proposed height of the tower is 120'. The tower will be capable of supporting a total of three carriers, including Verizon, the applicant.

Tower height and setback are related. The Development Code requires a tower to be "setback from the property line in all directions a distance equal to at least one-half the height of the telecommunications tower if the site is in or adjoins an R Base District." This setback applies to the north property line and requires a minimum setback of 60'. The proposed tower is located 89.3' from the north property line.

In any other abutting zoning district the tower setback is based on an established fall zone for the tower. The specific fall zone of the tower will be provided with the final engineering documentation at the time the tower is ordered for construction. If approved, the applicant will need to provide documentation to demonstrate that in the event of a tower failure the equipment will "fall" within the enclosure area.

Section 20-529 (2)(iv) requires the overall tower height to comply with section 20-302 of the Development Code. Section 20-302 addresses the Airspace Overlay District. The proposed tower is more than 19,000' from the centerline of the Lawrence Municipal Airport Runways. The proposed tower will not impact the Lawrence Municipal Airport.

(ii) Proximity of Telecommunications Facility to residential structures and residential district boundaries.

The nearest residential boundary is the north property line. The proposed tower is 89.3' south of the north property line. The property immediately north of the subject property is vacant. The next nearest residence is approximately 135' north of the proposed tower.

(iii) Technical or engineering requirements limiting placement of the Telecommunications Facility in other areas in order to provide coverage

A requirement for new telecommunications towers is to demonstrate or justify why the proposed equipment cannot be colocated on existing equipment. This requires a third party review. The City contracted with Burns and McDonnell to review the applicant's justification for this request. The third party review concluded there are no structures in the immediate area "suitable for collocation and provide the radio signal coverage proposed by the applicant."

(iv) Nature and uses on adjacent and nearby properties

The proposed site location is the Burroughs Creek Corridor, an existing industrial area. An existing park is located immediately west of the subject property. The following graphic shows the location of the nearest existing residential uses in the immediate area.

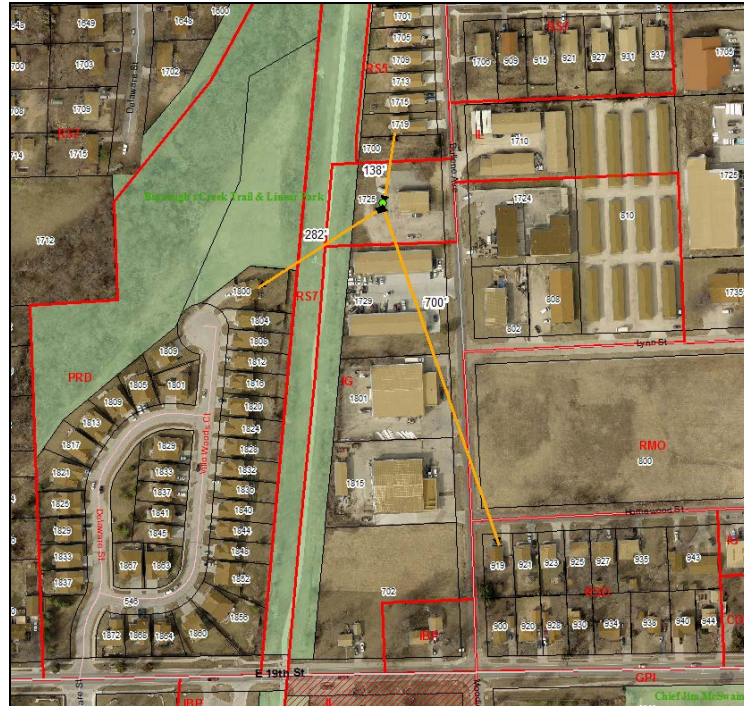


Figure 1: Residential Use Locations

(v) Surrounding topography, tree coverage and foliage

The subject property is a developed industrial site. Existing trees are located along the west property line and within the city park boundary. Existing trees are also located on the northeast corner of the property and a single street tree is located on the north side of the entrance drive.

(vi) Design of the Telecommunications Facility, with particular reference to design characteristics that have the effect of reducing or eliminating visual obtrusiveness and making the proposed Telecommunications Tower or Telecommunications antenna a stealth or disguised facility.

The proposed tower is a monopole similar to other telecommunication towers constructed in the city limits on Bob Billings Parkway, Hidden Valley Girl Scout property, and E 23rd Street, Knights of Columbus property. The base station that includes the ground equipment and enclosure is located in the rear of the property behind the existing industrial building.

(vii) Availability of suitable existing Telecommunications towers or other structures for placement of proposed Telecommunications Antenna

Based on the third party review there are no suitable towers or other "tall structures" within the area for co-location of antenna to meet the applicant's requirements. A map included in the Burns and McDonnell report, Attachment 6, shows the locations identified towers and structures considered.

(viii) Whether the character of the proposed site and the proposed Telecommunications Tower will facilitate maximum utilization of space for placement of Telecommunication antennas serving multiple users.

The proposed tower is capable of supporting additional communication carriers as required by the Development Code. The enclosure area is sufficiently large enough to accommodate additional ground mounted equipment to support future carries.

9. STAFF REVIEW

This portion of the staff report addresses the site plan details and physical development of the site. The property is developed with an existing building that was constructed in 1978 according to Douglas County appraisal Records. There is no record of a site plan for this property. Existing site improvements include:

- 2,400 SF building.
- 5,787 SF enclosed exterior storage yard.
- 10,155 SF gravel parking/access drive area.

The existing parking lot area provides access to an overhead door on the abutting property to the south at 1729 Bullene Ave. The access to the site and general interior circulation will be modified by the proposed tower for a portion of the area west of the existing building at 1725 Bullene Ave (subject property). Adequate area for parking and access will be retained.

A. Site Summary/History

A complete site summary is not provided for this application. The request addresses only the communication tower and enclosure area and does not summarize the existing site. There is no existing site plan on this property. The property was developed at a time prior to site planning for industrial buildings. The following site summary is developed from existing city data.

Site Summary: Lot A, Block 9 of Scott's Replat		
	Existing	Proposed
Lot Size:	27,510 SF	27,510 SF
Building: (SF)		
• Existing warehouse building.	2,400 SF	2,400 SF
• Proposed equipment shelter	0 SF	2,112 SF
• Proposed communication tower		120' tall
Impervious Cover: (SF)	18,569	Unknown
Pervious Cover: (SF) percent	8,941 SF 32.5 %	unknown

Future site development may require a complete site plan of the property including all improvements.

B. Access and Parking

On-site Parking:

Parking is not typically required for communication towers. Maintenance vehicles park within the enclosure as needed for service. Adequate area is provided for vehicle turnaround from the driveway. These structures are accessed for maintenance only. The location of the tower is within an existing industrial site. The location of the tower enclosure occupies a portion of the fenced storage area and rear yard area of the existing site. The parking area is retained on the south side of the building. There is no parking lot striping to indicate the number of spaces and no site plan for the existing improvements. Off-street parking may need to be evaluated for this site in the future with a change of use.

Access: Access to this site is provided via parking lot access from Bullene Drive. The proposed request does not alter the existing driveway location for this property.

C. Design Standards

Site Design:

Historic District Review: This property is not located within the environs of a designated historic property or district.

Pedestrian accessibility: This application is for a utility type use. The tower will be located in the rear of an existing industrially zoned property. Accessibility needs for the site are limited to periodic maintenance of the structure and equipment as needed. The property abuts the Burrough's Creek Trail along the west property line. Existing vegetation separates the tower site from the recreation path.

Neighborhood: This property is located within the Brook Creek Nneighborhood and is adjacent to the Barker Neighborhood. The Woods on 19th Neighborhood is located to the southwest of the subject property. The neighborhoods are connected by the Burrough's Creek Trail and Linear Park.

D. Landscaping and Screening

The following section provides a brief detail of the existing and proposed landscaping for this property. The applicant does not propose to alter the existing landscape condition of the existing site. Generally, the site does not comply with the current design standards for landscaping, street trees, interior landscaping and similar elements. Future development or redevelopment of the site will require

Street Trees: The property was replatted in 1976 as Scott's Replat. A master street tree plan was not required for the property at that time. The site includes one street tree located on the north side of the driveway. Any future street trees will need to account for the overhead lines for species and placement on the site.



Figure 2: Existing Street Trees

Bufferyard: the property abuts residential zoning to the north, and industrial to the west, south and east. A portion of the Burrough's Creek Trail and Linear Park is zoned IL, the same as the subject property. If developed today, Buffering would be required along the north property line.

With regard to the proposed communication tower, ground equipment should be appropriately screened from the residential zoning and the abutting park property. The Park includes mature vegetation along the west property line of the subject property. The proposed improvements are located outside of the existing vegetative boundary. This natural vegetation provides sufficient buffer between the proposed equipment and the public park space.

The property to the north is zoned RS5 (Single-Dwelling Residential) District. The residential property is undeveloped and includes mature vegetation. Staff recommends the site plan be revised to include additional screening be added along the north property line to screen the ground equipment at the base of the tower.

Parking Lot Landscaping: Interior and perimeter landscaping standards were adopted after the development of the site. The parking lot is a gravel surface with no markings to indicate parking stalls. Future development or redevelopment of the site will require appropriate parking lot landscaping. The proposed tower use will not include personnel. Access to the site is limited to occasional maintenance. No off-street parking is required for this use.

Mechanical Equipment Screening: As discussed in the bufferyard section, mechanical equipment is required to be screened per City Code. Screening must be balanced with the need for security and visibility with this type of facility. The provision of landscape material along the north property line provides reasonable screening of the mechanical equipment at the base of the tower without adverse impact on the security of the facility.

E. Lighting

Lighting is not proposed for this tower other than minimum required lighting at the base of the tower for the equipment building. Additional detail regarding the lighting fixture is required to demonstrate compliance with the City's photometric standards.

F. Floodplain

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

G. Other

The "search ring" prepared by the applicant includes The northeast portion of Barker Neighborhood as well as portions of East Lawrence, Brook Creek and all of Willow Woods Neighborhood. Within this area, the predominant use is residential. Options for tower placement are limited in this area.

CONCLUSION

The proposed tower meets the design standards of the Development Code. The proposed tower provides space for future co-location of equipment. Conditions recommended for approval relate to mitigating visual impacts of the proposed tower on the surrounding property owners.



LAWC BARKER

CELL SITE

BULLENE AVENUE
LAWRENCE, KS 66044
DOUGLAS COUNTY

LOCATION No: 273487
PROJECT No: 20130934055

PROPOSED MONOPOLE WITH COMMUNICATIONS EQUIPMENT

- ANY TELECOMMUNICATIONS FACILITY THAT IS NOT IN USE FOR A PERIOD OF THREE (3) FULL YEARS OR MORE SHALL BE REMOVED BY THE OWNER AT THE OWNERS EXPENSE. FAILURE TO REMOVE THE TELECOMMUNICATIONS FACILITY PURSUANT TO NON-USE MAY RESULT IN REMOVAL AND ASSESSMENT OF COST TO THE PROPERTY PURSUANT TO K.S.A. 12-6a17.
- A SIGN SHALL BE POSTED ON THE FACILITY NOTING THE NAME AND TELEPHONE NUMBER OF THE TOWER OWNER/OPERATOR.
- THE TOWER OWNER/OPERATOR SHALL SUBMIT A LETTER TO THE PLANNING BY JULY 1 EACH YEAR LISTING THE CURRENT USERS AND TYPES OF TELECOMMUNICATION ANTENNA LOCATION ON THE FACILITY.
- THE TOWER WILL BE INSPECTED ANNUALLY AND A REPORT SHALL BE FILED WITH THE DIRECTOR OF PLANNING PER SECTION 20-529 (4) WHICH STATES; INSPECTIONS, ALL TELECOMMUNICATIONS FACILITIES SHALL BE INSPECTED ANNUALLY AT THE OWNER'S EXPENSE AND AN INSPECTION REPORT SHALL BE FILED WITH THE DIRECTOR OF PLANNING. ALL TELECOMMUNICATIONS FACILITIES MAY BE INSPECTED AT ANY TIME BY THE CODES ENFORCEMENT OFFICER IN ORDER TO DETERMINE COMPLIANCE WITH ORIGINAL CONSTRUCTION STANDARDS. DEVIATION FROM THE ORIGINAL CONSTRUCTION FOR WHICH A PERMIT IS OBTAINED CONSTITUTES A VIOLATION OF THIS CODE. NOTICE OF VIOLATIONS WILL BE SENT BY REGISTERED MAIL TO THE TELECOMMUNICATIONS FACILITY OPERATOR WHO WILL HAVE 30 DAYS FROM THE DATE THE NOTIFICATION IS ISSUED TO MAKE ADJUSTMENTS OF REPAIRS. THE OPERATOR SHALL NOTIFY THE CODES ENFORCEMENT OFFICER IN WRITING THAT THE ADJUSTMENTS OR REPAIRS HAVE BEEN MADE BY THE CODES ENFORCEMENT OFFICER TO ASSESS COMPLIANCE. THE OPERATOR SHALL THEN BE NOTIFIED OF THE RESULTS OF THE SECOND INSPECTION. AN APPEAL OF THE DECISION OF THE CODE ENFORCEMENT OFFICER CAN BE MADE TO THE BOARD OF ZONING APPEALS IN ACCORDANCE WITH SECTION 20-1311.
- THE TOWER WILL NOT HAVE TOWER LIGHTING OR BEACONS.



CERTIFICATION:

**PRELIMINARY
NOT FOR
CONSTRUCTION**

RELEASE	
DATE	
02/25/14	LEASE EXHIBIT
03/19/14	SITE PLAN & TOWER ELEVATION
06/09/14	CONSTRUCTION DWGS - REV A
07/28/14	CONSTRUCTION DWGS - REV B
08/26/14	CONSTRUCTION DWGS - REV C

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DRAWN BY: CMD
CHECKED BY: DJH

SITE NAME:

**LAWC BARKER
CELL SITE**

SITE ADDRESS:

BULLENE AVE
LAWRENCE, KS 66044

SHEET TITLE:

PROJECT INFORMATION,
LOCATION MAPS
AND DRAWING INDEX

A&E PROJECT NO.:

001-1507

SHEET NO.:

T-1

APPLICANT
VERIZON WIRELESS
MANAGER-NETWORK REAL ESTATE
PHONE: (913) 244-2800

SITE ACQUISITION

KGI
PHONE: (417) 848-7584

SURVEYOR

HUSKER SURVEYING
PHONE: (402) 423-5202

ARCHITECTURAL AND ENGINEERING FIRM

MAGTECH MIDWEST, INC.
PHONE: (260) 436-2668

POLICE DEPARTMENT
LAWRENCE POLICE DEPT.
111 EAST STREET
LAWRENCE, KS 66044
PHONE: (785) 830-7400

FIRE DEPARTMENT

LAWRENCE FIRE DEPARTMENT
1911 STEWART AVENUE
LAWRENCE, KS 66046
PHONE: (785) 830-7000

PROPERTY OWNER

STEVE L. EUDALY

KANSAS ONE-CALL SYSTEM
811 OR 1-800-DIG SAFE



CONSULTANT TEAM

THE PROJECT INCLUDES:

INSTALLATION OF PANEL ANTENNA, ASSOCIATED COAX AND OTHER EQUIPMENT IN NEW 120' MONOPOLE TOWER.

INSTALLATION OF A 27'-4 1/2"x11'-6" UNMANNED EQUIPMENT SHELTER WITH GENERATOR ON A CONCRETE FOUNDATION.

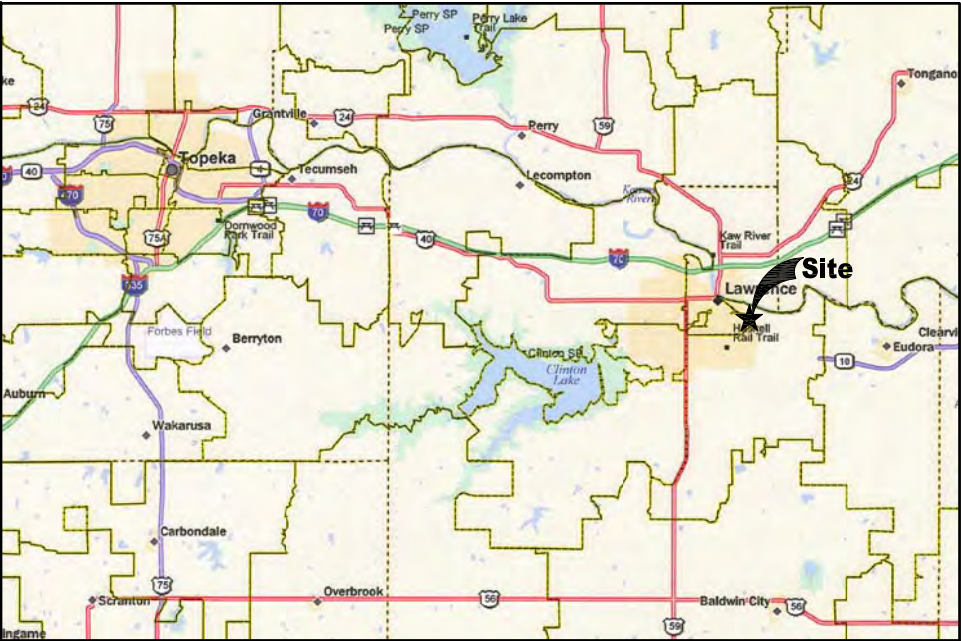
NEW ELECTRIC AND TELEPHONE/FIBER SERVICE TO SITE AND EQUIPMENT SHELTER. NO WATER SUPPLY OR SEWAGE TO/FROM THE SITE.

SITE LAT/LON ELEV.

LATITUDE - N38° 57' 8.89"
LONGITUDE - W95° 13' 34.91"
GRD ELEV. - ±843.0' AMSL

CONTRACTORS ATTENTION IS CALLED TO EES FOR THIS SITE. SITE HAS RESTRICTIONS ON EXCAVATION/CONSTRUCTION METHODS. STAGE AND STOCKPILING OF EXCAVATED MATERIALS ARE RESTRICTED IN SOME AREAS. AN EROSION PREVENTION AND SEDIMENT CONTROL PLAN IS PART OF THESE PLANS. BEST MANAGEMENT PRACTICES ARE TO BE USED DURING CONSTRUCTION. DIESEL FUEL IS ALSO PROHIBITED AT THE SITE WITH THE EXCEPTION OF FUEL IN THE TANK OF A VEHICLE.

PROJECT DESCRIPTION



VICINITY MAP

MAPS PROVIDED BY DeLORME STREET ATLAS USA



LOCATION MAP

AERIAL MAP PROVIDED BY GOOGLE

ZONING DRAWINGS 8-26-14

DRAWING INDEX

T-1 PROJECT INFORMATION, LOCATION MAPS, AND DRAWING INDEX

SP-1 LAND SURVEY
SP-2 LAND SURVEY

C-1 ENLARGED SITE PLAN
C-2 TOWER ELEVATION AND ANTENNA INFORMATION
C-3 FENCE DETAILS
C-4 EQUIPMENT SHELTER PLAN
C-5 EQUIPMENT SHELTER ELEVATIONS

PARENT PARCEL DESCRIPTION:

Lot A in Block 9 of Scott's Replat of Portions of Blocks 5 and 9 in Homewood Gardens, a Subdivision in the City of Lawrence, Douglas County, Kansas.

PROPOSED LESSEE'S LAND SPACE DESCRIPTION:

That part of Lot A in Block 9 of Scott's Replat of Portions of Blocks 5 and 9 in Homewood Gardens, a Subdivision in the City of Lawrence, Douglas County, Kansas and being more particularly described as follows:

Referring to the Southwest corner of said Lot A, a #4 rebar found for corner; thence northerly on an assumed bearing of North 05°28'03 East, on the westerly line of said Lot A, 54.34 feet; thence easterly North 87°44'19" East, 13.30 feet, to the Point of Beginning for the described Land Space; thence following the perimeter of the described Land Space on the following bearings and distances: North 02°15'41" West, 48.00 feet; thence North 87°44'19" East, 55.00 feet; thence South 02°15'41" East, 23.00 feet; thence North 87°44'19" East, 15.00 feet, thence South 02°15'41" East, 25.00 feet; thence South 87°44'19" West, 70.00 feet, to the Point of Beginning for the described Land Space.

Containing a total calculated area of 3,015 square feet or 0.069 acres, more or less.

LESSEE'S NON-EXCLUSIVE ACCESS/UTILITY RIGHT OF WAY DESCRIPTION:

A Non-Exclusive Access/Utility Right of Way, 25 feet in width, located in that part of Lot A in Block 9 of Scott's Replat of Portions of Blocks 5 and 9 in Homewood Gardens, a Subdivision in the City of Lawrence, Douglas County, Kansas and the centerline being more particularly described as follows:

Referring to the Southwest corner of said Lot A, a #4 rebar found for corner; thence northerly on an assumed bearing of North 05°28'03 East, on the westerly line of said Lot A, 54.34 feet; thence easterly North 87°44'19" East, 13.30 feet, to the Southwest corner of the described Land Space; thence South 02°15'41" East, 12.50 feet, to the Point of Beginning of the centerline for the described Right of Way; thence easterly North 87°44'19" East, 163.07 feet, to a point of intersection on the westerly right-of-way line of Bullene Avenue, also being the Point of Termination for the centerline of the described Right of Way.

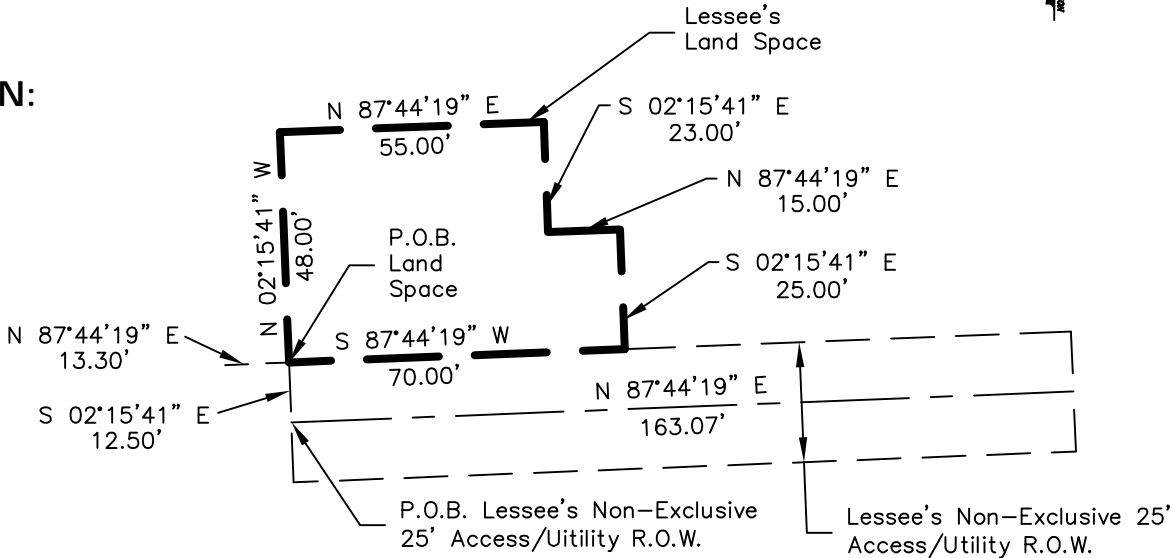
Containing a total calculated area of 4,077 square feet or 0.094 acres, more or less.

INFORMATIONAL REPORT:

Based on Commitment for Title Insurance with an effective date of December 3, 2013 provided by First American Title Insurance Company, Commitment No. NCS-643273-KCTY, the following are of survey matters:

9. A Claim and Proof of Ownership recorded March 10, 2009 in Book 1046 at Page 148 concerning the abandoned railroad easement. Does not affect the Land Space and Right of Way.

10. Easements, restrictions and setback lines as per plat, Plat Book 13 at Page 80. Affects Land Space, and shown hereon.



LAND SPACE & R.O.W. DETAIL

Scale: 1"=40'

SURVEYORS NOTES

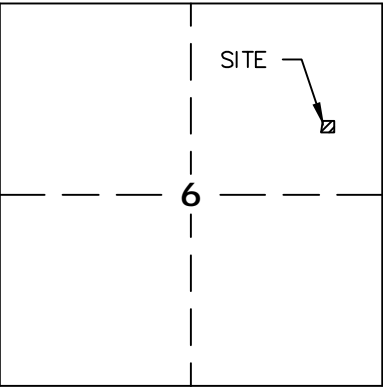
1.) Generally located in Missouri State Plane Coordinate System, West Zone (NAD-83).

2.) Not a survey of the parent parcel shown, but to be used only for the purposes shown hereon.

3.) The Utility locations shown hereon were determined by observed above ground evidence only. The surveyor was provided with above ground markings to determine any subsurface locations, and makes no guarantee that the underground utilities in the area, either in service or abandoned. The surveyor further does not warrant that the underground utilities shown are in the exact location indicated. This surveyor has not physically located the underground utilities.

Zoning Information:
IG: General Industrial

Flood Information:
Property falls within a Zone "X" (Minimal risk areas outside the 1-percent and .2-percent-annual-chance floodplains. No BFEs or base flood depths are shown within these zones) as determined by FEMA Flood Rate Map No. 20045C0178D, effective 8/05/10.



T. 13 S, R. 20 E
PARENT PARCEL DETAIL

Surveyor's Certificate

I, Jayme M. Malone, a Professional Registered Land Surveyor under the laws of the State of Kansas, certify the above survey was executed by me, on the date shown. Distances shown are measured in feet and decimals of a foot.

Signed this ____ day of _____, 20 ____.

Jayme M. Malone
LS KS #1113

Prepared for:

Prepared for:



Surveyed By:

HS4144



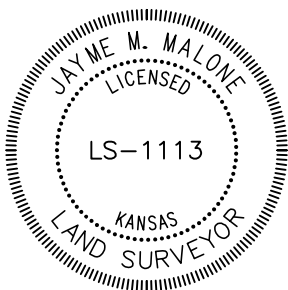
CHECKED BY:

JMM

APPROVED BY:

JMM

#	DATE	DESCRIPTION	INT.
1	1/16/14	80% Prelim	TH
2	2/06/14	Add Land Space/R.O.W.	MG
3	2/26/14	Add Title	MG
4	3/12/14	Comments	TH
5	7/18/14	Lease Area	MG



DATE SIGNED: _____

SITE NAME:

LAWC BARKER

SITE NUMBER:

SITE ADDRESS:

1725 BULLENE AVE.,
LAWRENCE, KS 66044

SHEET NAME:

SITE PLAN

SHEET NUMBER:

SP-1

VICINITY MAP



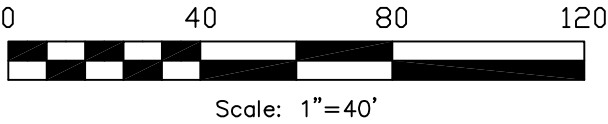
LEGEND

- = Cor. Fnd
○ = Cor. Set 5/8" Rebar
⊕ = Section Corner
Ⓚ = Benchmark
(M) = Meas. Dist.
(P) = Plat Dist.
(D) = Deed Dist.
(R) = Record Dist.
P.O.B. = Point of Beginning
P.O.R. = Point of Reference
— E — = Underground Gas Main
— G — = Underground Telephone
— S — = Underground Sanitary Sewer
— W — = Underground Water Main
— OHP — = Overhead Utilities
— ○ — = Chain Link Fence
— □ — = Wood Fence
- Ⓜ = Air Conditioning Unit
Ⓢ = Electric Meter
Ⓢ = Electric Manhole
Ⓢ = Electric Pedestal
Ⓢ = Fire Hydrant
Ⓢ = Gas Manhole
Ⓢ = Gas Meter
→ = Guy Wire
Ⓢ = Manhole
Ⓢ = Light Pole
• = Post
Ⓢ = Power Pole
Ⓢ = Sanitary Manhole
Ⓢ = Storm Manhole
Ⓢ = Telephone Pedestal
Ⓢ = Telephone Manhole
Ⓢ = Fiber Optic Marker
Ⓢ = TV Manhole
Ⓢ = Valve

The four highlighted dimensions are measurements from center of proposed tower to Eudaly property boundaries

The red dot is the center of the proposed 120 foot monopole tower

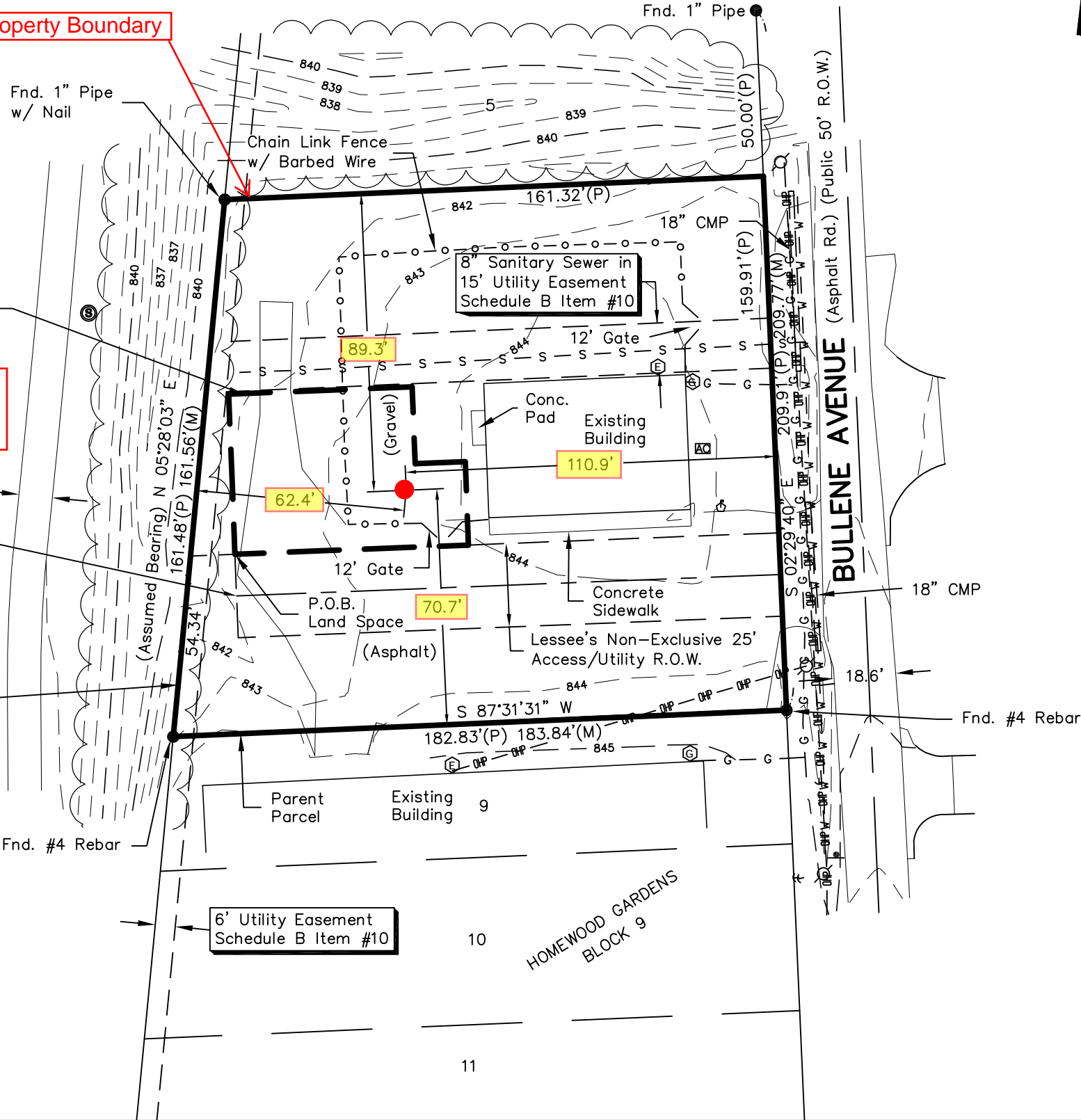
LOT A IN BLOCK 9 OF SCOTT'S REPLAT OF PORTIONS OF BLOCKS 5 & 9 IN HOMEWOOD GARDENS



Property Boundary

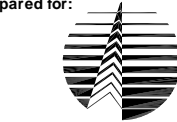
Lessee's Land Space

P.O.B. Lessee's Non-Exclusive 25' Access/Utility R.O.W.



Prepared for:

Prepared for:



**MAGTECH
MIDWEST INC.**
AN AFFILIATE OF FORTUNE WIRELESS INC.
1715 MAGNANOX WAY, FORT WAYNE, INDIANA 46804
(260) 436-2666 • (260) 436-2402 FAX

Surveyed By:

HS4144



4535 Normal Blvd. Ste #101
Lincoln, Ne 68506
(402)423-5202
(402)423-5211
www.huskersurveying.com

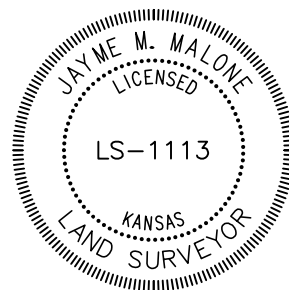
CHECKED BY:

JMM

APPROVED BY:

JMM

#	DATE	DESCRIPTION	INT.
1	1/16/14	80% Prelim	TH
2	2/06/14	Add Land Space/R.O.W.	MG
3	2/26/14	Add Title	MG
4	3/12/14	Comments	TH
5	7/18/14	Lease Area	MG



DATE SIGNED:

SITE NAME:

LAWC BARKER

SITE NUMBER:

SITE ADDRESS:

1725 BULLENE AVE.,
LAWRENCE, KS 66044

SHEET NAME:

SITE PLAN

SHEET NUMBER:

SP-2

NOTE: All future equipment buildings will be a minimum of 15 feet from the existing sanitary sewer line in accordance with the requirement requested by Mike Solida.



CERTIFICATION:

**PRELIMINARY
NOT FOR
CONSTRUCTION**

RELEASE	
DATE	
02/25/14	LEASE EXHIBIT
03/19/14	SITE PLAN & TOWER ELEVATION
06/09/14	CONSTRUCTION DWGS - REV A
07/28/14	CONSTRUCTION DWGS - REV B
08/26/14	CONSTRUCTION DWGS - REV C

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DRAWN BY: CMD
CHECKED BY: DJH

SITE NAME:

**LAWC BARKER
CELL SITE**

SITE ADDRESS:

**BULLENE AVE
LAWRENCE, KS 66044**

SHEET TITLE:

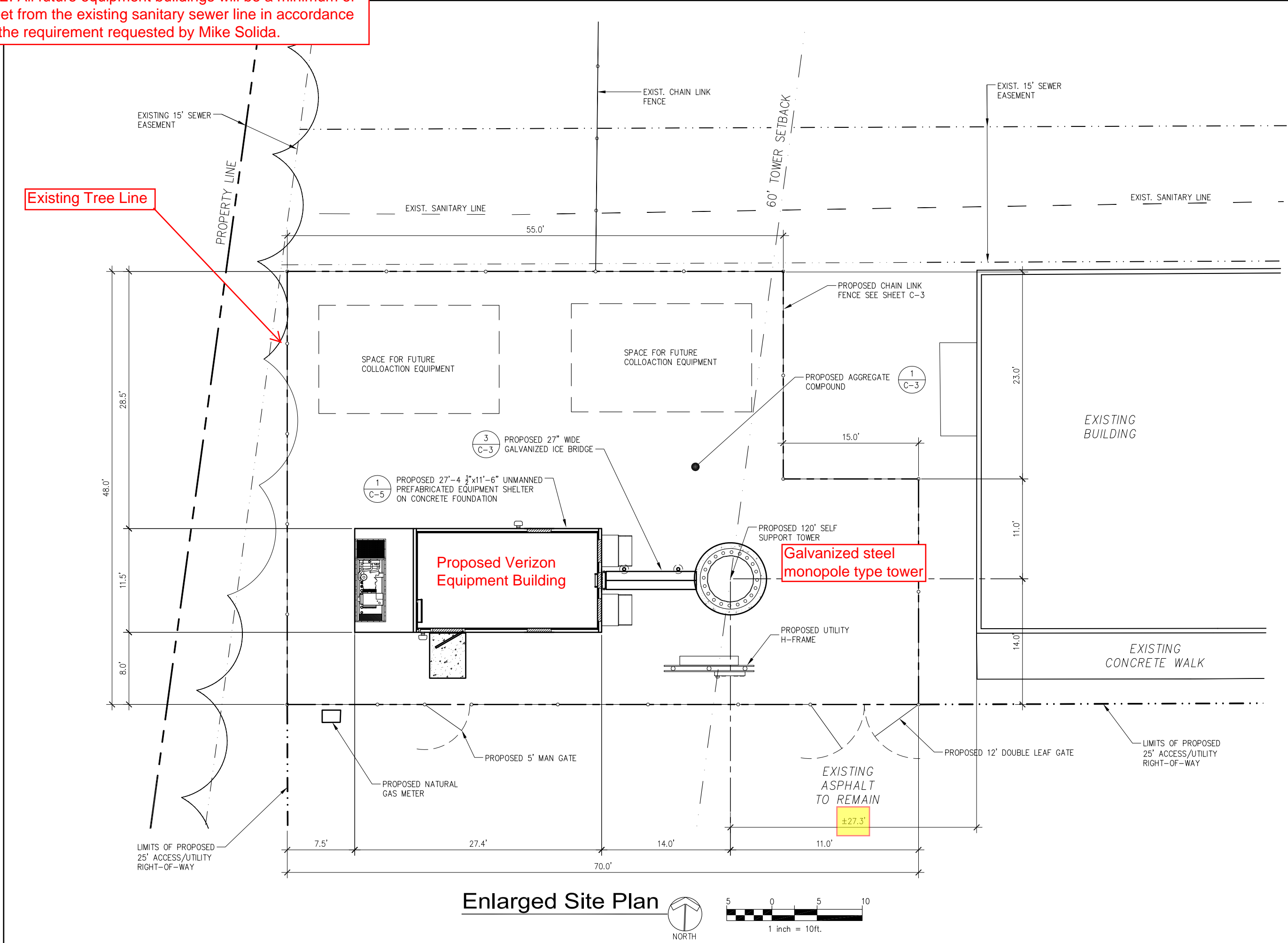
ENLARGED SITE PLAN

A&E PROJECT NO.:

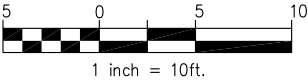
001-1507

SHEET NO.:

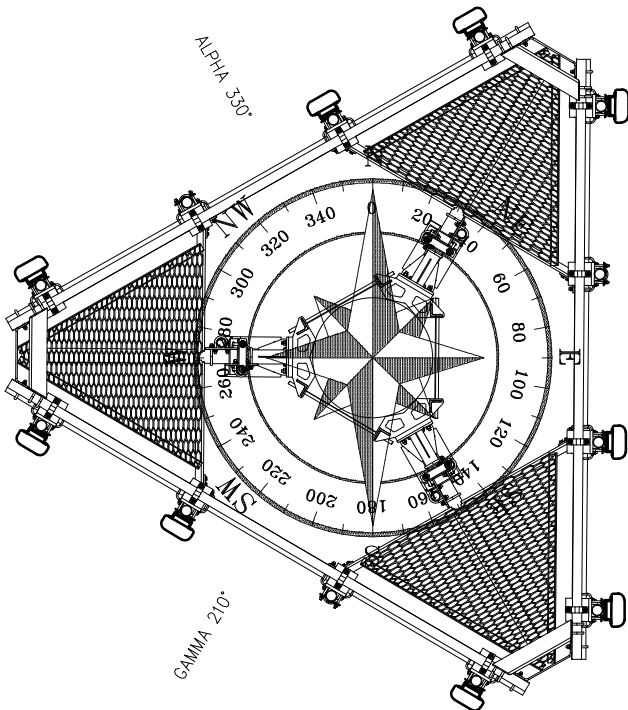
C-1



Enlarged Site Plan

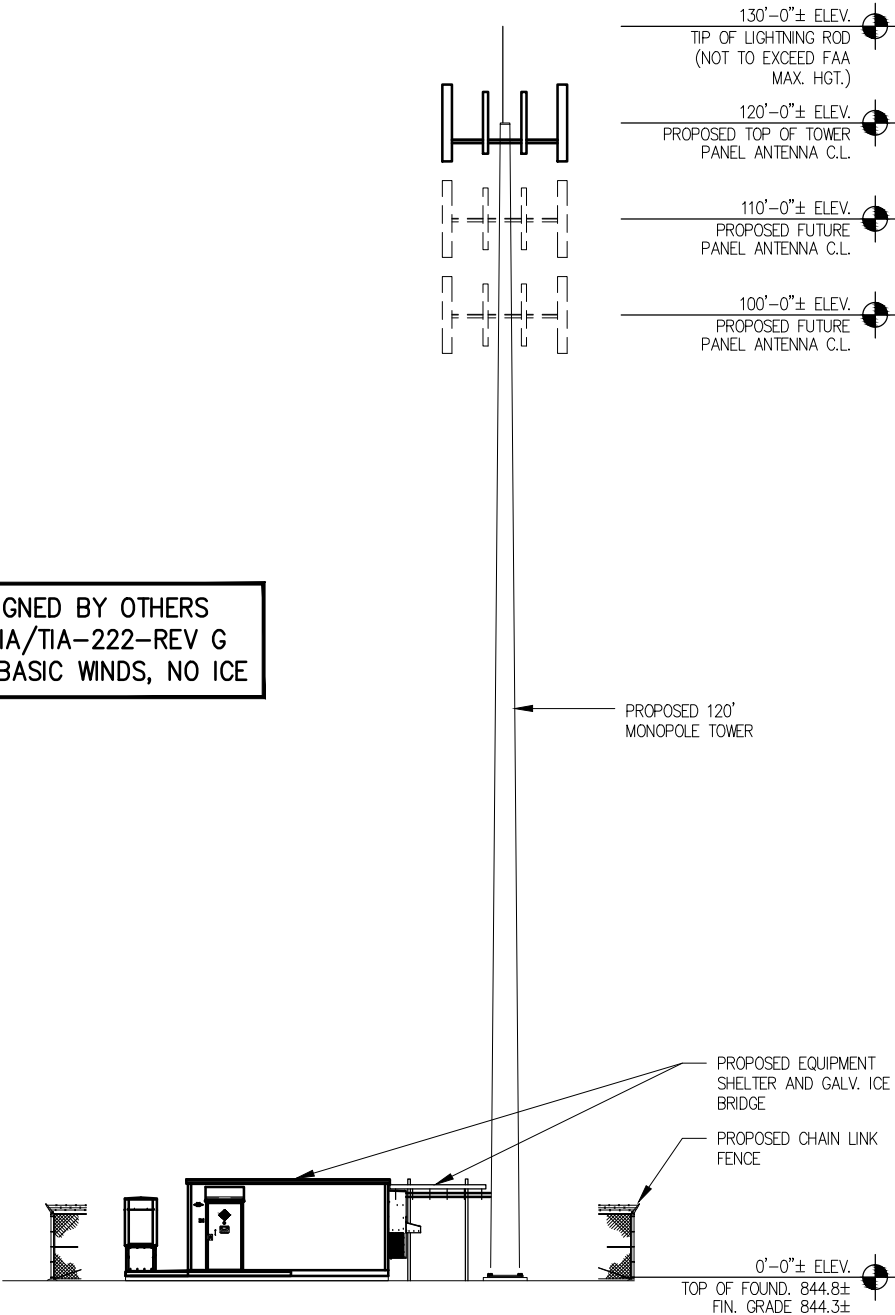


PROPOSED ANTENNA KEY																											
	Position	Status	Antenna Centerline (ft AGL)	Antenna Make / Model	Antenna Count	Height (In)	Width (In)	Depth (In)	Weight (lbs)	Azimuth	Mech Downtilt	Electrical Downtilt	TMA Make/Model	TMA Count	Coax Make/Model	Coax Count	Coax Size	Coax Length	RRU Make/Model	RRU Count	Distribution Box Make/Model	Raycap Count	Hybrid Cable Make/Model	Hybrid Cable Count	Hybrid Cable Size	Hybrid Cable Length	Jumper Count
Mainline Cable & Distribution																			RRUS B13	3	RFS DB-B1-6C-12AB-0Z	4(2 on tower, 2 in shelter)	RFS Hybriflex HBF058-08U1S2-14F	6	5/8"		
																							RFS Hybriflex HBF114-13U6S12-150F	2	1-1/4"		
																									15 ft	1/2"	12
Alpha Sector	A	proposed	120	Andrew LNX-6615D S-A 1M-02(CDMA)	1	96.4	11.9	7.1	49.8	330	2	0															
	B																										
	C	proposed	120	Air - 32(AW S)	1	57	12	8	99	330	0	0															
	D	proposed	120	Andrew LNX-6615D S-A 1M-02(LTE)	1	96.4	11.9	7.1	49.8	330	2	0															
Beta Sector	E	proposed	120	Andrew LNX-6615D S-A 1M-02(CDMA)	1	96.4	11.9	7.1	49.8	90	0	0															
	F																										
	G	proposed	120	Air - 32(AW S)	1	57	12	8	99	90	0	0															
	H	proposed	120	Andrew LNX-6615D S-A 1M-02(LTE)	1	96.4	11.9	7.1	49.8	90	0	0															
Gamma Sector	I	proposed	120	Andrew LNX-6615D S-A 1M-02(CDMA)	1	96.4	11.9	7.1	49.8	210	0	0															
	J																										
	K	proposed	120	Air - 32(AW S)	1	57	12	8	99	210	0	0															
	L	proposed	120	Andrew LNX-6615D S-A 1M-02(LTE)	1	96.4	11.9	7.1	49.8	210	0	0															
				Antenna Total	9								TMA Total	0	Coax Total	0			RRU Total	3	Distro Box Total	2		Hybrid Cable Total	8	Jumper Total	12



2 Antenna Azimuths
SCALE: 1/4" = 1'-0"

MONOPOLE TO BE DESIGNED BY OTHERS
ACCORDING TO ANSI/EIA/TIA-222-REV G
STANDARDS: 90 MPH BASIC WINDS, NO ICE



1 Tower Elevation
SCALE: 1" = 20'-0"



CERTIFICATION:

PRELIMINARY
NOT FOR
CONSTRUCTION

RELEASE	
DATE	
02/25/14	LEASE EXHIBIT
03/19/14	SITE PLAN & TOWER ELEVATION
05/07/14	CONSTRUCTION DWGs - REV A
06/26/14	CONSTRUCTION DWGs - REV B

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DRAWN BY: CMD
CHECKED BY: DJH

SITE NAME:

LAWC BARKER
CELL SITE

SITE ADDRESS:

BULLENE AVE
LAWRENCE, KS 66044

SHEET TITLE:

TOWER ELEVATION,
ANTENNA INFORMATION,
NOTES AND DETAILS

A&E PROJECT NO.:

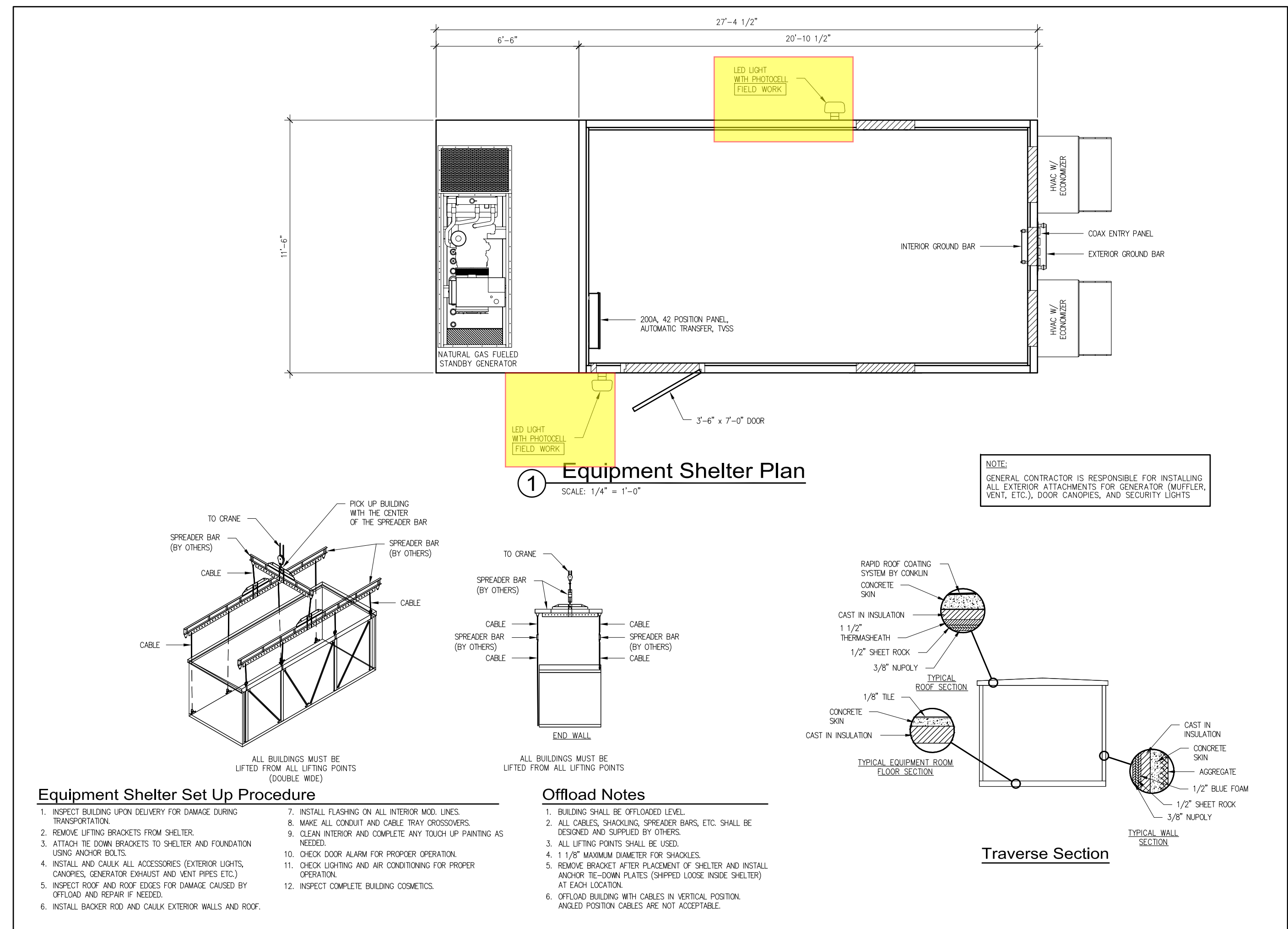
001-1507

SHEET NO.:



2 Barbed Wire Detail





**MAGTECH
MIDWEST INC.**
AN AFFILIATE OF FORTUNE WIRELESS INC.
1715 MAGNAVOK WAY, FORT WAYNE, INDIANA 46804
(260) 436-2668 • (260) 436-2402 FAX

CERTIFICATION:

FOR REFERENCE
ONLY

RELEASE	
DATE	
02/25/14	LEASE EXHIBIT
03/19/14	SITE PLAN & TOWER ELEVATION
06/09/14	CONSTRUCTION DWGS - REV A
07/28/14	CONSTRUCTION DWGS - REV B
08/26/14	CONSTRUCTION DWGS - REV C

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DRAWN BY: CMD
CHECKED BY: DJH

SITE NAME: _____

**LAWC BARKER
CELL SITE**

SITE ADDRESS: _____

**BULLENE AVE
LAWRENCE, KS 66044**

SHEET TITLE: _____

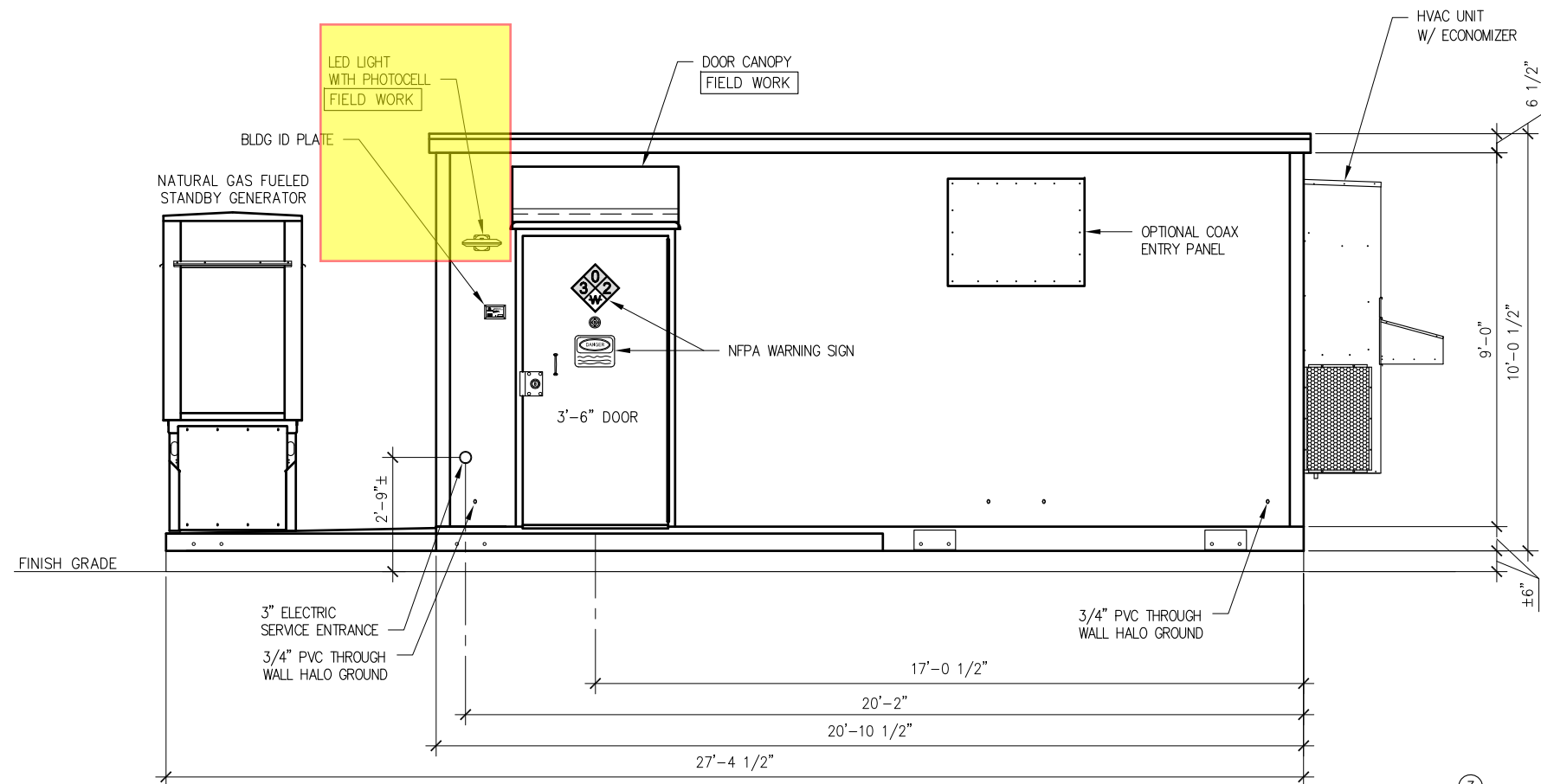
**EQUIPMENT SHELTER
PLAN**

A&E PROJECT NO.: _____

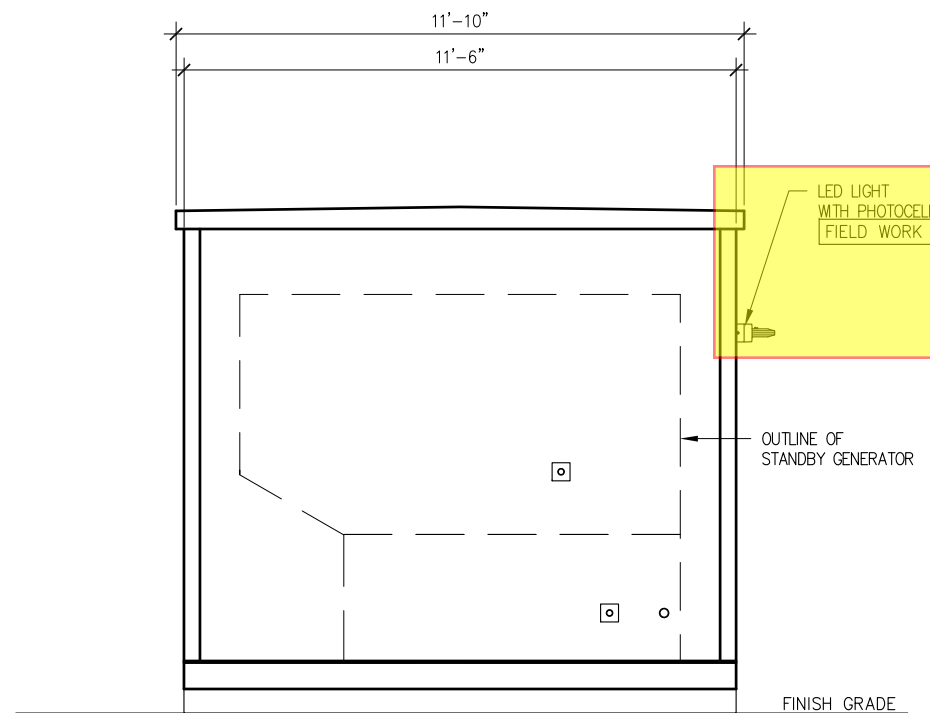
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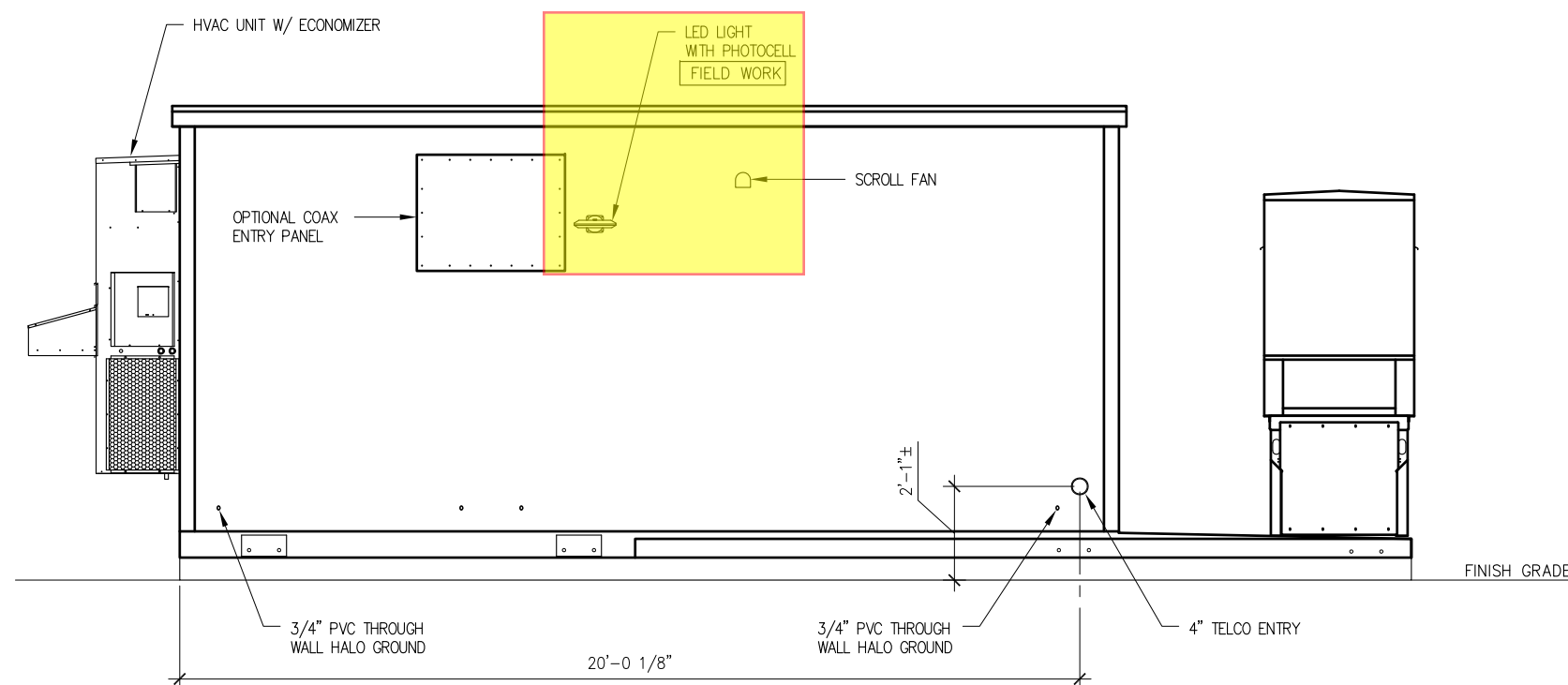
C-4



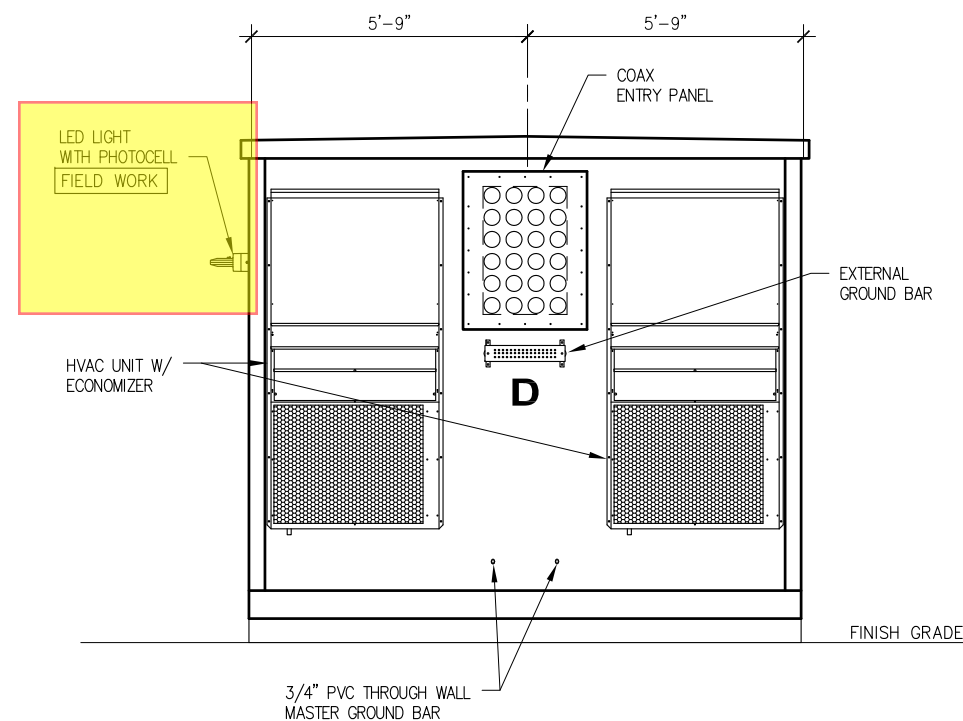
1 Front Wall Elevation
SCALE: 1/4" = 1'-0"



2 End Wall Elevation
SCALE: 1/4" = 1'-0"



3 Rear Wall Elevation
SCALE: 1/4" = 1'-0"



4 End Wall Elevation
SCALE: 1/4" = 1'-0"



CERTIFICATION:

FOR REFERENCE ONLY

RELEASE	
DATE	
02/25/14	LEASE EXHIBIT
03/19/14	SITE PLAN & TOWER ELEVATION
06/09/14	CONSTRUCTION DWGS - REV A
07/28/14	CONSTRUCTION DWGS - REV B
08/26/14	CONSTRUCTION DWGS - REV C

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DRAWN BY: CMD
CHECKED BY: DUH

SITE NAME:

LAWC BARKER
CELL SITE

SITE ADDRESS:

BULLENE AVE
LAWRENCE, KS 66044

SHEET TITLE:

EQUIPMENT SHELTER
ELEVATIONS

A&E PROJECT NO.:

001-1507

SHEET NO.:

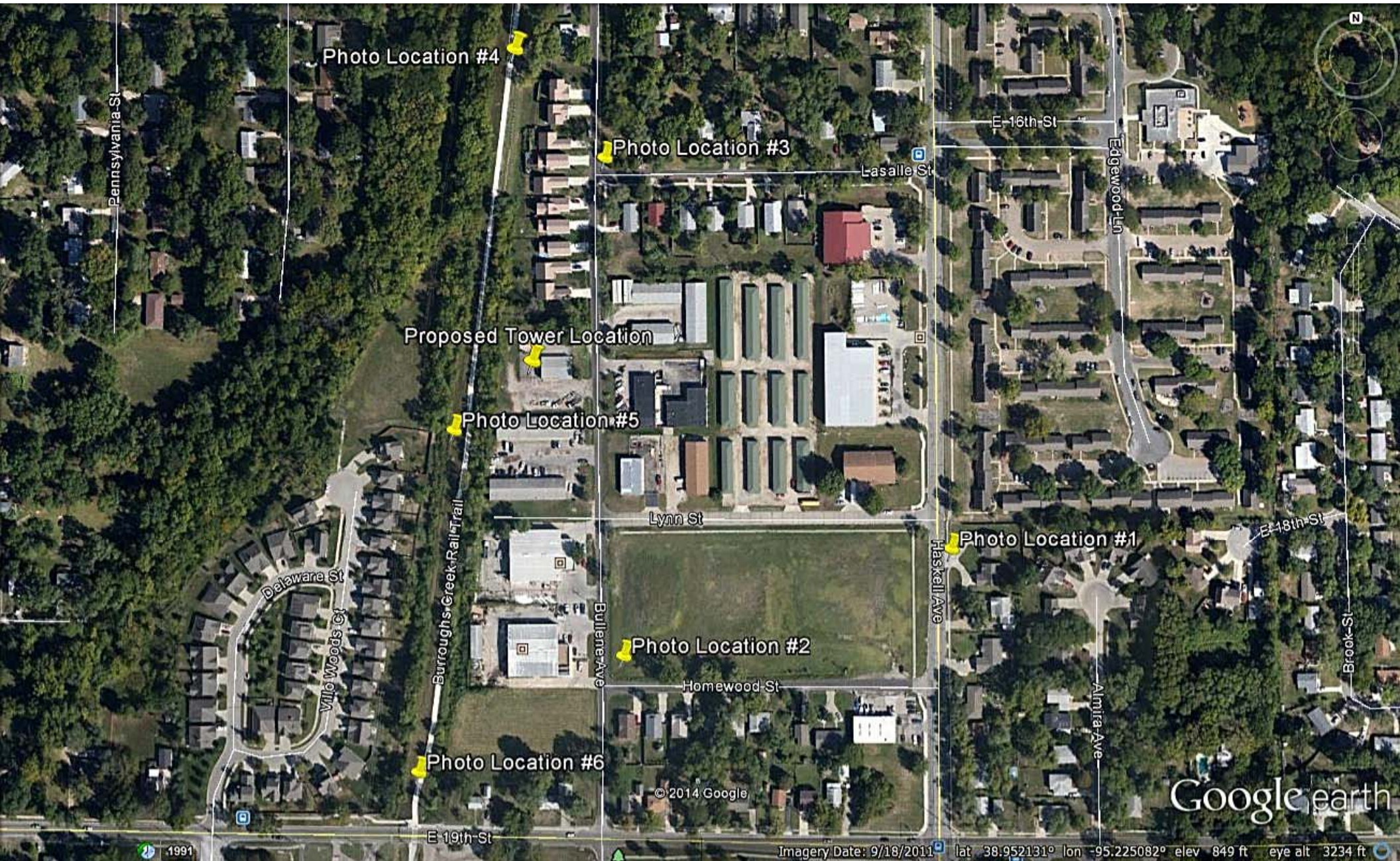


Photo Location #4

Photo Location #3

Proposed Tower Location

Photo Location #5

Lynn St

Photo Location #2

Homewood St

Photo Location #6

Photo Location #1

Google earth

© 2014 Google

Imagery Date: 9/18/2011

lat 38.952131° lon -95.225082° elev 849 ft eye alt 3234 ft



Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Name: LAWC Barker
Photo Location #1
Current Looking West from Haskell Ave.





Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Name: LAWC Barker
Photo Location #1
Proposed 120' Monopole
Looking West from Haskell Ave.

Note:
Installation shown is for visual
reference only. Final equipment
& installation may differ.





Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Name: LAWC Barker
Photo Location #2
Current View Looking North from Homewood St.





Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Name: LAWC Barker
Photo Location #2
Proposed 120' Monopole
Looking North from Homewood St.

Note:
Installation shown is for visual
reference only. Final equipment
& installation may differ.





Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Name: LAWC Barker
Photo Location #3
Current View Looking South from Lasalle Ave.





Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Name: LAWC Barker
Photo Location #3
Proposed 120' Monopole
Looking South from Lasalle Ave.

Note:
Installation shown is for visual
reference only. Final equipment
& installation may differ.





Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Names: LAWC Barker
Photo Location #4
Looking South Along Bike / Jogging Trail





This location is the first place along the path where the proposed tower would be visible. It will remain visible while traveling south for approximately 200 feet. Before and after this 200 foot distance the trees on the east side of the path will provide a buffer between the path and the proposed tower.



Fortune Wireless, Inc.
A Subsidiary of
Fortune Industries, Inc.

Site Names: LAWC Barker
Photo Location #4
Proposed 120' Monopole
Looking South Along Bike / Jogging Trail

Note:
Installation shown is for visual
reference nly. Final equipment
& installation may differ.



Verizon LAWC Barker - Photo Location #5 (looking toward proposed tower)
The proposed monopole will not be visible from this spot.



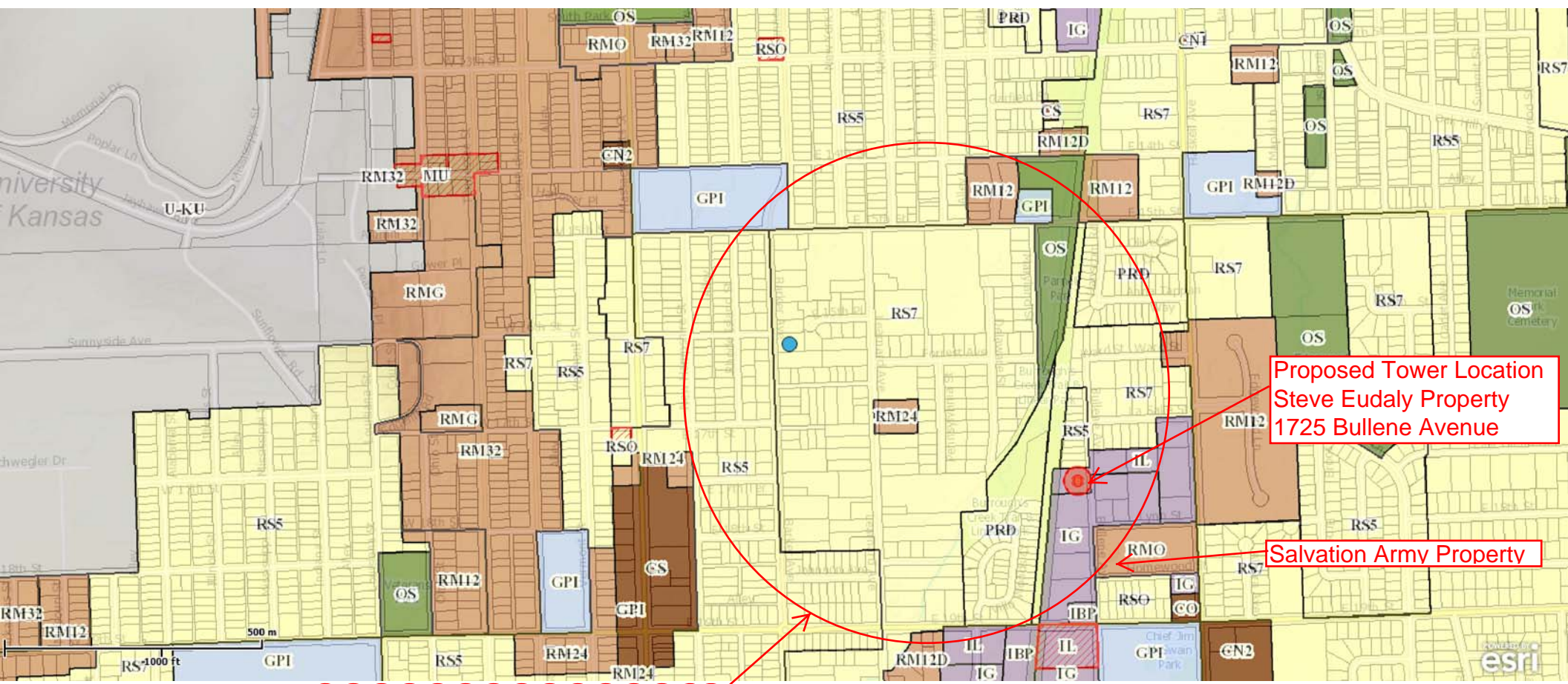
Verizon LAWC Barker - Photo Location #6 (looking north)
The proposed monopole will not be visible from this spot.





My Map

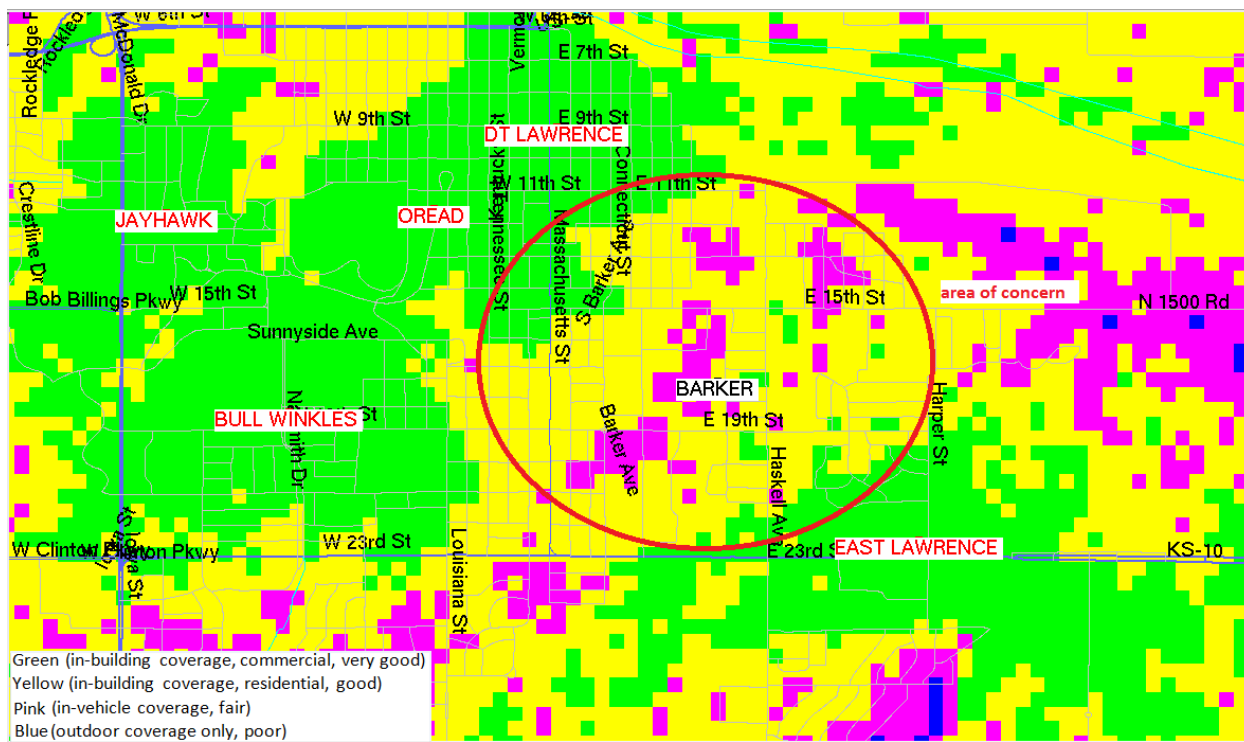
1725 Bullene Avenue



Proposed Tower Location
Steve Eudaly Property
1725 Bullene Avenue

Salvation Army Property

Red Circle is Extent of Verizon
Search Area



This coverage improvement combined with the capacity offload will afford our customers the best



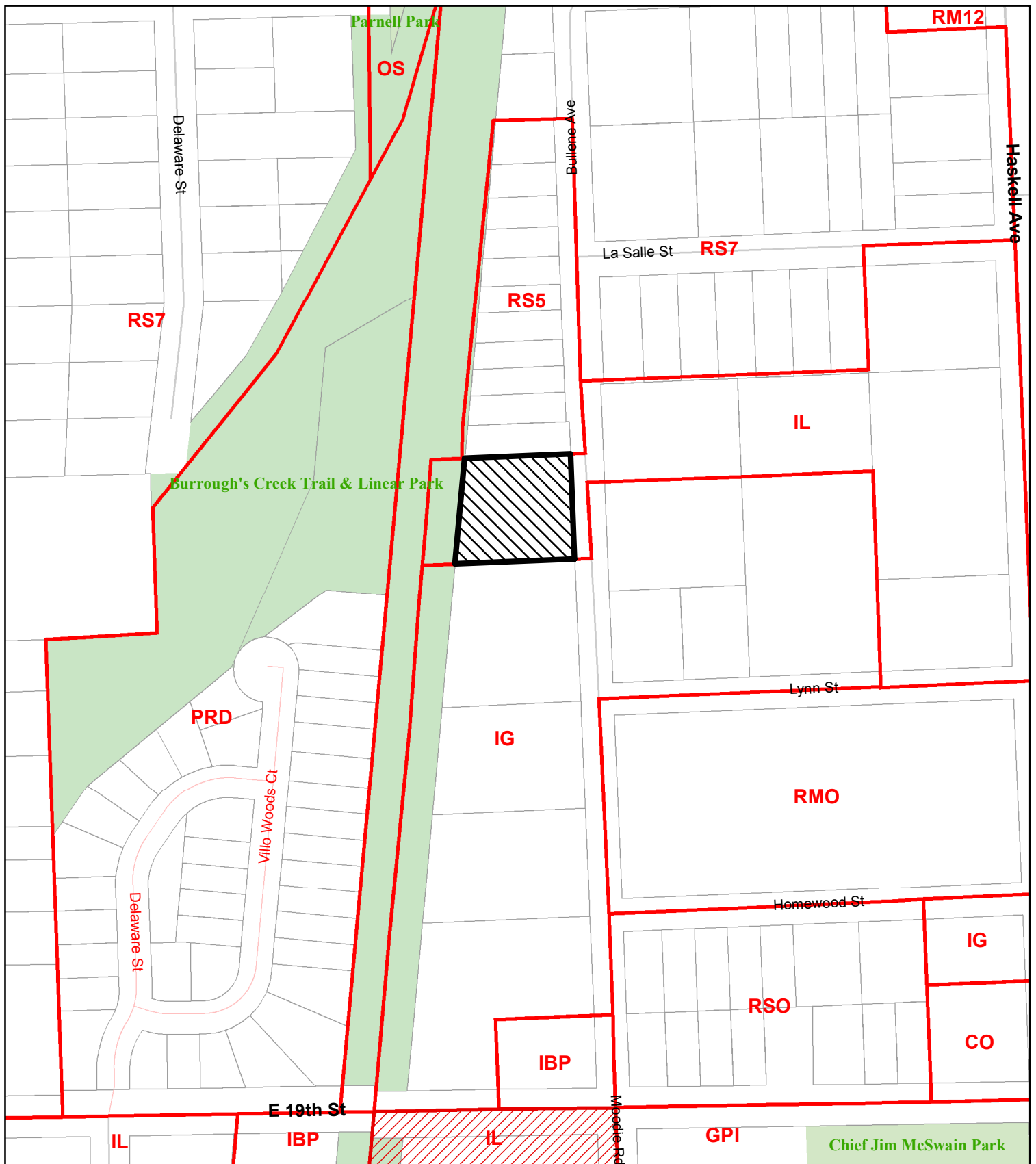
Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Legend

- ▲ Tall Structure
- ★ Tower - FCC Registration Numbers




Attachment A Third Party Review LAWC Barker



**SUP-14-00312: Special Use Permit for a New
Verizon Wireless Communications Tower
Located at 1725 Bullene Avenue**

Lawrence-Douglas County Planning Office
November 2014

 Subject Property





Brook Creek Neighborhood Association

Andrea Repinsky, President
1222 Almira Ave., Lawrence KS 66044

Telephone: 913/707-9834

e-mail: brookcreekna@gmail.com; adheron@yahoo.com

November 17, 2014

Bryan Culver, Chair
Lawrence-Douglas County Planning Commission
6 East 6th Street
Lawrence KS 66044

Dear Commissioners:

Brook Creek Neighborhood Association is opposed to the construction of a cell tower at 1725 Bullene. The proposed tower would negatively impact users of the Burroughs Creek Trail and the adjacent residents because of visual disruption, impairment to recreational assets, and negative health impacts.

The Burroughs Creek Trail is an incredibly important recreational and transportation asset to the Brook Creek Neighborhood and the City, one that required tremendous effort on the part of Brook Creek and other neighborhoods to develop. This degree of disruption to the scenic value of the trail is a disservice to the community. The visual impact of the proposed tower was underestimated, as it was assessed while trees were fully in leaf, and the view of the tower location was more obscured than it is now.

Increasing the intensity of the industrial use on the site is inconsistent with the Burroughs Creek Corridor Plan of 2006, which recommends that "when redevelopment of industrially zoned areas is proposed in the future, these areas should be scrutinized for neighborhood compatibility." In no way is a 120-ft tower, located 135 feet from the nearest house, compatible or appropriate to the residential area. In the plan, the site, 1725 Bullene, was recommended to be rezoned from M-1A to C-4. The site should become less industrial, not more.

The staff report neglects to review the full visual impact of a 120-ft tower. Imagine its equivalent, a 10-story building, in order to understand how this tower is entirely inappropriate 135 feet away from a single-family residence. The proposed 6' metal fence, topped with an additional foot of barbed wire, is also inconsistent with the adjacent homes. The applicant's claim that the proposed tower is compatible with adjacent residential uses, and would not diminish the value of these homes, is a claim we do not accept.

Additionally, the health impacts of a microwave radiofrequency radiation (RF) have not been addressed by the City or applicant. The intensity of radiation, and the health effects, are greatest near the transmitter. Multiple studies link RF exposure with genotoxic effects such as gene mutations, cancer, neurological disease such as Alzheimers & Parkinson's, reproductive disorders, and immune dysfunction.

Many questions remain. We doubt the utility of the low elevation site to best serve the purpose of the tower. Very little information was provided to the City and the public about the selection of the small, mostly residential, site search area, and alternate sites or solutions.

Please protect the health and vitality of the neighborhood, and reject the proposed tower.

Andrea Repinsky
President, Brook Creek Neighborhood Association

-----Original Message-----

From: Mary Wharff [<mailto:mgwharff@sunflower.com>]

Sent: Sunday, November 16, 2014 3:47 PM

To: Sandra Day

Subject: cell tower burroughs trail

Please don't build a cell tower near Burroughs Trail or the homes in the area. Burroughs Trail is all about natural environment AND good health — neither of which will be served by a cell tower in the vicinity.

Thanks,

Mary Wharff

1535 Rhode Island St.

Former President, Barker Neighborhood Association

Memorandum

City of Lawrence

Douglas County

Planning & Development Services

TO: Planning Commission

FROM: Sheila M. Stogsdill, Planning Administrator

CC: Scott McCullough

Date: For November 17, 2014 meeting

RE: Item No. 3: TA-13-00235 –
Revisions to Development Code, Article 9 – Parking

Attachments:

Diagram illustrating street, sidewalk, public right-of-way in typical subdivision.

Article 9 - Proposed Text

Article 9 – Existing Text

See web links below for examples of vehicle and trailer sizes/types

Background/Updates from recent Mid-Month Meeting

Revisions to Article 9 – Parking were proposed and adopted in 2009 to align the layout of parking tables, consolidate parking standards and address parking ratios for a number of uses. Those revisions were focused on Sections 901 – 904 of this article.

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

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

1. Should RV-type items be parked (on improved surface) in the front and exterior side yards?

Proposed text permits with distance requirement of 18 feet (car length) from back of curb or edge of street pavement. *(See map attached illustrating street improvements, sidewalk, and property line in typical 60' right-of-way.)*

2. Should there be a limit to the number of RV-type items parked on a lot?

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

4. Should there be a size limitation on RV-type items parked in the front or exterior side yards?

Proposed text suggests no more than 2 items, with only 1 in the front or exterior side yard.

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

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

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.

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

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

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

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

The **proposed text** has been shown in the attached document in **red**.

As previously presented, the following topics included in the proposed changes are summarized below.

Tenant changes in existing commercial centers:

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

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

Shared Parking Analysis/Agreements:

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

Recreational Vehicles/Trailers on residential lots:

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

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

Driveway locations on residential lots:

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

Driveway paving surfacing:

Pavement is required for the majority of residential driveways. The 2006 code provided an allowance for gravel in floodplain areas to assist with local drainage concerns. The revisions expand the allowance for gravel to North Lawrence areas protected by the Levee that are not located within the 100 year floodplain. This provision allows

additional opportunities to reduce pavement requirements in areas where drainage concerns are identified. The revisions also offer additional pervious paving options for all parking areas.

Bicycle parking standards updated:

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

Driveways and Access Management Standards:

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

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

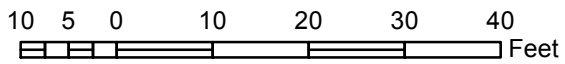
This section also includes modifications to street design standards including turn lanes, sight distance and driveway spacing. Waivers from access standards are proposed as an administrative process after consultation with the City Engineer.

Curb cuts on residential lots:

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

Traffic Impact Analysis:

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

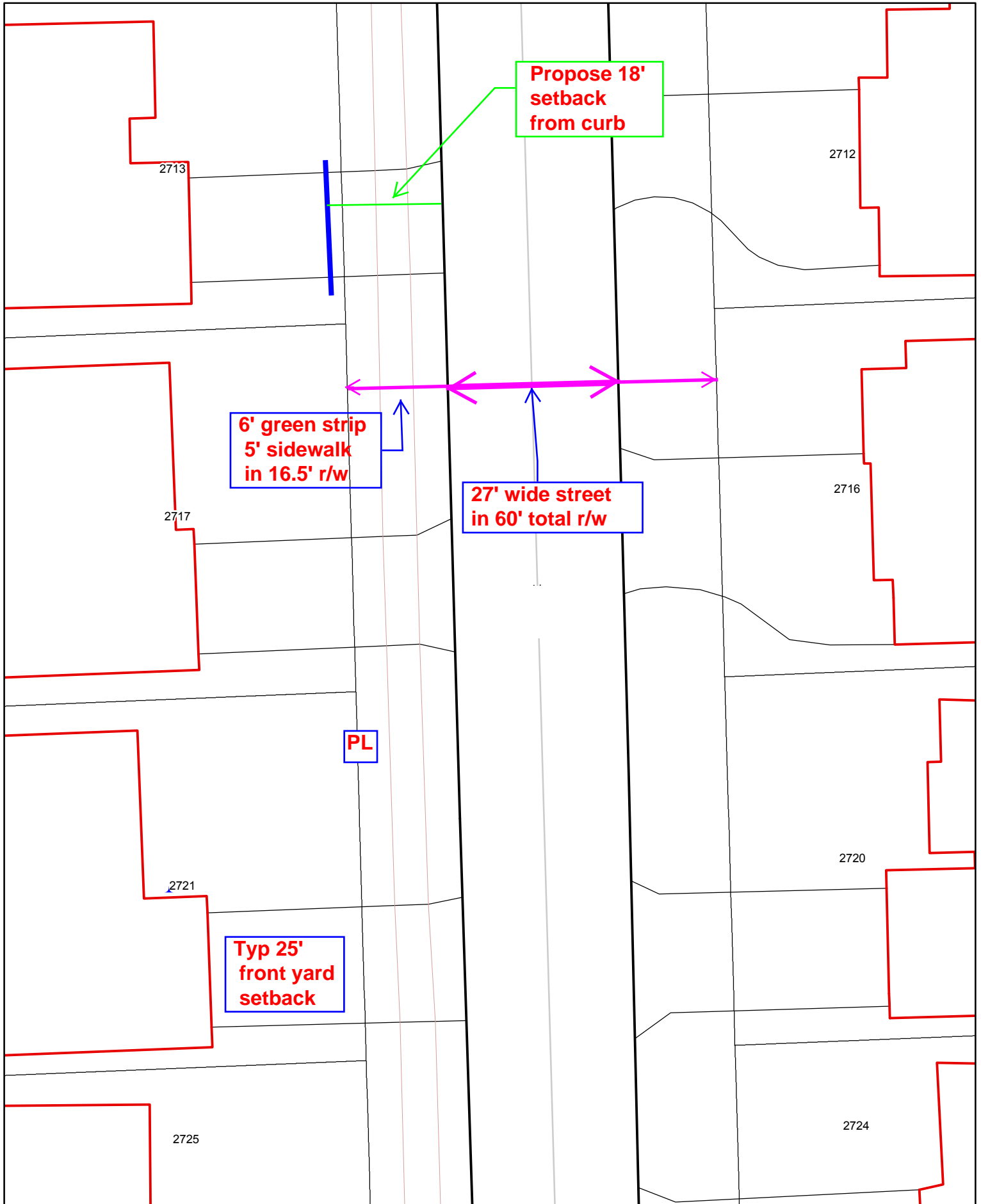


1 inch = 20 feet

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 Physically Disabled Persons 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
RESIDENTIAL USE GROUPS		
HOUSEHOLD LIVING		
Accessory Dwelling Unit	See 20-534 for standards	None
Attached Dwelling		
Cluster Dwelling	2 per Dwelling Unit	
Detached Dwelling		
Duplex	1 per bedroom	
Manufactured Home	2 per Dwelling Unit	
Manufactured Home, Residential-Design		
Mobile Home	2 per Dwelling Unit (1 may be located in common area)	
Mobile Home Park		
Multi-Dwelling Structure	1 per bedroom, + 1 per 10 units (visitors and guests) ^[1]	1 per 4 auto spaces
Non-Ground Floor Dwelling	1 per bedroom	None
Work/Live Unit	1 per Dwelling Unit	
Zero Lot Line Dwelling	2 per Dwelling Unit	
Home Occupation, Type A or B	See 20-537 for standards & 20-910(d)	
GROUP LIVING		
Assisted Living	1 per independent living unit; 0.5 per Assisted Living unit	None
Congregate Living	1 per bedroom ^[1]	1 per 4 auto spaces
Dormitory and Scholarship Halls	0.75 per lawful occupant	
Fraternity and Sorority Houses	0.75 per lawful occupant	
Group Homes, General	1 + 1 per employee	None
Group Homes, Limited	2 per Dwelling Unit	
PUBLIC AND CIVIC USE GROUPS		
COMMUNITY FACILITIES		
Adult Day Care	1 per 1.5 employees	None
Cemetery	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
Cultural Center / Library	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 each 4-5 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)	None CHECK NUMBERS IN FLEET
School, Grades K-9	1 per each 4-5 teachers and employees	1 per 5 students
Grades 10+	1 per each 4-5 teachers and employees + 1 per 3 students	5 or 1 per 10 auto spaces, whichever is greater 1 per 5 students
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
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
RECYCLING FACILITIES		
Large Collection	per Schedule C (Section 20-904)	None
Small Collection		
Processing Center	per Schedule C (Section 20-904)	None
Footnotes:		
<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 Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure's gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:</p> <ol style="list-style-type: none"> 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"> a. Attic space when it is accessed by a permanent stairway. b. Basement space. c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure's heating, ventilation, and air conditioning system. 		

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 Parking Spaces Required
1–45,000	1 per 300 square feet
45,001–100,000	150 + 1 per 400 square feet of Gross Floor Area between 45,001 and 100,000 square feet
100,001+	288 + 1 per 500 square feet of Gross Floor Area 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 Floor Area Manufacturing or Other Floor Area	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
Retail Sales, General	1-4,999	None	N/A
	5,000-10,000	[1] 1	[1] 10 x 25
	10,001 – 25,000	2	10 x 25
	25,001 – 40,000	2	10 x 50
	40,001 – 100,000	3	10 x 50
	100,001 – 250,000	4	10 x 50
	+250,000	4 + 1 per 200,000 above 250,000	10 x 50
Industrial	1-4,999	None	N/A
	5,000+- 40,000	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 x 25; 10 x 50 for bldgs. over 20,000 sq. ft.
	40,001 – 100,000	2	10 x 50
	+100,000	2 + 1 per 100,000 above 100,000	10 x 50

[1] The following standards apply:

Building Floor Area (square feet)	Required Loading Spaces	Space Size (feet)
-----------------------------------	-------------------------	-------------------

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

- (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~~^[sms1].

(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 Setback (feet)**	
		From Right-of-Way	From Residential Lot Lines
CN1	Not allowed between the Facade of the Building with the main entrance and the Street. when new/major development projects are proposed.	15	10
CO	No restriction except as specified in Article 5.		
CN2			
CD	Prohibited between a Building 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 Primary Development Zone and prohibited between a Building and any Street in a Secondary Development Zone . No restriction in a Tertiary Development Zone .		

**** 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
Residential					
All Residential Uses	100%	40%	100%	70%	90%
Public & Civic					
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%
Commercial					
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%
Industrial					
All Industrial Facilities	20%	100%	60%	20%	20%
Other					
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 Parking Spaces 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 5	1 2	7
301 – 400	7 6	1 2	8
401 – 500	7	2	9
501 – 1,000	7 5 per 8 6 accessible spaces	1 per 8 6 accessible spaces	2% of total spaces
1,001+	7 5 per 8 6 accessible spaces	1 per 8 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.](#)

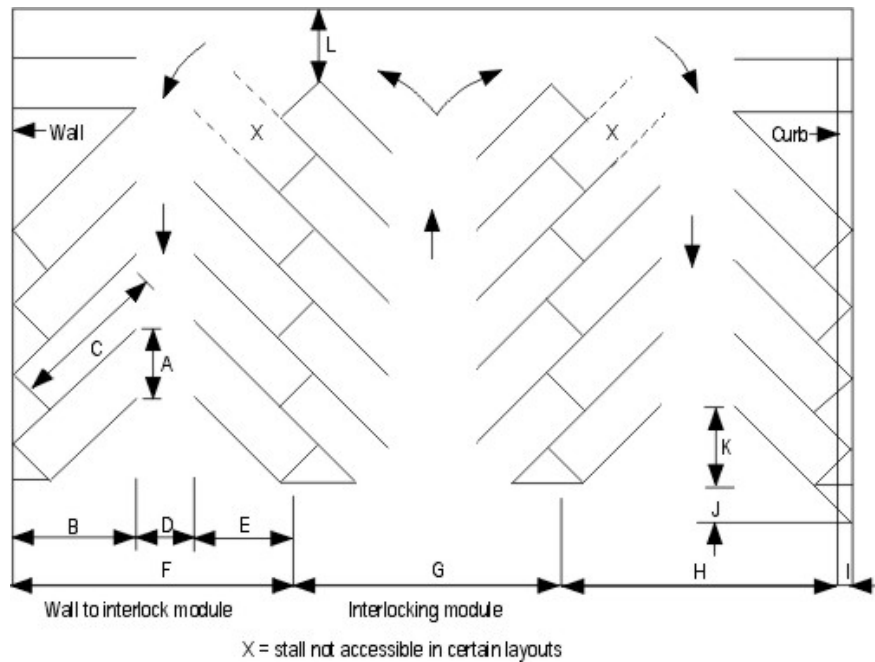
(f) **Dimensions**

(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 85th percentile speed, whichever is higher. (* A Policy on Geometric Design of Highways and Streets.)

(g) Driveway Spacing

All direct Access to any Public Street shall be in accordance with the City's Access Management Guidelines.

(1) Multi-Dwelling and Non-Residential Access

(i) Arterial Streets

Direct Access to Arterial Streets is discouraged.

a. In redevelopment or infill situations where the subject property has no other reasonable Access to the Street system, the Access location shall be determined based on the City Engineer's determination and considering the Street's Ultimate Design configuration.

- b. When direct Access to an Arterial Street is approved by the City Engineer pursuant to the requirements of this section, the following standards apply. In the event that such standards cannot be met due to an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing between curb cuts as long as the reduction does not result in an unsafe traffic condition.

1. Spacing from Controlled Intersections

All Driveways providing Access to Arterial Streets shall be constructed so that the curb line extended from a signalized or stop sign-controlled intersection is 300 feet or beyond the limits of the area of influence of the intersection as defined in the accepted TIS, whichever is greater.

2. Spacing from Other Access Points

All Driveways providing Access to Arterial Streets shall be constructed so that the curb line extended is at least 300 feet from the closest Street or Driveway intersection.

(ii) Collector Streets

- a. Direct Access to Collector Streets shall be regulated in accordance with the following standards. In the event that such standard cannot be met because of an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing so long as the reduction does not result in an unsafe traffic condition.

1. Spacing from Controlled Intersections

All Driveways providing Access to Collector Streets shall be constructed so that the curb line extended from a signalized or stop sign-controlled intersection is at least 300 feet to the closest intersecting Arterial Street or at least 250 feet to an intersecting Collector or Local Street.

2. Spacing from Other Access Points

All Driveways providing Access to Collector Streets shall be constructed so that the curb line extended from a non-signalized Street or Driveway intersection is at least 250 feet to the closest intersecting Street or Driveway.

(2) Detached Dwelling, Attached Dwelling and Duplex Access to Local and Collector Streets

Direct Access to Collector Streets is prohibited except when the subject property has no other reasonable Access to the Street system and the City Engineer determines that Access can be safely accommodated.

(i) Detached Dwelling Lots *(modified to align with Chapter 16-114)*

Each property containing a Detached Dwelling shall be allowed one driveway curb cut with the following exceptions:

- a. Interior lots will be allowed two driveway curb cuts if the length of the lot line adjacent to the street is at least 100 feet.

- b. Corner lots will be allowed two driveway curb cuts if the length of either lot line adjacent to the street is at least 100 feet.
- i. These two curb cuts may both be constructed along one lot line or one along each lot line; however both curb cuts may only be constructed along one lot line if that lot line is at least 100 feet in length.

(ii) Attached Dwelling Lots

Driveway standards for Attached Dwelling Lots are provided in Section 20-503 of this Chapter.

(iii) Duplex Dwelling Lots

Two curb cuts are permitted on a Duplex Lot in accordance with Section 16-302, Sketch C of the City Code.

(iv) Lots with Alley Access *(standard in 20-810(c))*

Alley Access is permitted and a preferred Access alternative, where available.

Driveway from alley max width – do we want to indicate 12' in RS3 & RS5 (without parking tray)

(v) Cul-de-Sac Lots *(standard in 16-302(A)(4))*

Not more than one Driveway curb cut per lot is permitted on the bulb of a Cul-de-Sac.

(vi) Distance from Intersecting Streets *(standard from 16-302.1)*

- a. Driveway curb cuts on corner lots shall be at least 25 feet from the curb line extended of a Local Street.
- b. Driveway curb cuts on corner lots shall be at least 50 feet from the curb line extended of a Collector or Minor Arterial Street.
- c. Driveway curb cuts on corner lots shall be at least 75 feet from the curb line extended of a Major Arterial Street.

(vii) Distance from Other Driveways *(standard from 16-302.1)*

Driveway curb cuts on the same lot shall have a minimum of 20 feet between the inner edge of the drives measured at the curb line.

(h) Waivers

- (i) Waivers from Section 20-915 may be approved by the Planning Director if the City Engineer determines that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway and only for infill or redevelopment projects where no other feasible option exists.
- (ii) The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section 20-916 if it is determined that such an analysis is necessary in order to render a competent decision on the requested waiver.

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		
Accessory Dwelling Unit	See 20-534 for standards	None
Attached Dwelling	2 per Dwelling Unit	
Cluster Dwelling		
Detached Dwelling		
Duplex		
Manufactured Home	1 per bedroom	
Manufactured Home, Residential-Design	2 per Dwelling Unit	
Mobile Home	2 per Dwelling Unit (1 may be located in common area)	
Mobile Home Park		
Multi-Dwelling Structure	1 per bedroom, + 1 per 10 units (visitors and guests) ^[1]	1 per 4 auto spaces
Non-Ground Floor Dwelling	1 per bedroom	None
Work/Live Unit	1 per Dwelling Unit	
Zero Lot Line Dwelling	2 per Dwelling Unit	
Home Occupation, Type A or B	See 20-537 for standards	
GROUP LIVING		
Assisted Living	1 per independent living unit; 0.5 per Assisted Living unit	None
Congregate Living	1 per bedroom ^[1]	1 per 4 auto spaces
Dormitory and Scholarship Halls	0.75 per lawful occupant	
Fraternity and Sorority Houses	0.75 per lawful occupant	
Group Homes, General	1 + 1 per employee	None
Group Homes, Limited	2 per Dwelling Unit	
PUBLIC AND CIVIC USE GROUPS		
COMMUNITY FACILITIES		
Adult Day Care	1 per 1.5 employees	None
Cemetery	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
Cultural Center / Library	1 per 500 square feet	5 or 1 per 4 auto spaces, whichever is greater
Day Care Center	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
RECYCLING FACILITIES		
Large Collection	per Schedule C (Section 20-904)	None
Small Collection		
Processing Center	per Schedule C (Section 20-904)	None
Footnotes:		
<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 Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure's gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:</p> <ol style="list-style-type: none"> 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"> a. Attic space when it is accessed by a permanent stairway. b. Basement space. c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure's heating, ventilation, and air conditioning system. 		

20-903 OFF-STREET PARKING SCHEDULE B

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

Gross Floor Area (Sq. Ft.)	Off-Street Parking Spaces Required
1-45,000	1 per 300 square feet
45,001-100,000	150 + 1 per 400 square feet of Gross Floor Area between 45,001 and 100,000 square feet
100,001+	288 + 1 per 500 square feet of Gross Floor Area 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 Floor Area Manufacturing or Other Floor Area	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
Retail Sales, General	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 Setback (feet)	
		From Right-of-Way	From Residential Lot Lines
CN1	Not allowed between the Facade of the Building with the main entrance and the Street.	15	10
CO			
CN2			
CD	Prohibited between a Building 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 Primary Development Zone and prohibited between a Building and any Street in a Secondary Development Zone . No restriction in a Tertiary Development Zone .		

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 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.

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 Parking Spaces 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](#).

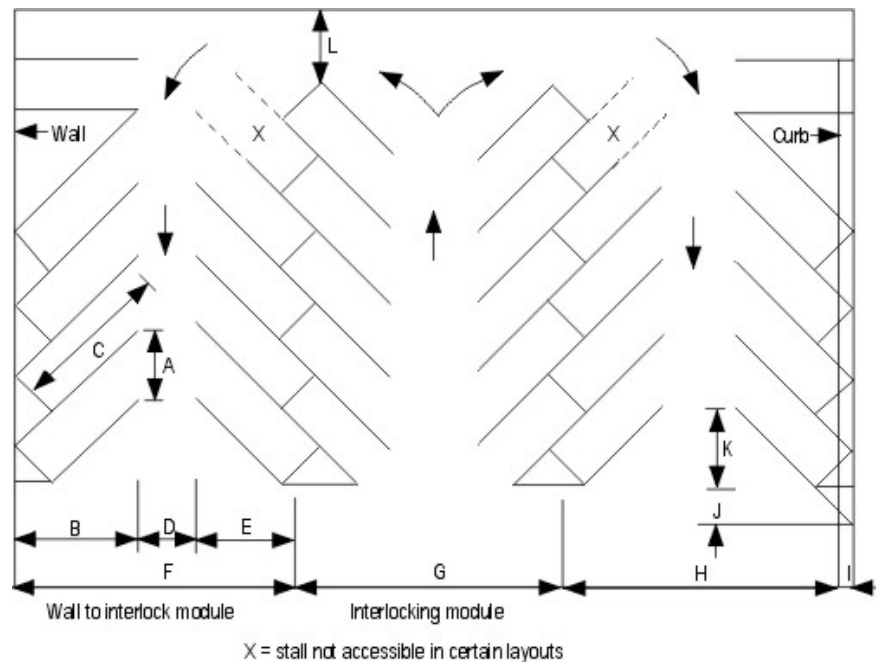
- (4) [Driveway](#) approaches (aprons) shall be built to City standards, including, where applicable, the Residential [Driveway](#) Requirements adopted by the City Commission on July 10, 1996 as amended, and maintained by the [Landowner](#).

(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
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.						



(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;

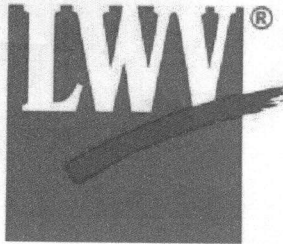
(2) Notice if at Owner's or Developer's Expense

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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City County Planning Office
Lawrence, Kansas

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Cille King

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Secretary
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Debra Duncan

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Midge Grinstead

Marlene Merrill

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.

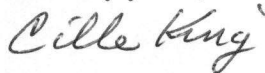
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Page 2

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

Memorandum

City of Lawrence

Planning Department

TO: Lawrence Douglas County Metropolitan Planning Commission
FROM: Planning Staff
DATE: November 10, 2014
RE: Item No. 4: Initiate text amendment for incubator space for business/entrepreneurial collaboration & prototyping

A recent and growing land use trend has been identified as a maker space or small business incubator space allowing for individuals interested in developing a small business or learning a new skill in a facility that provides access to hand tools, machine tools, specialized electronic equipment, business equipment and other devices and support services informally or formally through membership, education opportunities, open houses and similar events. These spaces often include areas for collaboration and prototyping new products. Lawrence has two recent accounts of this activity and categories the different elements of such a space according to definitions in the Development Code. The Code does not take a holistic approach to this use.

The purpose of the proposed text amendment would be to clearly define spaces/uses and to designate which zoning districts the use would be allowed. The text amendment could include allowing the use by right (Permitted) in some or all zoning districts with or without design standards or as a Special Use Permit (SUP) in some or all zoning districts with or without additional design standards.

Specific sections of the Land Development Code anticipated to be modified through this text amendment include:

- Article 4 Use Tables
- Article 5 Use Regulations
- Article 9 Parking, Loading and Access
- Article 17 Terminology.

Action Requested:

Initiate a text amendment to the Land Development Code to define and permit a new use that provides incubator space for business/entrepreneurial collaboration and prototyping, identify the appropriate zoning districts, and design standards for the use for consideration at a future public hearing at the Planning Commission.

Memorandum

City of Lawrence

Planning and Development Services

TO: Planning Commission
FROM: Mary Miller, Planning Staff
DATE: October 29, 2014
RE: Item No. 5: Initiation of a Text Amendment to the Land Development Code to create a use group for short-term loan or car title loan business, or similar business, and establish standards.

Planning Staff requests the initiation of a text amendment to the *Land Development Code* to create a use within the Office use group for short-term, payday advance, or car title loan businesses.

Prior to the adoption of the *Land Development Code* in 2006, this use was classified as a *Loan Office* and was permitted in the following districts: Office (O-1), Commercial (C2, C3, C4, and C5) and Industrial (M1A, M2, M3, and M4). The Land Development Code grouped similar uses together in use groups and the short-term, payday advance, and car title loan businesses were included in the *Financial, Insurance, and Real Estate Offices* use.

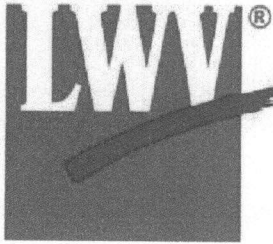
Several recent rezonings have been conditioned to prohibit the use *Financial, Insurance, and Real Estate Offices* in order to prohibit these short-term loan offices. The commercial portion of the 8th & Penn Neighborhood Redevelopment Zone was rezoned to the C5 District prior to the adoption of the Development Code and the rezoning was conditioned to restrict short term loan offices. The East Lawrence Neighborhood Association has opposed several rezonings that would permit these short-term loan offices. The rezoning of 720 E 9th Street from IG to IL was conditioned to restrict the *Financial, Insurance and Real Estate Office* uses to prohibit short-term loans, payday advance loans and car title loans to maintain consistency with the rest of the 8th and Penn District. In this case, the applicant was interested in the other office uses.

This text amendment will create a specific use classification for these short-term loan offices as it is more appropriate to condition a zoning to restrict a use classification, rather than individual, unlisted uses within that classification. The amendment will define the short-term loan use, note the districts in which it is permitted, and establish standards, if necessary.

The Planning Commission is not taking action to amend the *Land Development Code* with the initiation. If initiated, the request will be scheduled for a future Planning Commission hearing and their recommendation will be forwarded to the City Commission for a final decision.

Action Requested:

Initiate a text amendment to the *Land Development Code* to establish a use classification for short-term, payday advance and car title loan offices, for consideration at a future public hearing at the Planning Commission.



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James Dunn

Midge Grinstead

Marlene Merrill

Austin Turney

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

RE: ITEM NO. 5: INITIATION OF A TEXT AMENDMENT TO THE LAND DEVELOPMENT CODE
TO CREATE A USE GROUP FOR SHORT-TERM LOAN OR CAR TITLE LOAN BUSINESS, OR
SIMILAR BUSINESS, AND ESTABLISH STANDARDS.

Dear Chairman Liese and Planning Commissioners:

The Land Use Committee would like to whole heartedly support the Planning Staff and
Planning Commission in their proposal to create a separate Use Group for the Short-Term
Loan and/or Car Title Loan businesses.

We also suggest that the Planning Commission add to this new Use Group the
requirement for a Special Use Permit. Although you propose that this would be separated
from the original use group of Financial, Insurance, and Real Estate, it also would allow
it to be treated essentially as a separate zoning district, and allow binding conditions to
be added.

Thank you for considering our letter.

Sincerely yours,

Cille King

Cille King
President

Alan Black

Alan Black, Chairman
Land Use Committee

A verbal update will be provided regarding the Long Range Work Program at the meeting.

RESOLUTION NO. 6773

A RESOLUTION DETAILING THE MEMBERSHIP AND RESPONSIBILITIES OF THE LAWRENCE CULTURAL ARTS COMMISSION FOR THE CITY OF LAWRENCE, KANSAS, AND REPEALING RESOLUTION NO. 5966.

WHEREAS, the Governing Body of the City of Lawrence has recognized the importance in the community of promoting cultural enrichment for all citizens, and

WHEREAS, numerous groups have shown an interest in providing a mechanism to coordinate various cultural arts activities;

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

SECTION I. ESTABLISHMENT AND MEMBERSHIP. The Governing Body of the City of Lawrence hereby endorses continued existence of the Lawrence Arts Commission which was established December, 1973. From this day forward the Lawrence Arts Commission shall be named and referred to as the Lawrence Cultural Arts Commission (Cultural Arts Commission), which shall consist of the mayor, or his/her appointee; the chairperson of the Lawrence-Douglas County Planning Commission, or his/her appointee; and the chairperson of the Parks and Recreation Advisory Board, or his/her appointee, all ex-officio members and eleven (11) members to be appointed by the Mayor as persons competent to determine the value of artistic works, architecture and events which affect the environment of the City of Lawrence. The chairperson of the Cultural Arts Commission shall be elected annually from among the eleven (11) appointed members. Members of the Cultural Arts Commission shall receive no compensation. The terms of office for appointed members shall be three (3) years. Any vacancies shall be filled by appointment by the Mayor for the un-expired terms. Appointed members may not be appointed for more than two (2) consecutive three (3) year terms except that a member appointed to fill an un-expired term shall, if reappointed, be entitled to serve two (2) full three (3) year terms in addition to the partial term.

SECTION II. RESPONSIBILITIES. The mission (purpose) of the Lawrence Cultural Arts Commission is to enhance and enliven the community by promoting cultural opportunities and arts education while nurturing an environment of aesthetic vitality. In order to effectuate this mission, the Cultural Arts Commission shall have the following responsibilities:

A. Upon their own initiative:

1. Recommend works of art for the purpose and/ or recommend projects relating to the purchase of art.
2. Recommend for consideration by the Governing Body various artistic events and/or projects related to artistic endeavors within the community.
3. Present awards of recognition related to various artistic endeavors within the community.
4. Make recommendations to the Governing Body regarding any matter which is believed to have a significant impact upon the aesthetic environment of the community.

B. Upon request of the Governing Body:

1. Recommend works of art for purchase and/ or recommend projects relating to the purchase of art.
2. Present awards of recognition related to various artistic endeavors within the community.
3. Study any proposed project with regard to various elements of artistic concern and prepare conclusions for consideration by the Governing Body.
4. Undertake fund raising projects in conjunction with the purchase of works of art by the City or development of artistic events by the City.

5. Conduct a review of plans, proposals, or projects relating to architecture, works of art or artistic events and present advice and/or recommendations to the Governing Body.
6. Coordinate or assist with artistic and cultural events within the community including the procurement of facilities for such events and support of those groups which are participating in such events.

For the purpose of Section II, the term "artistic events" includes festivals, concerts, theatrical productions and exhibitions.

SECTION III. Resolution No. 5966 is hereby repealed and of no further force and effect.

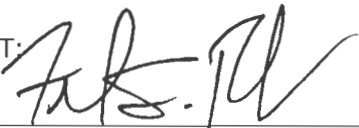
Adopted this 19th day of August, 2008.

APPROVED:



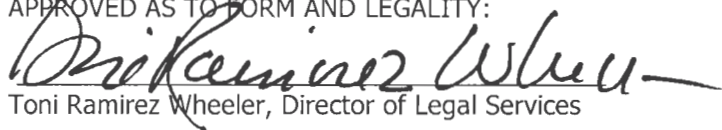
Michael Dever, Mayor

ATTEST:



Frank S. Reeb, City Clerk

APPROVED AS TO FORM AND LEGALITY:



Toni Ramirez Wheeler, Director of Legal Services