

BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, KANSAS

WEDNESDAY, JANUARY 7, 2009

6:35 p.m. (Meet in the Commission Chamber)

-Convene

-Consider approval of the minutes of November 12, December 8, December 10, December 17, and December 22, 2008;

CONSENT AGENDA

- (1)(a) Consider approval of Commission Orders; and
- (b) Consider approval of Emergency Vehicle permit renewal for Randall D. Ates, Louis Disney and Duane B. Filkins,

REGULAR AGENDA

- (2) Consider approval of CPA-2008-9, amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan and consider approval of the Joint City Ordinance 8358/County Resolution 09-01 regarding this item. (PC Item 4; approved 7-3 on 11/17/08) (Michelle Leininger is the Planner)

- (3) Other Business
 - (a) Consider approval of Accounts Payable (if necessary)
 - (b) Appointments
 - (c) Miscellaneous
 - (d) Public Comment

- (4) Adjourn

MONDAY, JANUARY 12, 2009

-Swear in new Commissioners/elect a Chairman for the Commission

WEDNESDAY, JANUARY 14, 2009

MONDAY, JANUARY 19, 2009

-No Commission meeting in observation of Martin Luther King Day

WEDNESDAY, JANUARY 21, 2009

-West of K-10 presentation (Dan Warner)

MONDAY, JANUARY 26, 2009

TUESDAY, JANUARY 27, 2009

4:00-6:00 p.m.-Joint Study Session

WEDNESDAY, JANUARY 28, 2009

MONDAY, FEBRUARY 2, 2009

WEDNESDAY, FEBRUARY 4, 2009

6:35 p.m. (Meeting held at Eudora City Hall)

-Joint study with the City of Eudora to receive and discuss the traffic impacts of the new turnpike terminal being constructed north of Eudora.

WEDNESDAY, FEBRUARY 18, 2009

-No Commission Meeting

Note: The Douglas County Commission meets regularly on Mondays at 8:30 A.M. and Wednesdays at 6:35 P.M. at the Douglas County Courthouse. Specific regular meeting dates that are not listed above have not been cancelled unless specifically noted on this schedule.



**DOUGLAS COUNTY
APPLICATION FOR AN AUTHORIZED EMERGENCY VEHICLE PERMIT**

Please type or print the following information:

Check One: New
 Annual Renewal
 (If renewal, attach old permit. Must be renewed annually by January 31.)

Name: Louie Disney
 Street Address: 1501 George Williams Way Apt. H3 Phone # (916) 786-7996
 City: Lawrence State: KS Zip Code: 66049 County: Douglas
 Make of Vehicle: Chevrolet 271 1500 Year of Vehicle: 1997
 Style of Vehicle: Truck 271 License Tag #: 5354
 VIN #: 26CEK19R8V1226967 Driver's License #: K02-26-2859
 Vehicle Insurance Company Name: Progressive Policy #: 25152970-0
 **Attach copy of insurance card.

Agency: Lecompton FIRE/EMS
 Agency Address: P.O. Box 154, Lecompton, KS 66050-0154
 Agency Head Signature: H. Wayne Riley, Chief

I HEARBY CERTIFY, I have read and agree to abide by the requirements set forth in Chapter 8 of the Kansas Statutes which relate to the operation of Emergency Vehicles.
 I FURTHER CERTIFY, I will drive with due regard for the safety of others as required by K.S.A. 8-1506.
 I FURTHER CERTIFY, I will return my permit when requested by the Sheriff. This permit is not transferable to any other person or vehicle.

I FURTHER CERTIFY, violating any of these laws and/or rules and the commission of other serious traffic violations may be grounds for the cancellation of my vehicle being designated as an "Authorized Emergency Vehicle".

Louie Disney
 Signature of Applicant
12/30/08
 Date
Kenneth M. McGovern, Sheriff
12/30/08
 Date Permit #

Authorization granted by County Commission on this _____ day of _____, 200____.
 S:Forms:emergency vehicle permit authorization



DOUGLAS COUNTY
APPLICATION FOR AN AUTHORIZED EMERGENCY VEHICLE PERMIT

Please type or print the following information:

Check One: [] New
[XX] Annual Renewal
(If renewal, attach old permit. Must be renewed annually by January 31.)

Name: Ates, Randall D.

Street Address: 1021 Acorn Drive / P.O. Box 720 Phone # (785) 542-3653

City: Eudora State: KS Zip Code: 66025 County: Douglas

Make of Vehicle: Ford Explorer Year of Vehicle: 1997

Style of Vehicle: SUV License Tag #: 4575 (Kansas Firefighter)

VIN #: 1FMDU35PXVZA97073 Driver's License #: K02-52-8746

Vehicle Insurance Company Name: State Farm Policy #: 63-0300-C29-16

**Attach copy of insurance card.

Agency: City of Eudora Fire Department

Agency Address: P.O. Box 650 / 840 Main Street, Eudora, KS 66025

Agency Head Signature: [Handwritten Signature]

I HEARBY CERTIFY, I have read and agree to abide by the requirements set forth in Chapter 8 of the Kansas Statutes which relate to the operation of Emergency Vehicles.

I FURTHER CERTIFY, I will drive with due regard for the safety of others as required by K.S.A. 8-1506.

I FURTHER CERTIFY, I will return my permit when requested by the Sheriff. This permit is not transferable to any other person or vehicle.

I FURTHER CERTIFY, violating any of these laws and/or rules and the commission of other serious traffic violations may be grounds for the cancellation of my vehicle being designated as an "Authorized Emergency Vehicle".

Signature of Applicant [Handwritten Signature]
Kenneth M. McGovern, Sheriff

12/11/08 Date
12/19/08 Date
004 Permit #

Authorization granted by County Commission on this [] day of [], 200 [].



DOUGLAS COUNTY

APPLICATION FOR AN AUTHORIZED EMERGENCY VEHICLE PERMIT

Please type or print the following information:

Check One: New
 x Annual Renewal
(If renewal, attach old permit. Must be renewed annually by January 31.)

Name: DUANE B. FILKINS

Street Address: 327 EIDENHOWER DR. Phone # (785) 766-5094

City: LAWRENCE State: KS Zip Code: 66049 County: DG

Make of Vehicle: HONDA CIVIL EX-2 Year of Vehicle: 2008

Style of Vehicle: 4-Door Sedan License Tag #: KS FIRE FIGHTER # 613

VIN #: 1HGFA16998L075229 Driver's License #: KS Non-Comm B 162-54-4377

Vehicle Insurance Company Name: AUSTATE Policy #: 1 10 291980 04/05
**Attach copy of insurance card.

Agency: KANAWAKA FIRE DEPARTMENT

Agency Address: 548 N. 1700 RD. LAWRENCE, KS. 66049

Agency Head Signature: [Signature]

I HEARBY CERTIFY, I have read and agree to abide by the requirements set forth in Chapter 8 of the Kansas Statutes which relate to the operation of Emergency Vehicles.

I FURTHER CERTIFY, I will drive with due regard for the safety of others as required by K.S.A. 8-1506.

I FURTHER CERTIFY, I will return my permit when requested by the Sheriff. This permit is not transferable to any other person or vehicle.

I FURTHER CERTIFY, violating any of these laws and/or rules and the commission of other serious traffic violations may be grounds for the cancellation of my vehicle being designated as an "Authorized Emergency Vehicle".

[Signature]
Signature of Applicant

19-Dec-08
Date

[Signature]
Kenneth M. McGovern, Sheriff

12/29/08 007
Date Permit #

Authorization granted by County Commission on this _____ day of _____, 200__.

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

PC Staff Report
11/17/08

ITEM NO. 4 CPA-2008-9; AMENDMENT TO HORIZON 2020, CHAPTER 14 (MJL)

CPA-2008-9: Consider amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan.

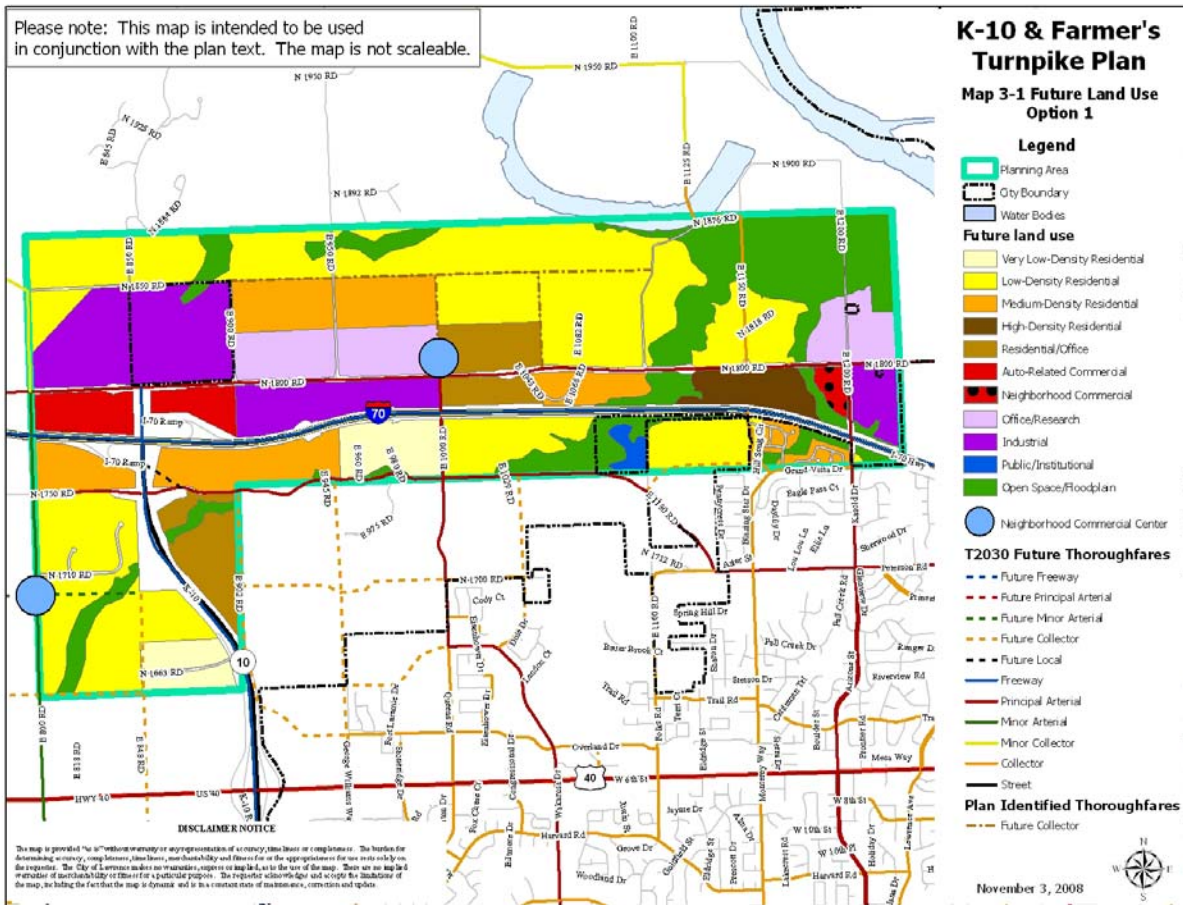
STAFF RECOMMENDATION: Staff recommends approval of CPA-2008-9 with the "Option 1" future land use map and forwarding that recommendation of approval to the City and County Commissions for their concurrence, and authorizing the chair to sign PC Resolution 2008-06 regarding this CPA.

STAFF REVIEW AND SUMMARY

The Planning Commission at their October 20, 2008 meeting directed staff to meet with the workshop group one last time to try to resolve any last issues regarding the K-10 & Farmer's Turnpike Plan. Previously, staff had met with the workshop group on August 20th and September 17th. A third workshop meeting was held on Thursday, October 30th at the Indoor Aquatic Center. Approximately 8 people attended including staff. As the result of the third workshop meeting, staff has added some additional policy statements to try to address the issues discussed. Additionally, all of the maps in the plan have been updated to reflect the annexation that has recently occurred within the planning area. The latest changes are shown in orange in the draft of the plan dated 11/5/08. In addition to a revised future land use map proposed by staff, Option 1, a second future land use map has been proposed by a few people at the third workshop meeting. This alternative land use map is identified as Option 2 in the draft. Below is a summary of each future land use map option.

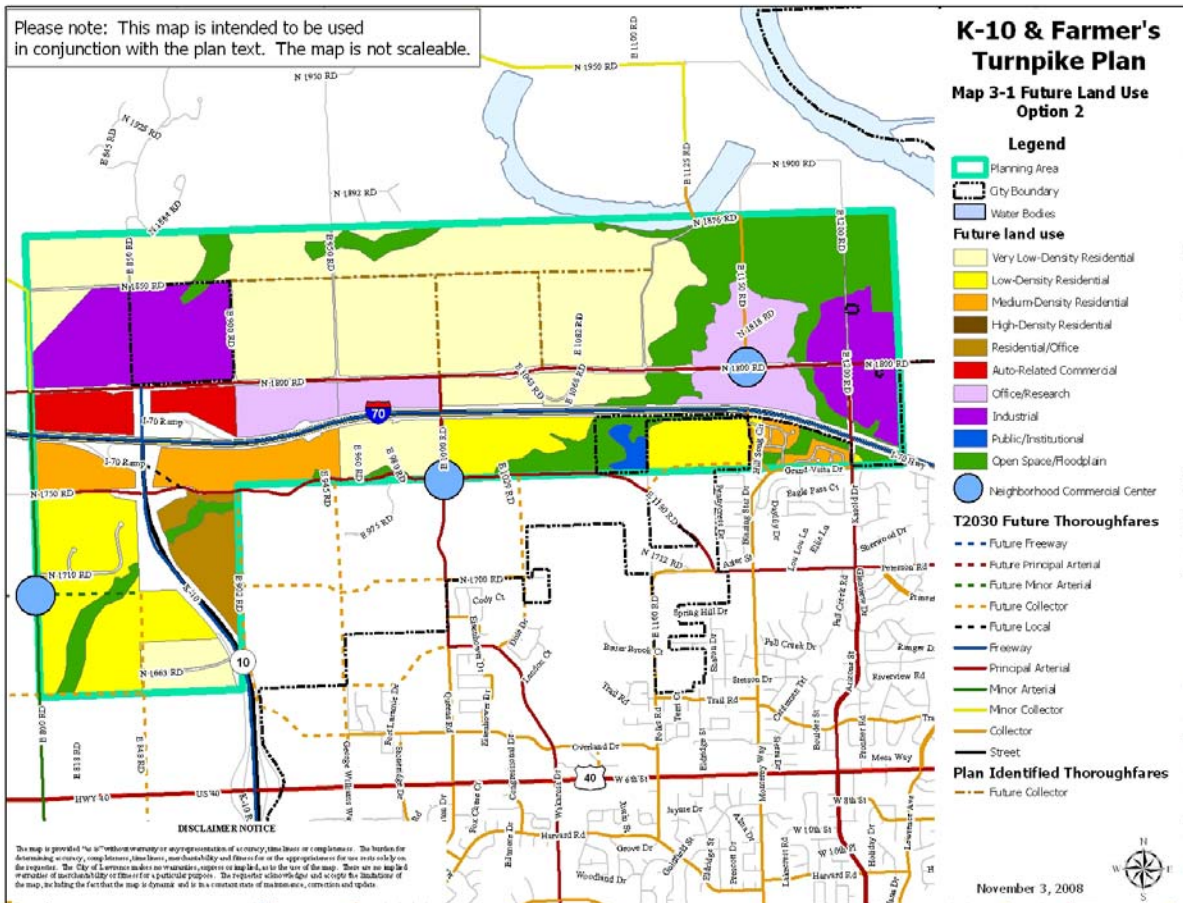
- Option 1
 - An evolution of the first draft of the future land use map that has been changed based on Planning Commission and workshop meeting discussions. The most recent changes added industrial land use on the east side of the planning area, identified the southwest corner for a neighborhood commercial center at the intersection of N 1800 Rd (Farmer's Turnpike) and E 1200 Rd, changed the office/research on the western side of the planning area, south of Farmer's Turnpike, to industrial land use, and changed the low-density residential land use south of Farmer's Turnpike to medium-density residential.
 - Issues regarding this future land use proposal:
 - Variety in housing types and densities available
 - Density and employment surrounding commercial centers support business during a variety of times of the day
 - Reflects the existing Lawrence development patterns
 - Includes all elements of community building (variety uses and options)
 - Transitions between uses except for between industrial and low-density residential on west side of planning area
 - Additional industrial/office/research on east side increases heavy truck traffic through the planning area

- Provides an adequate amount of industrial/office/research use opportunities



- Option 2
 - Proposed by a few people at the third workshop meeting and has not been reviewed by the general stakeholder group. This proposal offers industrial and office/research uses on both the west and east side of the planning area. The area between the employment centers is identified as very low-density residential use with an emphasis on using TDRs (Transfer of Development Rights).
 - Issues regarding this future land use proposal:
 - Maintains a rural lifestyle for those desiring such
 - Provides an adequate amount of industrial/office/research use opportunities
 - No transitions between industrial/office/research uses and very-low density residential
 - No variety in housing types and densities north of I-70 to support industrial/office/research uses
 - Very-low density residential offers little support to utilities between industrial/office/research nodes
 - Does not reflect existing Lawrence development patterns
 - Additional industrial/office/research on east side increases heavy truck traffic through the planning area

- Based on the concept of TDRs which is not currently available in the code



COMPREHENSIVE PLAN AMENDMENT REVIEW

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

This amendment is to amend the K-10 & Farmer's Turnpike Plan into Horizon 2020. At the time that Horizon 2020 was adopted, this area was mostly outside the urban growth area. The city has generally grown west from the central core. The plan abuts other approved plans and this is the next step to guide development with a more specific plan for an area that has potential to see the demand for development in the near future. This plan also helps achieve the department's goal of creating sector plans in the area around the city that have the potential for growth in order to guide development as it is proposed.

- B. Does the proposed amendment advance a clear public purpose and is it consistent with the long-range goals and policies of the plan?**

This amendment is consistent with the comprehensive plan and would become a part of the plan. This plan is consistent with all the approved long-range plans for the city.

C. Is the proposed amendment a result of a clear change in public policy?

The proposed change is a clear change in public policy because the governing bodies did not foresee development in this area at the time Horizon 2020 was adopted. Recent extensions in infrastructure and development requests have created a need to plan for this area. This plan outlines more specific land uses, goals and policies for the planning area.

PROFESSIONAL STAFF RECOMMENDATION

Staff recommends approval of CPA-2008-9 with the "Option 1" future land use map and forwarding that recommendation of approval to the City and County Commissions for their concurrence, and authorizing the chair to sign PC Resolution 2008-06 regarding this CPA.

K-10 & Farmer's Turnpike Plan

DRAFT

November 5, 2008

5/23/08 revisions noted in **red**
7/7/08 revisions noted in **green**
10/6/08 revisions noted in **purple**
11/5/08 revisions noted in **orange**

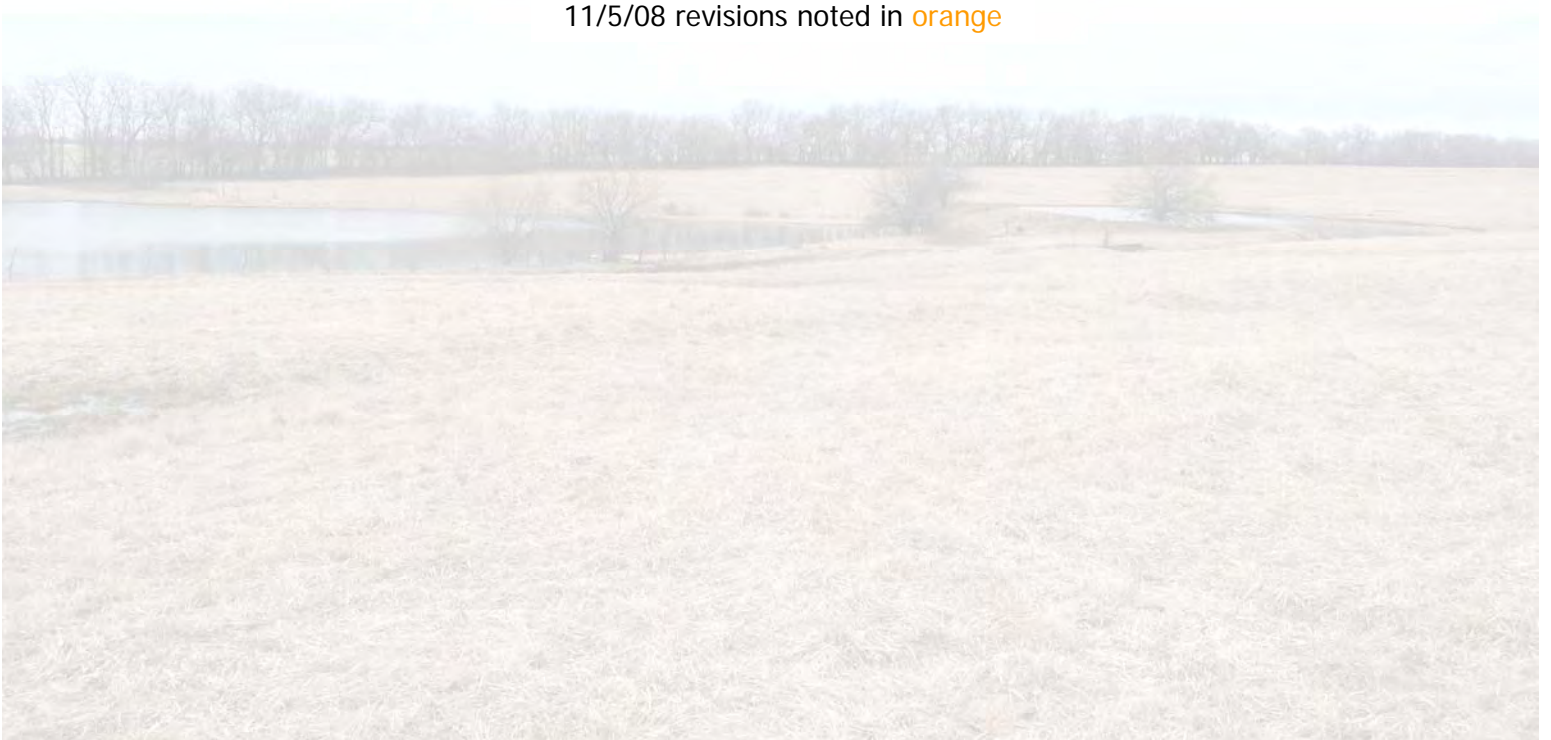


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Section 1: Introduction

1.1 Purpose

The purpose of the *K-10 & Farmer's Turnpike Plan* is to outline specific land use goals, policies and recommendations for the planning area shown on Map 1-1, while being consistent with the overall adopted comprehensive plan for the community. Portions of the planning area are adjacent to the city of Lawrence and because of its proximity to the city and interstate highways, it is likely to be an area of intense development pressure. The plan outlines future land uses for the planning area to be used as a guide for urban development ~~only after annexation into~~ ~~within~~ the city of Lawrence ~~occurs~~. ~~This plan does not annex property nor does it rezone property upon adoption. These types of requests are typically requested by the property owners and/or developers that have stake in such property and wish to develop within the city of Lawrence. The plan identifies appropriate land uses along a corridor and highway interchange that aid in meeting a recognized need for industrial/employment center opportunities that will support the general health and prosperity of the region.~~

The plan should fit like a puzzle piece into the larger context of the surrounding street, utility, and land use network of the entire community. Logical connections between the planning area and adjacent neighborhoods are a key factor in the development of the plan. The recommendations contained within this plan are intended to guide the area's growth patterns as the development of the K-10 Highway and Farmer's Turnpike area occurs within the city of Lawrence. ~~The plan identifies appropriate land uses along an arterial road corridor and a highway interchange that aid in meeting a recognized need for industrial/employment center opportunities that will support the general health and prosperity of the region.~~

It is expected that development in the planning area will occur within the span of decades as the market demands and as urban services are able to be provided. ~~It is anticipated that rural and agricultural uses will continue to be present as the planning area urbanizes.~~ Because of the long timeframe of the plan, ~~this~~ it should be reviewed on a regular basis.

1.2 Description of Planning Area

The *K-10 and Farmer's Turnpike Plan* planning area is located northwest of the city of Lawrence (see Map 1-1) and southeast of the city of Lecompton, in northern Douglas County, Kansas. The planning area contains approximately 4,075 acres and encompasses portions of Sections 17 and 18 of the Lecompton Township, portions of Sections 14, 15, 16, 21, 22, and 23 of the Wakarusa Township, and portions of Sections 19, 20, and 30 of the Kanwaka Township.

The planning area boundaries are: E 800 Road on the west, approximately $\frac{3}{4}$ of a mile north of the Farmer's Turnpike (N 1800 Road/County Hwy 438) on the north, approximately $\frac{1}{4}$ of a mile east of E 1200 Road from the north boundary to Grand Vista Drive extended on the east and E 902 Road from approximately N 1750 Road to approximately $\frac{1}{2}$ of a mile north of W. 6th Street (Hwy 40), and approximately N 1750 Road from E 902 Road to approximately $\frac{1}{4}$ of a mile east of E 1200 Road and approximately $\frac{1}{2}$ of a mile north of W. 6th Street (Hwy 40) from E 800 Road to E 900 Road on the south. See Map 1-1. Approximately half of the planning area is located outside the Lawrence Urban Growth Area (UGA), as currently identified in *Horizon 2020*. Those portions of the planning area that are located within the UGA, are located in service area 4 which is the outer most service area in *Horizon 2020*.



The dominant character of the planning area is rural in nature although a variety of uses surround the planning area. I-70 and a toll plaza are major elements within the area. North of the planning area is predominantly rural in nature with some rural residential uses and agriculture crop uses. East of the planning area is primarily industrial along with the Westar power plant. Urban density residential uses are south of the planning area, but mainly to the east. Rural uses are also south of the planning area, but the area is urbanizing from the south towards the planning area. West of the planning area is rural in nature. While the areas described are outside of the planning area boundaries, they can influence the land use development patterns within the K-10 Highway and Farmer's Turnpike area.

The planning area contains a wide range of ownership parcel sizes with the largest being approximately 186 acres to approximately 1,378 square feet. The planning area boundaries and parcel composition are illustrated in Map 1-2.

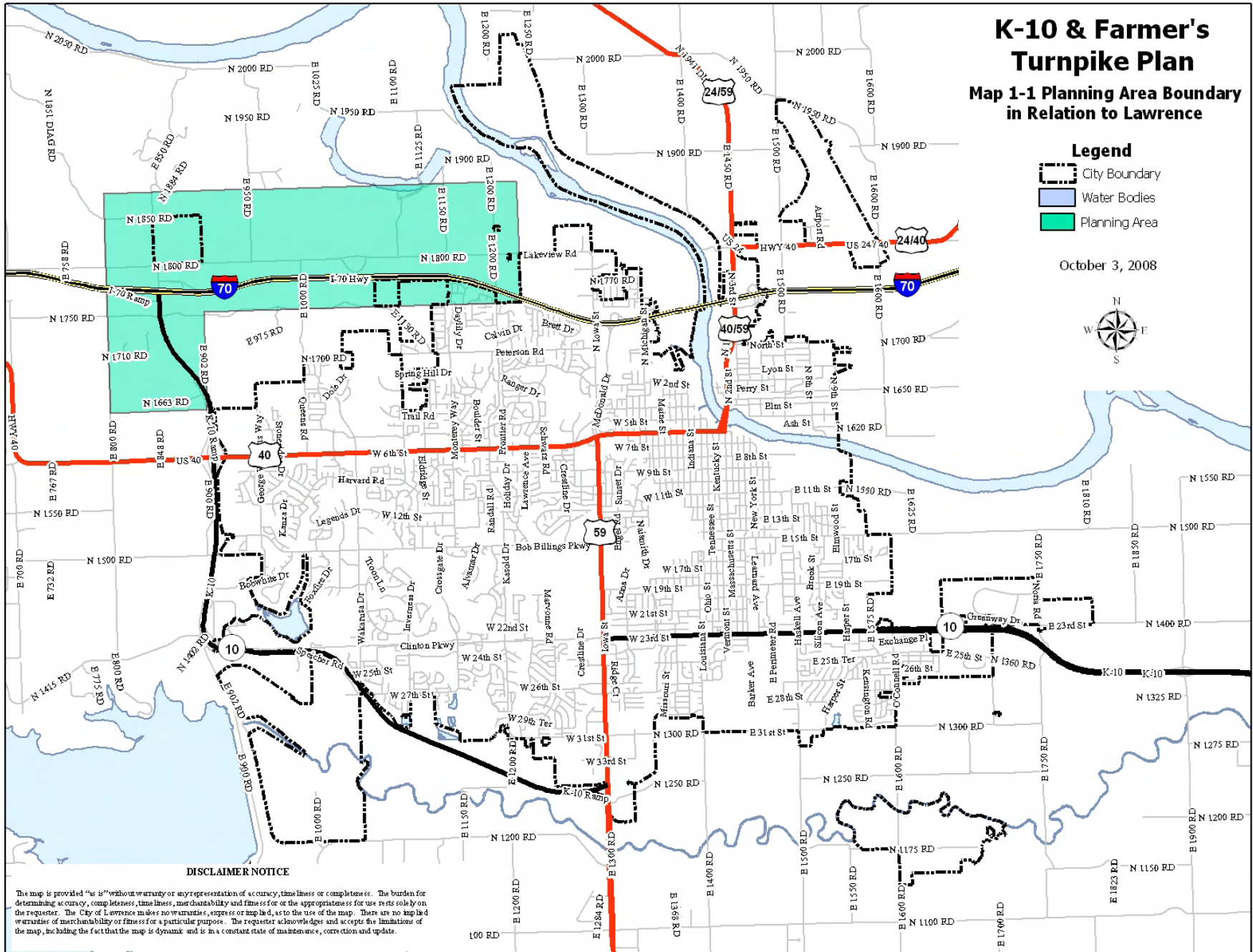
K-10 & Farmer's Turnpike Plan

Map 1-1 Planning Area Boundary in Relation to Lawrence

Legend

-  City Boundary
-  Water Bodies
-  Planning Area

October 3, 2008



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.

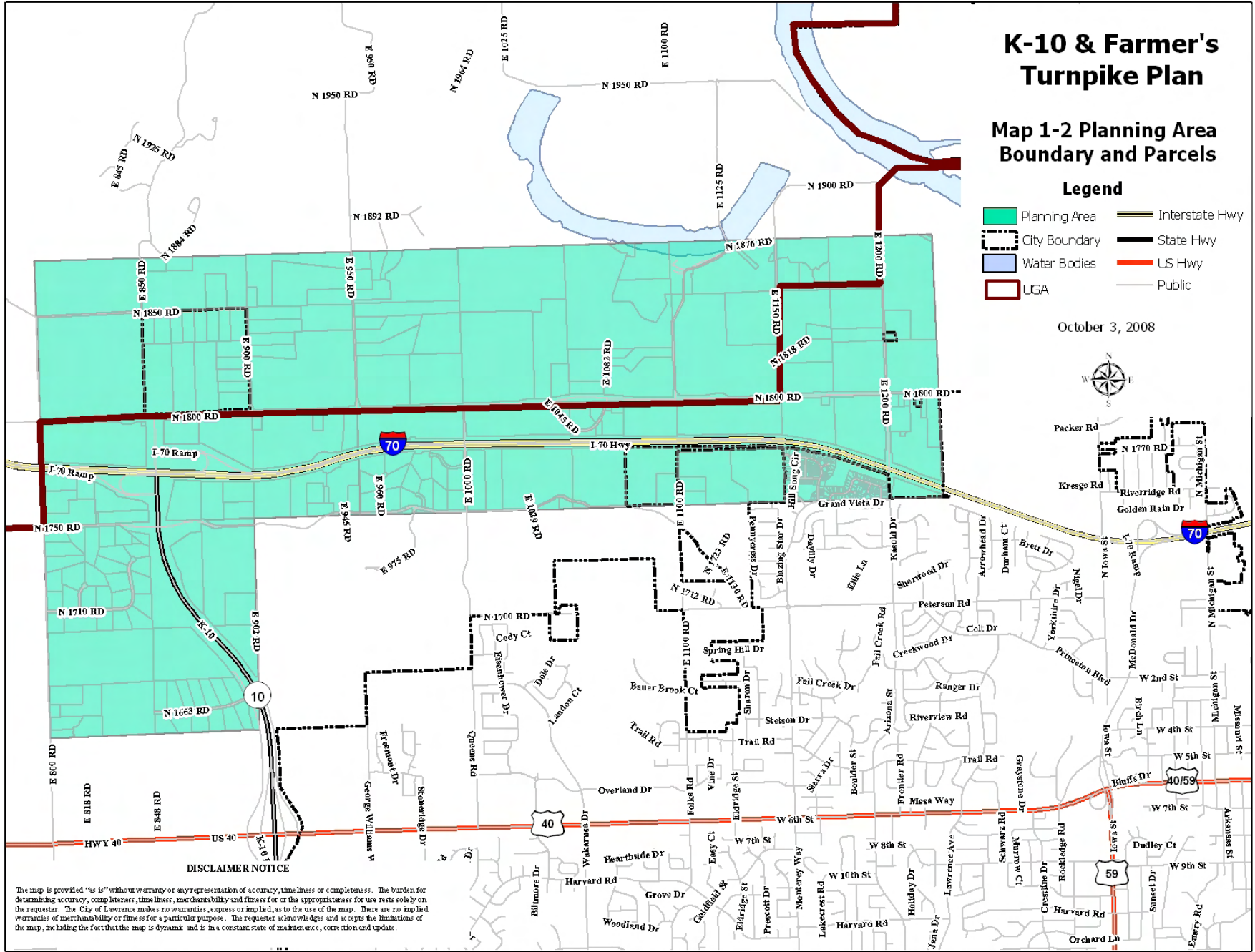
K-10 & Farmer's Turnpike Plan

Map 1-2 Planning Area Boundary and Parcels

Legend

- Planning Area
- City Boundary
- Water Bodies
- UGA
- Interstate Hwy
- State Hwy
- US Hwy
- Public

October 3, 2008



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1.3 Background

The Kansas Turnpike travels through the planning area as it travels through Lawrence and Douglas County. The Kansas Turnpike is 50 years old and extends 236 miles from Kansas City, Kansas to the Oklahoma border south of Wichita. 32,755,932 vehicles traveled the Turnpike in 2006.¹ The Lecompton, Lawrence: K-10 interchange (Exit 197) opened in November of 1996 and is the western Kansas Turnpike interchange in Douglas County that serves the planning area. It connects the Kansas Turnpike to K-10 Highway which was also completed in November of 1996. K-10 Highway, also known as the South Lawrence Trafficway (SLT), takes traffic from the Kansas Turnpike and from US Hwy 40, south to US Hwy 59, south of Lawrence.

The city of Lecompton is a destination located approximately 3 miles northwest of the planning area. Lecompton has a long history beginning in 1854 when it was founded and originally called "Bald Eagle". Lecompton became the capital of the Kansas Territory in 1855. Its early history as the territorial capital revolved around gaining Kansas' entrance into the Union as a pro-slave state. That effort failed as the free-state supporters ultimately prevailed and led to the political birth of the Civil War. The free-state leaders moved the capital to Topeka when Kansas became a state in 1861. Much of that early history is on display in Lecompton². Farmer's Turnpike (N 1800 Road) and the Lecompton interchange play an important role in directing tourists to Lecompton. The Farmer's Turnpike was the original highway between Lecompton and Lawrence before I-70 (Kansas Turnpike) was completed in 1956.

The Kansas Territory was opened to settlement in May of 1854. Soon after the territory was opened, abolitionists from New England rushed to the area in an effort to keep the territory from becoming pro-slavery. Lawrence is said to be one of the few cities founded purely for political reasons. The founding group named the town after the financier of the expedition, Amos Lawrence. Lawrence also acted as an important stop on the Underground Railroad, helping escaped slaves reach freedom safely. On August 21, 1863, William Quantrill assembled a group of men in Missouri and rode into Lawrence. The raiders entered the city "to burn every house and kill every man." Additionally, Lawrence is located between the two trails, the Oregon and the Santa Fe Trails. After the Civil War ended in 1865, railroads rapidly pushed across the Great Plains and wagon trails became obsolete³.

Most recently the city of Lawrence has been growing and developing to the south and west of the central city. Development proposals to the north and west of the city of Lawrence, within the Urban Growth Area (UGA), have become more frequent in recent years. The completion of Free State High School in 1997 also spurred development on the west side of Lawrence. *Horizon 2020* includes policies that encourage development to city standards within the UGA.

¹ Kansas Turnpike Authority, <http://ksturnpike.com/history.shtml>

² Lecompton Kansas Historical Society, <http://lecomptonkansas.com/>

³ Lawrence Convention and Visitor's Bureau, <http://www.visitlawrence.com/>

1.4 Industrial and Employment Related Development

There is a recognized need to foster job creation and industrial space in the community, with a particular deficiency of large tract industrial space (approximately 100 acres and greater). *Horizon 2020*, the city and county's comprehensive long-range plan, identifies many goals, policies and strategies as to how to grow and develop the city of Lawrence and Douglas County as a whole. Chapter 7 – Industrial and Employment-Related Land Use of *Horizon 2020* lists a strategy of “increasing the community's involvement in economic development in order to secure a job growth goal of 20,000 total new jobs in Douglas County by the year 2020”. The K-10 & Farmer's Turnpike area can assist in reaching this goal by supporting areas for potential industrial and office/research development. The area lends itself as an ideal location for industrial and employment center development because of the access to both a federal interstate and a state highway. Additionally, there is an opportunity to develop large parcels on land that contains minimal slopes. The intent is not to locate all of those potential jobs within the planning area but to spread them out across the city and county in existing and new industrial areas to address the different needs of the potential employers.

Historically, industry has developed in clusters throughout the city. Some examples of existing industrial areas are the Santa Fe Industrial area, the Burroughs Creek Corridor, the Union Pacific Railroad Corridor and the East Hills Business Park. The East Hills Business Park specifically was developed in the 1980's by a partnership between the city of Lawrence, Douglas County and the Chamber of Commerce as a way to fulfill the need for industrial space. Presently, East Hills is almost fully built out, with only a few small lots available for development, along with one large tract, consisting of approximately 87 acres on the east side of the park.

ECO² is an advisory board to the Lawrence City Commission and Board of County Commissioners of Douglas County created in order to develop a long-term plan for the identification, evaluation, and selection of land for both industrial/business parks and open space preservation. They presented their report in 2007 which outlines a long-term plan of public/private partnership that satisfies their goals of the advancement of industrial/business park and open space preservation. The ECO² report, in conjunction with *Horizon 2020* provides a methodology to weigh specific criteria to identify and recommend a number of new business and industrial development locations in the city of Lawrence and unincorporated Douglas County. Some of the criteria used to identify and recommend locations for industrial development include being generally located in close proximity to major transportation networks, contains land that has minimal average slope, be in an area that lies outside of the regulatory floodplain, and have the potential for large tract development.

~~There is a recognized need to foster job creation and industrial space in the community, with a particular deficiency of large tract industrial space (approximately 100 acres and greater). The I-70 and K-10 interchange area lends itself as an ideal location for industrial and employment center development because of the access to both a federal interstate and a state highway. Additionally, there is an opportunity to develop large parcels on land that contains minimal slopes.~~

1.5 Policy Framework

Horizon 2020 serves as the overall planning guide and policy document for this plan. In addition to *Horizon 2020*, guiding policy is also obtained in other adopted physical element plans. Together, these plans provide the general “umbrella” policies under which this plan is developed. Listed, these plans are:

- *Horizon 2020*, the Comprehensive Plan for Lawrence and Unincorporated Douglas County. Lawrence-Douglas County Metropolitan Planning Office. 1998 as amended.
- *Transportation 2030*, Lawrence/Douglas County Long Range Transportation Plan. Lawrence/ Douglas County Metropolitan Planning Office and Parsons Brinkerhoff. March 26, 2008.
- *Lawrence-Douglas County Bicycle Plan*, Lawrence/Douglas County Metropolitan Planning Office. May 2004.
- *Northwest Plan*, Lawrence/Douglas County Metropolitan Planning Office. January, 1997.
- *Lawrence Parks & Recreation Department A Comprehensive Master Plan*. Leon Younger & PROS. 2000.
- *City of Lawrence, Kansas Water Master Plan*. Black & Veatch. December 2003.
- *City of Lawrence, Kansas Wastewater Master Plan*. Black & Veatch. December 2003.
- *2008-2013 Capital Improvement Plan*. City of Lawrence. June 26, 2007.

Section 2 - Existing Conditions

The inventory and analysis of existing conditions in this plan are intended to serve as a resource and background for the recommendations included in Section 3 of this plan.

2.1 Land Uses

2.1.1 Existing Land Uses

There are currently a variety of land uses within the planning area. The planning area has approximately 3,609 acres of land dedicated to uses other than public rights-of-way. The source information for the existing land use summary and map are based on the County Appraisers' land use code and updated by planning staff. Agricultural uses, in the form of row crops, pasturelands, and farms are the prominent land uses and encompass approximately 2,569 acres of land. As the area urbanizes, these agricultural uses will be reused for more urban uses and this category is not carried forward to the future land use map. Remaining open spaces in an urbanized environment are referred to as park or open space.

The second largest land use category is single-family residential use with approximately 593 acres. The single-family residential use category is property with one dwelling unit located on it. The *Land Development Code* defines a dwelling unit as, "one room, or a suite of two or more rooms, designed for or used by one family or housekeeping unit for living and sleeping purposes and having only one kitchen or kitchenette". The single-family residential use is seen within the planning area in both the rural and urban form. There are three rural subdivisions and two urban subdivisions platted within the planning area. The urban subdivisions are a mix of single-family and duplex residential uses.

The remaining land is designated a variety of uses ranging from open space to public/institutional uses. The category identified as residential-other is mainly used to identify a situation near Lakeview Lake where the property is owned by a homeowners association but the individual homes are privately owned. The existing land uses are shown on Map 2-1 and the planning area breakdown is described in Table 2-1.

Table 2-1: Existing Land Use Summary

Land use	Acres
Agricultural	2,568.60
Single Family Residential	593.57
Vacant Residential	203.83
Duplex	6.00
Residential - Other	69.58
Commercial	9.980
Warehouse/Distribution	33.998
Public/Institutional	4.972
Parks/Rec/Open Space	22.69
Transport/Communication/Utility	95.72
TOTAL	3,608.94

2.1.1 Historic Resources

Currently, there are no sites or structures listed on the National, State or Local Register of Historic Places within the planning area. However some resources have been identified as having the potential to qualify for listing. At the time that these sites or structures are listed, those resources should be protected and preserved in accordance with local, state and national preservation law.

The planning area is located within the Freedom Frontier National Heritage Area. This is an area encompassing 41 counties in Kansas and Missouri. A National Heritage Area, as defined by the National Parks Service, U.S. Department of Interiors, is “a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them.” Currently the Freedom Frontier National Heritage Area is in the process of completing a management plan to set out goals, objectives, suggest alternative approaches for development, management, preservation, conservation, interpretation, and/or marketing for the area.

The Lawrence-Douglas County region has been the epicenter of conflicts that still define American values, and its struggles to achieve them. The issues of slavery’s abolition, the forced immigration of Native American nations and the inspiring resilience of those nations in the face of oppression, the voluntary immigration of settlers along the Santa Fe and Oregon Trails, and the final resolution of racial segregation in our public schools a century later – all these belong to the story of the Freedom’s Frontier National Heritage Area. This story continues to evolve, to define and influence who we are today, in the region and as a nation.⁴

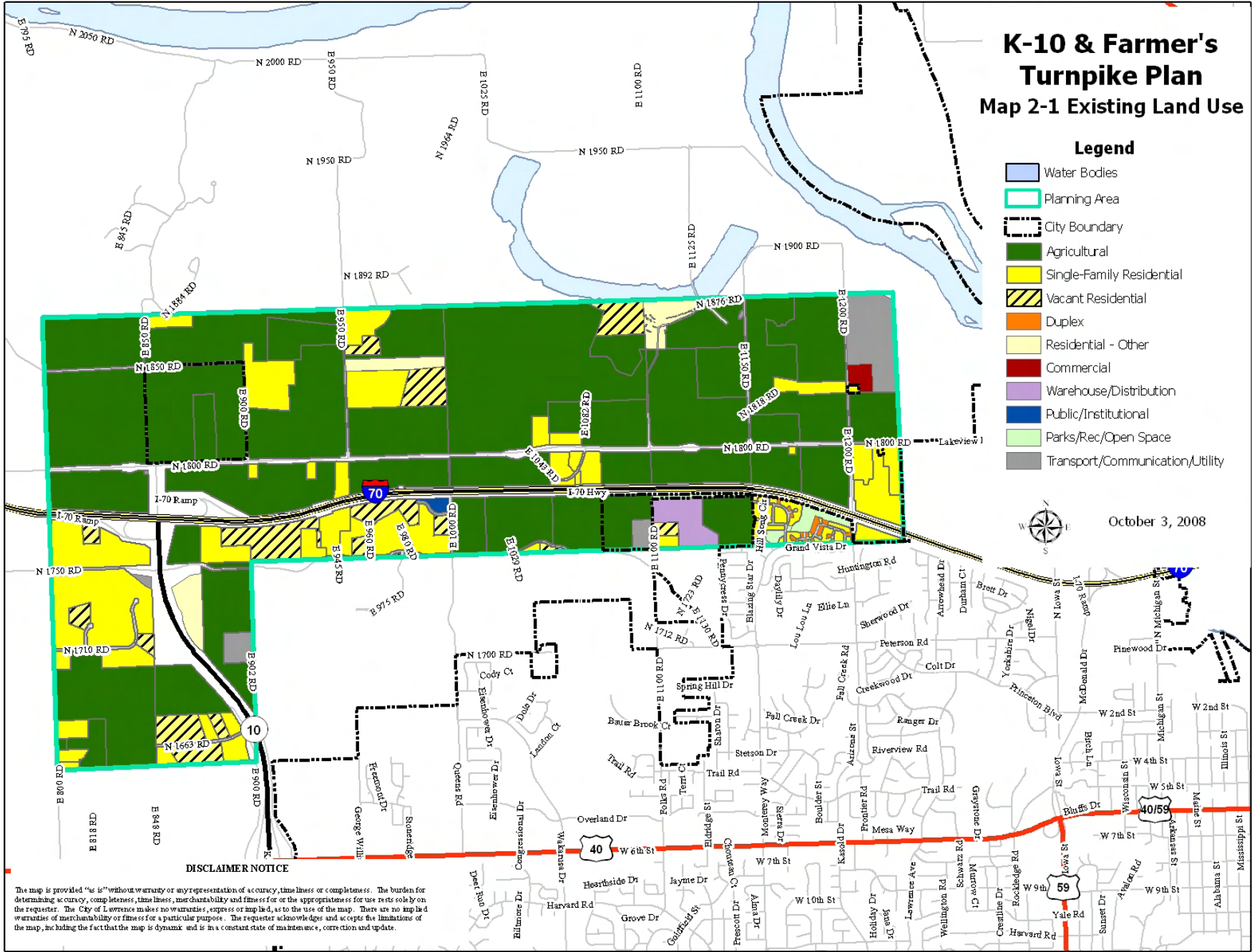
⁴ Freedom’s Frontier National Heritage Area, <http://www.freedomsfrontier.org>

K-10 & Farmer's Turnpike Plan

Map 2-1 Existing Land Use

Legend

-  Water Bodies
-  Planning Area
-  City Boundary
-  Agricultural
-  Single-Family Residential
-  Vacant Residential
-  Duplex
-  Residential - Other
-  Commercial
-  Warehouse/Distribution
-  Public/Institutional
-  Parks/Rec/Open Space
-  Transport/Communication/Utility



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2.2 Zoning Patterns

The planning area encompasses approximately 4,075 acres of land including public rights-of-ways and most of which is located within the unincorporated area of Douglas County. The majority of the planning area that is located within unincorporated Douglas County is zoned A (Agriculture District). This is mainly used for row crops, pasture land and farm purposes. There are four areas zoned A-1 (Suburban Homes District) which are mainly large lot residential subdivisions. The remainder of the planning area within unincorporated Douglas County is zoned R-1 (Single-Family Residential), I-3 (Heavy Industrial) and VC (Valley Channel) Districts. See Map 2-2.

The planning area also includes ~~small three~~ areas that are within the city of Lawrence. ~~One area is developed with These areas are mainly residential in character and include~~ single-family dwelling and multi-family dwelling zoning districts. ~~The remainder of the A second area within the planning area and within the city of Lawrence~~ is zoned GPI (General Public and Institutional) and OS (Open Space). These areas include park space and a sanitary sewer pump station. ~~The third area within the city limits is located in the northwest portion of the planning area and is zoned for industrial uses. This area is not yet developed.~~

Table 2-2 County Zoning Classifications

County Zoning	District Name	Comprehensive Plan Designation
A	Agricultural	Agriculture
A-1	Suburban Homes	Very Low-Density Residential
R-1	Single-Family Residential	Low-Density Residential
I-3	Heavy Industrial	Industrial
VC	Valley Channel	N/A

Table 2-3 City Zoning Classifications

City Zoning	District Name	Comprehensive Plan Designation
RS10	Single-Dwelling Residential (10,000 sq. feet per dwelling unit)	Low-Density Residential
RS7	Single-Dwelling Residential (7,000 sq. feet per dwelling unit)	Low-Density Residential
RM12D	Multi-Dwelling Residential Duplex (12 dwelling units per acre)	Medium-Density Residential
IG	General Industrial	Warehouse and Distribution or Industrial
GPI	General Public and Institutional	N/A
OS	Open Space	N/A

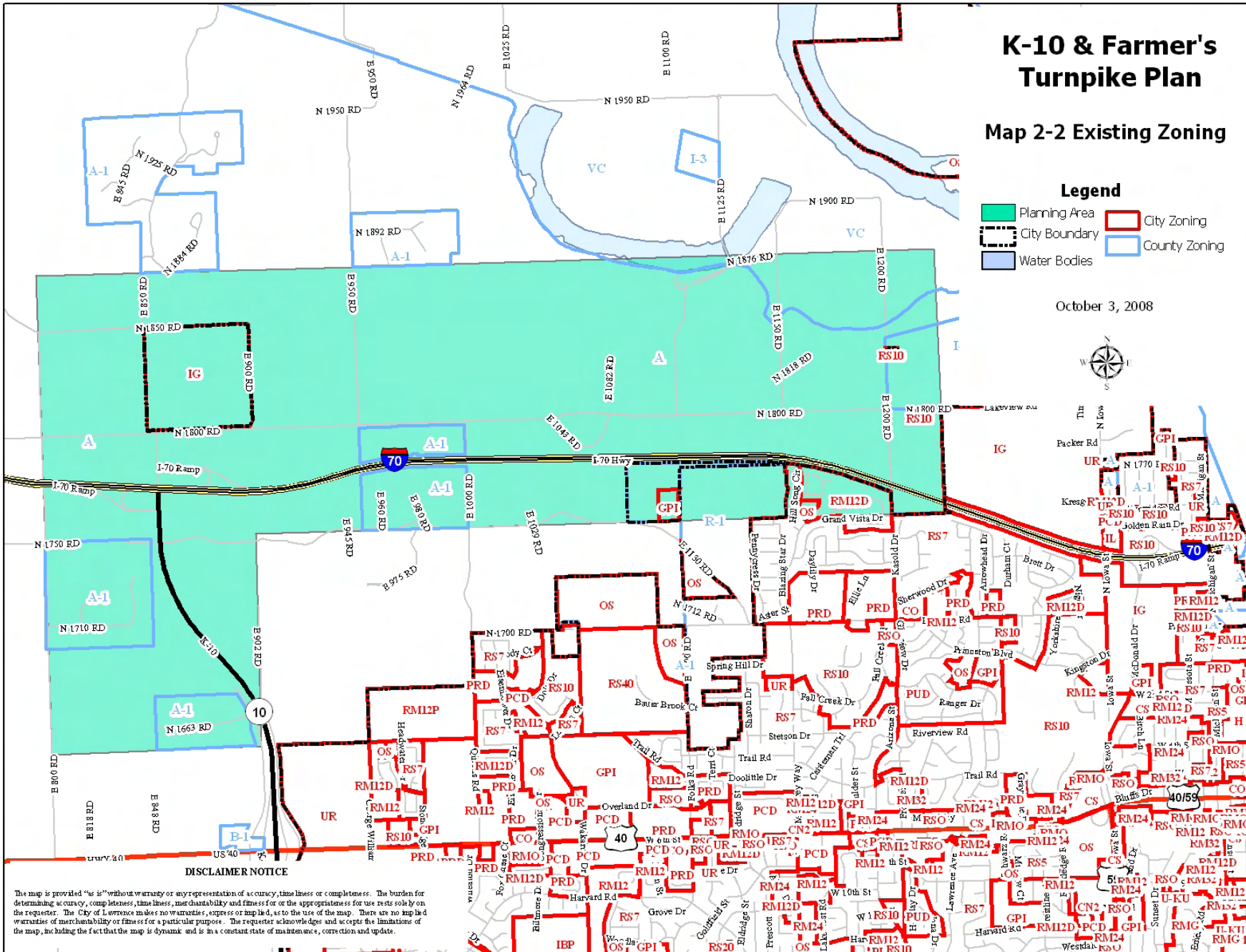
K-10 & Farmer's Turnpike Plan

Map 2-2 Existing Zoning

Legend

- Planning Area
- City Zoning
- City Boundary
- County Zoning
- Water Bodies

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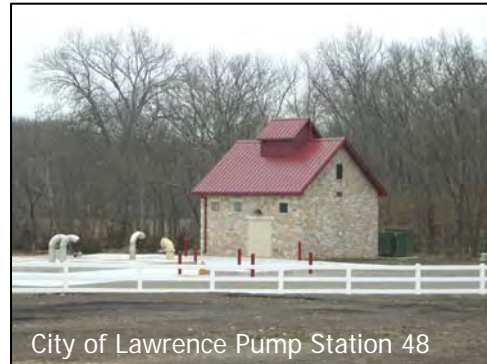
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2.3 Infrastructure

2.3.1 Water and Wastewater Infrastructure

A summary of the existing water utilities is shown on Map 2-3 and wastewater utilities (sanitary sewer) is shown on Map 2-4. Municipal water and wastewater is provided to those properties that are within the current city limits. Properties that are within the planning area, but outside the city limits, are served by Douglas County Rural Water District #1, #6 or private wells, and private septic systems.

The city of Lawrence sanitary sewer infrastructure does not extend outside the current city limits. Pump Station 48 (PS 48) was recently completed to provide for growth in the northwest area of Lawrence and is located just south of E 1100 Road and I-70. The Department of Utilities is currently underway with a project to extend a gravity interceptor line west from PS 48 to the area within the city limits, north of W. 6th Street, between Queens Road and K-10 Highway. Based on the adopted sanitary sewer master plan, this interceptor line is being designed to allow for future service to the I-70 corridor within the current urban growth area (UGA) as identified in *Horizon 2020*. The currently adopted 2003 Water and Wastewater Master Plans do not address areas outside of the UGA. As such, the majority of the area north of N 1800 Road within the planning area has not yet been evaluated for water and sanitary sewer service as a part of utilities master plan. An update to the sanitary sewer master plan is in the preliminary stages at this time. The plan update will address the areas within the planning area that have not previously been evaluated.



The majority of the planning area, which is located outside of the Lawrence city limits, is currently served by Douglas County Rural Water District's #1 and #6. The city of Lawrence water distribution mains currently extend to the intersection of E 1200 Road (Kasold Drive) and N 1800 Road (Lakeview Road); Wakarusa Drive and E 1000 Road (Queens Road) and US Hwy 40 (W. 6th Street) and K-10 Highway.

2.3.2 Stormwater Infrastructure

A summary of the existing stormwater utilities, channels, and natural streams are shown on Map 2-4. There is a small amount of stormwater collected by an enclosed stormwater pipe system within portions of the planning area that are within the city limits. The majority of the stormwater is handled by open channels and streams. The stormwater drains to the north, by way of the tributaries, to Lake View Lake and the Kansas River.

2.3.3 Gas Infrastructure

The planning area includes two natural gas lines. One is owned by Southern Star Gas and it crosses the southwestern portion of the planning area. The second is owned by Williams Natural Gas and it crosses the planning area on the southwest portion and crosses again on the eastern portion of the planning area. See Map 2-5.

2.3.4 Electric Infrastructure

There are currently two electric companies that service the planning area. Generally, Kaw Valley Electric services the western side of the planning area and Westar services the eastern side. Large electric transmission lines also travel through the planning area. See Map 2-5.

K-10 & Farmer's Turnpike Plan

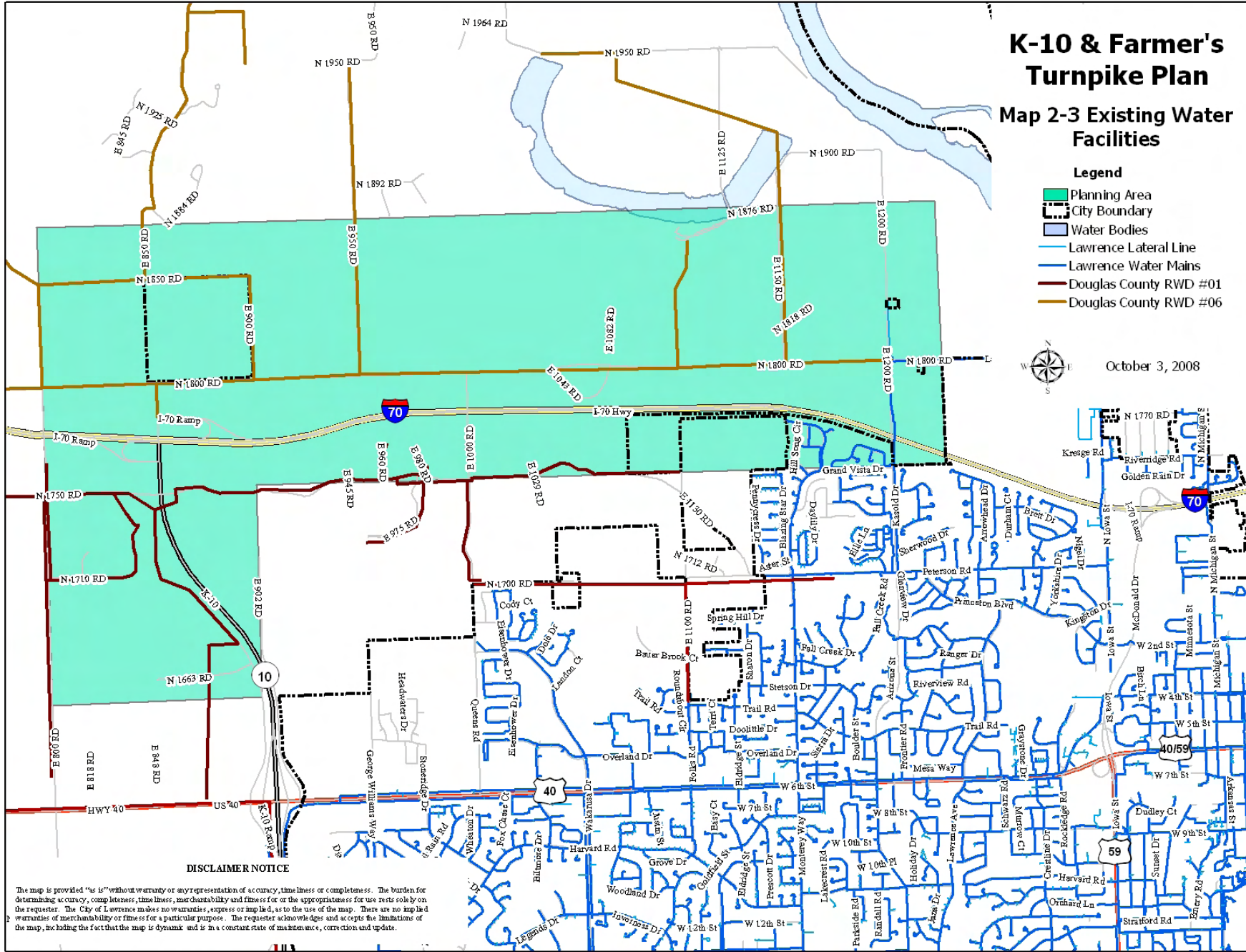
Map 2-3 Existing Water Facilities

Legend

- Planning Area
- City Boundary
- Water Bodies
- Lawrence Lateral Line
- Lawrence Water Mains
- Douglas County RWD #01
- Douglas County RWD #06



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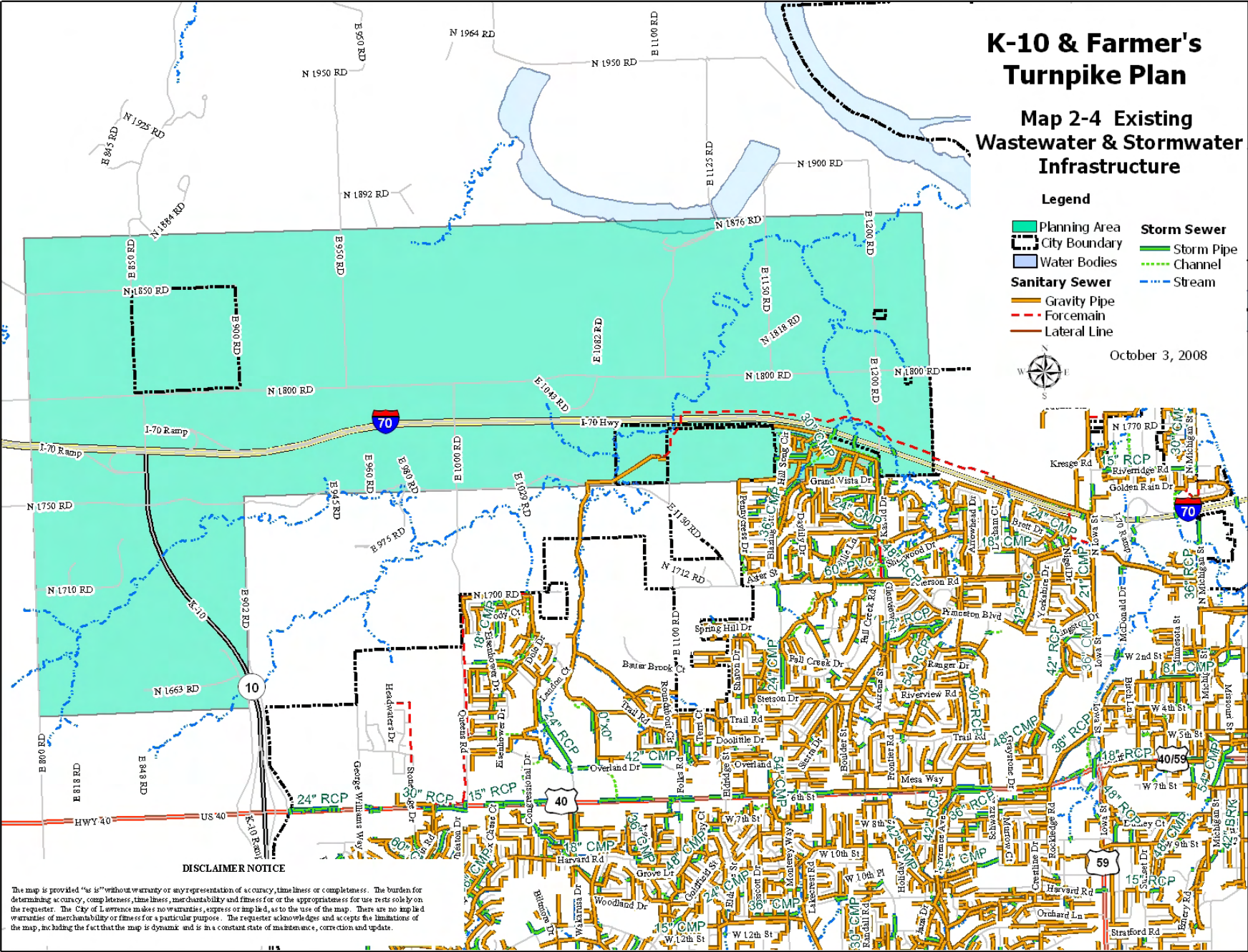
K-10 & Farmer's Turnpike Plan

Map 2-4 Existing Wastewater & Stormwater Infrastructure

Legend

- | | | | |
|--|----------------|--|-------------|
| | Planning Area | | Storm Sewer |
| | City Boundary | | Storm Pipe |
| | Water Bodies | | Channel |
| | Sanitary Sewer | | Stream |
| | Gravity Pipe | | |
| | Forcemain | | |
| | Lateral Line | | |

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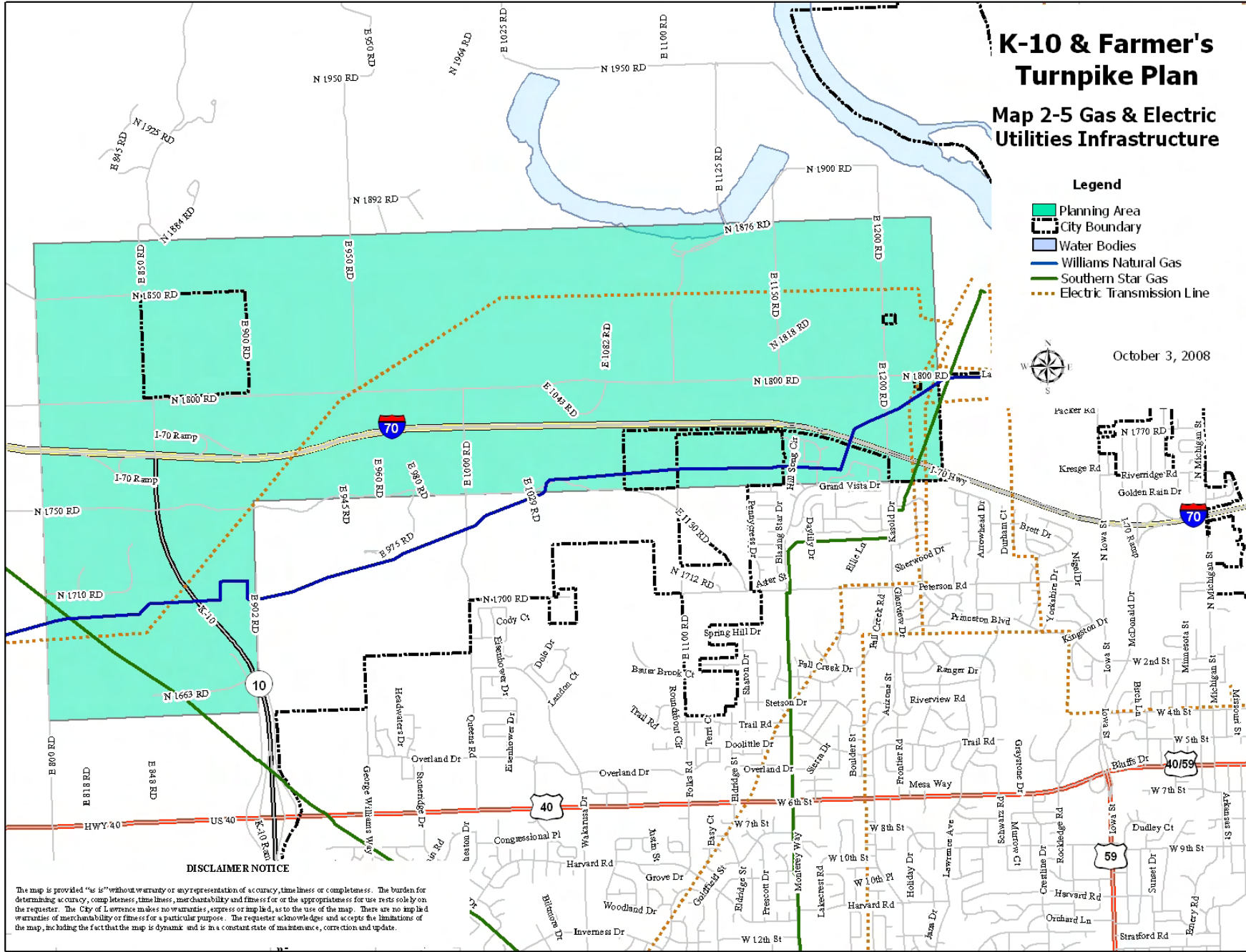
K-10 & Farmer's Turnpike Plan

Map 2-5 Gas & Electric Utilities Infrastructure

Legend

- Planning Area
- City Boundary
- Water Bodies
- Williams Natural Gas
- Southern Star Gas
- Electric Transmission Line

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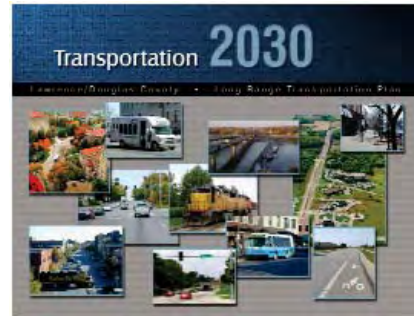


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2.3.3 Transportation

2.3.3.1 Streets

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



T2030 does not identify collector streets for the entire planning area. T2030 is updated at least every 5 years. This area should be fully studied during the next update to address the future street network.

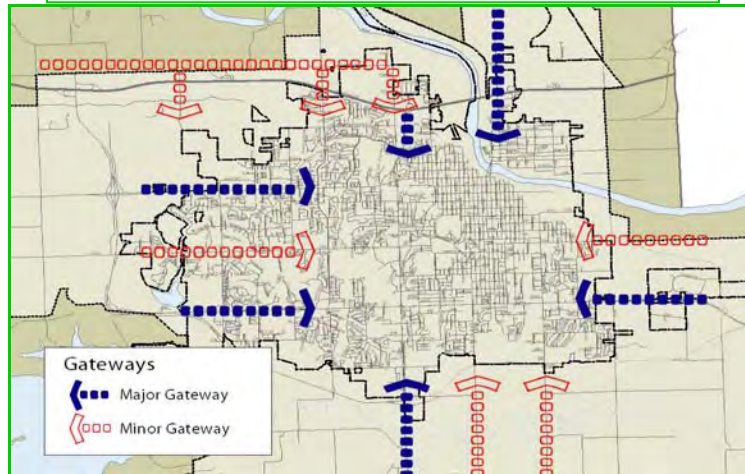
2.3.3.2 Gateways

Chapter 2 of T2030 discusses and identifies minor and major gateway into and out of Lawrence. T2030 states, "Gateways are locations on transportation corridors that define the entrances to cities. These provide visitors with a first impression of the city and often indicate the transition from rural to urban land uses. As such, cities desire to make these locations as attractive and informative as possible. As noted in T2030 in Figure 2.4, there are several roadways that represent gateways into the city of Lawrence or into smaller communities within the region that should be reviewed for aesthetic and informational enhancements when they are improved."

T2030 identifies ~~gateways into the city and truck routes.~~ Farmer's Turnpike (N 1800 Road/County Hwy 438) and Queen's Road ~~are classified~~ as minor gateways into Lawrence based on the corporate boundaries shown in Figure 2.4 of T2030. The interchange of K-10 and I -70 will be a gateway into Lawrence when and as development occurs within the city, and provides the greatest opportunity to develop with quality site planning, building materials, signs and other elements that create a sense of place. Also, K-10 Highway and I-70 are identified as truck routes into and out of Lawrence.

Additionally the I-70/K-10 interchange is a gateway into Lecompton. The "Lecompton Interchange", as it is referred to by the Kansas Turnpike Authority, is the only gateway into the city of Lecompton from I-70.

T2030 Figure 2.4
Lawrence Gateways



2.3.3.23 Transit



Lawrence has a public transportation system (The T) which operates throughout the city. This system allows people to travel to other areas of the city without relying on a personal automobile. There are currently no transit routes that travel into the planning area.

2.3.3.34 Bicycle Facilities

Lawrence and Douglas County have a joint bicycle plan for the community, the *Lawrence-Douglas County Bicycle Plan*. This plan identifies existing and future bicycle routes, lanes, and multi-use paths. A bicycle route is a network of streets to enable direct, convenient and safe access for bicyclists. A bicycle lane is a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street. A multi-use path is a separate path adjacent to and independent of the street and is intended solely for non-motorized travel.



Currently, there is only one existing bicycle facility within the planning area. There is an existing multi-use path along the east side of K-10 Highway to E 1130 Road. There is a future bike lane identified to connect E 1100 Road (Folks Road) to Monterey Way by way of Hunters Hill Drive. Existing bike routes are identified along N 1800 Road (Farmer's Turnpike/County Hwy 438 and Lakeview Road) through the planning area and from N 1800 Road (Farmer's Turnpike and Lakeview Road) along E 1200 Road (Kasold Drive) to I-70. Future multi-use paths are identified along E 1130 Road, E 1000 Road (Queens Road) and Kasold Drive from I-70 to the south, out of the planning area. These facilities are shown on Map 2-7.

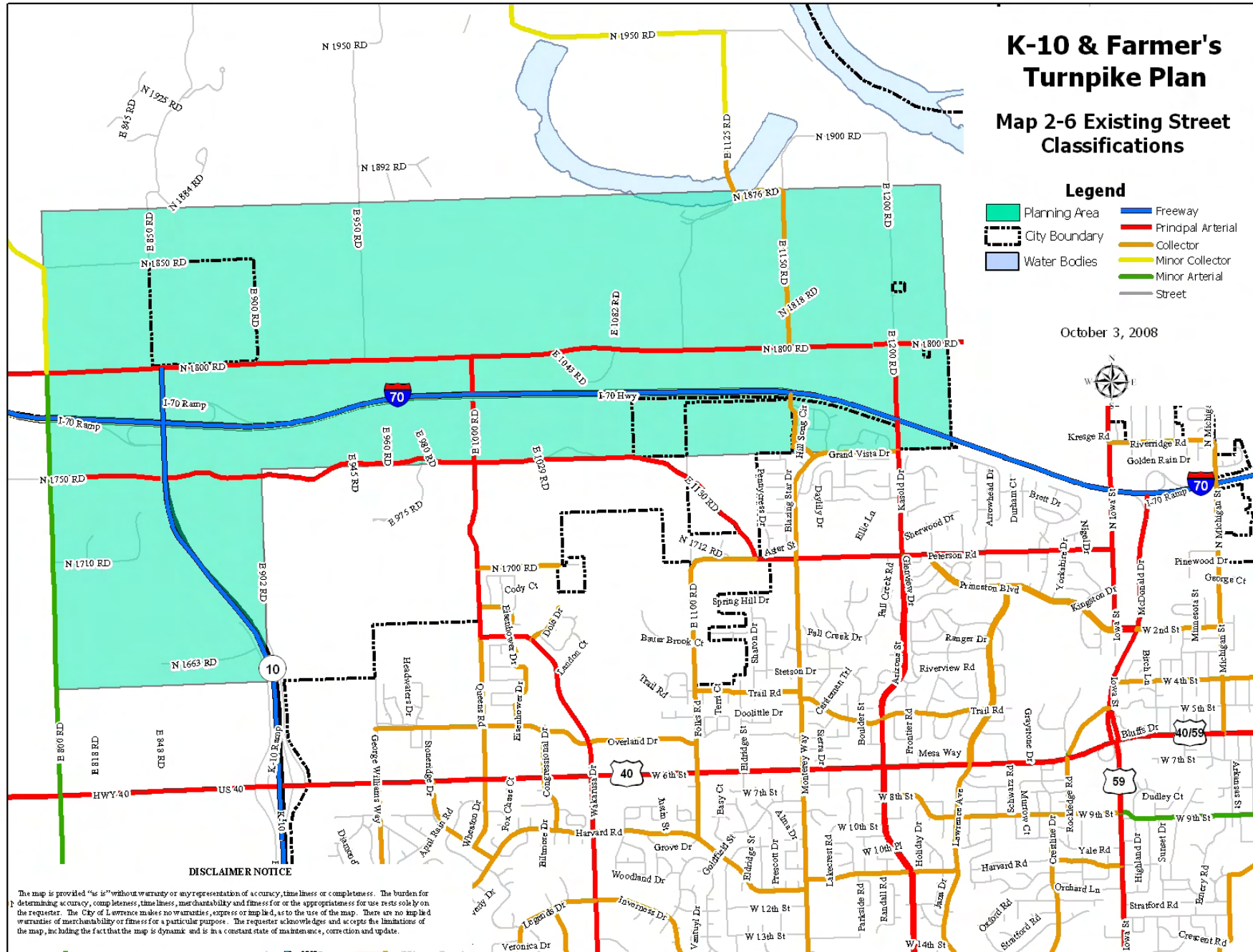
K-10 & Farmer's Turnpike Plan

Map 2-6 Existing Street Classifications

Legend

- Planning Area
- Freeway
- Principal Arterial
- Collector
- Minor Collector
- Minor Arterial
- Street
- City Boundary
- Water Bodies

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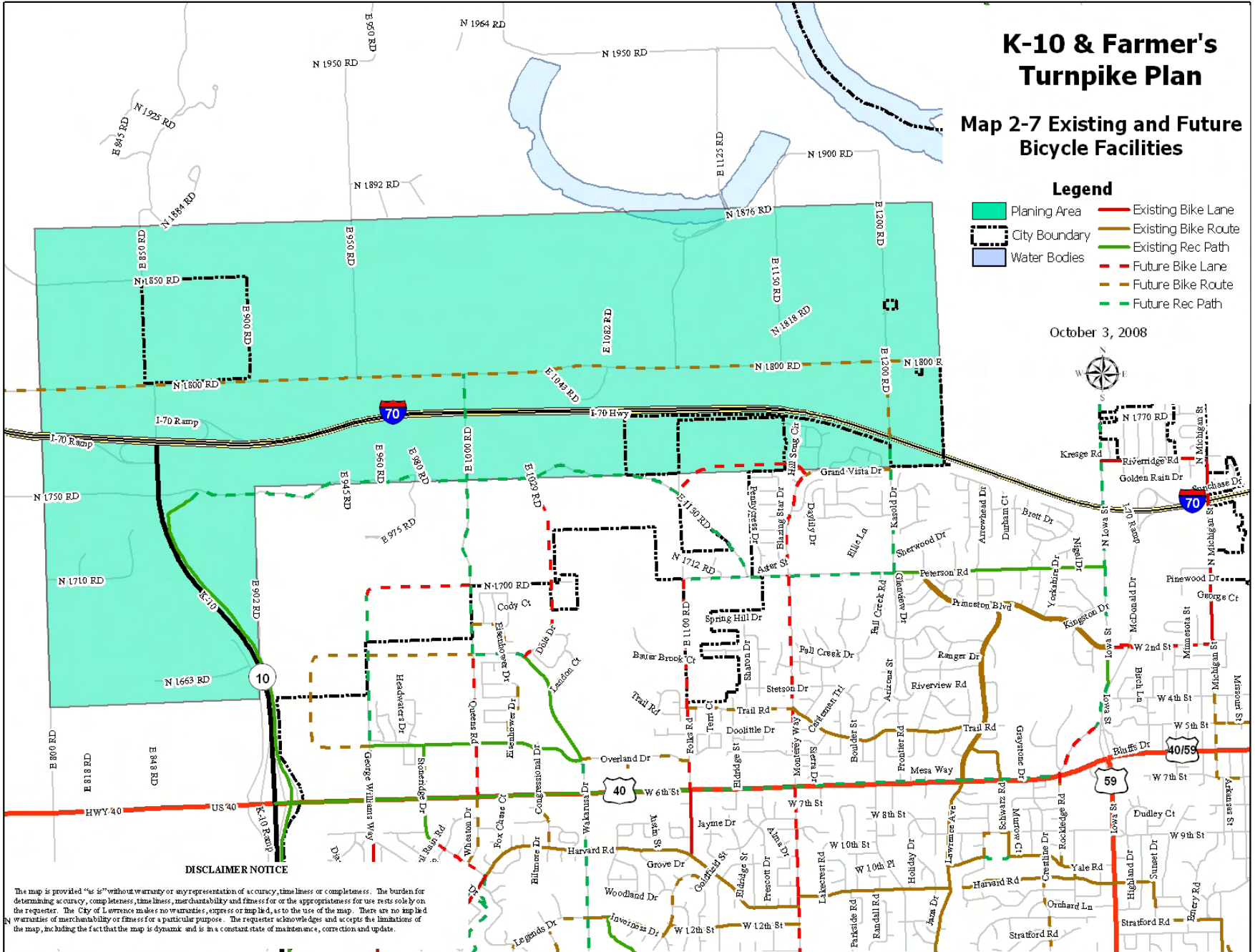
K-10 & Farmer's Turnpike Plan

Map 2-7 Existing and Future Bicycle Facilities

Legend

- Planing Area
- Existing Bike Lane
- Existing Bike Route
- Existing Rec Path
- Future Bike Lane
- Future Bike Route
- Future Rec Path
- City Boundary
- Water Bodies

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2.4 Environmental Conditions

The planning area is made up of several drainage basins. The drainage basins drain ~~directly into the Kansas River, or into one of two tributaries, Baldwin Creek which drains into the Kansas River,~~ or Lake View Lake. There is Federal Emergency Management Agency (FEMA) designated floodplain and floodway located within the planning area. These are areas around Baldwin Creek, Deerfield Creek, Lake View Lake and the Kansas River. See Map 2-8. The floodplain is any land area susceptible to being inundated by flood waters from any source. The floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Developing in the floodplain is allowed both in the city and in the county based on the corresponding regulations. No development is allowed in the floodway except for flood control structures, road improvements, easements and rights-of-way, or structures for bridging the floodway. This helps to protect drainage ways that lead to Lake View Lake and the Kansas River and wetland areas such as Lake View Lake.

Three significant water features either run through or are in portions of the planning area. Lakeview Lake, a privately owned lake located in the northeast portion of the planning area, is an old oxbow of the Kansas River and one of Kansas's only naturally created lakes. This lake is shallow and contains areas of wetlands. Baldwin Creek and Deerfield Creek are both creeks that drain into the Kansas River and help take stormwater out of the planning area.

The majority of the undeveloped land within the planning area is either forest land or non-native grass land which is mainly used for cattle grazing. The planning area also contains areas of prairie, cultivated land and areas of land that are a part of the Conservation Reserve Program. See Map 2-9 for a summary and locations.



There is a wide range of topography within the planning area. The high points are along the western side of the planning area north of I-70 and in the southwestern portion around K-10 Highway. The low points are along the eastern side of the planning area where Baldwin Creek cuts through the planning area. The northeast corner of the planning area, which is also encumbered by floodplain, is relatively flat. The area in the middle contains the most abrupt grade change which continues with rolling hills to the west. A lack of steep slopes is considered to be a beneficial factor for urban and industrial/employment center development. See Map 2-10 and Map 2-11. Detailed topographic surveys will be required as individual properties are developed.

K-10 & Farmer's Turnpike Plan

Map 2-8 Watersheds, Streams & Floodplain

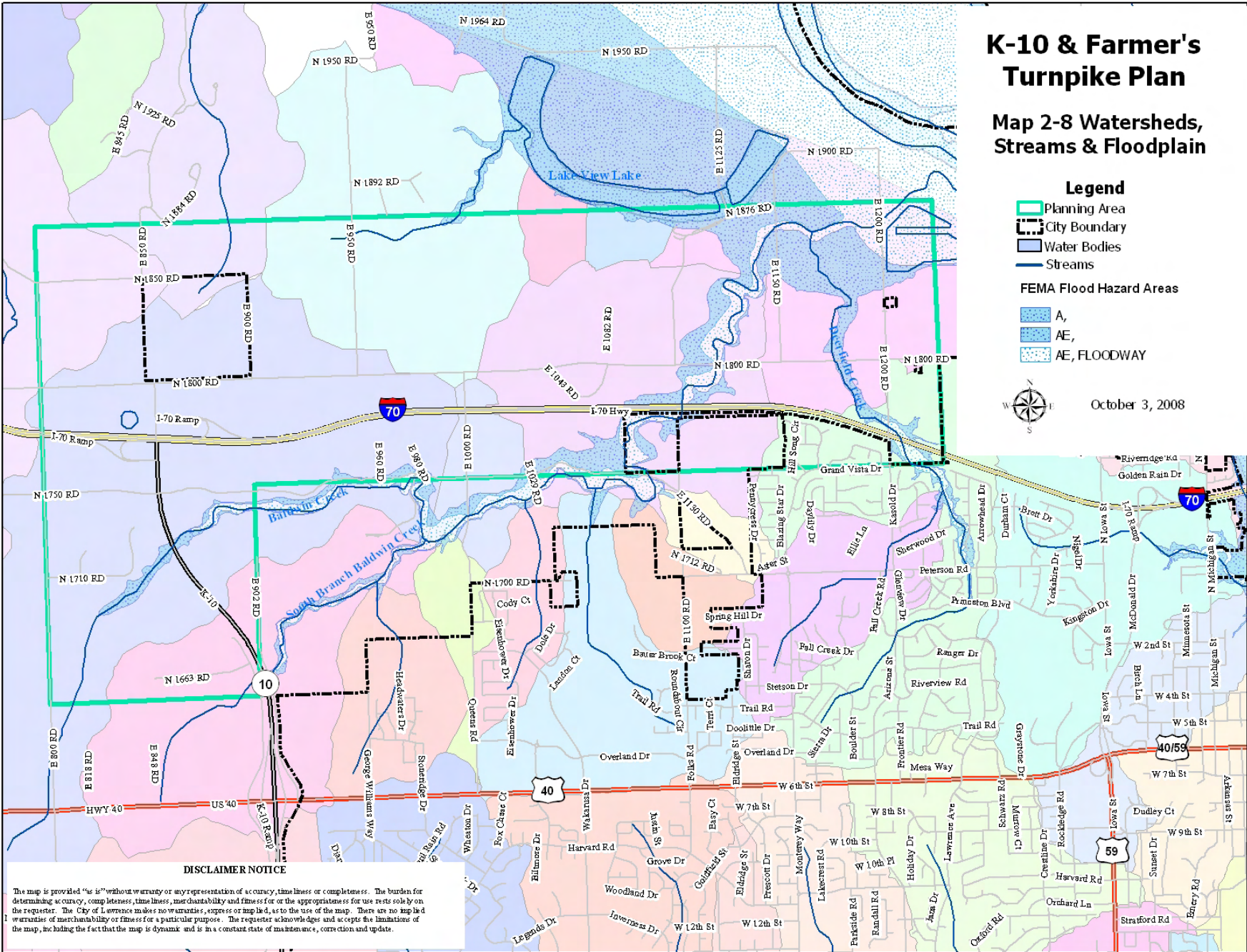
Legend

- Planning Area
- City Boundary
- Water Bodies
- Streams

FEMA Flood Hazard Areas

- A,
- AE,
- AE, FLOODWAY

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K-10 & Farmer's Turnpike Plan

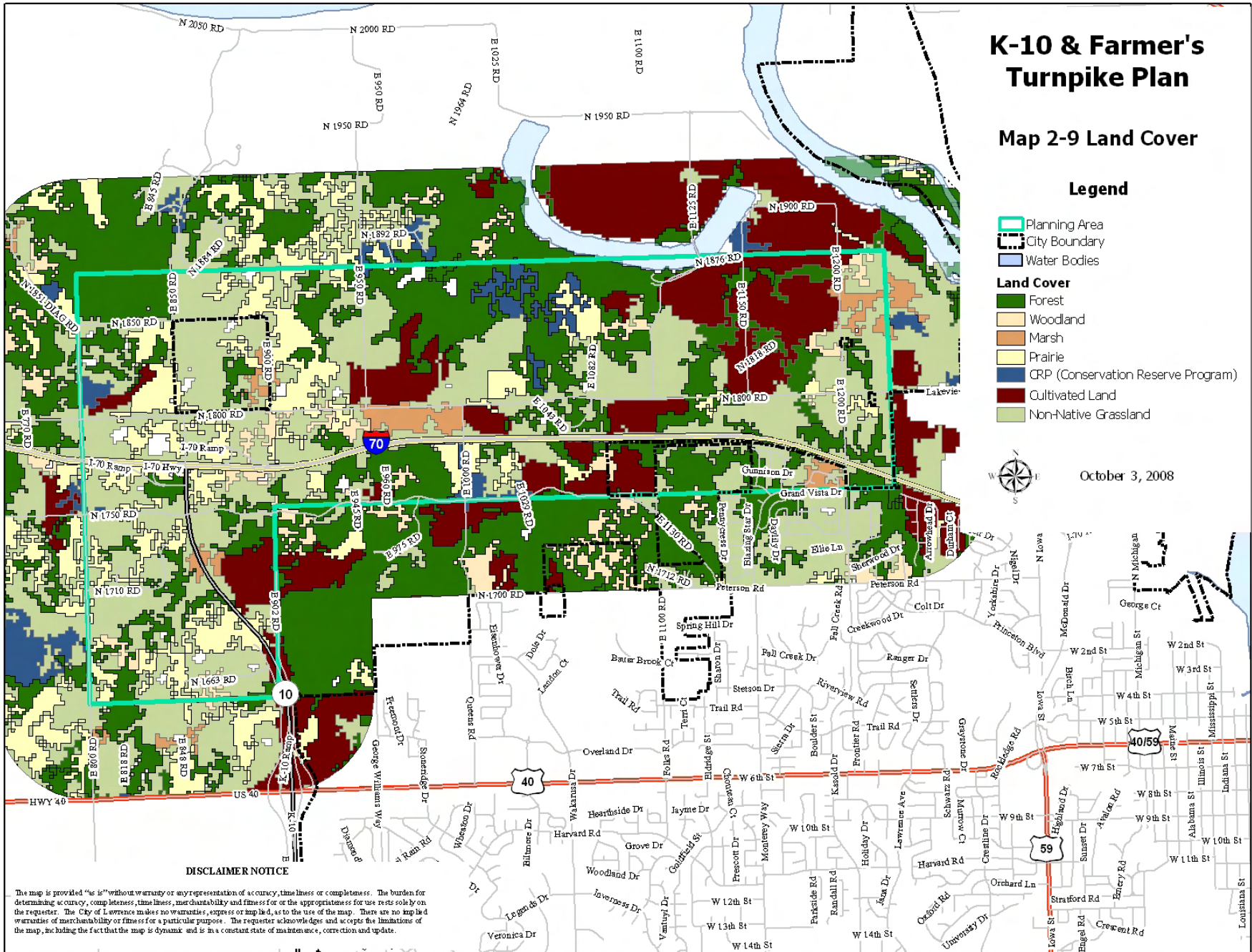
Map 2-9 Land Cover

Legend

-  Planning Area
-  City Boundary
-  Water Bodies
- Land Cover**
-  Forest
-  Woodland
-  Marsh
-  Prairie
-  CRP (Conservation Reserve Program)
-  Cultivated Land
-  Non-Native Grassland



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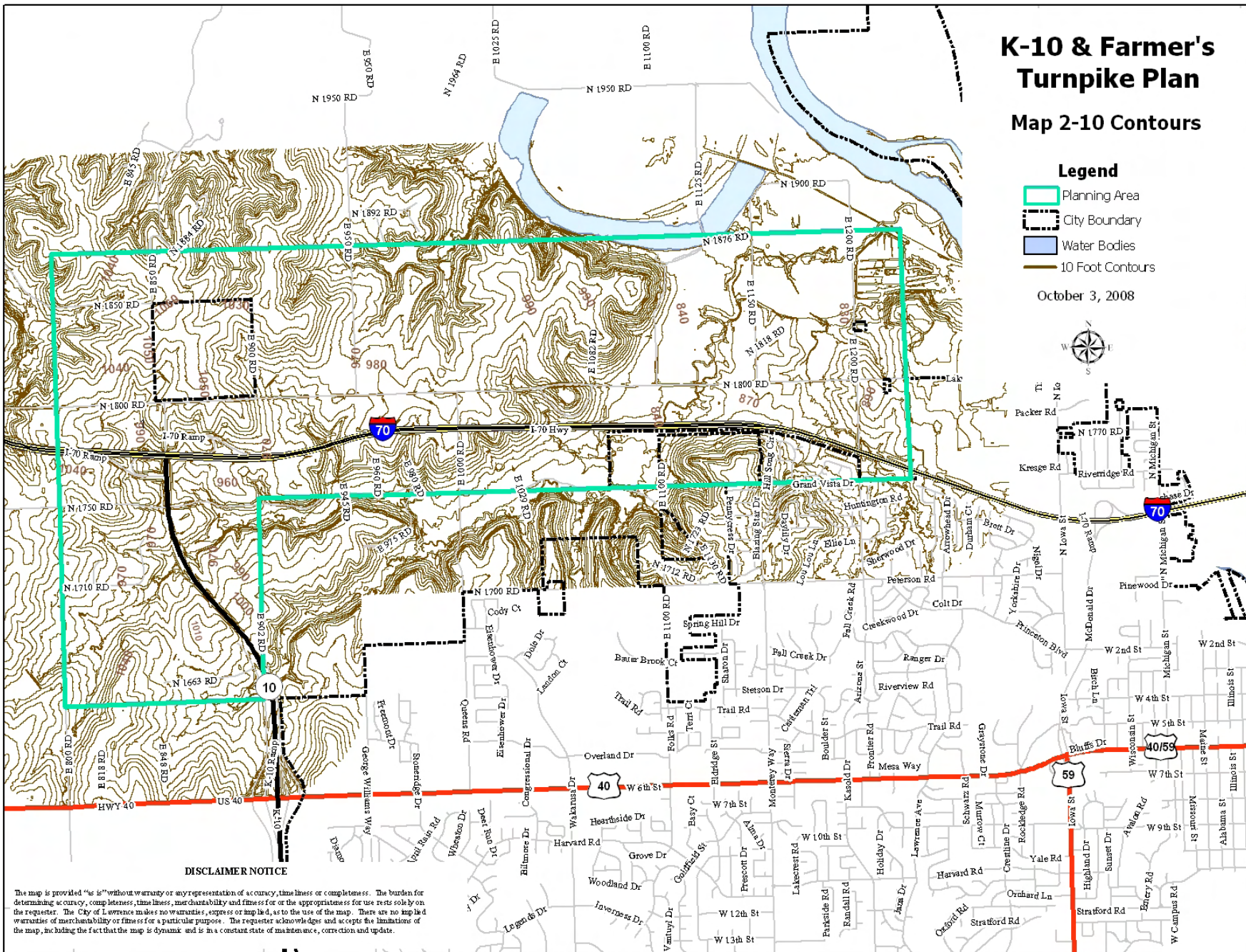
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Map 2-10 Contours

Legend

- Planning Area
- City Boundary
- Water Bodies
- 10 Foot Contours

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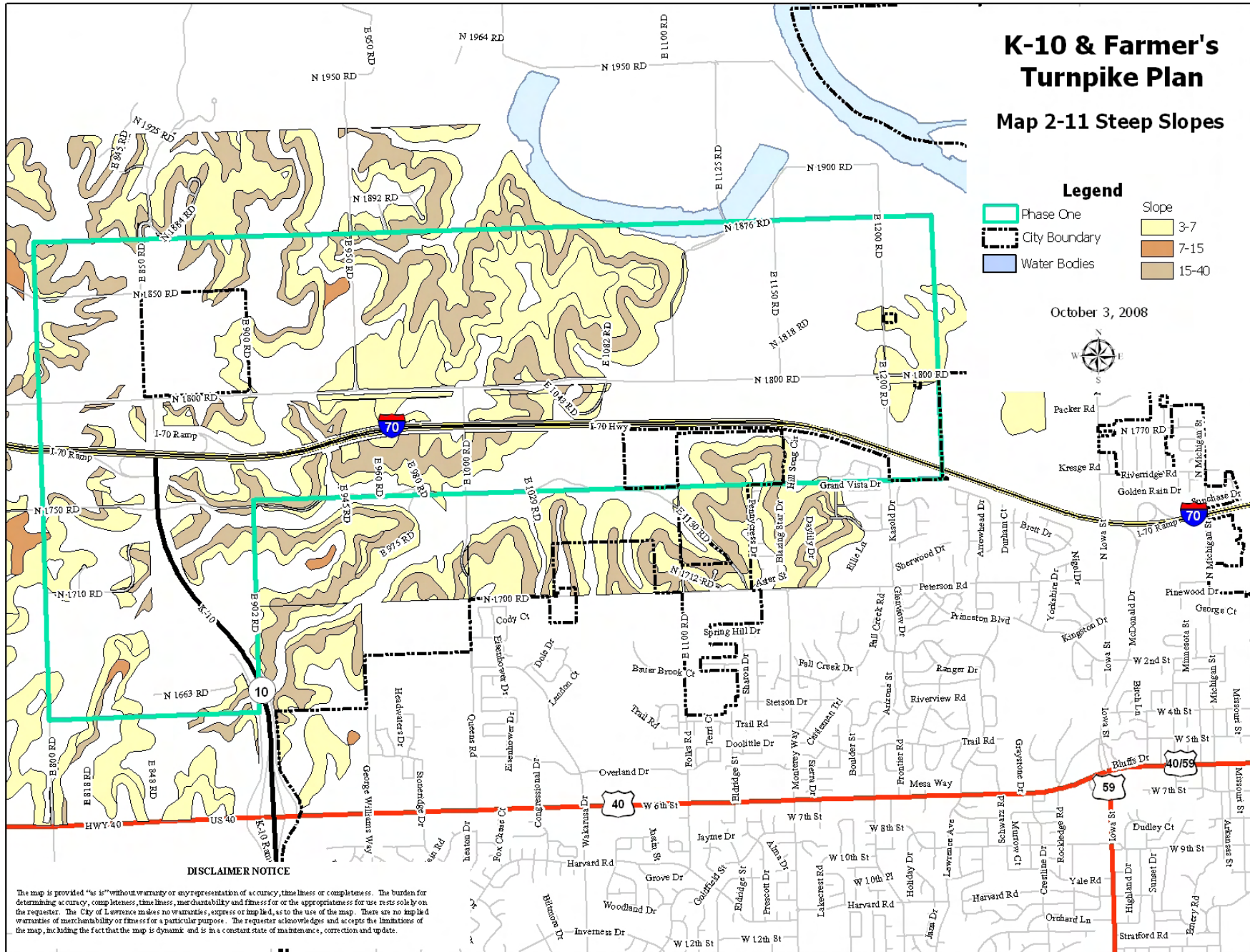
K-10 & Farmer's Turnpike Plan

Map 2-11 Step Slopes

Legend

- Phase One
 - City Boundary
 - Water Bodies
- | Slope | |
|-------|-------|
| | 3-7 |
| | 7-15 |
| | 15-40 |

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2.5 Community Facilities

Community facilities are services provided either by government or non-government agencies for the benefit of, and use of, the community. Most of the community facilities including urban public services, schools, fire/medical, law enforcement, developed parks, etc., are located to the east and south of the planning area within the city of Lawrence. See Map 2-12.



The planning area is located within the Lawrence Public School District (USD 497) and the Perry-Lecompton School District (USD 343). The Lawrence School District covers the southwest portion and the northeast portion of the planning area. The students currently within the Lawrence School District attend either Langston

Hughes Elementary or Deerfield Elementary for elementary school; West Junior High or Central Junior High for junior high; and Free State High for high school. The students currently within the Perry-Lecompton school district attend Lecompton Elementary School, Perry-Lecompton Middle School and Perry-Lecompton High School.

Currently, there are three public or institutional land uses within the planning area. These uses include Stonegate Park, Lecompton Township fire department and Morning Star Christian Church. It is anticipated that additional park areas will be developed within the planning area, as the area urbanizes. There is currently land adjacent to the planning area to the south, along N 1750 Road which is owned by the city. This land is undeveloped and identified as a future park. This park would serve the planning area once developed.

The planning area will be served partially by Lawrence-Douglas County Fire & Medical Station Number 3, an existing facility located on W. 6th Street between Kasold and Monterey Way and partially by township fire departments. The Lecompton Township Fire Department has a station on N 1800 Road, northwest of the I-70/K-10 Highway interchange. A future Fire & Medical station location west of the intersection of K-10 Highway and W. 6th Street is identified for 2009-2010 in the city of Lawrence *2008-2013 Capital Improvement Plan*. A more in depth study will need to be conducted to ultimately locate the facility and to address emergency response time issues as the city grows and develops to the west.



Law enforcement would be shared between the City of Lawrence Police Department and the Douglas County Sheriff's Department, depending on whether the property is within the city or in the county. Both are located in the Law Enforcement Center in downtown Lawrence.

K-10 & Farmer's Turnpike Plan

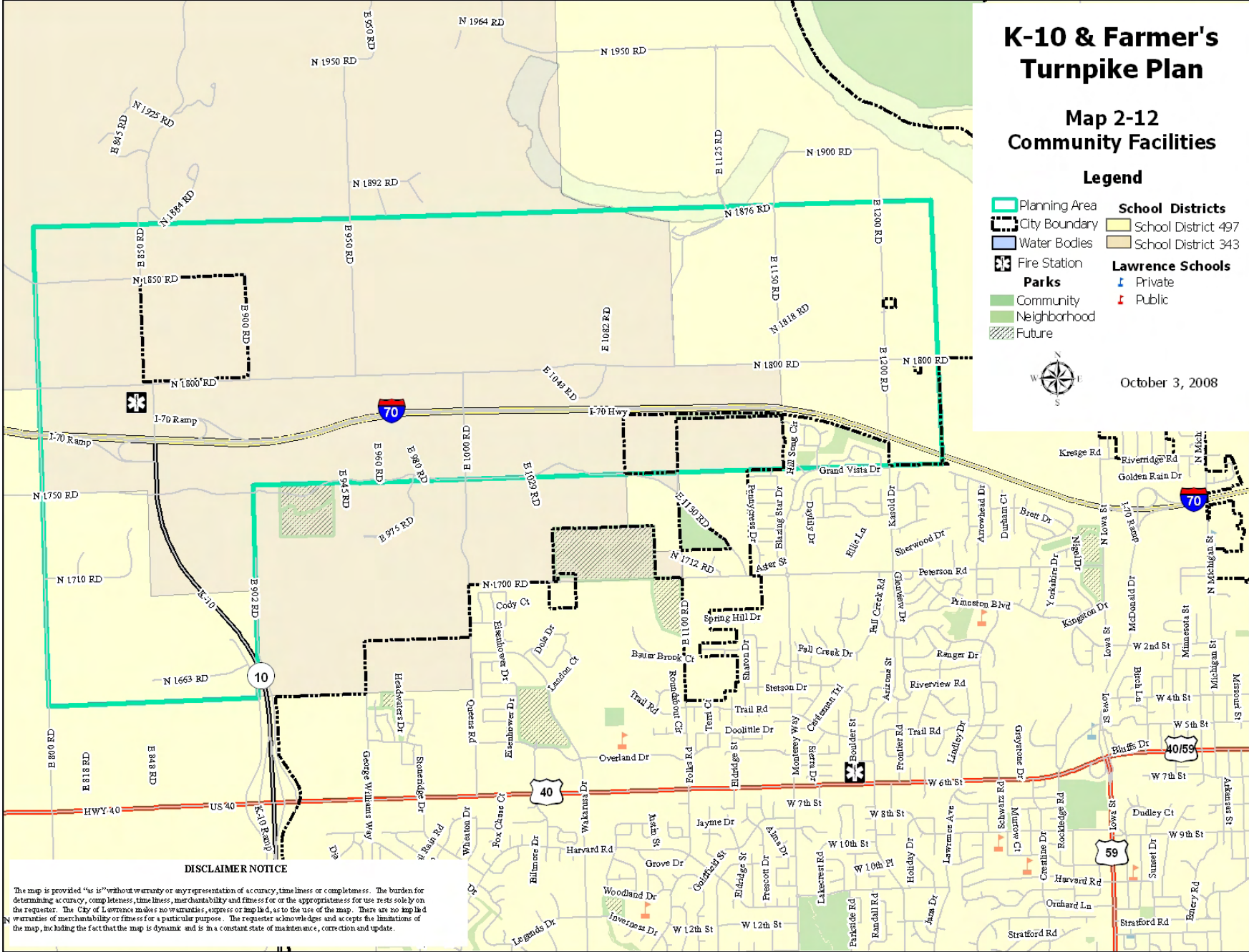
Map 2-12 Community Facilities

Legend

- Planning Area
- City Boundary
- Water Bodies
- Fire Station
- Community Parks
- Neighborhood Parks
- Future
- School District 497
- School District 343
- Lawrence Schools**
- + Private
- + Public



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Section 3 – Recommendations

The K-10 & Farmer's Turnpike planning area is anticipated to develop with a wide range of uses and intensities that extend from very low-density residential to industrial uses. The more intensive industrial and commercial use areas are recommended where they are in close proximity to K-10 Highway, I-70 and Farmer's Turnpike, and arterial and collector streets. Residential uses are generally located in the southern and northern portions of the planning area.

3.1 Goals and Policies

Goals are broad statements of ideal future conditions that are desired by the community. Policies are guiding principles that provide direction for decisions to be made regarding the planning area in order to meet the goals. These policies are in addition to the policies in *Horizon 2020* and are only applicable to the property within the *K-10 & Farmer's Turnpike Plan* planning area.

3.1.1 Goals

- Goal 1:** Create ~~high~~-quality development that will further support the city's efforts to promote additional employment opportunities for economic development and tax base expansion and diversification.
- Goal 2:** Maintain the rural character in existing areas until the time that municipal services allow urban densities to develop.
- Goal 3:** Create ~~high~~-quality, mixed-use areas that encourage pedestrian friendly, work-live neighborhoods where appropriate.
- Goal 4:** Develop to urban densities over time while taking care to respect and protect the natural systems currently in place.
- Goal 5:** Provide ongoing infrastructure and public facilities improvements as the area develops.
- Goal 6:** Create viable and unique urban residential neighborhoods; develop sound commercial nodes, develop strong park/trail systems that are sustainable and remain viable over the long-term.

3.1.2 Policies

The following policy statements are for the development of the K-10 & Farmer’s Turnpike area. “Shall” statements identify the items that are expected to be incorporated into development within the planning area. “Should” and “encouraged” statements identify the items that are strongly recommended to be incorporated into development within the planning area. “Shall” statements are stronger than “should” and “encouraged” statements.

3.1.2.1 General

- 1. Encourage maximum efficiency, low wattage, downward directional exterior lighting. The point source shall be screened from view off-site. Encourage limiting exterior lighting at night.
- 2. ~~High-quality~~Quality, aesthetically pleasing building materials ~~such as brick, stone and other high-quality~~ architectural elements should be used.
- 3. Pedestrian friendly connectivity between land uses and properties ~~shall~~ should be incorporated.
- 4. Sensitive lands, as designated by the *Land Development Code* ~~should~~ shall be preserved and protected per those standards identified in the code.
- 5. Landscaping that includes native and drought resistant materials is strongly encouraged to create a rural feel and to conserve water.

3.1.2.2 Residential Land Uses

- 1. Residential uses shall maintain a “back-to-back” relationship to more intense uses. Buffering shall include use of green space as a primary transition tool.
- 2. Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.
- 3. The medium-density residential use is not intended to provide for large-scale apartment type development but instead take the form of small lot, detached, attached, cluster type housing, or small scale multi-dwelling structures, such as two-story, 4-6-plexes containing residential architectural elements.
- 4. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
- 5. Cluster development is strongly encouraged where environmentally sensitive areas are present.
- 6. Residential developments are encouraged to create a sense of rural living while achieving the designated density identified on the future land use map.

3.1.2.3 Residential/Office Land Use

- 1. Development shall include a residential use.
- 2. The residential/office use is not intended to provide for large-scale apartment type development.
- 3. Traditional Neighborhood Development (TND)/mixed use is encouraged.

3.1.2.4 Commercial Land Use

- 1. ~~The Community Commercial Center (CC200) shall be designed in accordance with policies and standards of *Horizon 2020*.~~
- 2. The neighborhood commercial centers shall be designed in accordance with policies and standards of *Horizon 2020*.
- 3. Commercial development shall be designed to facilitate pedestrian and non-motorized access from abutting areas.

4. The auto-related commercial center is intended to serve the immediate employment center area and passenger vehicles from I-70. It is not intended to serve a significant amount of large truck traffic from the interstate as there are larger service facilities that exist along I-70.
5. The auto-related commercial center should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.
6. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
7. Commercial development is intended to be nodal type development at the identified intersections. Areas identified for office/research uses along the N 1800 Road (Farmer's Turnpike) corridor are intended to support employment center type uses and discourage strip-type commercial development.
8. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.

3.1.2.5 Industrial/Office/Research Land Uses

1. Structures should be aesthetically pleasing from all sides and should incorporate ~~high~~-quality building materials ~~such as brick, stone~~ and ~~other~~ ~~high~~-quality architectural elements.
2. Transitions between uses should be accomplished by buffer yards, landscaping, setbacks, scale and massing, and transition of uses to include low-intensity industrial uses along the perimeter of the areas identified as industrial or office/research.
3. Sites should incorporate a variety of landscaping treatments to alleviate the potential for monotonous perimeter buffering.
4. Structures along N 1800 Road (Farmer's Turnpike) should present a front face to N 1800 Road (Farmer's Turnpike) to add to the high quality aesthetics encouraged in the gateway.
5. Access to major roads from the industrial or office/research development lots shall be limited. However, industrial users on large lots that are significant generators of traffic may directly access arterial roads if the size of the site is such that it allows internal circulation without the necessity of constructing local roads to direct that circulation to the arterial road. Such access shall be based on sound traffic engineering principles and shall be properly controlled with appropriate signalization and turn lanes. Smaller lots shall take access from local roads. Additional local roads that serve the site should be arranged to minimize development lot access to the future major roads.
6. Commercial uses shall not be permitted along the frontage of N 1800 Road (Farmer's Turnpike) except where commercial centers are identified in this plan. Areas identified for office/research uses along this corridor are intended to support employment center type uses and discourage strip-type commercial development.
7. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.

3.1.2.6 Public Facility/Open Space/ Floodplain Land Uses

1. Smaller parks should be located throughout the planning area as outlined in Chapter 9 of *Horizon 2020*.

2. Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.
3. Regional detention should be utilized when possible within each corresponding watershed.
4. Streams should follow their natural paths and should not be rerouted or straightened.
5. Environmentally sensitive lands should be protected and maintained as natural areas per the *Land Development Code* standards.
6. Restrict uses within the regulatory floodplain that are dangerous to health, safety or property in times of flooding or that cause undue increases in flood heights or velocities.
7. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

3.1.2.7 Gateways

1. The intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) shall be identified as a gateway to the city of Lawrence as the area urbanizes.
- ~~1-2.~~ Development shall enhance the gateway at the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) by creating an aesthetically pleasing corridor.
- ~~2-3.~~ Gateway treatments shall be a priority in development and redevelopment of the area around the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) and shall reflect the goals and policies stated in *Horizon 2020*.
- ~~3-4.~~ Aesthetically pleasing landscaped entryways should be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically pleasing landscaping.
5. Gateway development should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.

3.1.2.8 Transportation Facilities and Corridors

1. Sufficient area, outside of the required street rights-of-way, should be required to provide and shall be restricted in use to provide for: utility, berming, and landscaping needs.
2. No additional access to K-10, except as identified in *Transportation 2030*, shall be permitted.
3. Street networks should be interconnected through and beyond the planning area wherever possible.
4. Truck routes shall not be designated through areas identified for residential land uses and should be limited to N 1800 Road (Farmer's Turnpike), K-10 Highway and I-70 or as otherwise designated by the city.
5. Adequate rights-of-way shall be obtained at the time of platting to ensure for sufficient space for roads, utility and landscaping easement needs.
6. Topography should be taken into account when comparing different alignments for future roads.
7. Master planning areas identified as industrial and office/research is encouraged to provide an adequate street network that limits the number of access points to N 1800 Road (Farmer's Turnpike).

~~3.1.2.9 Transition Area~~

- ~~1. The transition area shown on Map 3-1 should incorporate extraordinary buffers between industrial and residential uses in the form of landscape buffer yards to a minimum of double that required in the *Land Development Code*.~~
- ~~2. All land uses within the identified transition area shall bare the burden providing the extra buffer.~~
- ~~3. Transitions shall be incorporated into developments regardless of whether the abutting property is located within the city of Lawrence or unincorporated Douglas County.~~

3.1.2.109 Utilities

1. The area north of N 1800 Road (Farmer's Turnpike) has not been evaluated in the currently adopted 2003 Water and Wastewater Master Plans. This area should be evaluated on a watershed basis with the upcoming plan update and an overall service plan developed with project costs for water and sanitary service prior to development requiring urban services.
2. Extension of water and sewer infrastructure should be coordinated with ultimate street right-of-way acquisition and construction to avoid reconstructing water and sewer lines as streets are improved to city standards.
3. Extension of water and sewer services to the area should follow adopted city policies for such.
4. **Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.**

3.1.2.110 Traditional Neighborhood Design (TND)

1. Development under the *Lawrence SmartCode* is encouraged throughout the planning area wherever industrial or office/research is not designated. TND development can be used upon annexation and through the process outlined in the *Lawrence SmartCode*.
2. Development under the *Lawrence SmartCode*, Landowners/developers shall develop their own plans that conform to the *Lawrence SmartCode* in order to develop TND neighborhoods.
3. Development shall be developed as either a Cluster Land Development (CLD) or a Traditional Neighborhood Development (TND) community type as outlined in the *Lawrence SmartCode* in a Greenfield development situation. A minimum of 40 acres is required to develop a CLD neighborhood and a minimum of 60 acres is required to develop a new TND neighborhood.
4. A range of transects shall be incorporated into a CLD or TND community type.

3.1.2.11 Environmentally Sensitive Lands

1. Environmentally sensitive lands shall be protected as outline in the *Land Development Code*.
2. Street rights-of-way, public utility corridors and building sites should be located so as to minimize their impact on environmentally sensitive areas.
3. Where possible, environmentally sensitive areas to be protected should be located within designated public or private open space, either through dedication, a conservation easement, or control by a homeowner's association.
4. If a review indicates that it is not possible or reasonable to protect sensitive features, mitigation should be incorporated.

3.2 Land Use

This section outlines the recommended land uses for the planning area. The future land use maps (Map 3-1) and land use descriptions are explained on the subsequent pages. The map is an illustration to help visually identify the recommended land uses in the K-10 & Farmer's Turnpike planning area. The land use descriptions are more detailed information regarding the different land use categories. The official definitions and the permitted uses within each zoning district are outlined in the use tables that are located in the *Land Development Code* for the City of Lawrence. The map and text descriptions must be used in conjunction with one another in order to obtain the complete recommendation for each particular area. The map is not intended to provide a scaleable map for determining specific land use/zoning boundaries within this area.

3.2.1 Land Use Descriptions

APPLICABLE AREA DESCRIPTIONS WILL CHANGE TO REFLECT THE FUTURE LAND USE MAP

3.2.1.1 Very Low-Density Residential

The intent of the very low-density residential use is to allow for large lot, single-dwelling type uses.

Density: 1 or fewer dwelling units per acre

Intensity: Very low

Applicable Area:

- Pine-Ne-Wa Subdivision, southeast of the intersection of N1750 Road and E 800 Road.
- Ranch Estates Subdivision, northwest of the intersection of E 818 Road and E 900 Road.
- Oak Ridge Estates, northwest of N 1750 Road and E 1000 Road.

Zoning Districts: RS40 (Single-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, group home, public and civic uses

3.2.1.2 Low-Density Residential

The intent of the low-density residential use is to allow for single-dwelling, duplex, and attached dwellings but emphasis is placed on residential type uses.

Density: 6 or fewer dwelling units per acre

Intensity: Low

Applicable Areas:

- Area generally northeast of the intersection of E 818 Road and E 800 Road.
- Area generally located north of N 1750 Road and west of George Williams Way extended.
- Area generally southeast of the intersection of N 1850 Road and E 800 Road.
- Area generally north of N 1850 Road between N 1851 Diagonal Road and the FEMA designation floodplain just east of N 1864 Road.
- Area generally between N 1750 Road and I-70 and between E 1000 Road and the FEMA designated floodplain west of E 1100 Road.
- Area generally north of the intersection of N 1800 Road (Farmer's Turnpike) and E 1150 Road and the FEMA designated floodplain to the north of said intersection.

- Area generally between N 1750 Road and I-70 and between E 1100 Road and the east side of Hill Song Circle.
 - Area generally south of I-70 and east of Kasold Drive.
- Zoning Districts: RS10 (Single-Dwelling Residential), RS7 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), PD (Planned Development Overlay)
- Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, group home, public and civic uses

3.2.1.3 Medium-Density Residential

The intent of the medium-density residential use is to allow for a variety of types of residential options for the area.

Density: 7-15 dwelling units per acre

Intensity: Medium

Applicable Areas:

- Area bound by I-70, K-10 Highway, N 1750 Road, and E 800 Road.
- Area generally 1/8 mile north of N 1800 Road and east of E 1000 Road extended.
- Area generally south of the intersection of N 1800 Road and E 1150 Road, north of I-70, between the FEMA designated floodplain.
- Area generally northwest of the intersection of Grand Vista Drive and Kasold Drive.

Zoning Districts: RS5 (Single-Dwelling Residential), RS3 (Single-Dwelling Residential), RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, multi-dwelling structures, boarding houses, group home, civic and public uses

3.2.1.4 High-Density Residential

The intent of the high-density residential use is to allow for compact residential development.

Density: 16+ dwelling units per acre

Intensity: High

Applicable Areas:

- Area around the intersection of N 1800 Road (Farmer's Turnpike).

Zoning Districts: RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), RM24 (Multi-Dwelling Residential), RM32 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Attached dwellings, zero lot line dwellings, duplex, boarding houses, multi-dwelling structures, group home, civic and public uses

3.2.1.5 Residential/Office

The intent of the residential/office use is to accommodate mixed use development of administrative and professional offices with varying degrees of residential. **This may be achieved by the use of work/live units.**

Density: 6-22 dwelling units per acre

Intensity: Medium-high

Applicable Areas:

- Area bordered by K-10 highway on the west, E 902 Road on the east, and N 1750 Road on the north.
- Area generally west of the intersection of N 1800 Road (Farmer's Turnpike) and N 1864 Road

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

Primary Uses: Work/live units, non-ground floor dwellings, attached dwellings, multi-dwelling structures, civic and public uses, veterinary office, administrative and professional offices, financial, insurance and real estate services, personal improvement, health care office, health care clinic, health care center

3.2.1.6 Commercial

The intent of the commercial use is to allow for retail and service uses. ~~An auto-related commercial center provides goods and services aimed toward auto-orientated uses. A Community Commercial Center provides goods and services to several different neighborhood areas.~~ A Neighborhood Commercial Center provides for the sale of goods and services at the neighborhood level. ~~An auto-related commercial center provides goods and services aimed toward those traveling by an auto. auto-orientated uses.~~ This commercial center is intended to serve the surrounding employment center area in addition to tourists traveling along I-70 and/or visiting the Lecompton and Lawrence tourist attractions. *Horizon 2020*, Chapter 6 – Commercial Land Use offers more specific language regarding each commercial center.

Intensity: Medium-High

Applicable Areas:

- Area south of the intersection of N 1800 Road (Farmer's Turnpike) and E 850 Road. (Auto-Related Commercial Center)
- Intersection of N 1800 Road (Farmer's Turnpike) and E 1200 Road. (Community Commercial Center, CC200)
- Intersection of N 1750 Road and E 1000 Road. (Neighborhood Commercial Center)
- Intersection of N 1700 Road extended and E 800 Road. (Neighborhood Commercial Center)

Zoning Districts: MU (Mixed Use), CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District), CC200 (Community Commercial District) (auto-related commercial center only), PD (Planned Development Overlay)

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

3.2.1.7 Office/Research

The office/research use is characterized by businesses involved in technology, research and scientific-related activities and/or office, office research activities that are designed in a campus like setting. Light manufacturing and production uses are also acceptable within this use category. Areas identified for office/research uses along N 1800 Road (Farmer's Turnpike) are intended to support employment center type uses and not strip-type commercial development.

Intensity: Medium

Applicable Area:

- Area east of the intersection of N 1800 Road (Farmer's Turnpike) and E 950 Road approximately one mile.

Zoning Districts: IBP (Industrial and Business Park District), IL (Limited Industrial District), PD (Planned Development Overlay)

Primary Uses: Professional offices, research services, manufacturing and production limited and technology, light wholesale, storage and distribution

3.2.1.8 Industrial

The intent of the industrial use is to allow for moderate to high-impact uses including large scale or specialized industrial uses geared toward utilizing K-10 Highway and I-70 for materials transportation.

Intensity: Medium-High

Applicable Area:

- Area generally between N 1800 Road (Farmer's Turnpike) and N 1850 Road and E 800 Road and E 950 Road.
- Area between N 1800 Road (Farmer's Turnpike) and I-70 and E 900 Road extended and E 950 Road extended.

Zoning Districts: IBP (Industrial and Business Park District) IL (Limited Industrial District), IG (General Industrial District), PD (Planned Development Overlay)

Primary Uses: Utility facilities, building maintenance services, fleet storage, business support services, construction sales and service, industrial facilities, wholesale, distribution, and storage, research services, manufacturing and production limited and technology

3.2.1.9 Public/Institutional

The intent of the public/institutional use is to allow for public, civic, and utility uses.

Intensity: Variable

Applicable Area:

- Area northwest of N 1750 Road and E 1100 Road.

Zoning Districts: GPI (General Public and Institutional)

Primary Uses: Cultural center/library, school, utilities, recreational facilities, utility services

3.2.1.10 Open Space/Floodplain

The intent of the open space/floodplain use is to provide space for public recreational facilities and natural area preservation.

Intensity: Low

Applicable Areas:

- Regulatory floodplain and floodway.
- Tributaries along the northern area of the planning area.

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

Primary Uses: crop agricultural, cultural center, schools, active recreation, passive recreation, nature preserve, entertainment and spectator sports, participant sports and recreation outdoor, private recreation

~~3.2.1.11 Transitional Area~~

~~Due to the abrupt change in intensity in designated land uses in certain locations within the planning area, a transitional area is designated. The intent of the transitional area is to offer a buffer between land uses. This can be achieved through buffer yards, landscaping and a progression of intensities of land use.~~

~~Intensity: Various~~

~~Applicable Areas:~~

- ~~• Generally the area along N 1850 Road, where industrial or office/research land use abuts low and medium-density residential land uses.~~

Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use Option 1

Legend

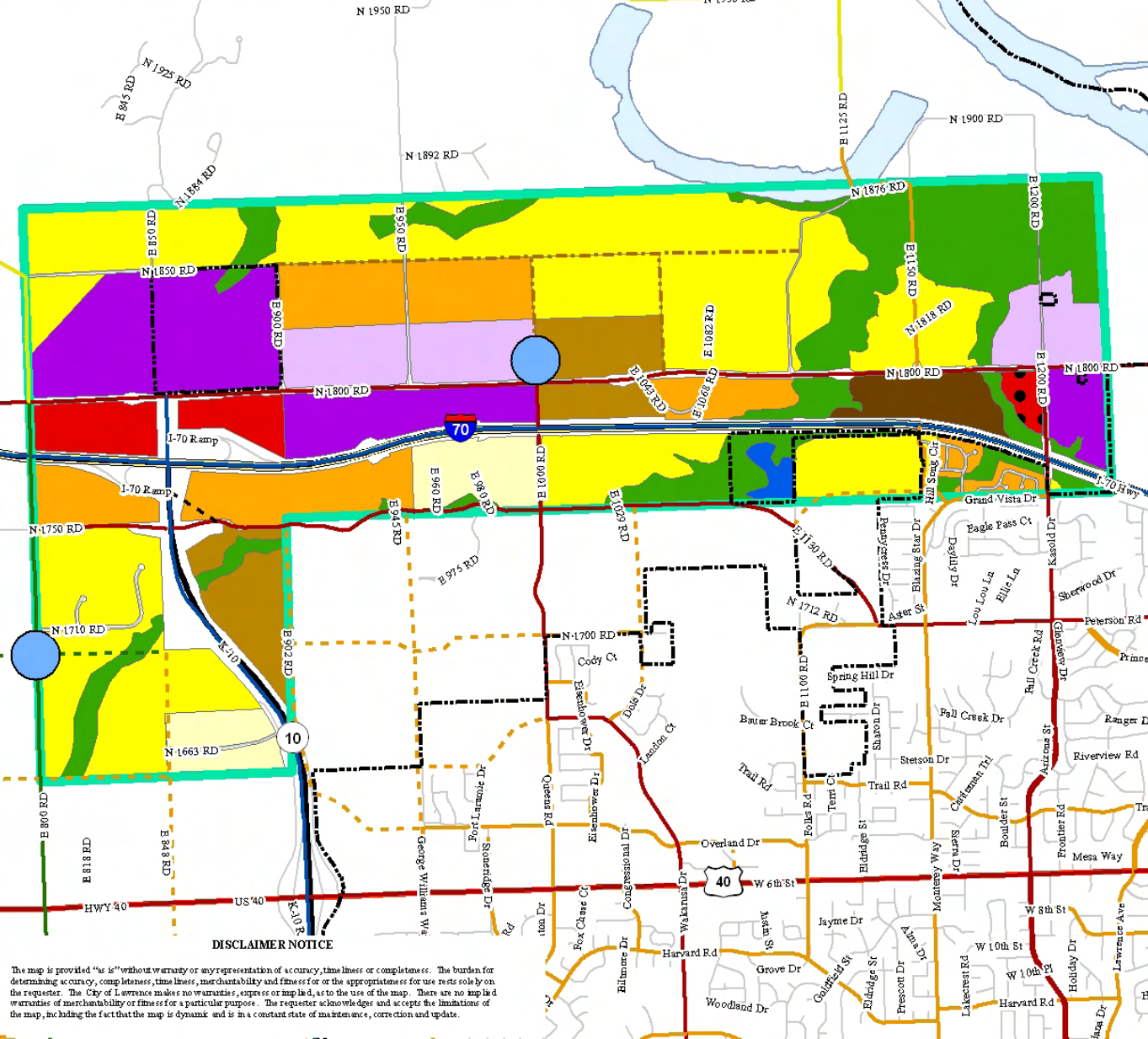
- Planning Area
- City Boundary
- Water Bodies
- Future land use**
- Very Low-Density Residential
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Residential/Office
- Auto-Related Commercial
- Neighborhood Commercial
- Office/Research
- Industrial
- Public/Institutional
- Open Space/Floodplain
- Neighborhood Commercial Center

T2030 Future Thoroughfares

- Future Freeway
- Future Principal Arterial
- Future Minor Arterial
- Future Collector
- Future Local
- Freeway
- Principal Arterial
- Minor Arterial
- Minor Collector
- Collector
- Street

Plan Identified Thoroughfares

- Future Collector



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November 3, 2008

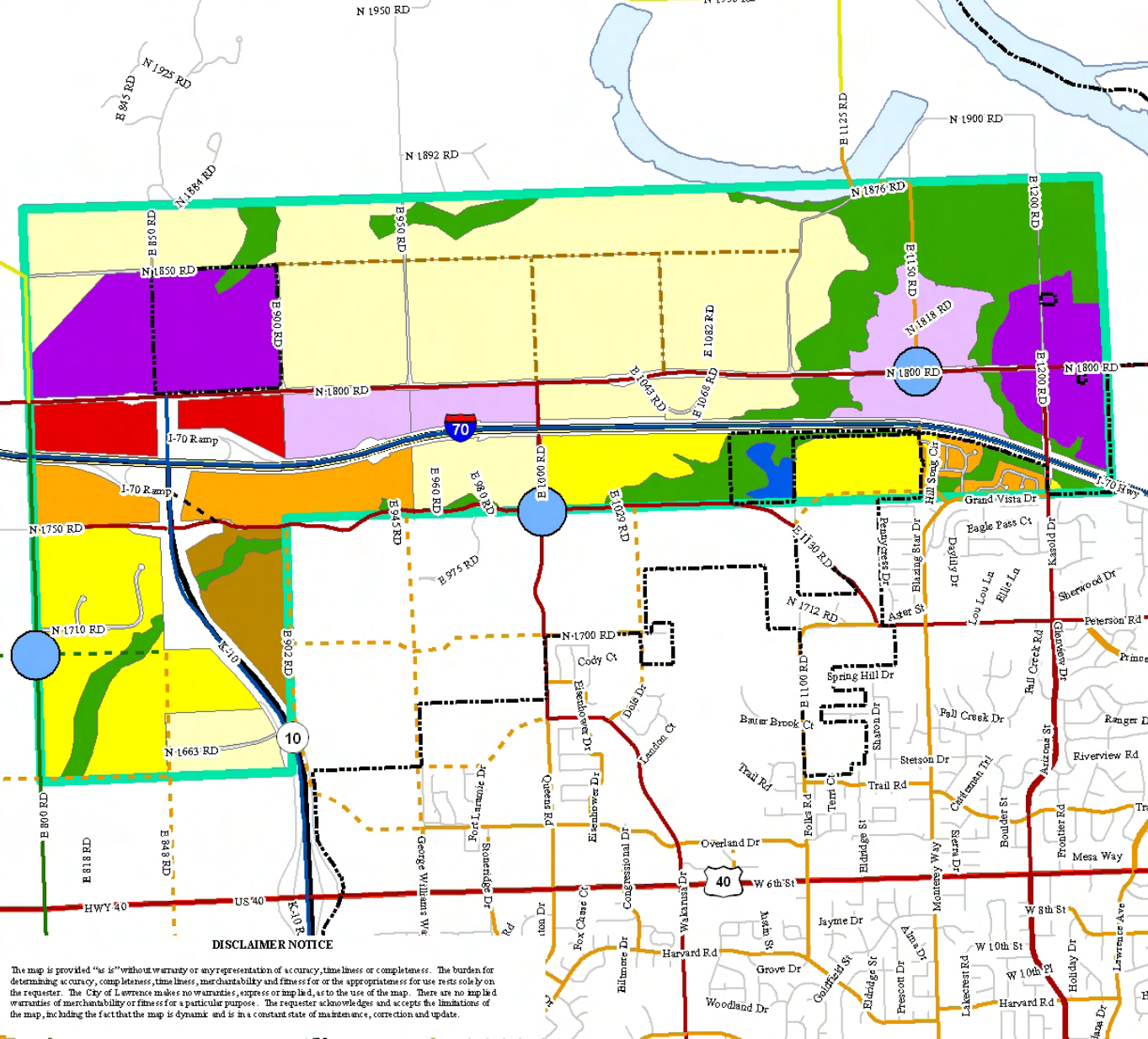


Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use Option 2

- Legend**
- Planning Area
 - City Boundary
 - Water Bodies
- Future land use**
- Very Low-Density Residential
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Residential/Office
 - Auto-Related Commercial
 - Office/Research
 - Industrial
 - Public/Institutional
 - Open Space/Floodplain
- Neighborhood Commercial Center**
- Neighborhood Commercial Center
- T2030 Future Thoroughfares**
- Future Freeway
 - Future Principal Arterial
 - Future Minor Arterial
 - Future Collector
 - Future Local
- Plan Identified Thoroughfares**
- Freeway
 - Principal Arterial
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 - Collector
 - Street
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November 3, 2008

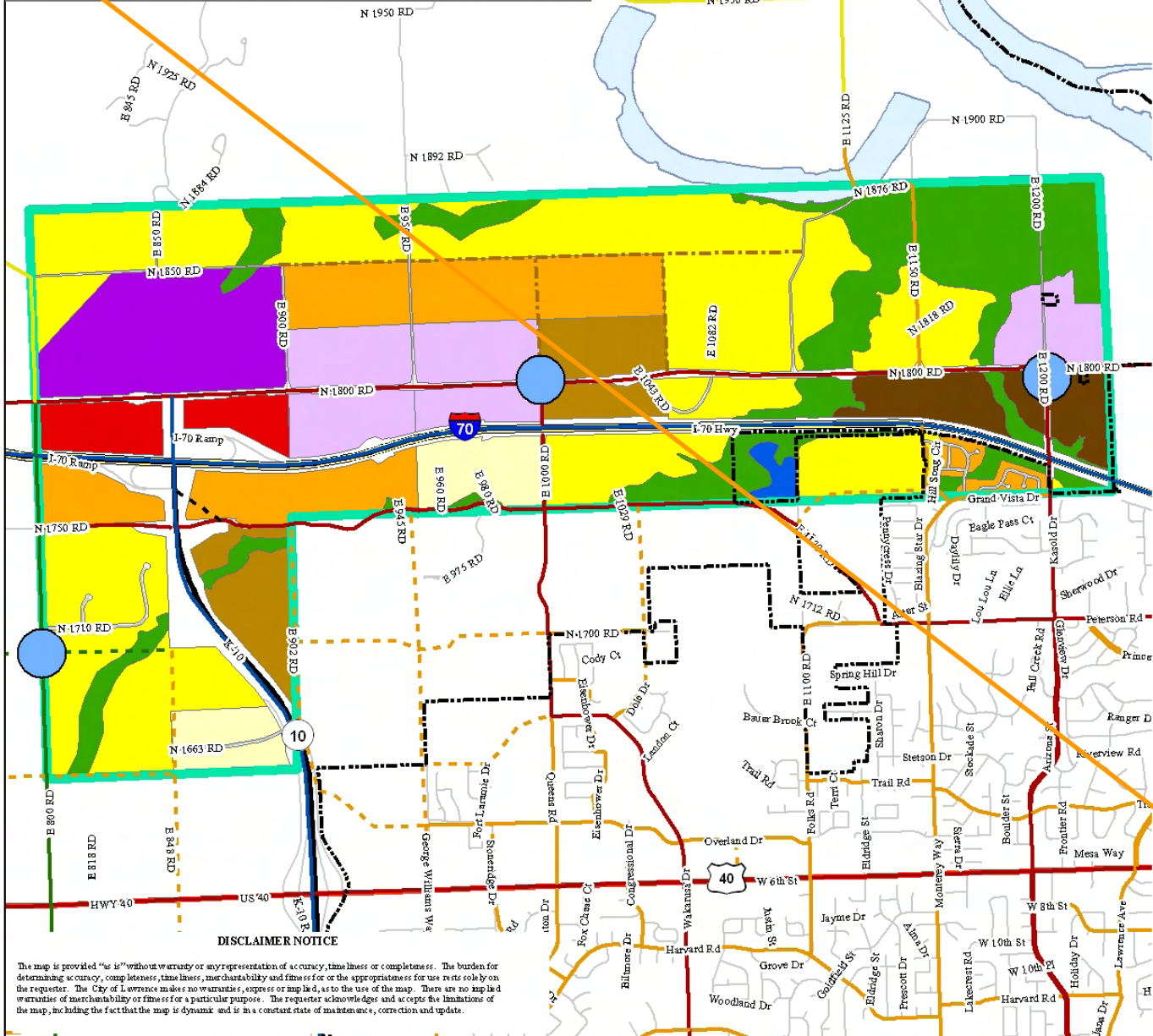


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K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use

- Legend**
- Planning Area
 - City Boundary
 - Water Bodies
- Future land use**
- Very Low-Density Residential
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Residential/Office
 - Auto-Related Commercial
 - Office/Research
 - Industrial
 - Public/Institutional
 - Open Space/Floodplain
- Neighborhood Commercial Center
- T2030 Future Thoroughfares**
- Future Freeway
 - Future Principal Arterial
 - Future Minor Arterial
 - Future Collector
 - Future Local
 - Freeway
 - Principal Arterial
 - Minor Arterial
 - Minor Collector
 - Collector
 - Street
- Plan Identified Thoroughfares**
- Future Collector



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September 23, 2008

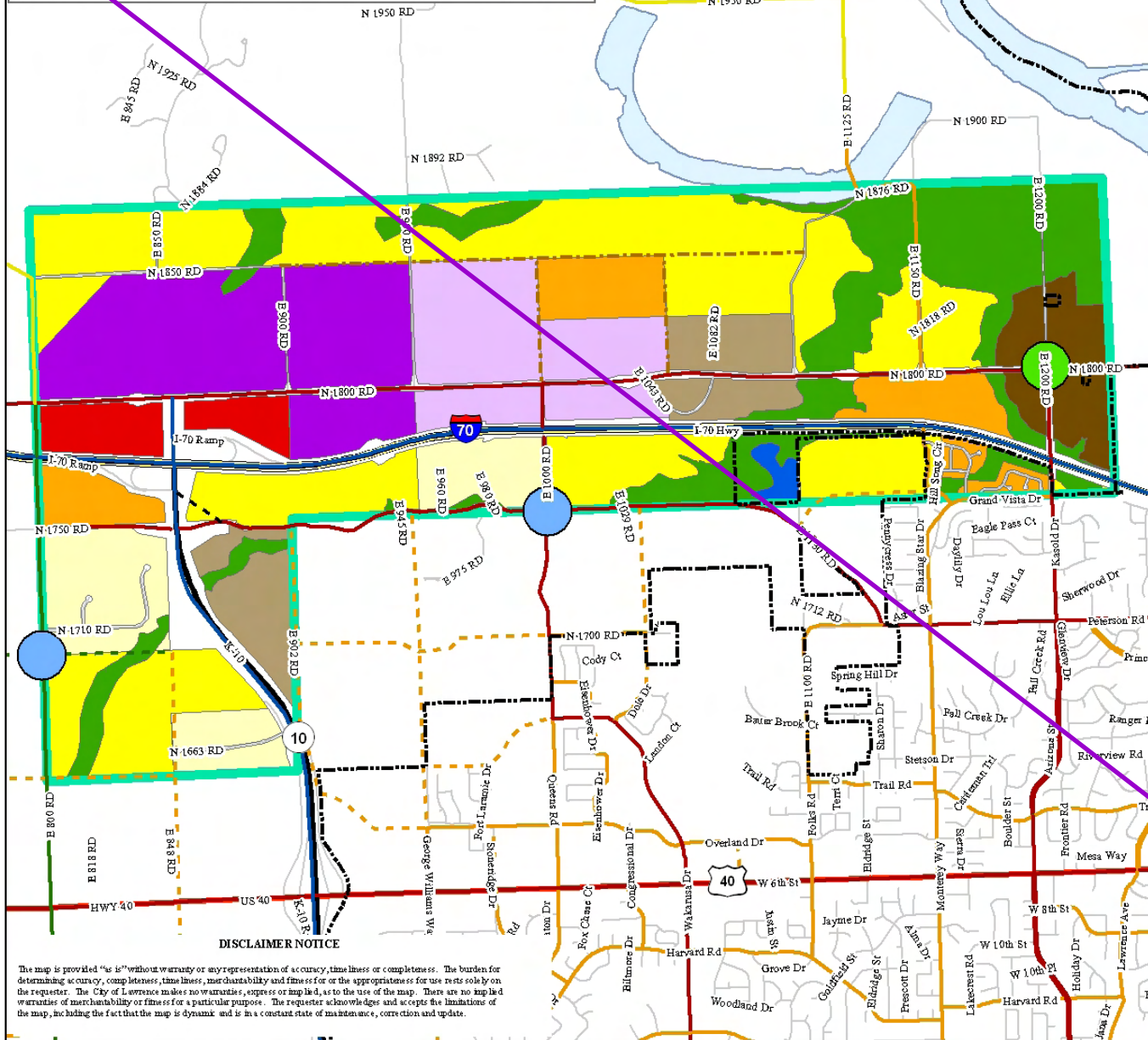
Removed: Transition Area

Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use

- Legend**
- Planning Area
 - City Boundary
 - Water Bodies
- Future land use**
- Very Low-Density Residential
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Residential/Office
 - Auto-Related Commercial
 - Office/Research
 - Industrial
 - Public/Institutional
 - Open Space/Floodplain
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- Future Freeway
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 - Minor Arterial
 - Minor Collector
 - Collector
 - Street
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 - Future Collector



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July 3, 2008

Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use

Legend

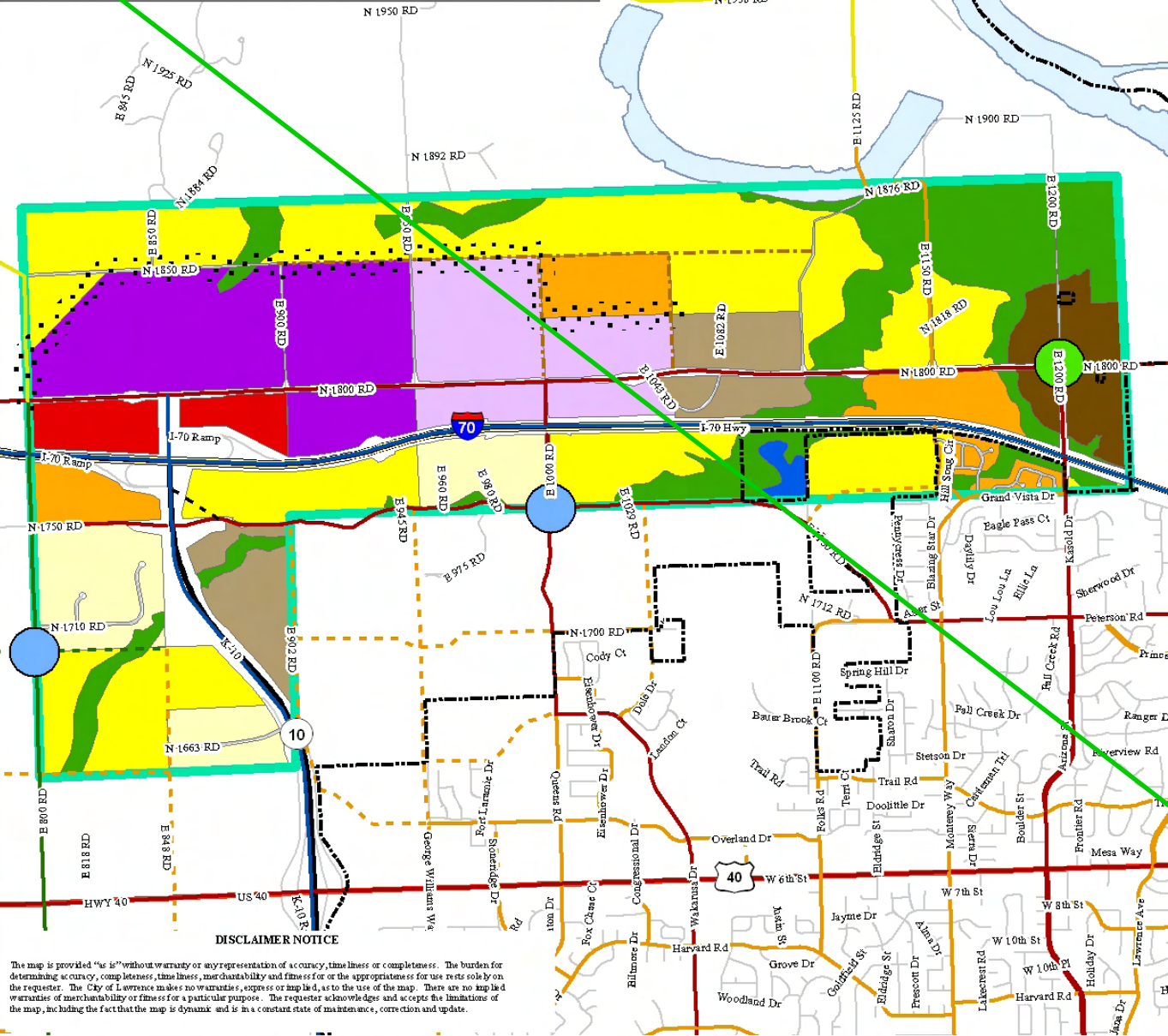
- Planning Area
- City Boundary
- Water Bodies
- Future land use**
- Very Low-Density Residential
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Residential/Office
- Auto-Related Commercial
- Office/Research
- Industrial
- Public/Institutional
- Open Space/Floodplain
- Transition Area
- Neighborhood Commercial Center
- Community Commercial (CC200) Center

T2030 Future Thoroughfares

- Future Freeway
- Future Principal Arterial
- Future Minor Arterial
- Future Collector
- Future Local
- Freeway
- Principal Arterial
- Minor Arterial
- Minor Collector
- Collector
- Street

Plan Identified Thoroughfares

- Future Collector



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April 11, 2008



3.3 Implementation

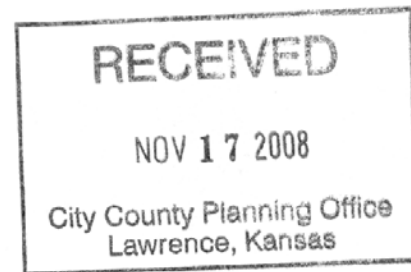
1. Amend *Horizon 2020* Chapter 6 - Commercial Land Use to add a Community Neighborhood Commercial Center (~~CC200~~) at the ~~southern portion~~ southwest corner of the intersection of N 1800 Road (Farmer's Turnpike) and E 1200 Road.
2. Amend *Horizon 2020* Chapter 6 - Commercial Land Use relocate the Neighborhood Commercial Center at the intersection of N 1750 Road and E 1000 Road to the northern portion of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road.
3. Update *Horizon 2020*, Chapter 7 – Industrial Land Use to reflect industrial land use locations as identified in this plan.
4. Reevaluate and update the Urban Growth Area (UGA) in *Horizon 2020*.
5. Adopt industrial design guidelines for industrially zoned areas to provide high quality, aesthetically pleasing industrial development.
6. Include the planning area in the future wastewater and water master plan updates.
7. Amend plan identified future streets into the future thoroughfares map in *Transportation 2030*.
8. Include the planning area in future long-range transportation plan updates.

League of Women Voters of Lawrence-Douglas County

P.O. Box 1072, Lawrence, Kansas 66044

November 17, 2008

Brad Finkeldei, Chairman
Members
Lawrence-Douglas County Planning Commission
City Hall
Lawrence, Kansas 66044



RE: ITEM NO. 4: AMENDMENT TO HORIZON 2020 CHAPTER 14 – K-10 & FARMER’S TURNPIKE PLAN

Dear Chairman Finkeldei and Planning Commissioners:

In the staff report for Item No. 4, the second choice for the Specific Plan K-10 and Farmers’ Turnpike Plan, besides mentioning the preference for maintaining the “rural lifestyle” in much of the non-industrial area, also mentions the use of Transferable Development Rights (TDRs). We presume TDRs would be used for maintaining the low density of the area permanently. This method of achieving the objective is dismissed in the staff report because it is not available in the Code.

According to our reading of the literature, TDRs generally have not been used for the purpose of maintaining a very low rural residential density (a “rural life-style”), but rather for permanently preserving important farmland and important natural areas that are undergoing development pressure. It may be that this actually is the intention of those stakeholders supporting Choice #2.

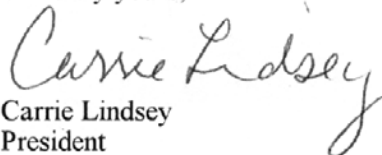
We have suggested and supported this concept of TDRs as a means of permanently preserving farmland, natural resources and open space in the unincorporated areas of Douglas County for many years. This approach to preserving our land is being used throughout the United States as an alternative to allowing unplanned and sprawling residential development, and could be used here in Douglas County. We suggest that this very important planning tool be added to our Land Development Code along with the necessary planning and supporting legislation.


An important and extensive reference on TDRs that we would like to recommend to the Planning Commission is

Beyond Takings and Givings; Saving Natural Areas, Farmland, and Historic Landmarks with Transfer of Development Rights and Density Transfer Charges by Rick Pruetz, AICP, Arje Press, Marina Del Rey, CA, 2003.

We hope that you will seriously consider our suggestion. Thank you.

Sincerely yours,


Carrie Lindsey
President


Alan Black, Chairman
Land Use Committee

PC Minutes 11/17/08

ITEM NO. 4 CPA-2008-9; AMENDMENT TO HORIZON 2020, CHAPTER 14 (MJL)

CPA-2008-9: Consider amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan.

STAFF PRESENTATION

Ms. Michelle Leininger presented the item.

Commissioner Harris inquired about truck traffic and asked if either option had an increase.

Ms. Leininger said the truck traffic would depend on the use. Based on acreage, option 2 might have more traffic.

Commissioner Harris asked about the difference in industrial acreage for option 1 versus option 2.

Ms. Leininger said option 1 has approximately 441 acres of industrial and option 2 has approximately 421 acres of industrial (not total buildable).

Commissioner Harris inquired about the variety in housing for option 2.

Ms. Leininger said the area N of I-70, for very low density residential, allows one or two dwelling units per acre and just detached dwelling units. It does not allow for a variety of housing types.

Commissioner Blaser asked about office research.

Ms. Leininger said option 1 has approximately 671 acres and option 2 has approximately 704 acres.

PUBLIC HEARING

Ms. Marguerite Ermeling, spoke on behalf of a group, felt that option 2 should be given consideration because it provides more industrial, office, and residential and the efforts represent a larger group effort. Option 2 provides a new progressive way to look at planning for the future. This plan will extend over the next decade. Option 2 allows industrial and office research in rural areas. She said that the transition zones would not require the same as a higher density area. She said that City Commission has stated several times that there would not be utilities in the foreseeable future provided to the area so that will limit the types of uses that can be in the area. She felt that looking east is where near term industrial should occur. She felt that option 2 serves the needs of everyone and is acceptable to the community at large that live in the area.

Mr. Rick Stein, lives on N. 1950 Road, said he supports draft map option 2 and felt it was the more economical option for the county. He said that option 2 takes advantage of existing infrastructure that would allow a more immediate industrial solution and would mean less cost for citizens. He strongly supported consolidating intense uses and option 2 consolidates on the east and west sides the most intense uses. He did not like the location of neighborhood commercial center in option 1.

Commissioner Hird asked if option 2 has high density residential.

Mr. Stein replied, no, not that he was aware of.

Mr. Steve McDowell, did not agree with high residential on dirt roads. He would like co-existence between residential homes and industrial. He said the standards of industrial lighting are not adequate. He favored option 2.

Mr. Stan Unruh, lives on 900 Road, said he supports option 2 because it will be less intrusive to people living in the corridor of the proposed zones.

Mr. Paul Bahnmaier, said the Freedom Heritage Area Management Plan would be approved in February and he felt that all plans should consider it. He was concerned about the large commercial area at K-10/I-70 because he does not want to see a truck stop there. He said there would be an impact on the area. He felt that the gateway to Lecompton should be given consideration. He explained what the Freedom Heritage Area Management Plan is and that the Freedom Frontiers is a 41 county economic development effort.

Mr. Jim Bagget, lives on 950 Road, said that option 2 represents the efforts of a large number of people over many years and has evolved from the efforts of many people.

Ms. Jane Eldredge, Barber Emerson, said she supports staff recommendation for option 1 because the intersection of Farmers Turnpike and I-70 is a unique opportunity in the county and is the one place where there is access to interstate and state highways and is important in terms of industrial development. She felt that it made sense for the community as a whole to have the industrial and industrial related concentrated around this access. She said the parameters between Farmers Turnpike and I-70 are not optimal single family residential areas. She showed a sketch of property owners she represents and it was a substantial portion of the area.

COMMISSION DISCUSSION

Commissioner Finkeldei asked about the changes in the neighborhood commercial locations.

Ms. Leininger said that Horizon 2020 identifies it in the northwest area. It was moved north to serve higher density uses and in the latest draft it was moved to the north side of Farmers Turnpike to offer choices.

Commissioner Dominguez asked about the purpose of not having high density in option 2.

Ms. Leininger stated that in option 1 high density gives a range of densities and allows the opportunity for people with a range of economic status and income to live in those areas and support the employment centers.

Commissioner Dominguez asked if the developer could pay to bring the utilities to the site.

Ms. Leininger replied, yes.

Commissioner Dominguez asked about the higher intensity industrial being moved from the north to the south of Farmers Turnpike.

Mr. McCullough said that it can accommodate East Hills Business Park sized lots. He said that sector plans reflect the typical Lawrence development pattern which is a mix of uses and housing choices. Staff also sought to take advantage of arterial roads, which the Farmers Turnpike is, and step that higher intensity uses up away from arterial roads. Staff felt it was appropriate to put those higher intensity uses along Farmers Turnpike. In terms of utilities, staff feels that this is a plan for when utilities are brought

to the area. The assumption is that utilities will be available there. Option 1 includes concepts suggested by the group.

Commissioner Rasmussen asked why it was more preferable to have medium residential density north of office research rather than all office research. (he pointed on map)

Ms. Leininger said that medium density residential offers the transition for land uses that Horizon 2020 stresses. Staff felt that keeping the employment type uses along Farmers Turnpike takes advantage of the arterial road and helps to keep those employment center uses away from some of the residential uses.

Mr. McCullough said that Horizon 2020 calls for 20,000 new jobs and they do not all have to be in this area so industrial was scaled back.

Commissioner Rasmussen said the original drafts from April and July had much larger industrial areas (dark purple) and much larger office research areas (light purple) and now it has shrunk back. He stated that this corner has incredible access to I-70 and Farmers Turnpike and the amount of industrial has shrunk.

Mr. McCullough said in those additions there was no industrial to the east so some of that was reallocated to the east. It has probably shrunk a little since when the first drafts based on comments from community representatives. Staff changed the concept for clustering at the intersection and began to stretch it along Farmers Turnpike and take advantage of the area between the interstate and Farmers Turnpike and start transitioning to the north with residential.

Commissioner Rasmussen inquired about the difference between industrial and office research from the beginning version versus the most recent versions.

Ms. Leininger said the first draft from April that Planning Commission saw had approximately 496 acres of industrial and approximately 319 acres of office research (total of 815 acres), the second draft from July had approximately 270 acres of industrial and approximately 305 acres of office research (total of 575 acres), the third draft from September had approximately 270 acres of industrial and approximately 348 acres of office research (total of 619 acres), and the current draft option 1 has approximately 441 acres of industrial and approximately 230 acres of office research (total of 671 acres). The current draft option 2 has a total of 704 acres of industrial and office research.

Mr. McCullough said that staff did not think industrial should be extended that far and that there should be a clear area of high density residential to take advantage of the intersection.

Commissioner Rasmussen said option 1 is the smallest of all of the options.

Mr. McCullough said that it could be expanded.

Commissioner Carter said that options 1 and 2 both represent a lot of work and combined efforts from neighbors, staff, and others. He said he was surprised that in option 2, north of I-70, there is no low, medium, or high density residential. Option 1 has a lot of compromise and a good effort.

Commissioner Blaser said that one of the discussions about option 2 was that affordable housing was needed and option 2 does not address that.

Commissioner Harris said she has been mostly involved with the process all along and she saw merits in both of the plans. She liked the industrial and office research on both sides in option 2. She wished

option 2 had some higher residential density areas. She liked the option of keeping a larger low density residential area because homes there can exist on septic systems instead of infrastructure. She said the community has not yet identified what parts of the county will stay low-density residential and this area seemed a good candidate because it is developing that way already and because it is so hilly.

Commissioner Hird asked if Commissioner Harris favored having very low density residential in option 2 north of the Turnpike.

Commissioner Harris replied, yes, partly because there is already that type of development out there.

Commissioner Harris said the beginning plan that was developed in April was developed by Staff without much input from the neighbors. She did not think it was fair to compare what Planning Commission looked at in the beginning to what is before them today.

Commissioner Hird commended the group that thought of and worked on option 2. He said he drove around the area again today. He said he understand the need of the neighbors to press for the very low density. He said that he wished in option 1 that some very low density could be squeezed into it because there is a value in preserving that lifestyle. He also wished option 2 had more varied residential uses in it. He asked staff to discuss the portion on the east end that is office research and the reason for cutting off the industrial.

Mr. McCullough said the goal is to get a mixture of uses in that area. Commercial support area on one corner, an opportunity for a business park to the north, and an extension of the higher intensity industrial to the south. Most office research activities can fit within the industrial designation and that is open for discussion by the Planning Commission.

Commissioner Finkeldei said he would support option 1. He felt it was important for Planning Commission to get far ahead of development and gives them something to work with.

Commissioner Blaser said the light purple area maybe fits office research because of the street going through there and that would not work as well with a large industrial user. He said he will support option 1 because it gives some high density and hope for affordable housing.

Commissioner Dominguez said he would support option 1 because of the economic diversity. He commended the citizens for their efforts and work on the plan.

ACTION TAKEN

Motioned by Commissioner Carter, seconded by Commissioner Dominguez, to approve CPA-2008-9 with the "Option 1" future land use map and forwarding that recommendation of approval to the City and County Commissions for their concurrence, and authorizing the chair to sign PC Resolution 2008-06 regarding this CPA.

Commissioner Rasmussen said he would not support the motion because the amount of industrial has been reduced too much around the intersection of I-70 and Farmers Turnpike. He did not feel the plan was that different from what was proposed back in April.

Motion carried 7-3, with Commissioners Rasmussen, Singleton, and Harris voting in opposition. Student Commission Shelton voted in favor.

RESOLUTION NO. 2008-06

A RESOLUTION RECOMMENDING APPROVAL OF AN AMENDMENT TO HORIZON 2020, THE COMPREHENSIVE PLAN FOR THE CITY OF LAWRENCE AND UNINCORPORATED DOUGLAS COUNTY, KANSAS CHAPTER FOURTEEN – SPECIFIC PLANS, PERTAINING TO THE K-10 & FARMERS TURNPIKE PLAN

WHEREAS, the City Commission of Lawrence, Kansas and the Board of County Commissioners of Douglas County, Kansas, for the purpose of promoting the public health, safety, morals, comfort and general welfare, conserving and protecting property values throughout Lawrence and Douglas County, are authorized by K.S.A. 12-741 *et seq.* to provide for the preparation, adoption, amendment, extension and carrying out of a comprehensive plan; and

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Commission, the City Commission of Lawrence, Kansas and the Board of County Commissioners of Douglas County, Kansas have adopted an official comprehensive plan for the coordination of development in accordance with the present and future needs and to conserve the natural resources of the City and County, ensure efficient expenditure of public funds and promote the health, safety, convenience, prosperity and general welfare of the citizens of Lawrence and Douglas County; and

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Commission held a public hearing on June, 25, 2008, July 21, 2008, October 20, 2008 and November 17, 2008 for the proposed amendment to Chapter 14 – Specific Plans, Horizon 2020, the comprehensive plan, to add a reference to and adopt the K-10 & Farmer’s Turnpike Plan, after notice by publication in the official city and county newspaper.

BE IT RESOLVED BY THE LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING COMMISSION:

SECTION ONE: The above stated recitals are by reference incorporated herein, and shall be as effective as if repeated verbatim.

SECTION TWO: Pursuant to K.S.A. 12-747, that the adoption of CPA-2008-9 to amend Horizon 2020, the Comprehensive Plan for the City of Lawrence and Unincorporated Douglas County, Chapter 14 – Specific Plans to add a reference to and adopt the K-10 & Farmer’s Turnpike Plan, has been recommended for approval by the Lawrence-Douglas County Metropolitan Planning Commission.

SECTION THREE: The amendment to *Horizon 2020*, Chapter 14 – Specific Plan is amended as noted below and the K-10 & Farmer’s Turnpike Plan is attached as Exhibit 1.

Specific Plans

- **6th and SLT Nodal Plan**
Location: The intersection of 6th Street (US Highway 40) and the SLT (South Lawrence Trafficway)
Adoption Date: November 11, 2003 by Lawrence City Commission
Review Date: 2009

- **6th and Wakarusa Area Plan**
Location: The intersection of 6th Street and Wakarusa Drive
Adoption Date: December 2, 2003 by Lawrence City Commission
Review Date: 2009

- **HOP District Plan**

Location: Bordered by W. 5th St. on the north, California St. on the west, W. 7th St. on the south and Alabama St. on the east.

Adoption Date: May 10, 2005 by Lawrence City Commission

Review Date: 2010

- **Burroughs Creek Corridor Plan**

Location: Area around the former BNSF railroad corridor between E. 9th St. and E 31st St.

Adoption Date: February 14, 2006 by Lawrence City Commission

Review Date: 2011

- **East Lawrence Neighborhood Revitalization Plan**

Location: Bordered by the Kansas River on the North; Rhode Island Street from the Kansas River to E. 9th Street, New Hampshire Street from E. 9th Street to approximately E. 11th Street, Massachusetts Street from approximately E. 11th Street to E. 15th Street on the west; E. 15th Street on the south; BNSF railroad on the east.

Adoption Date: November 21, 2000 by Lawrence City Commission

Review Date: 2010

- **Revised Southern Development Plan**

Location: Bounded roughly to the north by W. 31st Street and the properties north of W. 31st Street between Ousdahl Road and Louisiana Street; to the west by E. 1150 Road extended(Kasold Drive); to the south by the north side of the Wakarusa River; and to the east by E. 1500 Road (Haskell Avenue).

Adoption Date: December 18, 2007 by Lawrence City Commission

January 7, 2008 by the Douglas County Board of Commissioners

Review Date: 2017

- **Southeast Area Plan**

Location: Bounded roughly to the north by E. 23rd Street/K-10 Highway; to the west by O'Connell Road; to the south by the northern boundary of the FEMA designated floodplain for the Wakarusa River; and to the east by E. 1750 Road (Noria Road).

Adoption Date: January 8, 2008 by Lawrence City Commission

January 28, 2008 by the Douglas County Board of Commissioners

REVISED

June 14, 2008 by Lawrence City Commission

July 24, 2008 by Douglas County Board of Commissioners

Review Date: 2018

- **Farmland Industries Redevelopment Plan**

Location: The former Farmland Industries property is located east of Lawrence along K-10 Highway and just west of the East Hills Business Park. It is approximately one half mile south of the Kansas River.

Adoption Date: March 11, 2008 by Lawrence City Commission

March 31, 2008 by Douglas County Board of Commissioners

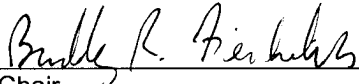
Review Date: 2013

- **K-10 & Farmers Turnpike Plan**


Location: Generally located around the intersection of I-70 and K-10 and to the east approximately four miles.

SECTION FOUR: Resolution 2008-06 together with a certified copy of the amendments to Chapter 14 – Specific Plans of Horizon 2020, the Comprehensive Plan for the City of Lawrence and Unincorporated Douglas County, and a written summary of the public hearing shall be submitted to the City Commission and the Board of County Commissioners.

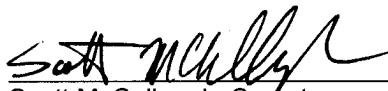
Adopted by the Lawrence-Douglas County Metropolitan Planning Commission on this, the 17th day of November, 2008.



Chair
Lawrence-Douglas County Metropolitan
Planning Commission



Vice-Chair
Lawrence-Douglas County Metropolitan
Planning Commission



Scott McCullough, Secretary
Lawrence-Douglas County Metropolitan
Planning Commission

K-10 & Farmer's Turnpike Plan

Lawrence-Douglas County Planning Office

Approved by the Lawrence-Douglas County Planning Commission 11/17/08



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Section 1: Introduction

1.1 Purpose

The purpose of the *K-10 & Farmer's Turnpike Plan* is to outline specific land use goals, policies and recommendations for the planning area shown on Map 1-1, while being consistent with the overall adopted comprehensive plan for the community. Portions of the planning area are adjacent to the city of Lawrence and because of its proximity to the city and interstate highways, it is likely to be an area of intense development pressure. The plan outlines future land uses for the planning area to be used as a guide for urban development only after annexation into the city of Lawrence occurs. This plan does not annex property nor does it rezone property upon adoption. These types of requests are typically requested by the property owners and/or developers that have stake in such property and wish to develop within the city of Lawrence.

The plan should fit like a puzzle piece into the larger context of the surrounding street, utility, and land use network of the entire community. Logical connections between the planning area and adjacent neighborhoods are a key factor in the development of the plan. The recommendations contained within this plan are intended to guide the area's growth patterns as the development of the K-10 Highway and Farmer's Turnpike area occurs within the city of Lawrence. The plan identifies appropriate land uses along an arterial road corridor and a highway interchange that aid in meeting a recognized need for industrial/employment center opportunities that will support the general health and prosperity of the region.

It is expected that development in the planning area will occur within the span of decades as the market demands and as urban services are able to be provided. It is anticipated that rural and agricultural uses will continue to be present as the planning area urbanizes. Because of the long timeframe of the plan, it should be reviewed on a regular basis.

1.2 Description of Planning Area

The *K-10 and Farmer's Turnpike Plan* planning area is located northwest of the city of Lawrence (see Map 1-1) and southeast of the city of Lecompton, in northern Douglas County, Kansas. The planning area contains approximately 4,075 acres and encompasses portions of Sections 17 and 18 of the Lecompton Township, portions of Sections 14, 15, 16, 21, 22, and 23 of the Wakarusa Township, and portions of Sections 19, 20, and 30 of the Kanwaka Township.

The planning area boundaries are: E 800 Road on the west, approximately $\frac{3}{4}$ of a mile north of the Farmer's Turnpike (N 1800 Road/County Hwy 438) on the north, approximately $\frac{1}{4}$ of a mile east of E 1200 Road from the north boundary to Grand Vista Drive extended on the east and E 902 Road from approximately N 1750 Road to approximately $\frac{1}{2}$ of a mile north of W. 6th Street (Hwy 40), and approximately N 1750 Road from E 902 Road to approximately $\frac{1}{4}$ of a mile east of E 1200 Road and approximately $\frac{1}{2}$ of a mile north of W. 6th Street (Hwy 40) from E 800 Road to E 900 Road on the south. See Map 1-1. Approximately half of the planning area is located outside the Lawrence Urban Growth Area (UGA), as currently identified in *Horizon 2020*. Those portions of the planning area that are located within the UGA, are located in service area 4 which is the outer most service area in *Horizon 2020*.



The dominant character of the planning area is rural in nature although a variety of uses surround the planning area. I-70 and a toll plaza are major elements within the area. North of the planning area is predominantly rural in nature with some rural residential uses and agriculture crop uses. East of the planning area is primarily industrial along with the Westar power plant. Urban density residential uses are south of the planning area, but mainly to the east. Rural uses are also south of the planning area, but the area is urbanizing from the south towards the planning area. West of the planning area is rural in nature. While the areas described are outside of the planning area boundaries, they can influence the land use development patterns within the K-10 Highway and Farmer's Turnpike area.

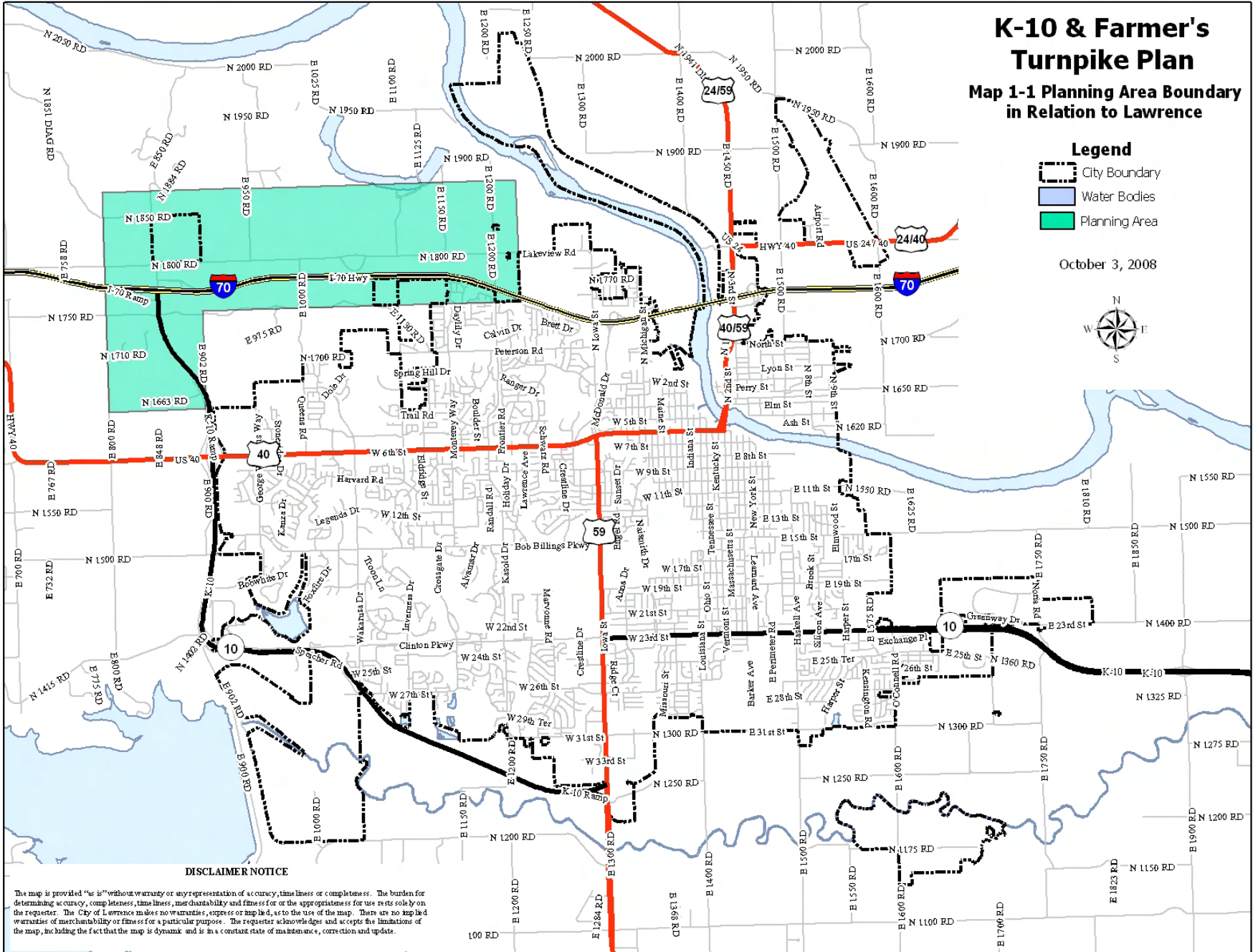
The planning area contains a wide range of ownership parcel sizes with the largest being approximately 186 acres to approximately 1,378 square feet. The planning area boundaries and parcel composition are illustrated in Map 1-2.

K-10 & Farmer's Turnpike Plan

Map 1-1 Planning Area Boundary in Relation to Lawrence

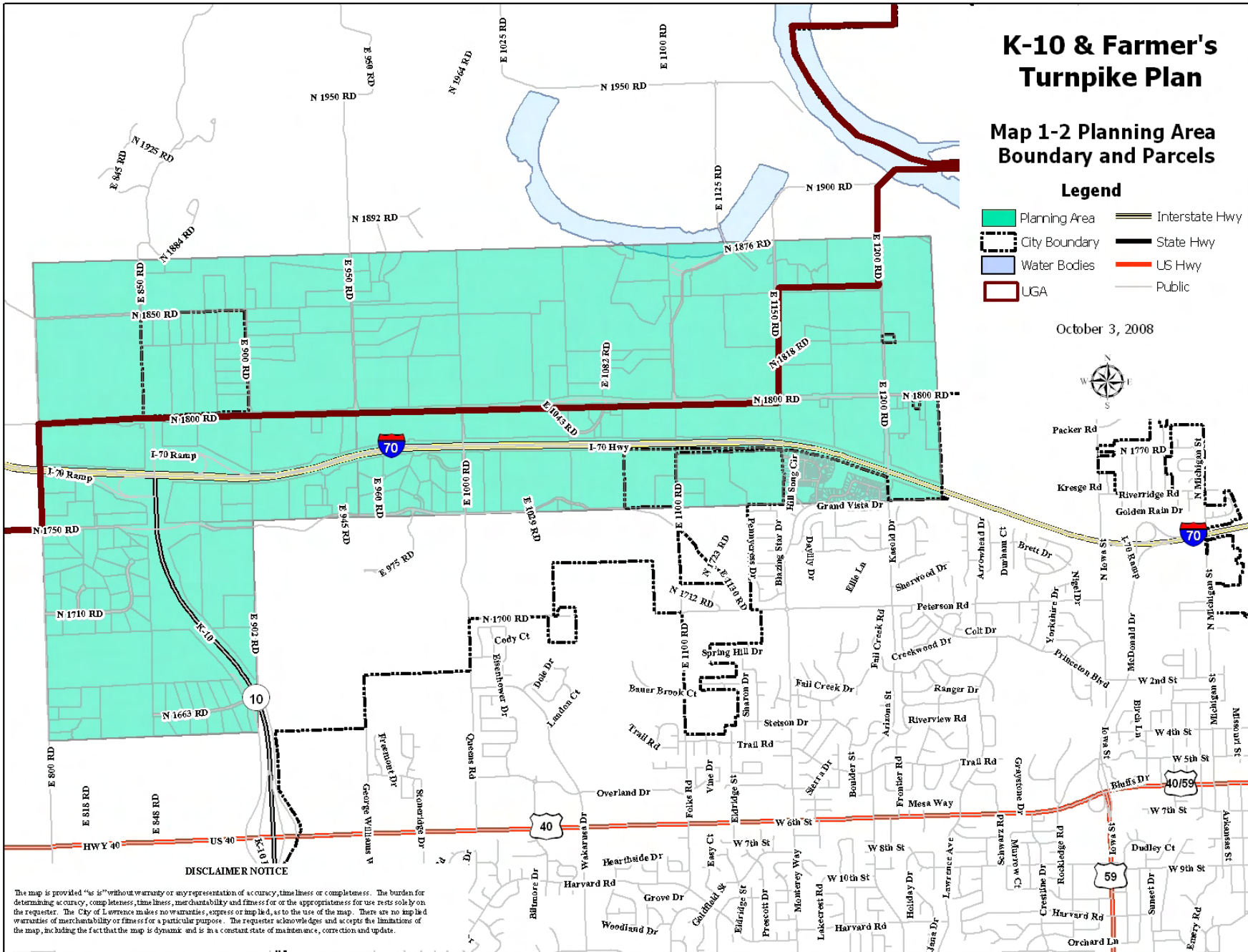
- Legend**
-  City Boundary
 -  Water Bodies
 -  Planning Area

October 3, 2008



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 on 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.



1.3 Background

The Kansas Turnpike travels through the planning area as it travels through Lawrence and Douglas County. The Kansas Turnpike is 50 years old and extends 236 miles from Kansas City, Kansas to the Oklahoma border south of Wichita. 32,755,932 vehicles traveled the Turnpike in 2006.¹ The Lecompton, Lawrence: K-10 interchange (Exit 197) opened in November of 1996 and is the western Kansas Turnpike interchange in Douglas County that serves the planning area. It connects the Kansas Turnpike to K-10 Highway which was also completed in November of 1996. K-10 Highway, also known as the South Lawrence Trafficway (SLT), takes traffic from the Kansas Turnpike and from US Hwy 40, south to US Hwy 59, south of Lawrence.

The city of Lecompton is a destination located approximately 3 miles northwest of the planning area. Lecompton has a long history beginning in 1854 when it was founded and originally called "Bald Eagle". Lecompton became the capital of the Kansas Territory in 1855. Its early history as the territorial capital revolved around gaining Kansas' entrance into the Union as a pro-slave state. That effort failed as the free-state supporters ultimately prevailed and led to the political birth of the Civil War. The free-state leaders moved the capital to Topeka when Kansas became a state in 1861. Much of that early history is on display in Lecompton². Farmer's Turnpike (N 1800 Road) and the Lecompton interchange play an important role in directing tourists to Lecompton. The Farmer's Turnpike was the original highway between Lecompton and Lawrence before I-70 (Kansas Turnpike) was completed in 1956.

The Kansas Territory was opened to settlement in May of 1854. Soon after the territory was opened, abolitionists from New England rushed to the area in an effort to keep the territory from becoming pro-slavery. Lawrence is said to be one of the few cities founded purely for political reasons. The founding group named the town after the financier of the expedition, Amos Lawrence. Lawrence also acted as an important stop on the Underground Railroad, helping escaped slaves reach freedom safely. On August 21, 1863, William Quantrill assembled a group of men in Missouri and rode into Lawrence. The raiders entered the city "to burn every house and kill every man." Additionally, Lawrence is located between the two trails, the Oregon and the Santa Fe Trails. After the Civil War ended in 1865, railroads rapidly pushed across the Great Plains and wagon trails became obsolete³.

Most recently the city of Lawrence has been growing and developing to the south and west of the central city. Development proposals to the north and west of the city of Lawrence, within the Urban Growth Area (UGA), have become more frequent in recent years. The completion of Free State High School in 1997 also spurred development on the west side of Lawrence. *Horizon 2020* includes policies that encourage development to city standards within the UGA.

¹ Kansas Turnpike Authority, <http://ksturnpike.com/history.shtml>

² Lecompton Kansas Historical Society, <http://lecomptonkansas.com/>

³ Lawrence Convention and Visitor's Bureau, <http://www.visitlawrence.com/>

1.4 Industrial and Employment Related Development

There is a recognized need to foster job creation and industrial space in the community, with a particular deficiency of large tract industrial space (approximately 100 acres and greater). *Horizon 2020*, the city and county's comprehensive long-range plan, identifies many goals, policies and strategies as to how to grow and develop the city of Lawrence and Douglas County as a whole. Chapter 7 – Industrial and Employment-Related Land Use of *Horizon 2020* lists a strategy of “increasing the community's involvement in economic development in order to secure a job growth goal of 20,000 total new jobs in Douglas County by the year 2020”. The K-10 & Farmer's Turnpike area can assist in reaching this goal by supporting areas for potential industrial and office/research development. The area lends itself as an ideal location for industrial and employment center development because of the access to both a federal interstate and a state highway. Additionally, there is an opportunity to develop large parcels on land that contains minimal slopes. The intent is not to locate all of those potential jobs within the planning area but to spread them out across the city and county in existing and new industrial areas to address the different needs of the potential employers.

Historically, industry has developed in clusters throughout the city. Some examples of existing industrial areas are the Santa Fe Industrial area, the Burroughs Creek Corridor, the Union Pacific Railroad Corridor and the East Hills Business Park. The East Hills Business Park specifically was developed in the 1980's by a partnership between the city of Lawrence, Douglas County and the Chamber of Commerce as a way to fulfill the need for industrial space. Presently, East Hills is almost fully built out, with only a few small lots available for development along with one large tract consisting of approximately 87 acres on the east side of the park.

ECO² is an advisory board to the Lawrence City Commission and Board of County Commissioners of Douglas County created in order to develop a long-term plan for the identification, evaluation and selection of land for both industrial/business parks and open space preservation. They presented their report in 2007 which outlines a long-term plan of public/private partnership that satisfies their goals of the advancement of industrial/business park and open space preservation. The ECO² report, in conjunction with *Horizon 2020* provides a methodology to weigh specific criteria to identify and recommend a number of new business and industrial development locations in the city of Lawrence and unincorporated Douglas County. Some of the criteria used to identify and recommend locations for industrial development include being generally located in close proximity to major transportation networks, contains land that has minimal average slope, be in an area that lies outside of the regulatory floodplain, and have the potential for large tract development.

1.5 Policy Framework

Horizon 2020 serves as the overall planning guide and policy document for this plan. In addition to *Horizon 2020*, guiding policy is also obtained in other adopted physical element plans. Together, these plans provide the general “umbrella” policies under which this plan is developed. Listed, these plans are:

- *Horizon 2020*, the Comprehensive Plan for Lawrence and Unincorporated Douglas County. Lawrence-Douglas County Metropolitan Planning Office. 1998 as amended.
- *Transportation 2030*, Lawrence/Douglas County Long Range Transportation Plan. Lawrence/ Douglas County Metropolitan Planning Office and Parsons Brinkerhoff. March 26, 2008.
- *Lawrence-Douglas County Bicycle Plan*, Lawrence/Douglas County Metropolitan Planning Office. May 2004.
- *Northwest Plan*, Lawrence/Douglas County Metropolitan Planning Office. January, 1997.
- *Lawrence Parks & Recreation Department A Comprehensive Master Plan*. Leon Younger & PROS. 2000.
- *City of Lawrence, Kansas Water Master Plan*. Black & Veatch. December 2003.
- *City of Lawrence, Kansas Wastewater Master Plan*. Black & Veatch. December 2003.
- *2008-2013 Capital Improvement Plan*. City of Lawrence. June 26, 2007.

Section 2 - Existing Conditions

The inventory and analysis of existing conditions in this plan are intended to serve as a resource and background for the recommendations included in Section 3 of this plan.

2.1 Land Uses

2.1.1 Existing Land Uses

There are currently a variety of land uses within the planning area. The planning area has approximately 3,609 acres of land dedicated to uses other than public rights-of-way. The source information for the existing land use summary and map are based on the County Appraisers' land use code and updated by planning staff. Agricultural uses, in the form of row crops, pasturelands, and farms are the prominent land uses and encompass approximately 2,569 acres of land. As the area urbanizes, these agricultural uses will be reused for more urban uses and this category is not carried forward to the future land use map. Remaining open spaces in an urbanized environment are referred to as park or open space.

The second largest land use category is single-family residential use with approximately 593 acres. The single-family residential use category is property with one dwelling unit located on it. The *Land Development Code* defines a dwelling unit as, "one room, or a suite of two or more rooms, designed for or used by one family or housekeeping unit for living and sleeping purposes and having only one kitchen or kitchenette". The single-family residential use is seen within the planning area in both the rural and urban form. There are three rural subdivisions and two urban subdivisions platted within the planning area. The urban subdivisions are a mix of single-family and duplex residential uses.

The remaining land is designated a variety of uses ranging from open space to public/institutional uses. The category identified as residential-other is mainly used to identify a situation near Lakeview Lake where the property is owned by a homeowners association but the individual homes are privately owned. The existing land uses are shown on Map 2-1 and the planning area breakdown is described in Table 2-1.

Table 2-1: Existing Land Use Summary

Land use	Acres
Agricultural	2,568.60
Single-Family Residential	593.57
Vacant Residential	203.83
Duplex	6.00
Residential - Other	69.58
Commercial	9.980
Warehouse/Distribution	33.998
Public/Institutional	4.972
Parks/Rec/Open Space	22.69
Transport/Communication/Utility	95.72
TOTAL	3,608.94

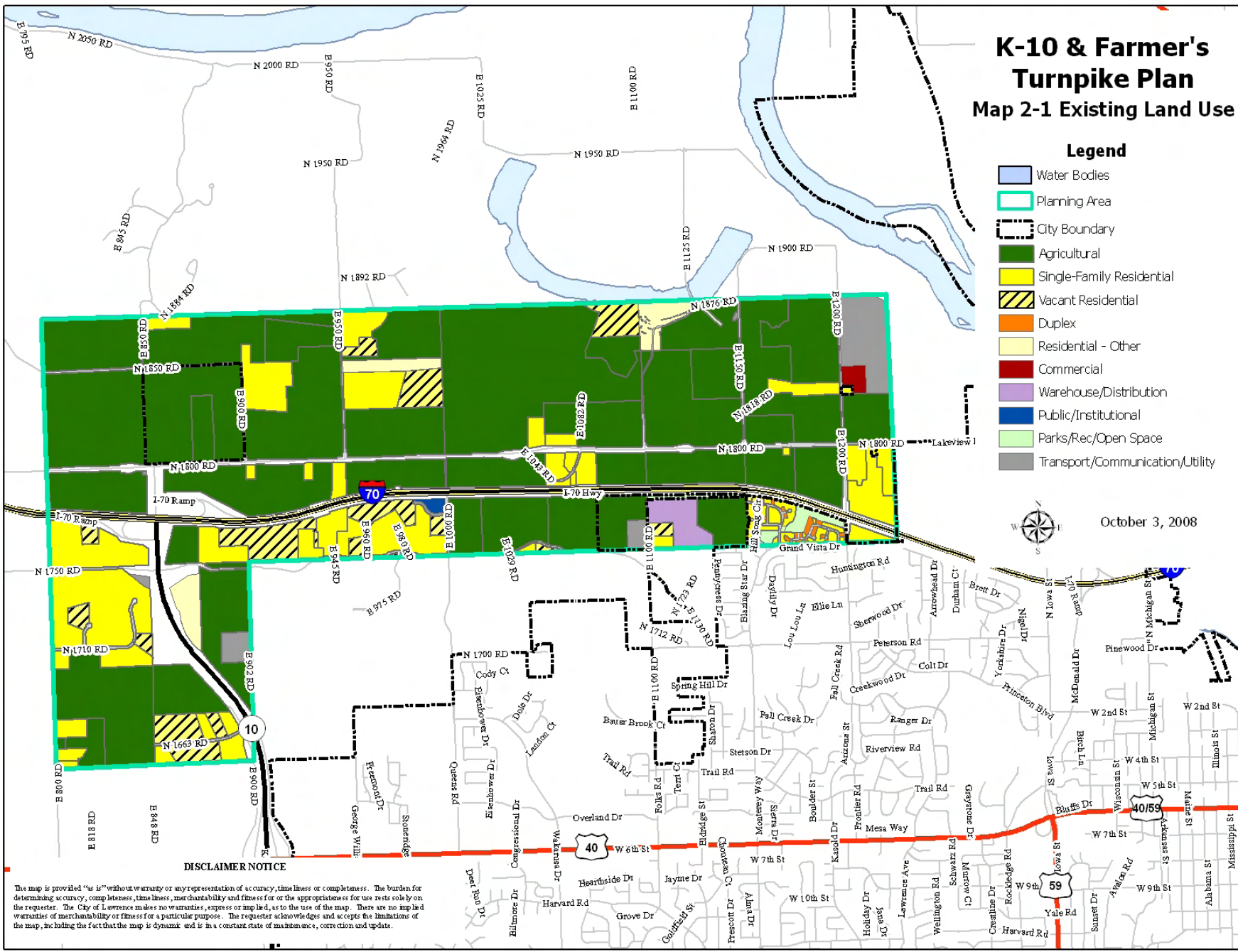
K-10 & Farmer's Turnpike Plan

Map 2-1 Existing Land Use

Legend

-  Water Bodies
-  Planning Area
-  City Boundary
-  Agricultural
-  Single-Family Residential
-  Vacant Residential
-  Duplex
-  Residential - Other
-  Commercial
-  Warehouse/Distribution
-  Public/Institutional
-  Parks/Rec/Open Space
-  Transport/Communication/Utility

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2.1.1 *Historic Resources*

Currently, there are no sites or structures listed on the National, State or Local Register of Historic Places within the planning area. However some resources have been identified as having the potential to qualify for listing. At the time that these sites or structures are listed, those resources should be protected and preserved in accordance with local, state and national preservation law.

The planning area is located within the Freedom Frontier National Heritage Area. This is an area encompassing 41 counties in Kansas and Missouri. A National Heritage Area, as defined by the National Parks Service, U.S. Department of Interiors, is "a place designated by the United States Congress where natural, cultural, historic and recreational resources combine to form a cohesive, nationally-distinctive landscape arising from patterns of human activity shaped by geography. These areas tell nationally important stories about our nation and are representative of the national experience through both the physical features that remain and the traditions that have evolved within them." Currently the Freedom Frontier National Heritage Area is in the process of completing a management plan to set out goals, objectives, suggest alternative approaches for development, management, preservation, conservation, interpretation, and/or marketing for the area.

The Lawrence-Douglas County region has been the epicenter of conflicts that still define American values, and its struggles to achieve them. The issues of slavery's abolition, the forced immigration of Native American nations and the inspiring resilience of those nations in the face of oppression, the voluntary immigration of settlers along the Santa Fe and Oregon Trails, and the final resolution of racial segregation in our public schools a century later – all these belong to the story of the Freedom's Frontier National Heritage Area. This story continues to evolve, to define and influence who we are today, in the region and as a nation.⁴

⁴ Freedom's Frontier National Heritage Area, <http://www.freedomsfrontier.org>

2.2 Zoning Patterns

The planning area encompasses approximately 4,075 acres of land including public rights-of-ways and most of which is located within the unincorporated area of Douglas County. The majority of the planning area that is located within unincorporated Douglas County is zoned A (Agriculture District). This is mainly used for row crops, pasture land and farm purposes. There are four areas zoned A-1 (Suburban Homes District) which are mainly large lot residential subdivisions. The remainder of the planning area within unincorporated Douglas County is zoned R-1 (Single-Family Residential), I-3 (Heavy Industrial) and VC (Valley Channel) Districts. See Map 2-2.

The planning area also includes three areas that are within the city of Lawrence. One area is developed with single-dwelling and multi-dwelling zoning districts. A second area is zoned GPI (General Public and Institutional) and OS (Open Space). These areas include park space and a sanitary sewer pump station. The third area within the city limits is located in the northwest portion of the planning area and is zoned for industrial uses. This area is not yet developed.

Table 2-2 County Zoning Classifications

County Zoning	District Name	Comprehensive Plan Designation
A	Agricultural	Agriculture
A-1	Suburban Homes	Very Low-Density Residential
R-1	Single-Family Residential	Low-Density Residential
I-3	Heavy Industrial	Industrial
VC	Valley Channel	N/A

Table 2-3 City Zoning Classifications

City Zoning	District Name	Comprehensive Plan Designation
RS10	Single-Dwelling Residential (10,000 sq. feet per dwelling unit)	Low-Density Residential
RS7	Single-Dwelling Residential (7,000 sq. feet per dwelling unit)	Low-Density Residential
RM12D	Multi-Dwelling Residential Duplex (12 dwelling units per acre)	Medium-Density Residential
IG	General Industrial	Warehouse and Distribution or Industrial
GPI	General Public and Institutional	N/A
OS	Open Space	N/A

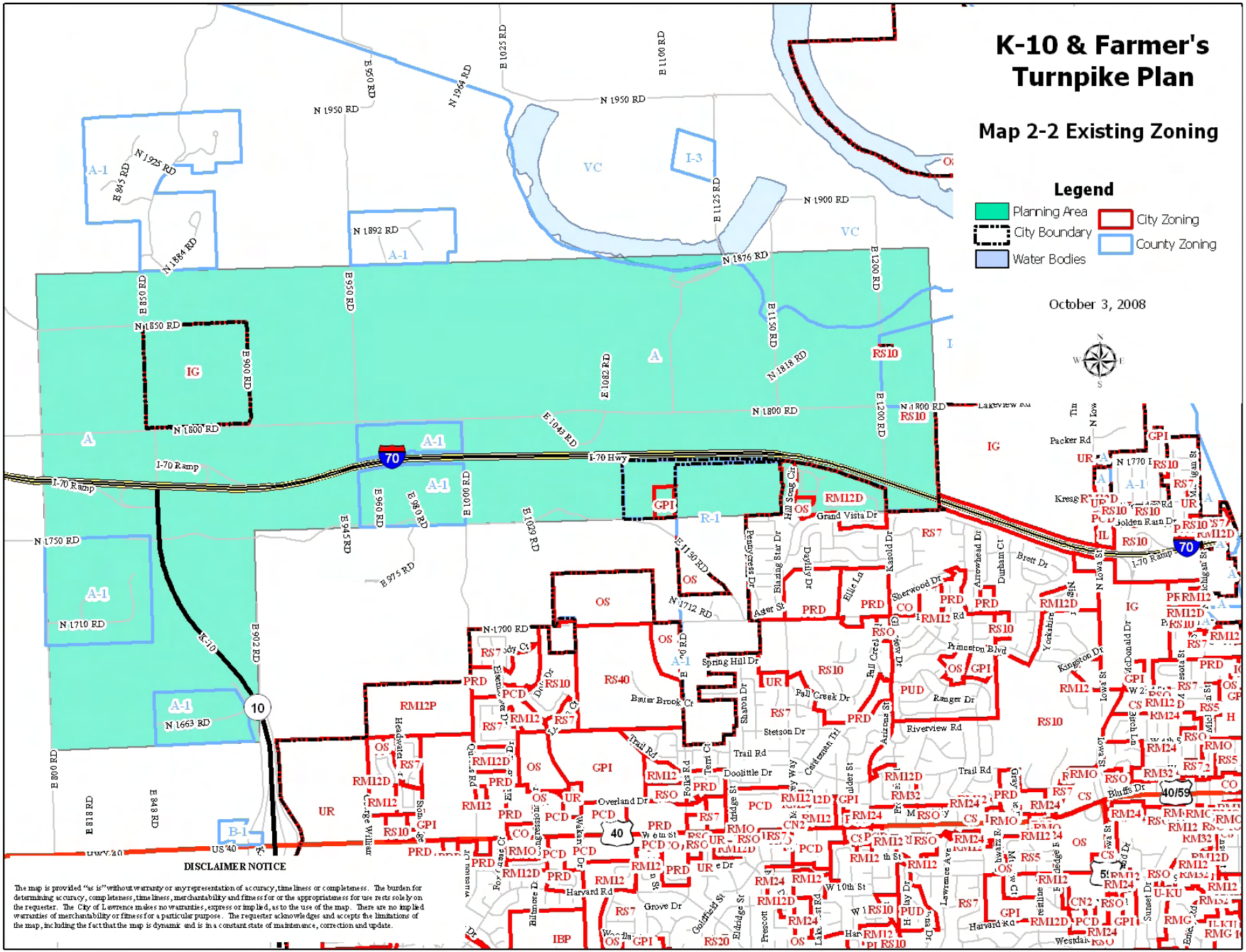
K-10 & Farmer's Turnpike Plan

Map 2-2 Existing Zoning

Legend

- Planning Area
- City Zoning
- City Boundary
- County Zoning
- Water Bodies

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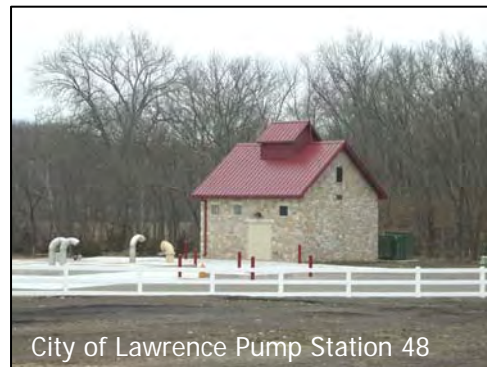
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2.3 Infrastructure

2.3.1 Water and Wastewater Infrastructure

A summary of the existing water utilities is shown on Map 2-3 and wastewater utilities (sanitary sewer) is shown on Map 2-4. Municipal water and wastewater is provided to those properties that are within the current city limits. Properties that are within the planning area, but outside the city limits, are served by Douglas County Rural Water District #1, #6 or private wells, and private septic systems.

The city of Lawrence sanitary sewer infrastructure does not extend outside the current city limits. Pump Station 48 (PS 48) was recently completed to provide for growth in the northwest area of Lawrence and is located just south of E 1100 Road and I-70. The Department of Utilities is currently underway with a project to extend a gravity interceptor line west from PS 48 to the area within the city limits, north of W. 6th Street, between Queens Road and K-10 Highway. Based on the adopted sanitary sewer master plan, this interceptor line is being designed to allow for future service to the I-70 corridor within the current urban growth area (UGA) as identified in *Horizon 2020*. The currently adopted 2003 Water and Wastewater Master Plans do not address areas outside of the UGA. As such, the majority of the area north of N 1800 Road within the planning area has not yet been evaluated for water and sanitary sewer service as a part of utilities master plan. An update to the sanitary sewer master plan is in the preliminary stages at this time. The plan update will address the areas within the planning area that have not previously been evaluated.



The majority of the planning area, which is located outside of the Lawrence city limits, is currently served by Douglas County Rural Water District's #1 and #6. The city of Lawrence water distribution mains currently extend to the intersection of E 1200 Road (Kasold Drive) and N 1800 Road (Lakeview Road); Wakarusa Drive and E 1000 Road (Queens Road) and US Hwy 40 (W. 6th Street) and K-10 Highway.

2.3.2 Stormwater Infrastructure

A summary of the existing stormwater utilities, channels, and natural streams are shown on Map 2-4. There is a small amount of stormwater collected by an enclosed stormwater pipe system within portions of the planning area that are within the city limits. The majority of the stormwater is handled by open channels and streams. The stormwater drains to the north, by way of the tributaries, to Lake View Lake and the Kansas River.

2.3.3 Gas Infrastructure

The planning area includes two natural gas lines. One is owned by Southern Star Gas and it crosses the southwestern portion of the planning area. The second is owned by Williams Natural Gas and it crosses the planning area on the southwest portion and crosses again on the eastern portion of the planning area. See Map 2-5.

2.3.4 Electric Infrastructure

There are currently two electric companies that service the planning area. Generally, Kaw Valley Electric services the western side of the planning area and Westar services the eastern side. Large electric transmission lines also travel through the planning area. See Map 2-5.

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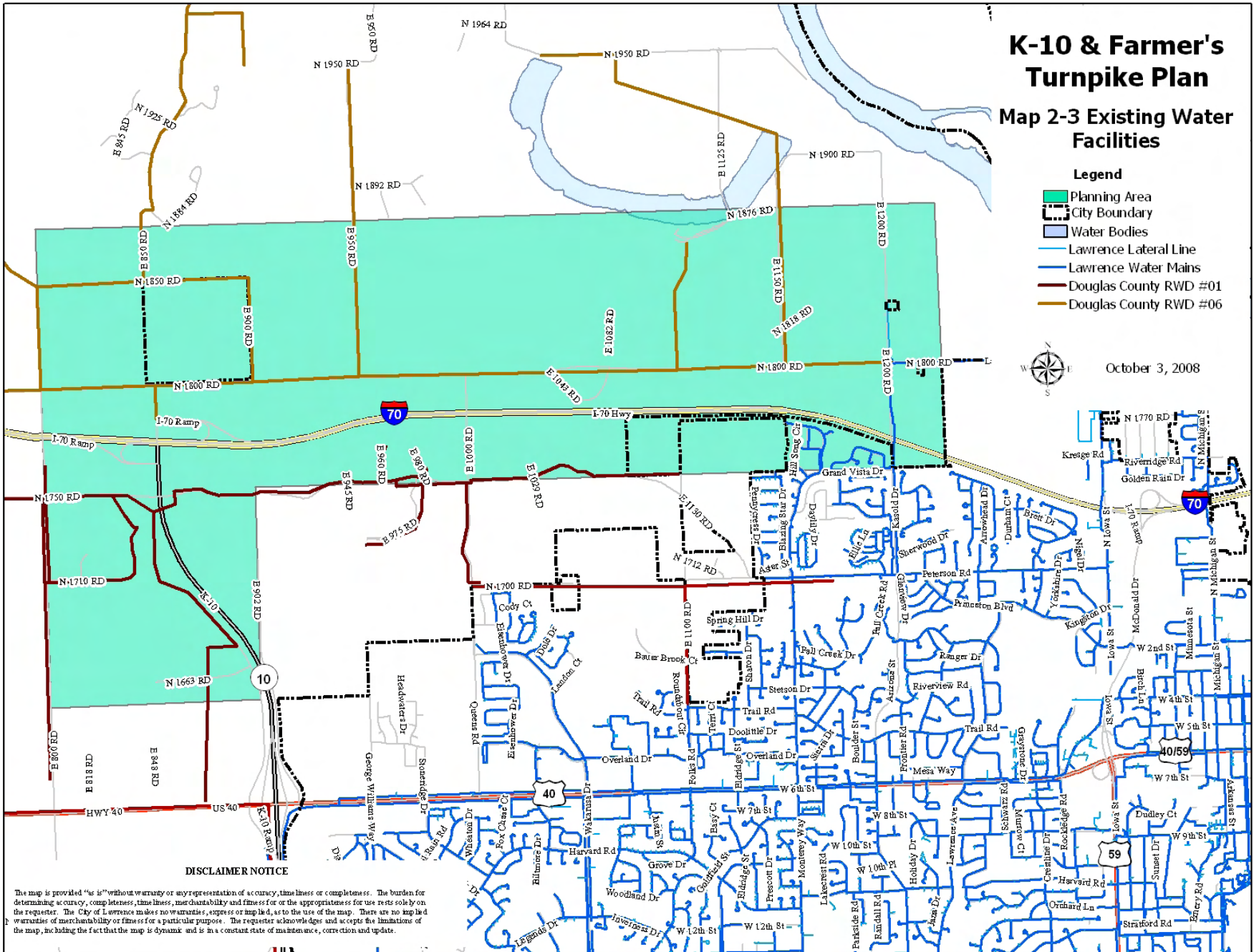
Map 2-3 Existing Water Facilities

Legend

- Planning Area
- City Boundary
- Water Bodies
- Lawrence Lateral Line
- Lawrence Water Mains
- Douglas County RWD #01
- Douglas County RWD #06



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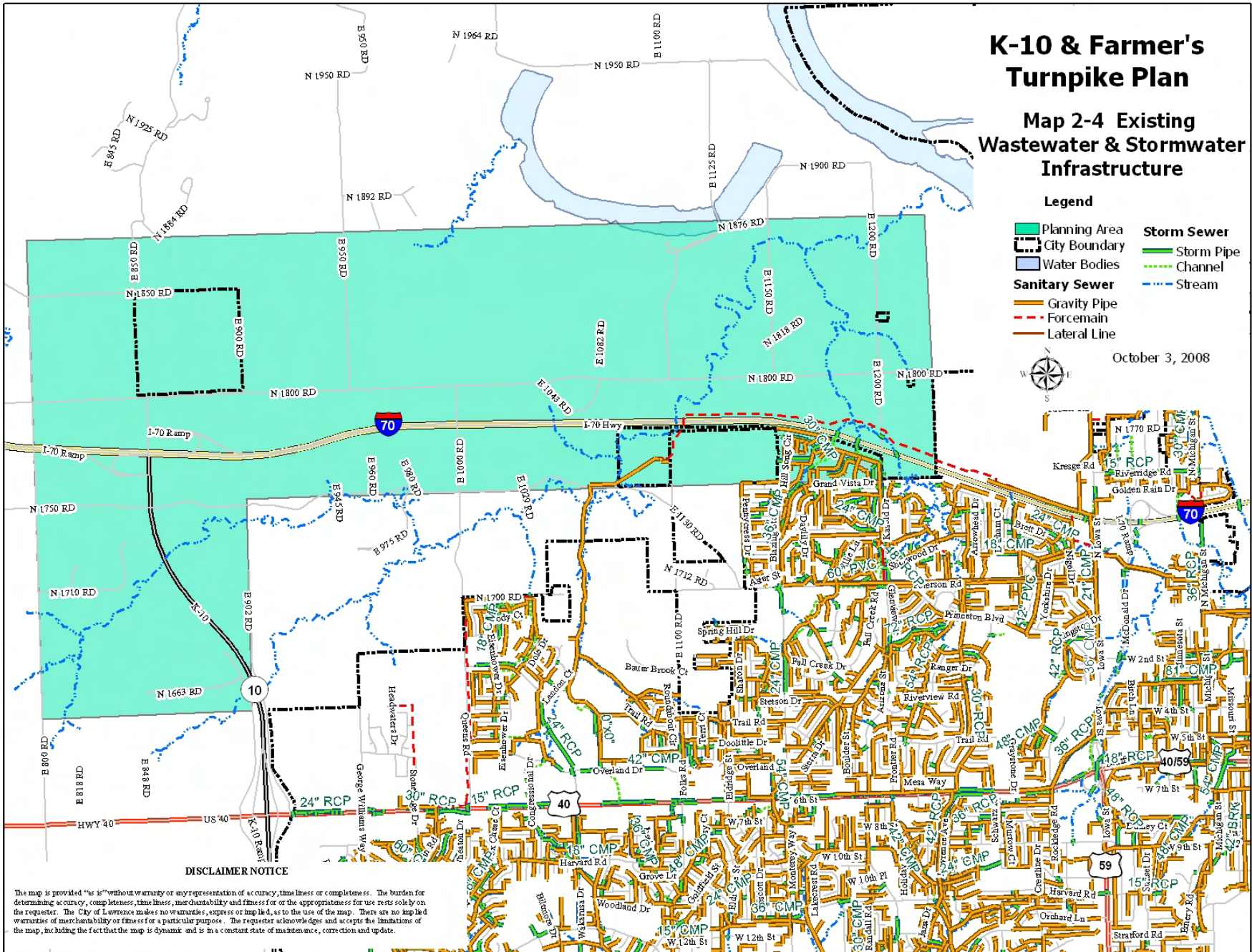
K-10 & Farmer's Turnpike Plan

Map 2-4 Existing Wastewater & Stormwater Infrastructure

Legend

- Planning Area
- City Boundary
- Water Bodies
- Sanitary Sewer Gravity Pipe
- Sanitary Sewer Forcemain
- Sanitary Sewer Lateral Line
- Storm Sewer Storm Pipe
- Storm Sewer Channel
- Storm Sewer Stream

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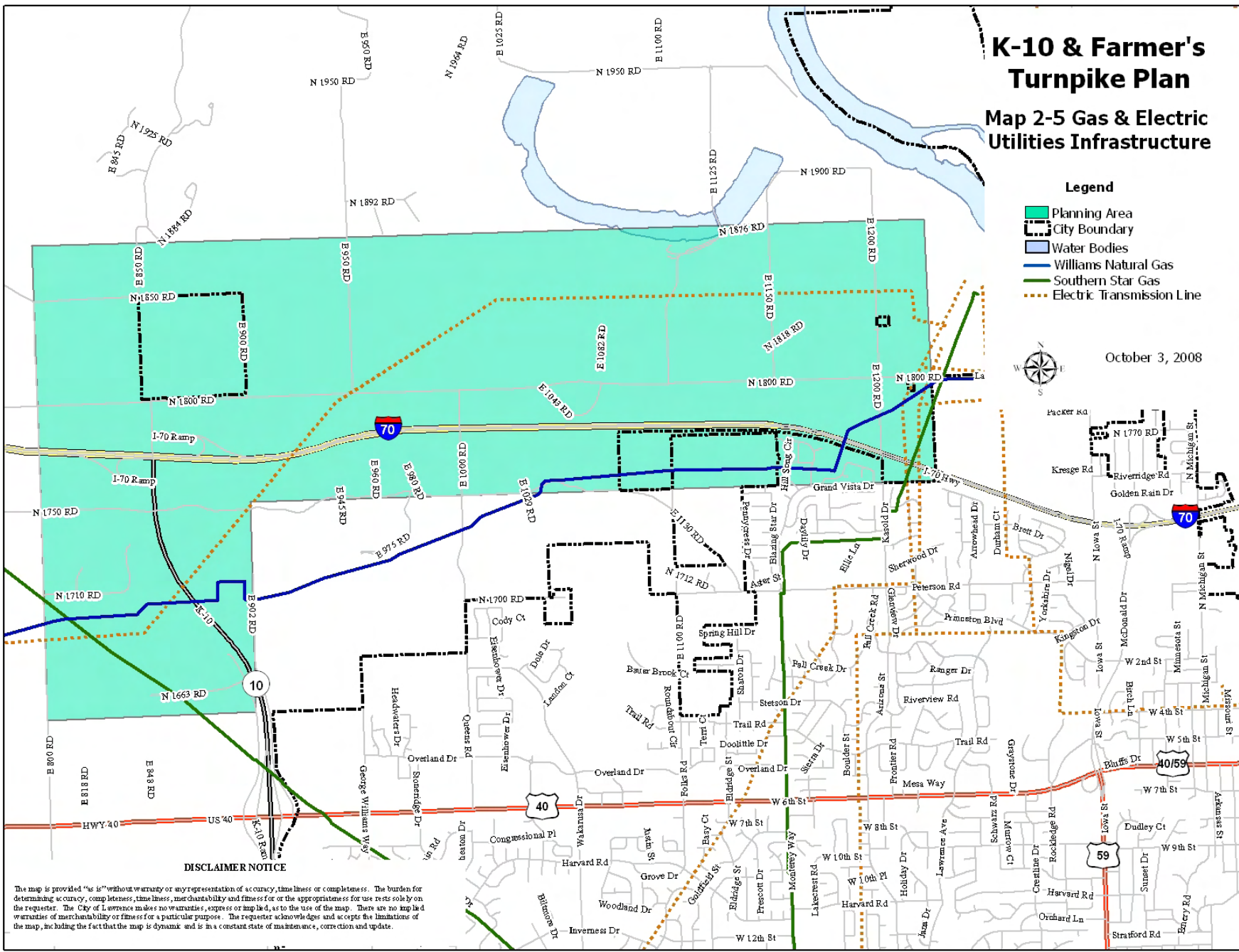
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Map 2-5 Gas & Electric Utilities Infrastructure

Legend

- Planning Area
- City Boundary
- Water Bodies
- Williams Natural Gas
- Southern Star Gas
- Electric Transmission Line

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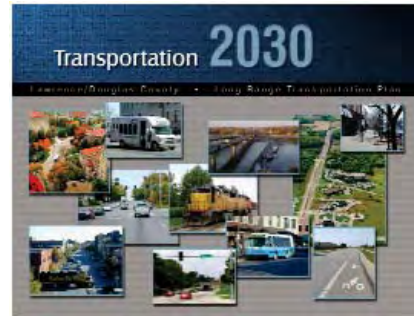
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2.3.3 Transportation

2.3.3.1 Streets

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



T2030 does not identify collector streets for the entire planning area. T2030 is updated at least every 5 years. This area should be fully studied during the next update to address the future street network.

2.3.3.2 Gateways

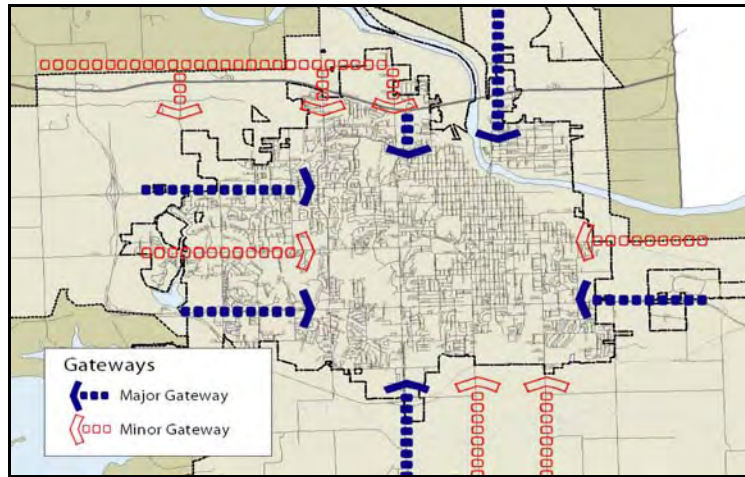
Chapter 2 of T2030 discusses and identifies minor and major gateway into and out of Lawrence. T2030 states, "Gateways are locations on transportation corridors that define the entrances to cities. These provide visitors with a first impression of the city and often indicate the transition from rural to urban land uses. As such, cities desire to make these locations as attractive and informative as possible. As noted in T2030 in Figure 2.4, there are several roadways that represent gateways into the city of Lawrence or into smaller communities within the region that should be reviewed for aesthetic and informational enhancements when they are improved."

T2030 identifies Farmer's Turnpike (N 1800 Road/County Hwy 438) and E 1000 Road (Queen's Road) as minor gateways into Lawrence based on the corporate boundaries shown in Figure 2.4 of T2030. The interchange of K-10 Highway and I -70 will be a gateway into Lawrence when and as development occurs within the city, and provides the greatest opportunity to develop with quality site planning, building materials, signs and other elements that create a sense of place. Also, K-10 Highway and I-70 are identified as truck routes into and out of Lawrence.

Additionally the I-70/K-10 Highway interchange is a gateway into Lecompton. The "Lecompton Interchange", as it is referred to by the Kansas Turnpike Authority, is the only gateway into the city of Lecompton from I-70.

T2030 Figure 2.4

Lawrence Gateways



2.3.3.3 Transit



Lawrence has a public transportation system (The T) which operates throughout the city. This system allows people to travel to other areas of the city without relying on a personal automobile. There are currently no transit routes that travel into the planning area.

2.3.3.4 Bicycle Facilities

Lawrence and Douglas County have a joint bicycle plan for the community, the *Lawrence-Douglas County Bicycle Plan*. This plan identifies existing and future bicycle routes, lanes, and multi-use paths. A bicycle route is a network of streets to enable direct, convenient and safe access for bicyclists. A bicycle lane is a separate space designated with striping, signage or pavement markings for exclusive use by bicycles within a street. A multi-use path is a separate path adjacent to and independent of the street and is intended solely for non-motorized travel.



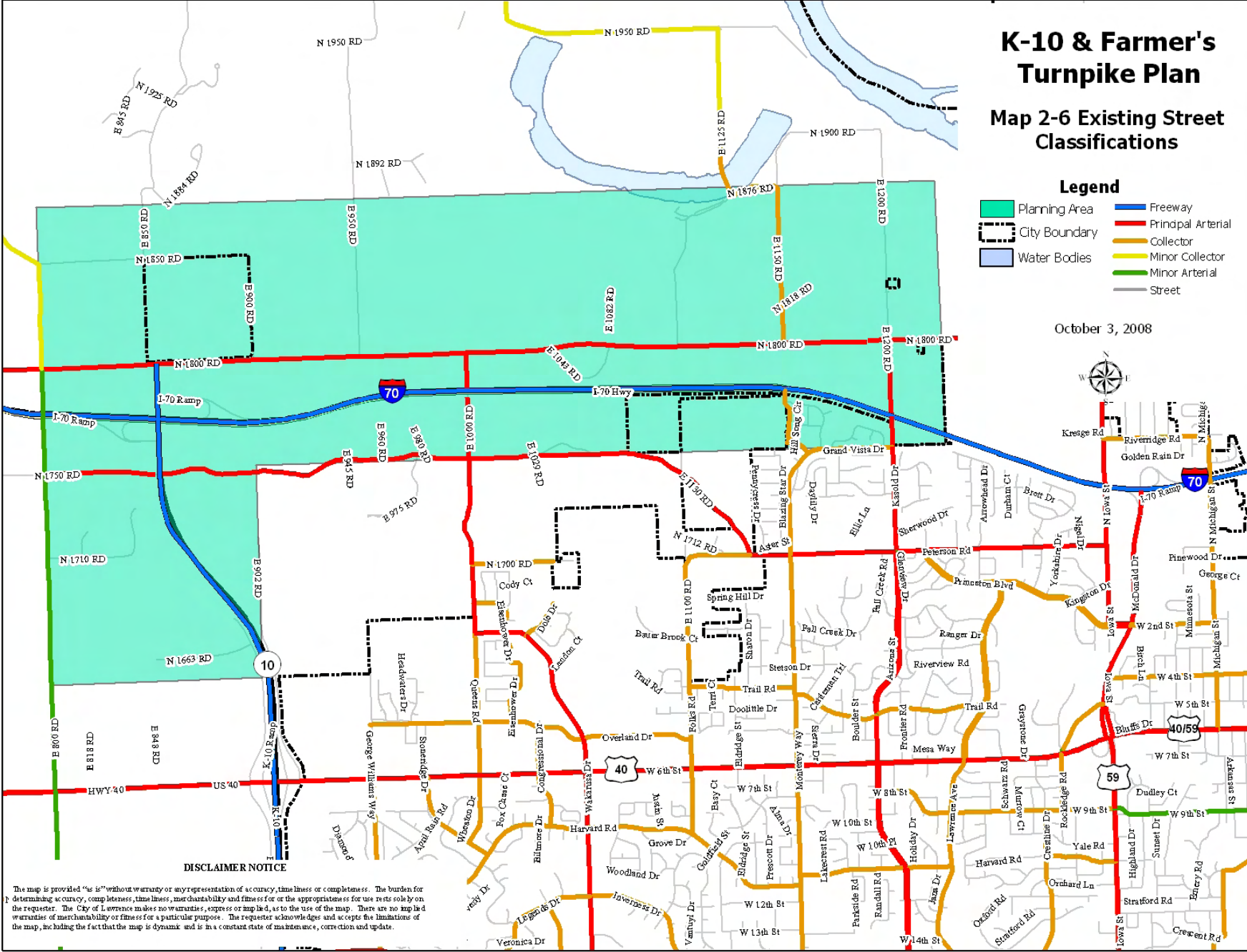
Currently, there is only one existing bicycle facility within the planning area. There is an existing multi-use path along the east side of K-10 Highway to E 1130 Road. There is a future bike lane identified to connect E 1100 Road (Folks Road) to Monterey Way by way of Hunters Hill Drive. Existing bike routes are identified along N 1800 Road (Farmer's Turnpike/County Hwy 438 and Lakeview Road) through the planning area and from N 1800 Road (Farmer's Turnpike and Lakeview Road) along E 1200 Road (Kasold Drive) to I-70. Future multi-use paths are identified along E 1130 Road, E 1000 Road (Queens Road) and Kasold Drive from I-70 to the south, out of the planning area. These facilities are shown on Map 2-7.

K-10 & Farmer's Turnpike Plan

Map 2-6 Existing Street Classifications

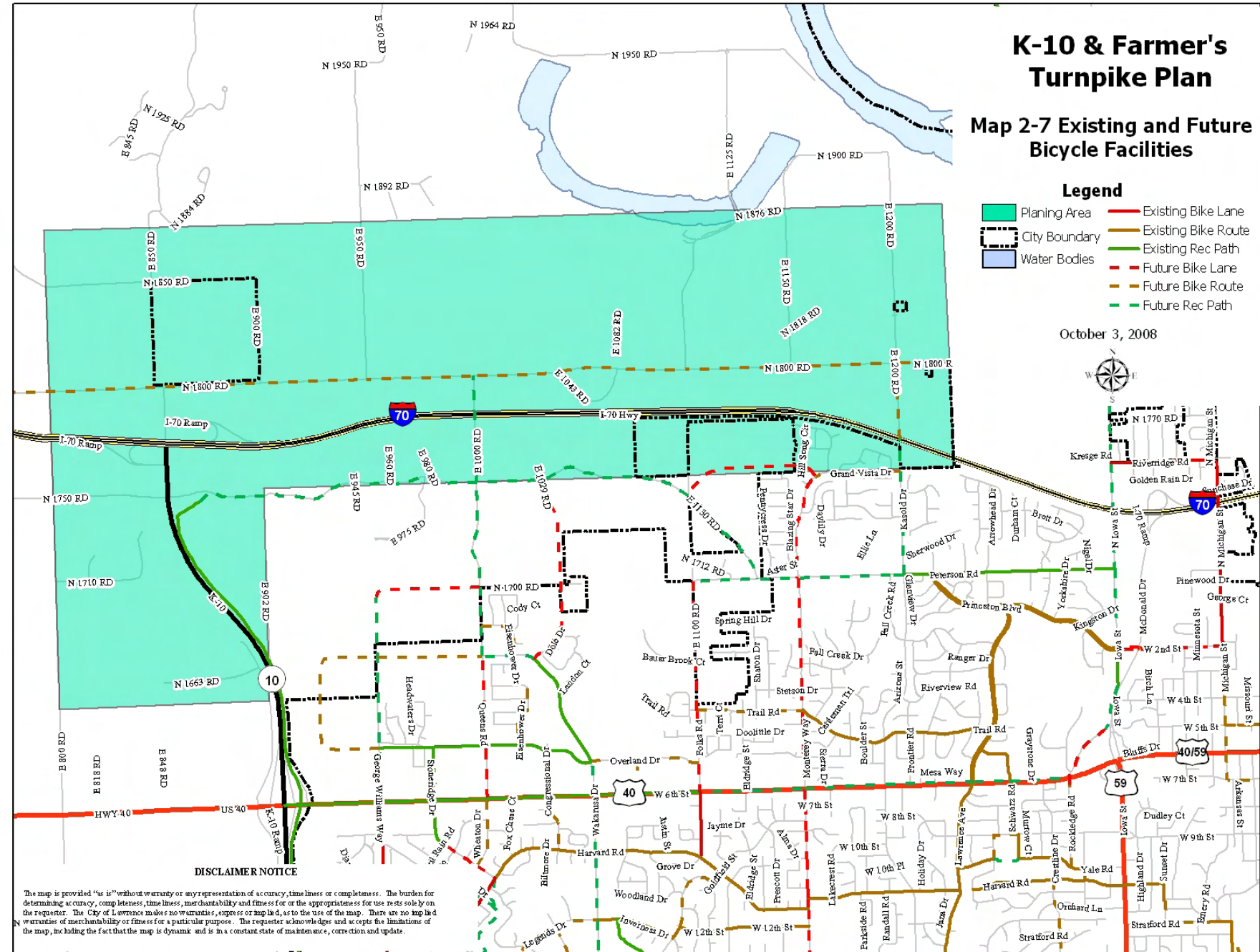
- Legend**
- Planning Area
 - Freeway
 - City Boundary
 - Principal Arterial
 - Water Bodies
 - Collector
 - Minor Collector
 - Minor Arterial
 - Street

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2.4 Environmental Conditions

The planning area is made up of several drainage basins. The drainage basins drain into the Kansas River or Lake View Lake. There is Federal Emergency Management Agency (FEMA) designated floodplain and floodway located within the planning area. These are areas around Baldwin Creek, Deerfield Creek, Lake View Lake and the Kansas River. See Map 2-8. The floodplain is any land area susceptible to being inundated by flood waters from any source. The floodway is the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height. Developing in the floodplain is allowed both in the city and in the county based on the corresponding regulations. No development is allowed in the floodway except for flood control structures, road improvements, easements and rights-of-way, or structures for bridging the floodway. This helps to protect drainage ways that lead to Lake View Lake and the Kansas River and wetland areas such as Lake View Lake.

Three significant water features either run through or are in portions of the planning area. Lakeview Lake, a privately owned lake located in the northeast portion of the planning area, is an old oxbow of the Kansas River and one of Kansas's only naturally created lakes. This lake is shallow and contains areas of wetlands. Baldwin Creek and Deerfield Creek are both creeks that drain into the Kansas River and help take stormwater out of the planning area.

The majority of the undeveloped land within the planning area is either forest land or non-native grass land which is mainly used for cattle grazing. The planning area also contains areas of prairie, cultivated land and areas of land that are a part of the Conservation Reserve Program. See Map 2-9 for a summary and locations.



There is a wide range of topography within the planning area. The high points are along the western side of the planning area north of I-70 and in the southwestern portion around K-10 Highway. The low points are along the eastern side of the planning area where Baldwin Creek cuts through the planning area. The northeast corner of the planning area, which is also encumbered by floodplain, is relatively flat. The area in the middle contains the most abrupt grade change which continues with rolling hills to the west. A lack of steep slopes is

considered to be a beneficial factor for urban and industrial/employment center development. See Map 2-10 and Map 2-11. Detailed topographic surveys will be required as individual properties are developed.

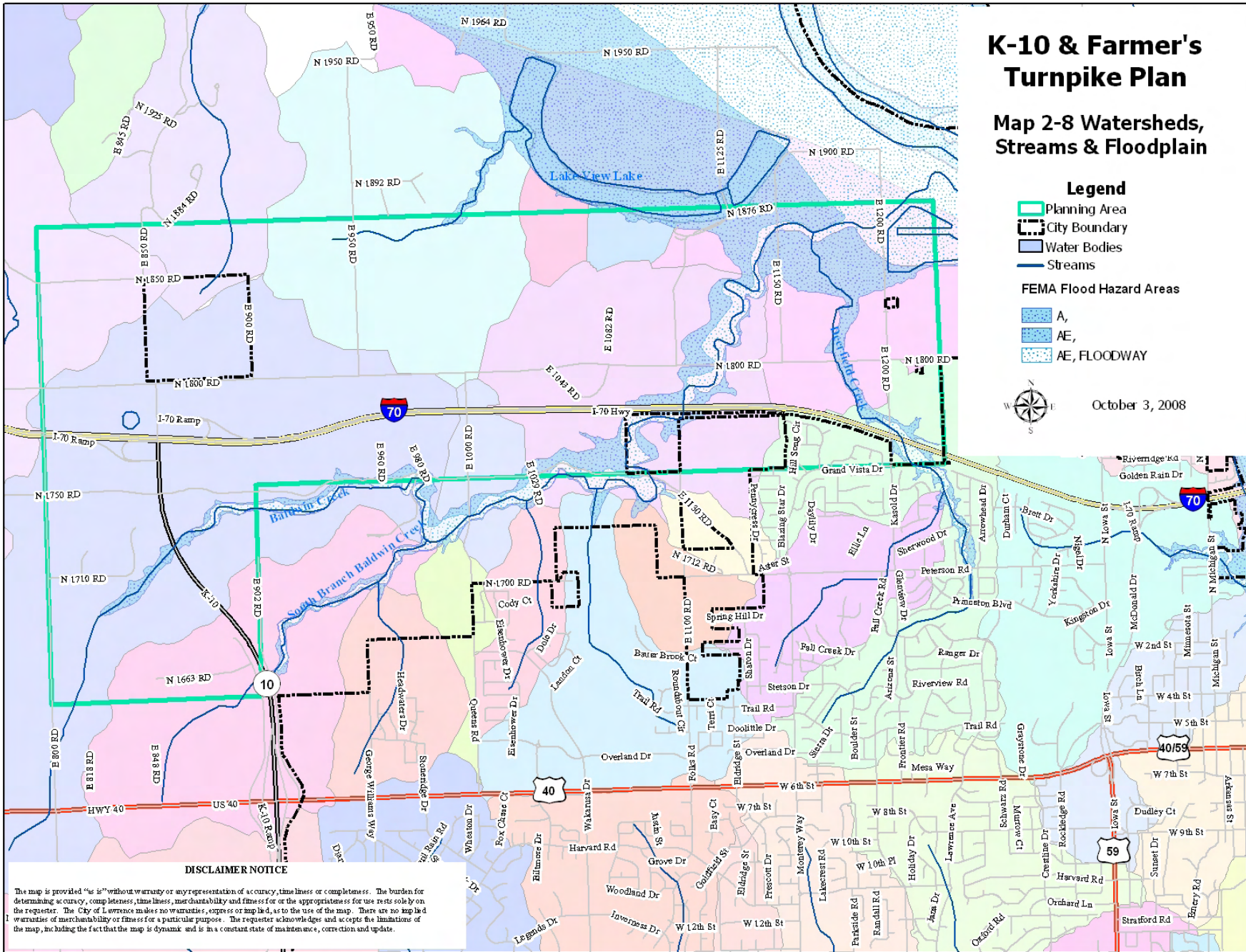
K-10 & Farmer's Turnpike Plan

Map 2-8 Watersheds, Streams & Floodplain

Legend

- Planning Area
 - City Boundary
 - Water Bodies
 - Streams
- FEMA Flood Hazard Areas
- A,
 - AE,
 - AE, FLOODWAY

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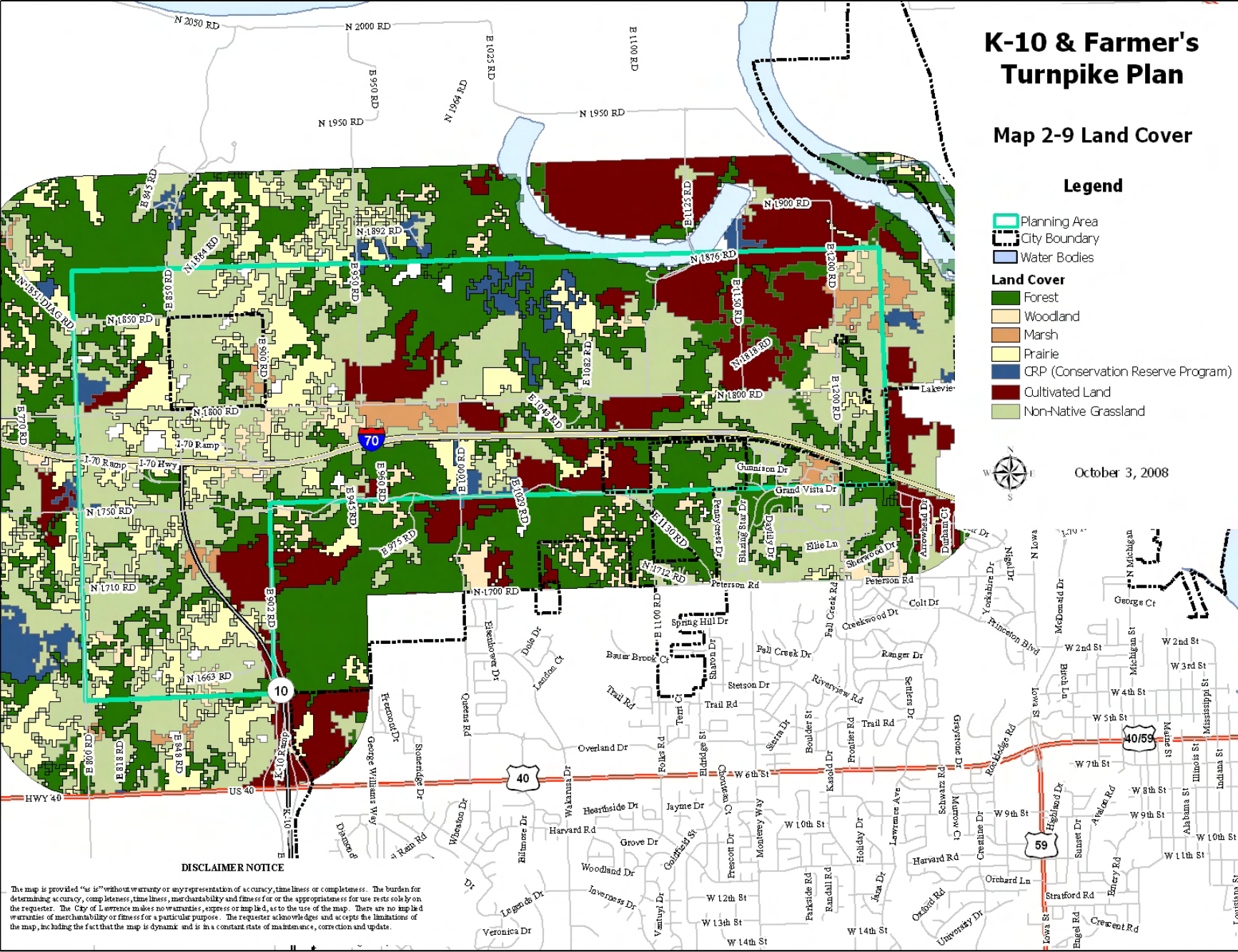
Map 2-9 Land Cover

Legend

-  Planning Area
-  City Boundary
-  Water Bodies
- Land Cover**
-  Forest
-  Woodland
-  Marsh
-  Prairie
-  CRP (Conservation Reserve Program)
-  Cultivated Land
-  Non-Native Grassland



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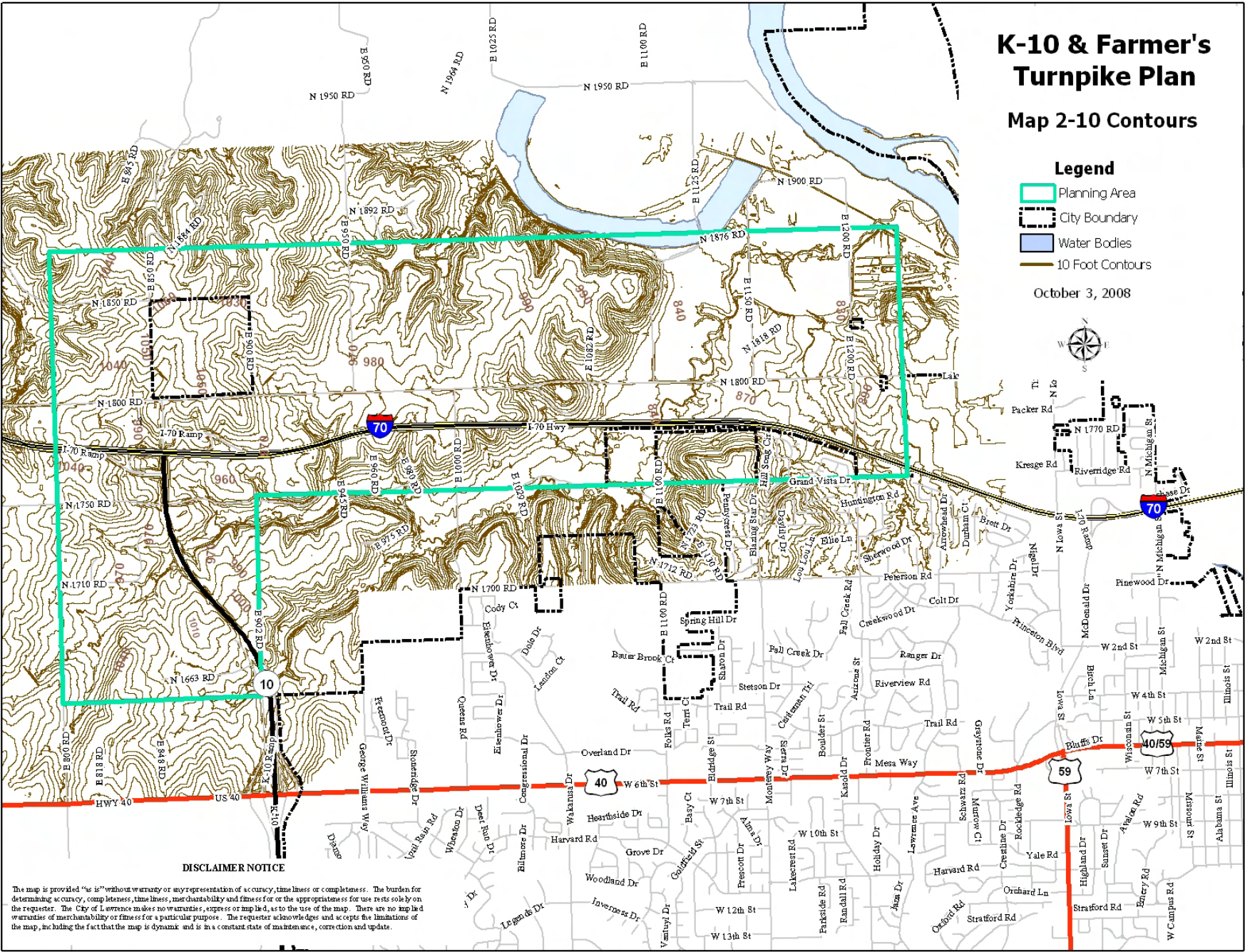
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Map 2-10 Contours

Legend

-  Planning Area
-  City Boundary
-  Water Bodies
-  10 Foot Contours

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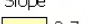


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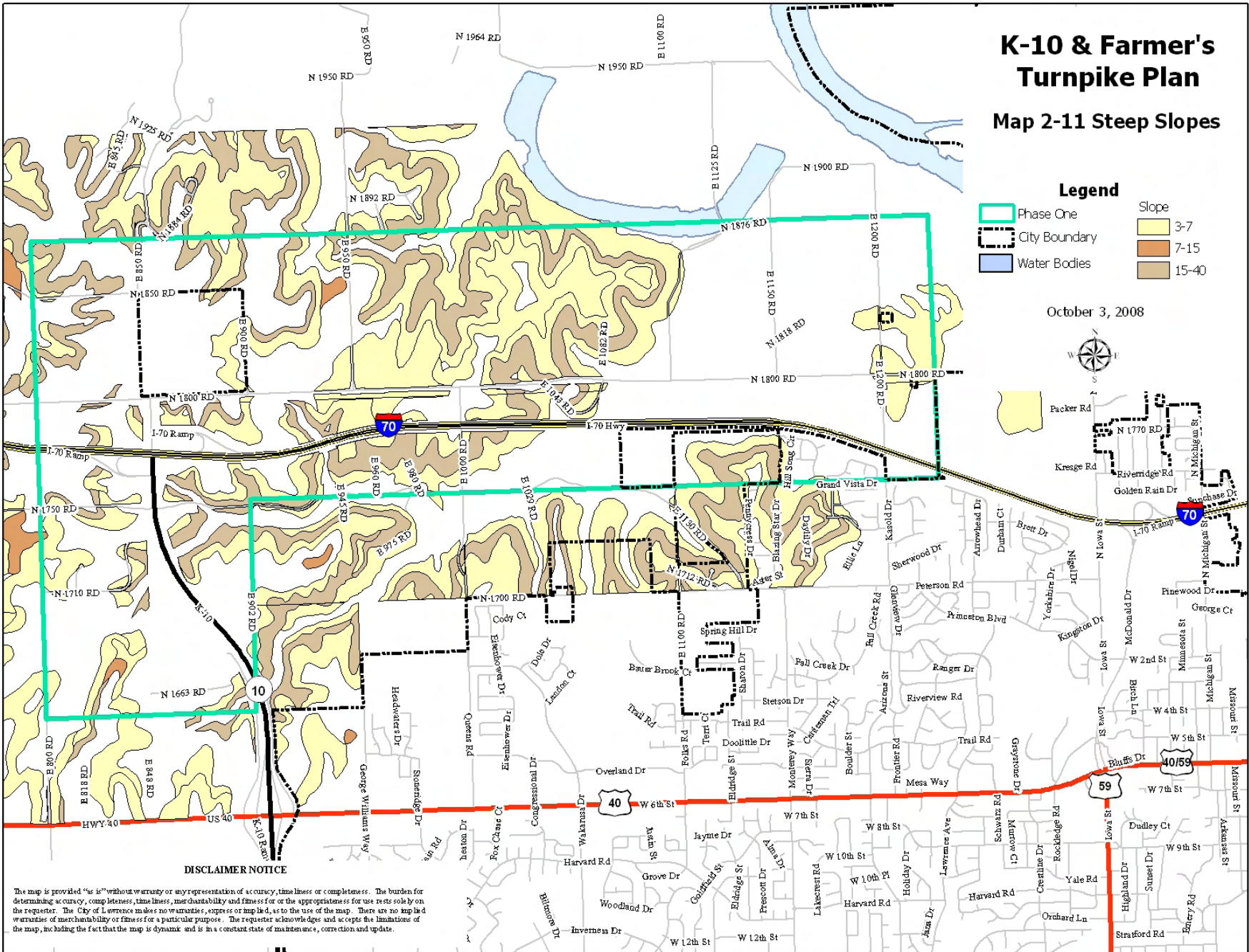
K-10 & Farmer's Turnpike Plan

Map 2-11 Step Slopes

Legend

-  Phase One
-  City Boundary
-  Water Bodies
-  Slope 3-7
-  Slope 7-15
-  Slope 15-40

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2.5 Community Facilities

Community facilities are services provided either by government or non-government agencies for the benefit of, and use of, the community. Most of the community facilities including urban public services, schools, fire/medical, law enforcement, developed parks, etc., are located to the east and south of the planning area within the city of Lawrence. See Map 2-12.



The planning area is located within the Lawrence Public School District (USD 497) and the Perry-Lecompton School District (USD 343). The Lawrence School District covers the southwest portion and the northeast portion of the planning area. The students currently within the Lawrence School District attend either Langston

Hughes Elementary or Deerfield Elementary for elementary school; West Junior High or Central Junior High for junior high; and Free State High for high school. The students currently within the Perry-Lecompton school district attend Lecompton Elementary School, Perry-Lecompton Middle School and Perry-Lecompton High School.

Currently, there are three public or institutional land uses within the planning area. These uses include Stonegate Park, Lecompton Township fire department and Morning Star Christian Church. It is anticipated that additional park areas will be developed within the planning area, as the area urbanizes. There is currently land adjacent to the planning area to the south, along N 1750 Road which is owned by the city. This land is undeveloped and identified as a future park. This park would serve the planning area once developed.

The planning area will be served partially by Lawrence-Douglas County Fire & Medical Station Number 3, an existing facility located on W. 6th Street between Kasold and Monterey Way and partially by township fire departments. The Lecompton Township Fire Department has a station on N 1800 Road, northwest of the I-70/K-10 Highway interchange. A future Fire & Medical station location west of the intersection of K-10 Highway and W. 6th Street is identified for 2009-2010 in the city of Lawrence *2008-2013 Capital Improvement Plan*. A more in depth study will need to be conducted to ultimately locate the facility and to address emergency response time issues as the city grows and develops to the west.















Law enforcement would be shared between the City of Lawrence Police Department and the Douglas County Sheriff's Department, depending on whether the property is within the city or in the county. Both are located in the Law Enforcement Center in downtown Lawrence.

K-10 & Farmer's Turnpike Plan

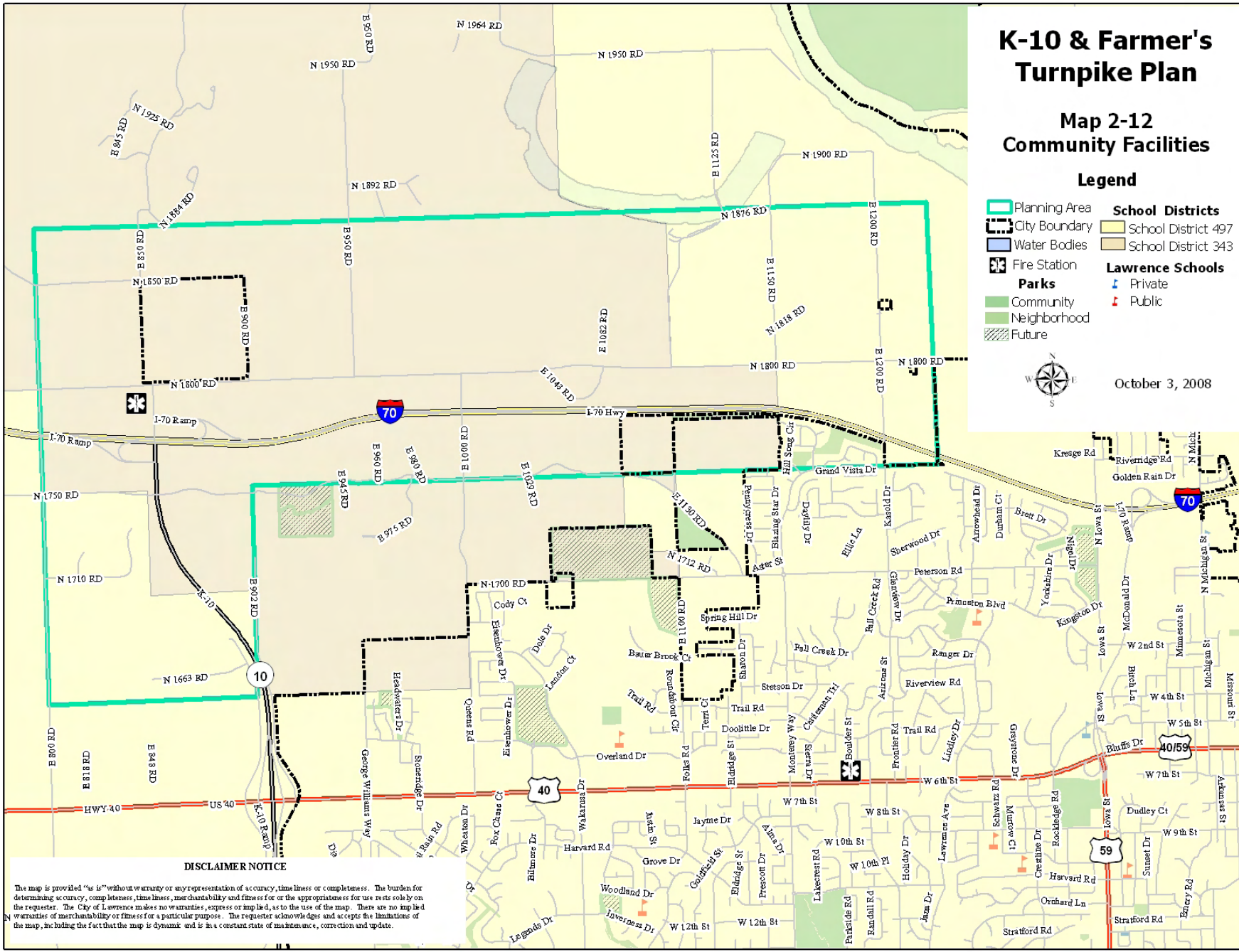
Map 2-12 Community Facilities

Legend

- | | |
|---|---|
|  Planning Area |  School District 497 |
|  City Boundary |  School District 343 |
|  Water Bodies |  Lawrence Schools |
|  Fire Station |  Private |
|  Community |  Public |
|  Neighborhood | |
|  Future | |



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Section 3 – Recommendations

The K-10 & Farmer's Turnpike planning area is anticipated to develop with a wide range of uses and intensities that extend from very low-density residential to industrial uses. The more intensive industrial and commercial use areas are recommended where they are in close proximity to K-10 Highway, I-70 and Farmer's Turnpike, and arterial and collector streets. Residential uses are generally located in the southern and northern portions of the planning area.

3.1 Goals and Policies

Goals are broad statements of ideal future conditions that are desired by the community. Policies are guiding principles that provide direction for decisions to be made regarding the planning area in order to meet the goals. These policies are in addition to the policies in *Horizon 2020* and are only applicable to the property within the *K-10 & Farmer's Turnpike Plan* planning area.

3.1.1 Goals

- Goal 1:** Create quality development that will further support the city's efforts to promote additional employment opportunities for economic development and tax base expansion and diversification.
- Goal 2:** Maintain the rural character in existing areas until the time that municipal services allow urban densities to develop.
- Goal 3:** Create quality, mixed-use areas that encourage pedestrian friendly, work-live neighborhoods where appropriate.
- Goal 4:** Develop to urban densities over time while taking care to respect and protect the natural systems currently in place.
- Goal 5:** Provide ongoing infrastructure and public facilities improvements as the area develops.
- Goal 6:** Create viable and unique urban residential neighborhoods; develop sound commercial nodes, develop strong park/trail systems that are sustainable and remain viable over the long-term.

3.1.2 Policies

The following policy statements are for the development of the K-10 & Farmer's Turnpike area. "Shall" statements identify the items that are expected to be incorporated into development within the planning area. "Should" and "encouraged" statements identify the items that are strongly recommended to be incorporated into development within the planning area. "Shall" statements are stronger than "should" and "encouraged" statements.

3.1.2.1 General

1. Encourage maximum efficiency, low wattage, downward directional exterior lighting. The point source shall be screened from view off-site. Encourage limiting exterior lighting at night.
2. Quality, aesthetically pleasing building materials and quality architectural elements should be used.
3. Pedestrian friendly connectivity between land uses and properties should be incorporated.
4. Sensitive lands, as designated by the *Land Development Code* shall be preserved and protected per those standards identified in the code.
5. Landscaping that includes native and drought resistant materials is strongly encouraged to create a rural feel and to conserve water.

3.1.2.2 Residential Land Uses

1. Residential uses shall maintain a "back-to-back" relationship to more intense uses. Buffering shall include use of green space as a primary transition tool.
2. Residential streets shall be extended to undeveloped property and shall use a grid or modified grid pattern.
3. The medium-density residential use is not intended to provide for large-scale apartment type development but instead take the form of small lot, detached, attached, cluster type housing, or small scale multi-dwelling structures, such as two-story, 4-6-plexes containing residential architectural elements.
4. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
5. Cluster development is strongly encouraged where environmentally sensitive areas are present.
6. Residential developments are encouraged to create a sense of rural living while achieving the designated density identified on the future land use map.

3.1.2.3 Residential/Office Land Use

1. Development shall include a residential use.
2. The residential/office use is not intended to provide for large-scale apartment type development.
3. Traditional Neighborhood Development (TND)/mixed use is encouraged.

3.1.2.4 Commercial Land Use

1. The neighborhood commercial centers shall be designed in accordance with policies and standards of *Horizon 2020*.
2. Commercial development shall be designed to facilitate pedestrian and non-motorized access from abutting areas.
3. The auto-related commercial center is intended to serve the immediate employment center area and passenger vehicles from I-70. It is not intended to

serve a significant amount of large truck traffic from the interstate as there are larger service facilities that exist along I-70.

4. The auto-related commercial center should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.
5. Transitioning should be accomplished by buffer yards, landscaping, setbacks and progression of use intensities.
6. Commercial development is intended to be nodal type development at the identified intersections. Areas identified for office/research uses along the N 1800 Road (Farmer's Turnpike) corridor are intended to support employment center type uses and discourage strip-type commercial development.
7. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.

3.1.2.5 Industrial/Office/Research Land Uses

1. Structures should be aesthetically pleasing from all sides and should incorporate quality building materials and quality architectural elements.
2. Transitions between uses should be accomplished by buffer yards, landscaping, setbacks, scale and massing, and transition of uses to include low-intensity industrial uses along the perimeter of the areas identified as industrial or office/research.
3. Sites should incorporate a variety of landscaping treatments to alleviate the potential for monotonous perimeter buffering.
4. Structures along N 1800 Road (Farmer's Turnpike) should present a front face to N 1800 Road (Farmer's Turnpike) to add to the high quality aesthetics encouraged in the gateway.
5. Access to major roads from the industrial or office/research development lots shall be limited. However, industrial users on large lots that are significant generators of traffic may directly access arterial roads if the size of the site is such that it allows internal circulation without the necessity of constructing local roads to direct that circulation to the arterial road. Such access shall be based on sound traffic engineering principles and shall be properly controlled with appropriate signalization and turn lanes. Smaller lots shall take access from local roads. Additional local roads that serve the site should be arranged to minimize development lot access to the future major roads.
6. Commercial uses shall not be permitted along the frontage of N 1800 Road (Farmer's Turnpike) except where commercial centers are identified in this plan. Areas identified for office/research uses along this corridor are intended to support employment center type uses and discourage strip-type commercial development.
7. Native and drought resistant landscaping materials are strongly encouraged be utilized to filter drainage and stormwater runoff from large areas of pavement, conserve water, and to create a rural feeling.

3.1.2.6 Public Facility/Open Space/ Floodplain Land Uses

1. Smaller parks should be located throughout the planning area as outlined in Chapter 9 of *Horizon 2020*.
2. Open space areas should be provided and/or acquired along major thoroughfares and along drainage ways for development of pedestrian and bicycle trails.

3. Regional detention should be utilized when possible within each corresponding watershed.
4. Streams should follow their natural paths and should not be rerouted or straightened.
5. Environmentally sensitive lands should be protected and maintained as natural areas per the *Land Development Code* standards.
6. Restrict uses within the regulatory floodplain that are dangerous to health, safety or property in times of flooding or that cause undue increases in flood heights or velocities.
7. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

3.1.2.7 Gateways

1. The intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) shall be identified as a gateway to the city of Lawrence as the area urbanizes.
2. Development shall enhance the gateway at the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) by creating an aesthetically pleasing corridor.
3. Gateway treatments shall be a priority in development and redevelopment of the area around the intersection of I-70/K-10 Highway/N 1800 Road (Farmer's Turnpike) and shall reflect the goals and policies stated in *Horizon 2020*.
4. Aesthetically pleasing landscaped entryways should be required. Both public and private property owners are responsible for achieving and maintaining this aesthetically pleasing landscaping.
5. Gateway development should include amenities that support tourism. Elements such as way finding signs, informational signs noting the history of the area, and a tourist information booth are strongly encouraged to be incorporated as amenities.

3.1.2.8 Transportation Facilities and Corridors

1. Sufficient area, outside of the required street rights-of-way, should be required to provide and shall be restricted in use to provide for: utility, berming, and landscaping needs.
2. No additional access to K-10, except as identified in *Transportation 2030*, shall be permitted.
3. Street networks should be interconnected through and beyond the planning area wherever possible.
4. Truck routes shall not be designated through areas identified for residential land uses and should be limited to N 1800 Road (Farmer's Turnpike), K-10 Highway and I-70 or as otherwise designated by the city.
5. Adequate rights-of-way shall be obtained at the time of platting to ensure for sufficient space for roads, utility and landscaping easement needs.
6. Topography should be taken into account when comparing different alignments for future roads.
7. Master planning areas identified as industrial and office/research is encouraged to provide an adequate street network that limits the number of access points to N 1800 Road (Farmer's Turnpike).

3.1.2.9 Utilities

1. The area north of N 1800 Road (Farmer's Turnpike) has not been evaluated in the currently adopted 2003 Water and Wastewater Master Plans. This area should be evaluated on a watershed basis with the upcoming plan update and an overall

service plan developed with project costs for water and sanitary service prior to development requiring urban services.

2. Extension of water and sewer infrastructure should be coordinated with ultimate street right-of-way acquisition and construction to avoid reconstructing water and sewer lines as streets are improved to city standards.
3. Extension of water and sewer services to the area should follow adopted city policies for such.
4. Additional property should be obtained wherever possible for parks purposes when acquiring property or easements for utility use.

3.1.2.10 Traditional Neighborhood Design (TND)

1. Development under the *Lawrence SmartCode* is encouraged throughout the planning area wherever industrial or office/research is not designated. TND development can be used upon annexation and through the process outlined in the *Lawrence SmartCode*.
2. Development under the *Lawrence SmartCode*, Landowners/developers shall develop their own plans that conform to the *Lawrence SmartCode* in order to develop TND neighborhoods.
3. Development shall be developed as either a Cluster Land Development (CLD) or a Traditional Neighborhood Development (TND) community type as outlined in the *Lawrence SmartCode* in a Greenfield development situation. A minimum of 40 acres is required to develop a CLD neighborhood and a minimum of 60 acres is required to develop a new TND neighborhood.
4. A range of transects shall be incorporated into a CLD or TND community type.

3.1.2.11 Environmentally Sensitive Lands

1. Environmentally sensitive lands shall be protected as outline in the *Land Development Code*.
2. Street rights-of-way, public utility corridors and building sites should be located so as to minimize their impact on environmentally sensitive areas.
3. Where possible, environmentally sensitive areas to be protected should be located within designated public or private open space, either through dedication, a conservation easement, or control by a homeowner's association.
4. If a review indicates that it is not possible or reasonable to protect sensitive features, mitigation should be incorporated.

3.2 Land Use

This section outlines the recommended land uses for the planning area. The future land use maps (Map 3-1) and land use descriptions are explained on the subsequent pages. The map is an illustration to help visually identify the recommended land uses in the K-10 & Farmer's Turnpike planning area. The land use descriptions are more detailed information regarding the different land use categories. The official definitions and the permitted uses within each zoning district are outlined in the use tables that are located in the *Land Development Code* for the City of Lawrence. The map and text descriptions must be used in conjunction with one another in order to obtain the complete recommendation for each particular area. The map is not intended to provide a scaleable map for determining specific land use/zoning boundaries within this area.

3.2.1 Land Use Descriptions

3.2.1.1 Very Low-Density Residential

The intent of the very low-density residential use is to allow for large lot, single-dwelling type uses.

Density: 1 or fewer dwelling units per acre

Intensity: Very low

Applicable Area:

- Ranch Estates Subdivision, west of the intersection of N 1663 Road and E 900 Road.
- Oak Ridge Estates, area bounded to the north by I-70, to the south by N 1750 Road, to the west by E 950 Road extended and to the east by E 1000 Road.

Zoning Districts: RS40 (Single-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, group home, public and civic uses

3.2.1.2 Low-Density Residential

The intent of the low-density residential use is to allow for single-dwelling, duplex, and attached dwellings but emphasis is placed on residential type uses.

Density: 6 or fewer dwelling units per acre

Intensity: Low

Applicable Areas:

- Area bounded by the planning area boundary on the north and west, N 1850 Road and N 1850 Road extended on the south and the FEMA designated floodplain on the east.
- Area generally southeast of the intersection of N 1850 Road and E 800 Road.
- Area bounded by N 1750 Road on the north, the southern boundary of the planning area on the south, E 800 Road on the west and K-10 Highway on the east; excluding Ranch Estates Subdivision.
- Area bounded by N 1850 Road extended on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road extended on the west and the FEMA designated floodplain to the east; excluding the area bound approximately ¼ mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road on the west and approximately ½ mile east of E 1000 Road on the east.

- Area bound by I-70 on the north, N 1750 Road on the south, E 1000 Road on the west and the FEMA designated floodplain west of E 1100 Road on the east.
 - Area north of the intersection of N 1800 Road (Farmer's Turnpike) and E 1150 Road, and bound to the north by the FEMA designated floodplain.
 - Area bound by I-70 to the north, N 1750 Road extended on the south, E 1100 Road on the west and the west side of Stonegate III Addition on the east.
 - Area generally south of I-70 and east of Kasold Drive.
- Zoning Districts: RS10 (Single-Dwelling Residential), RS7 (Single-Dwelling Residential), RS5 (Single-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), PD (Planned Development Overlay)
- Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, group home, public and civic uses

3.2.1.3 Medium-Density Residential

The intent of the medium-density residential use is to allow for a variety of types of residential options for the area.

Density: 7-15 dwelling units per acre

Intensity: Medium

Applicable Areas:

- Area bound by I-70 on the north, N 1750 Road on the south, E 800 Road on the west and K-10 Highway on the east.
- Area bound by I-70 on the north, N 1750 Road on the south, K-10 Highway on the west, and George Williams Way extended on the east.
- Area bound by N 1850 Road extended on the north, approximately 1/4 mile north of N 1800 Road (Farmer's Turnpike) on the south, E 900 Road on the west and E 1000 Road extended on the east.
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1043 Road on the west and the FEMA designated floodplain on the east.
- Area bound by I-70 on the north, Grand Vista Drive on the south, just west of Gunnison Way on the west and Kasold Drive on the east.

Zoning Districts: RS5 (Single-Dwelling Residential), RS3 (Single-Dwelling Residential), RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Detached dwellings, attached dwellings, cluster dwellings, manufactured home residential-design, zero lot line dwellings, duplex, multi-dwelling structures, boarding houses, group home, civic and public uses

3.2.1.4 High-Density Residential

The intent of the high-density residential use is to allow for compact residential development.

Density: 16+ dwelling units per acre

Intensity: High

Applicable Areas:

- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, and the FEMA designated floodplain on both the west and east.

Zoning Districts: RM12 (Multiple-Dwelling Residential), RM12D (Multi-Dwelling Duplex Residential), RM15 (Multi-Dwelling Residential), RM24 (Multi-Dwelling Residential), RM32 (Multi-Dwelling Residential), PD (Planned Development Overlay)

Primary Uses: Attached dwellings, zero lot line dwellings, duplex, boarding houses, multi-dwelling structures, group home, civic and public uses

3.2.1.5 Residential/Office

The intent of the residential/office use is to accommodate mixed use development of administrative and professional offices with varying degrees of residential. This may be achieved by the use of work/live units.

Density: 6-22 dwelling units per acre

Intensity: Medium-high

Applicable Areas:

- Area bound by N 1750 Road on the north, K-10 highway on the west, and E 902 Road on the east.
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1000 Road on the west and E 1043 Road on the east.
- Area bound approximately ¼ mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 1000 Road on the west and approximately ½ mile east of E 1000 Road on the east.

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

Primary Uses: Work/live units, non-ground floor dwellings, attached dwellings, multi-dwelling structures, civic and public uses, veterinary office, administrative and professional offices, financial, insurance and real estate services, personal improvement, health care office, health care clinic, health care center

3.2.1.6 Commercial

The intent of the commercial use is to allow for retail and service uses. A Neighborhood Commercial Center provides for the sale of goods and services at the neighborhood level. An auto-related commercial center provides goods and services aimed toward those traveling by an auto. This commercial center is intended to serve the surrounding employment center area in addition to tourists traveling along I-70 and/or visiting Lecompton and Lawrence tourist attractions. *Horizon 2020*, Chapter 6 – Commercial Land Use offers more specific language regarding each commercial center.

Intensity: Medium-High

Applicable Areas:

- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 800 Road on the west and E 900 Road on the east. (Auto-Related Commercial Center)
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, FEMA designated floodplain on the south and west and E 1200 Road on the east. (Neighborhood Commercial Center)
- One of the northern corners of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road. (Neighborhood Commercial Center)
- One corner of the intersection of N 1700 Road extended and E 800 Road. (Neighborhood Commercial Center)

Zoning Districts: MU (Mixed Use), CN1 (Inner Neighborhood Commercial District), CN2 (Neighborhood Commercial Center District), CC200 (Community Commercial

District) (auto-related commercial center only), PD (Planned Development Overlay)

Primary Uses: non-ground floor dwellings, civic and public uses, eating and drinking establishments, general office, retail sales and services, hotels, motels, gas and fuel sales, car wash

3.2.1.7 Office/Research

The office/research use is characterized by businesses involved in technology, research and scientific-related activities and/or office, office research activities that are designed in a campus like setting. Light manufacturing and production uses are also acceptable within this use category. Areas identified for office/research uses along N 1800 Road (Farmer's Turnpike) are intended to support employment center type uses and not strip-type commercial development.

Intensity: Medium

Applicable Area:

- Area bound by approximately 1/4 mile north of N 1800 Road (Farmer's Turnpike) on the north, N 1800 Road (Farmer's Turnpike) on the south, E 900 Road on the west and E 1000 Road extended on the east.
- Area bound by the FEMA designated floodplain on the north, west and east and N 1800 Road (Farmer's Turnpike) on the south.

Zoning Districts: IBP (Industrial and Business Park District), IL (Limited Industrial District), PD (Planned Development Overlay)

Primary Uses: Professional offices, research services, manufacturing and production limited and technology, light wholesale, storage and distribution

3.2.1.8 Industrial

The intent of the industrial use is to allow for moderate to high-impact uses including large scale or specialized industrial uses geared toward utilizing K-10 Highway and I-70 for materials transportation.

Intensity: Medium-High

Applicable Area:

- Area generally bound by N 1850 Road on the north, N 1800 Road (Farmer's Turnpike) on the south, E 800 Road on the west and E 950 Road on the east; excluding an area generally southeast of the intersection of N 1850 Road and E 800 Road .
- Area bound by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 900 Road extended on the west and E 1000 Road on the east.
- Area bordered by N 1800 Road (Farmer's Turnpike) on the north, I-70 on the south, E 1200 Road on the west and the eastern boundary of the planning area on the east.

Zoning Districts: IBP (Industrial and Business Park District) IL (Limited Industrial District), IG (General Industrial District), PD (Planned Development Overlay)

Primary Uses: Utility facilities, building maintenance services, fleet storage, business support services, construction sales and service, industrial facilities, wholesale, distribution, and storage, research services, manufacturing and production limited and technology

3.2.1.9 Public/Institutional

The intent of the public/institutional use is to allow for public, civic, and utility uses.

Intensity: Variable

Applicable Area:

- Area bound by the FEMA designated floodplain on the north and west, N 1750 Road extended on the south and E 1100 Road on the east.

Zoning Districts: GPI (General Public and Institutional)

Primary Uses: Cultural center/library, school, utilities, recreational facilities, utility services

3.2.1.10 Open Space/Floodplain

The intent of the open space/floodplain use is to provide space for public recreational facilities and natural area preservation.

Intensity: Low

Applicable Areas:

- Regulatory floodplain and floodway.
- Tributaries along the northern area of the planning area.

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

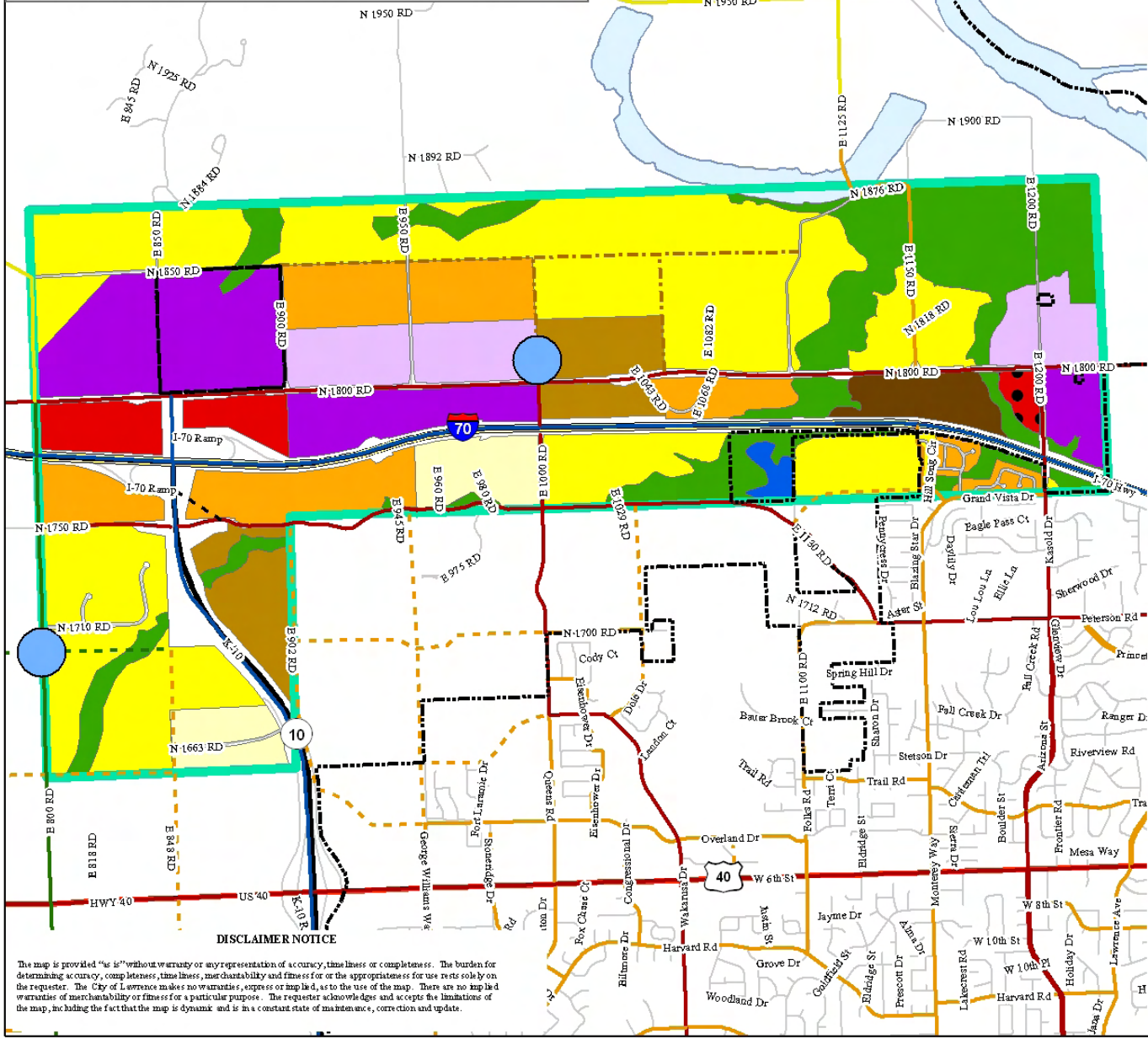
Primary Uses: crop agricultural, cultural center, schools, active recreation, passive recreation, nature preserve, entertainment and spectator sports, participant sports and recreation outdoor, private recreation

Please note: This map is intended to be used in conjunction with the plan text. The map is not scaleable.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use

- Legend**
- Planning Area
 - City Boundary
 - Water Bodies
- Future land use**
- Very Low-Density Residential
 - Low-Density Residential
 - Medium-Density Residential
 - High-Density Residential
 - Residential/Office
 - Auto-Related Commercial
 - Neighborhood Commercial
 - Office/Research
 - Industrial
 - Public/Institutional
 - Open Space/Floodplain
- Neighborhood Commercial Center
- T2030 Future Thoroughfares**
- Future Freeway
 - Future Principal Arterial
 - Future Minor Arterial
 - Future Collector
 - Future Local
 - Freeway
 - Principal Arterial
 - Minor Arterial
 - Minor Collector
 - Collector
 - Street
- Plan Identified Thoroughfares**
- Future Collector



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.

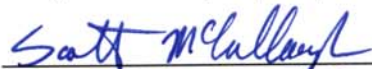
November 3, 2008



3.3 Implementation

1. Amend *Horizon 2020* Chapter 6 - Commercial Land Use to add a Neighborhood Commercial Center at the southwest corner of the intersection of N 1800 Road (Farmer's Turnpike) and E 1200 Road.
2. Amend *Horizon 2020* Chapter 6 - Commercial Land Use relocate the Neighborhood Commercial Center at the intersection of N 1750 Road and E 1000 Road to the northern portion of the intersection of N 1800 Road (Farmer's Turnpike) and E 1000 Road.
3. Update *Horizon 2020*, Chapter 7 – Industrial Land Use to reflect industrial land use locations as identified in this plan.
4. Reevaluate and update the Urban Growth Area (UGA) in *Horizon 2020*.
5. Adopt industrial design guidelines for industrially zoned areas to provide high quality, aesthetically pleasing industrial development.
6. Include the planning area in the future wastewater and water master plan updates.
7. Amend plan identified future streets into the future thoroughfares map in *Transportation 2030*.
8. Include the planning area in future long-range transportation plan updates.

I hereby certify that the foregoing is a true and correct copy of the comprehensive plan or part of the plan; that the Lawrence-Douglas County Metropolitan Planning Commission adopted said comprehensive plan, or part of the plan, on November 17, 2008.



Director of Planning and Development Services

ORDINANCE NO. 8358

RESOLUTION NO. _____

JOINT ORDINANCE OF THE CITY OF LAWRENCE, KANSAS, AND
RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF
DOUGLAS COUNTY, KANSAS AMENDING THE COMPREHENSIVE
LAND USE PLAN "*HORIZON 2020*" BY ADOPTING AND
INCORPORATING BY REFERENCE THE "CHAPTER 14 – SPECIFIC
PLANS, SPECIFIC PLANS, K-10 & FARMER'S TURNPIKE PLAN, CPA-
2008-9, NOVEMBER 17, 2008 EDITION" PREPARED BY THE
LAWRENCE-DOUGLAS COUNTY METROPOLITAN PLANNING
OFFICE

WHEREAS, pursuant to K.S.A. 12-747, a comprehensive plan or part thereof shall constitute the basis or guide for public action to insure a coordinated and harmonious development or redevelopment which will best promote the health, safety, morals, order, convenience, prosperity and general welfare as well as wise and efficient expenditure of public funds; and

WHEREAS, the City Commission of Lawrence, Kansas and the Board of County Commissioners of Douglas County, Kansas have adopted a comprehensive land use plan labeled "*Horizon 2020*"; and

WHEREAS, the Lawrence-Douglas County Metropolitan Planning Commission on November 17, 2008, by Resolution No. 2008-06, recommended the adoption of the plan and amendments to "*Horizon 2020*" to incorporate by reference the "K-10 & Farmer's Turnpike Plan"; CPA-2008-9; and

WHEREAS, pursuant to the provisions of K.S.A. Chapter 12, Article 7, K.S.A. 12-3009 to and including 12-3012, K.S.A. 12-3301 *et seq.*, the Home Rule Authority of the County as granted by K.S.A. 19-101a, and the Home Rule Authority of the City as granted by Article 12, § 5 of the Constitution of Kansas, the Board and the City are authorized to adopt and amend, by resolution and ordinance, respectively, and by incorporation by reference, planning and zoning laws and regulations.

NOW, THEREFORE, BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS; AND

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, KANSAS:

Section 1. The above recitals are incorporated by reference as if fully set forth herein and shall be as effective as if repeated verbatim.

Section 2. The Governing Bodies of the City of Lawrence, Kansas, and Douglas County, Kansas, hereby find that the provisions of K.S.A. 12-743 and K.S.A. 12-747 concerning the amendment of the comprehensive plan have been fully complied with in consideration, adoption of and amendment to "*Horizon 2020*".

Section 3. Pursuant to K.S.A. 12-747, the Governing Bodies of Douglas County, Kansas and the City of Lawrence, Kansas do hereby amend "*Horizon 2020*" by approving the recommendation of the Planning Commission, adopting Chapter 14 – Specific Plans and adopting and incorporating by reference the plan contained in planning staff report CPA-2008-9 adopted by the Planning Commission in Resolution No. 2008-06 on November 17, 2008.

Section 4. That the "Chapter 14 – Specific Plans, Specific Plans, K-10 & Farmer's Turnpike Plan, CPA-2008-9, November 17, 2008 Edition" adopted by Section 3 above, prepared compiled, published and promulgated by the Lawrence-Douglas County Metropolitan Planning Office is hereby incorporated by reference as if fully set forth herein, and shall be known as "Chapter 14 – Specific Plans, Specific Plans, K-10 & Farmer's Turnpike Plan, CPA-2008-9, November 17, 2008 Edition,". One copy of said plan shall be marked or stamped as "Official Copy as Adopted by Ordinance No. 8358 and Resolution 08-____" and to which shall be attached a copy of this joint resolution and ordinance, and filed with each of the County Clerk and City Clerk, to be open to inspection and available to the public at all reasonable business hours. The police department, municipal judge, and all administrative departments of the City charged with the enforcement of the ordinance shall be supplied, at the cost of the city, such number of official copies of such "Chapter 14 – Specific Plans, Specific Plans, K-10 & Farmer's Turnpike Plan, CPA-2008-9, November 17, 2008 Edition" marked as may be deemed expedient.

Section 6. The existing Chapter 14 – Specific Plans, Specific Plans of "*Horizon 2020*" is hereby repealed, it being the intention of this ordinance and resolution that its provisions be substituted in place thereof.

Section 7. Severability. If any section, clause, sentence, or phrase of this joint ordinance or resolution is found to be unconstitutional or is otherwise held invalid by any court of competent jurisdiction, it shall not affect the validity of any remaining parts of this joint ordinance and resolution.

Section 8. This Joint Ordinance and Resolution shall be in full force and effect upon its adoption by the Governing Bodies of the City of Lawrence and Douglas County, Kansas and publication as provided by law.

Passed by the Governing Body of the City of Lawrence this _____ day of _____, 2009.

APPROVED:

Michael Dever, Mayor

ATTEST:

Frank S. Reeb, City Clerk

APPROVED AS TO FORM AND LEGALITY:

Toni Ramirez Wheeler
Director of Legal Services

Adopted by the Board of County Commissioners of Douglas County, Kansas, this ____ day of _____, 2009.

BOARD OF COUNTY COMMISSIONERS OF DOUGLAS COUNTY, KANSAS

Bob Johnson, Chair

Jere McElhaney, Commissioner

Charles Jones, Commissioner

ATTEST:

Jameson D. Shew, County Clerk

NOTICE TO PUBLISHER

Publish one time and return one Proof of Publication to the City Clerk and one to the City Director of Legal Services, and one to the County Clerk.

From: Dave Ross [mailto:drossproperties@aol.com]

Sent: Monday, November 17, 2008 9:10 AM

To: bradfink@stevensbrand.com; greg@moorevaluation.com; Lisa Harris Email; cblaser@sunflower.com; hughcarter@dgcounty.com; rbird@pihlawyers.com; therenewgroup@sbcglobal.net; jeff@chaney-inc.com; stanley.rasmussen@us.army.mil; ksingleton@sloanlawfirm.com; Michelle Leininger

Cc: drossproperties@aol.com

Subject: Farmer's Turnpike Sector Plan

Dear Commissioners,

I will be unable to attend tonight's meeting regarding the Farmer's Turnpike Sector Plan due to a previously scheduled appointment out of town. As an active member of the steering committee that formulated this plan, I would like to make a few comments for you to consider.

You will be presented with two options as to how this area should develop in the future. As a landowner and homeowner of property included in this plan, I would prefer Option #2, because it retains more of the rural character of the area. At the same time, it does address the need of Douglas County and the City of Lawrence to provide employment opportunities for the future. It also removes the Neighborhood Commercial Center from the intersection of the Farmer's Turnpike and E 1000 road and moves it south on E 1000 road to the intersection of N 1750 road. Since the intersection of the Farmer's Turnpike and K - 10 has been designated as auto-related commercial center, I believe that adding another commercial center a little more than a mile away, will decrease the attractiveness of the area. Finally, it shows the area south of the Farmer's Turnpike, bordered on the west by E 900 road and the east by E 1000 road, as Office/Research. This area will be very visible by traffic passing along the Turnpike/I -70. I am concerned by what might be built under the Industrial land use projected in Option #1 for this part, and the subsequent appearance and impression that it would give the traveling public, of our community.

Thank you for your consideration.

David J. Ross

President

The Scenic Riverway Community Association

**Lawrence City Commission Meeting Minutes
December 2, 2008
Regular agenda item 4**

Consider approving Comprehensive Plan Amendment, CPA-2008-9, amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 and Farmer's Turnpike Plan and consider adopting on first reading, joint City Ordinance No. 8358/County Resolution No. _____, amending Horizon 2020, Chapter 14 Specific Plans by approving and incorporating by reference, CPA-2008-9.

Scott McCullough, Planning/Development Services Director, presented the staff report. He said there were two sector plans on the agenda that represented many hours of hard work between staff, the Planning Commission, stakeholders and community members who took time out of their schedules to comment on both sector plans. He said he would do a general recap of sector planning. He showed the document staff used that had the planning efforts they had available. He said sector plans act as future plans for a more specific area. They guide development. It anticipates development over a long period of time. The plan identified future land uses and outlined goals and policies and transitions and buffers between uses. They were careful to inform residents that it did not annex property or change zoning upon adoption. It acted as a first layer of planning in an area that had not developed yet. On top of the sector plan came in transportation plans, revising utility and infrastructure plans, provided a foundation for other agencies to do their planning, such as Fire/Medical and school districts. They used the sector plans as a general plan to do that work and there were several steps they used to process these plans.

He showed an animation of annexation from the 1940s until now. It put into context of why they planned seemingly rural areas. Generally, what they would find was the city had grown by a margin of 7.5 times larger in the last seven decades. They would see the current road systems in place, Clinton Lake, and other items that were not present in 1940. They put them as a constant on the map as a reference. In 1940, the City was four square miles and had a population of 14,390. The largest boom period, decade wise, was between 1990 and 2000 when an additional 14,490 residents came to Lawrence. Today the City was over 30 square miles and had a population of just over 90,000. They had a wide range of types of neighborhoods and within most neighborhoods they had a varied mix of uses in the neighborhoods. He said studies have shown that cities grow as infrastructure was built.

He showed what they currently had on the books for area plans. They had the Northwest Area Plan, the 6th and K-10 Nodal Plan. When he arrived in 2007, staff was completing a revised Southern Development Plan and spent several years completing the Southeast Area Plan and recently they did the Farmland Redevelopment Plan. This left the K-10 and Farmer's Turnpike Plan and the West of K-10 Plan. They were the areas to the west and northwest area. In the coming months and a couple of years, they were going to look at the North Lawrence/Grant Township area and ultimately the area south of Wakarusa River, when ultimately the new water reclamation facility was built, they needed to do planning for that area. Each of the plans have presented very unique sets of issues and opportunities to consider with the potential of future development. Lawrence was unique in that they had 360 degrees of opportunity so the challenge typically was where they would put resources and concentrate infrastructure, even though demand could be great on all sides. They placed an awful lot of resources and

effort in the existing City and downtown and the core neighborhoods. It was important they got out in front of development when they could.

He said specifically, the K-10 and Farmer's Turnpike Plan entailed approximately 4,000 acres. Portions were currently in the City, including the recently 155 acres annexed. The majority of it was generally unincorporated area. One of the implementation steps would be for the urban growth area. He said the turnpike was built in the 1950s and the interchange of K-10 and I-70 was completed in 1996. It was their third interchange and the only one for Lecompton, which was an important historic center for the region. Based on Comprehensive Plan 2020 goals and policies, there was a need to foster the job creation and industrial space in the community. There was also a need for large tract industrial space. Because of the highway system and because some of the slope and other elements and benefits to the land, it posed good opportunity for uses that were industrial and employment center based.

He said the plan started in February 2008 and completed drafts by the spring. They held a public meeting in which 75 people attended. They ultimately went to the Planning Commission two times with draft plans. 117 people on the list serve signed up to be a part of the plan and received notice of the plan. The Planning Commission directed staff to begin a series of workshops with community representatives. They held three workshops over the course of the late summer. That led to two additional Planning Commission meetings, the last one ended up in November and in November the Planning Commission recommended approval of the draft plan before the City Commission, on a vote of 7-3. They held four Planning Commission meetings, one large public meeting, three small workshop meetings, which were held under state statutes. This was a contentious planning effort and happened with the request for annexation and rezoning of 155 acres they talked about earlier. They felt that the Planning Commission slowed the process down, asked staff to meet with the community and hold those series of workshops. He said the plan itself was pretty typical and standard for their sector plans. There was an introduction section, an existing conditions section and recommendations section. Key issues in this plan was it supported tourism and the Freedom Frontier National Heritage Area and was the first plan document that welcomed this attribute to the area, especially as the commercial center at the interchange of K-10 and I-70 as Farmer's Turnpike took hold. It supported real character in its design, even though urban densities were designated for the area. It supported the protection of environmentally sensitive lands and encouraged industrial development. They had a number of industrial spots designated as employment centers and this was another chance to provide an opportunity for a state and interstate highway system.

He said when they build sector plan maps, they start with base maps that might include physical elements such as streams and the highway system. Then they brought in what the Comprehensive Plan already had designated for commercial centers, whether they be neighborhood or community commercial centers. They looked at slopes and topography of an area and then the long range transportation plan elements. They did this to build concept of what they thought was benefiting of community's goals as outlined in Horizon 2020. They had some existing development in the southern portion of the planning area and topography south of the highway. There was also residential development scattered throughout the northern portion. Their plan for urbanization, the first draft had a lot of industrial and employment center uses to take advantage of the highway system. They then provided high density residential and mixed uses as transitions. It originally included a transition area because the transition between industrial and lower density residential to the north was concerning. The next draft the Planning Commission saw was basically the same, but without the transition area. The Planning Commission found that the development code did enough to do transition

between those types of uses. They started reallocating some of the employment and office use to the eastern leg to but up against industrial uses along the road. They maintained neighborhood commercial centers within the planning area.

He showed the plan staff proposed to the Planning Commission after the third and final workshop with the neighbors. After Planning Commission discussion and input, they revised this area to go to strictly industrial use as opposed to office use. They then allocated additional industrial use location. They specifically called it a neighborhood commercial area at the southwest corner of the intersection and pulled out a neighborhood commercial center on the north side of Farmer's Turnpike Road.

He showed the plan that the Planning Commission recommended on a 7-3 vote. This was created at the last workshop they held. It included all of the commercial and industrial office employment and added a little more and designated that a very low density residential designation based on the transfer of rights, which was a tool they did not have at their disposal currently. The key implementation issues if adopted would be to reevaluate and update the urban growth area, adopt industrial design guidelines which staff was currently working on, include the planning area in a future utility master planning updates, and amend T2030 to accommodate streets in the area. They recommended the City Commission adopt the Planning Commission's recommendation and adopt on first reading Ordinance No. 8357.

Mayor Dever called for public comment.

Marguerite Ermeling said she received a phone call that day from Ron Schneider who represented the general neighborhood association out there. He indicated he placed a phone call to the Mayor on their behalf. There were a number of people who were not aware of the meeting about this item this evening. She believed the notification went out late Wednesday. She knew there was a suggestion that it could be that early by one commissioner, but there was nothing that was followed up with that when she contacted staff. There was not enough time to contact and let everyone know because so many people were out of town. She requested deferral of this item for at least one week because interested persons were not notified this item would be on this evening's agenda. She understood that after talking to Gwen Klingenberg they hoped to hear from the City because they had some discussion on that issue themselves. They did not have contact between their own organizations because of the holiday weekend.

Beth Johnson, Lawrence Chamber of Commerce Vice President Economic Development, said she wanted to compliment McCullough and his staff for working with the community, the Planning Commission and now the City Commission to bring forward a plan that was worthy of City Commission consideration and approval. They have been talking about this for several months now and had been plenty of opportunity for community comment at different points. There were a number of Planning Commission meetings that this had been talked about and a number of community meetings where they were public knowledge and invited. She thought they were at a point to get recommendations and approval from the City Commission at this point so they could move forward in putting this into the works. One of the things they continually talked about from the Chamber of Commerce standpoint was the need for additional industrial land. It was in the plan not only at the K-10/I-70 Lecompton exit, but also at the Kasold area as well, which would be a continuation of what they currently had in that industrial area. From her standpoint from the companies they heard from, they could never have an optimum number, but there had to be a balance between the residential and industrial and commercial needs for the growing community. She said she went on a site visit and talked to a company that was interested in the 28 acre tract, which was their last one. If they sold that tract to that company, it was the last site on I-70 that had utilities and ready to go as zoned in the City limits. They had the 155 acre tract they were working

with to make sure it was development ready to go forward. It was part of this plan and one of the first things a company was going to ask was who the neighbors were. She said it would be nice to have a plan to show them what the future land uses were in that area.

Jane Eldredge, Barber Emerson, said she represented several property owners in the sector plan. She urged the City Commission to move forward with the adoption of the plan that staff and the Planning Commission recommended. That plan represented hours of work, lots of contention and it was indeed a compromise. The people she represented would have preferred to see more industrial in the plan as it first had been presented in May 2008. As part of the process and working through with the Planning Commission and through those workshops, much of the industrial was reduced in size and some industrial was moved to the eastern end. She said it was a compromise that worked for most of the people involved and most importantly worked for the entire community. She did not think there was anything to be gained by delay of this plan. She asked the City Commission to move forward and adopt it.

Lynn Ward, area resident, said she did not know of this item until Dave Ross called to let her know about it. She asked the City Commission to postpone this item until they could get their information together. Normally they had a lot of people present from the neighborhood and did not tonight. This was a very important item to the neighbors and to them it was their future.

Dave Ross, President Scenic Riverview Community Association, requested a deferral for one week. Many of the neighbors did not know that this item would be on tonight's agenda and had prior commitments. Although he said he was not as fully prepared as he would like to be, he could explain why his Association supported Option 2. Option 2 gave 704 acres of office and research. Option 1 gave the City 671 acres. There was more acreage available to market in Option 2. He asked if he should continue or if he should continue to stumble along.

Mayor Dever said if Ross had information available, he should provide it because he did not know what the other City Commissioners would want to do.

Ross said when they worked on this it was obvious that one section was important, so they did not try to make any changes to that. It was already annexed into the City and there was a need for a large tract of industrial. They tried to address the area with Mr. Bob Meier from Lecompton. He was very concerned about the appearance of that as the entrance to Lecompton, the Freedom Frontier Foundation and the movement that was going on there. Meier was unable to attend tonight but was passionate about how it looked and what it might be. He said Meier told him on the phone that the paper on the Freedom Frontier would be released in February and be sent to the National Bureau of Parks for their review and come back. Depending on how that came out, he was concerned the City would want to be careful with what they would do with the red area that might have an impact on the future of that designation. He said the western parking lot of the K-Mart Distribution Center butted up to the Kasold area. There were a few homes in the area and felt the need was apparent that industrial needed to be put in place quickly. The infrastructure was not available for one part but one piece had infrastructure already available to it. They felt as a compromise they would try to use the available infrastructure to allow them to quickly have something available to sell. He found it interesting that when they brought that up at the meeting, there was negative on the other side that it would not work. He did not get an explanation of why it would not work. They moved the neighborhood commercial center down, back to where it was on a previous map. There was a house that the owner was preparing to put on the National Register of Historic Places and he wondered how it would work out with a commercial center adjacent to it. He said office retail adjacent to

the interstate would look much better than industrial. It would also provide for well paying jobs. One of the planning commissioners said he did not want to see the industrial and was more concerned about moving the heavier industrial away from the vision of people traveling up and down I-70.

He said a comment was made earlier about why one block was not made heavy industrial, and made a point in that area there were 7 or 8 homes already. It meant that someone would have to buy seven people out and put this back together to give the large acreage needed. He said there was another comment made that by putting heavy industrial in one area would create more traffic on Farmer's Turnpike. He said as a neighbor coming on the road since the west exit opened, the truck traffic had dramatically reduced. Before when the exit was closed, that was the only way to get off and get into the K-Mart Distribution Center, Lawrence Paper Company and the areas in there. He said they would find that the people using the area, the traffic would feed off of the interstate exit instead of Farmer's Turnpike.

Commissioner Amyx said he was not opposed to deferring this for one week.

Mayor Dever said Mr. Schneider contacted him and asked to put this item on hold. They had already notified the people who received notification to come and talk and those same people would be put out if they did not talk about it this evening. He said he was not sure if the conversation was about Option 1 or Option 2 or about whether or not they wanted to move forward tonight. If it was about moving forward, he told Mr. Schneider they would discuss and take comment from the people here and probably not take action unless the other Commissioners felt it necessary to do so. He already indicated to Mr. Schneider that it was only fair to give more time to give people the opportunity to come to the meeting and speak to this item. He said if they were going to talk about the two plans and they felt Option 1 was the best plan, he did not know what they should do next because clearly there were people going to be speaking that Option 2 was the best plan and staff recommended Option 1. It was a matter if they wanted to go with the professional staff or some sort of combination.

Commissioner Highberger said having gone through both plans they had in front of them, he was not sure he understood all of the details of both to act tonight. He said his preference would be to have a study session on these options so he could understand the rationale for the decisions a little better and address details because there were a lot of details that were pretty critical.

Mayor Dever said there was a lot of information and there were a lot of minute changes that have occurred. He was not sure if they could address all of them in a two hour study session. There were realistic questions and realistic options they had to put forth and decide. He thought the professional staff had their opinions and the neighbors had their opinions. They had to come up with what was in the best interest of everyone. He did not think they were prepared to move forward today, but wanted to get all the information they could because the more they got, the more they could think about and move forward with making the right decision.

Eldredge compared the Options 1 and 2 being considered. She said McCullough did an excellent job in the reason to have a sector plan was to provide a guide for urban development. It was not to preserve rural development but use some of the rural character in the residential areas. In the City of Lawrence, for instance, they had designations of the housing types they have provided. They have provided low density residential, medium density and high density. It was true throughout the City. The designations were set out in the comprehensive plan and on page 2-4 of the plan that was presented, they were recapped. They could see that very low density residential was a term they used in county zoning classifications, not appropriate for City zoning classifications. One of the things they would notice that was most obvious in the

difference between the two plans was that the only residential north of I-70 on option 2 was very low residential county use. In the county that was a 3 acre minimum for one site. That became important when they were doing utility planning in particular and related to Option 1 where north of I-70 they had low density residential, medium density residential, and high density residential. There was traditional planning, step up or down, densities of use. Those densities provided around this terrific access for the highest density uses that come in producing property and that were what allowed them to bring utilities into the sites. If they looked at something like Option 2, in order to bring utilities to the sites, they had to cross the land where they had extremely low density residential and were rural in character for septic tanks and rural water uses. It made the provision of utilities to the other site much more expensive than if they were using the option 1 site. It was one of the differences that had the economic impact of the ability to develop and attract businesses because they were going to want to know what it would cost.

She said the other difference that was important was the change of the neighborhood commercial site. Option 2 had it in an area with very low density residential, abutting up to the Northwest Area Plan which also had very low residential density. That was a problem if they actually wanted a neighborhood commercial site. Commercial users looked at the number of rooftops in an area before they provided it. They have identified neighborhood commercial districts as ones that served neighborhoods. They had an office research neighborhood, medium density neighborhood, industrial neighborhood, and staff recommended that the neighborhood commercial district be on the north side to accommodate traffic on the arterial road. It was neighborhood commercial, but would be more convenient for people coming east bound to turn right to go to the southern one and people west bound to turn right and go to the northern one.

She said the other kinds of differences that were important were the integration of industrial and office research with its own neighborhood commercial center and had low density residential that was surrounded by areas that would remain open because of flood plain and topography. They had high density residential on the other side of the street that also had a buffer from the commercial area. It would not create as an attractive work/live kind of campus when they had only industrial and office residential together. It was the combination of the living and working environment that staff recommended that was consistent with their ideas of smart code, mixed uses and making it possible for people in all economic situations to live close to or near their work environments. They had no other I-70 access that was as good as this one.

She said in terms of process, McCullough identified the huge number of meetings. There have been large compromises made, particularly those advocates for industrial. This was workable and there was a lot to be said for the idea of having this whole thing between the Farmer's Turnpike and I-70 industrial. The idea they actually had a lot of single family housing in there was not likely. The two roads were pretty close together. After all the hearings they had, they had plenty of input. They were aware that delay had been a pretty constant character in this drama as it had unfolded. The lack of an adopted sector plan was one of the allegations and lawsuits that have been filed by these neighbors who were the ones who continued to ask for the delay in the sector plan and then turn around and say in lawsuits that they did not have an adopted sector plan. She hoped that if the City Commission continued this, they not extend that continuance for more than a week so this could get handled in a reasonable time and get to the county commissioners in a reasonable time because it was something that would need to be approved by both bodies. She said the property owners in the sector plan by and large support this. They were satisfied with the plan and staff had done a very good job not only in terms of planning, but also in mediating.

Commissioner Hack asked Beth Johnson to address Mr. Ross's comments about the concerns of the cluster on the east side.

Johnson said in her opinion, if they put industrial at that east bookend corner that traffic was going to go down Farmer's Turnpike and not go around Berry Plastics, behind Hallmark and go to that exit. It was going to take the straight shot down and increase the traffic that would go down Farmer's Turnpike. With the exit they experienced that along there and what that would be like, and knew the traffic would go that way. She said in green were the flood plain areas, and that could cause some concerns because of the topography and sloping in those areas that would make those tracts very small and not large tracts, which was what they were looking for, and would be more available.

Commissioner Hack asked about the I-70 issue. She asked if that was a concern as well to clustering it more towards the west than the east.

Johnson said absolutely for that access. She agreed they could drive around the state and nation and find industrial that was not very good looking, which was why they were working with industrial design guidelines and different things. The worst thing to sell was an industrial park that was ugly. She did not want to do that because there were other areas in the community that were nice and showed very well. She hoped that was what they would get for this area and having something that was an eyesore was not their intentions and hoped that they knew they were planning a nice area and park for future development.

Lynn Ward, property owner in the sector plan area, said at 6:30 p.m., she and her husband put together a quick speech. She said the K-10 and Farmer's Turnpike plan involved 4,075 acres and affected several hundred families. The planning for this began in February 2008 with the first public hearing in May and 10 months later the plan was being voted on. The City's own documents stated that this was very long term planning and asked why the City was in such a hurry to make final decisions on an important issue that affected so much acreage and so many people. She said they lived on 80 acres of the office research future zoning, which was approximately $\frac{1}{4}$ of the space on the west end of the zoning plan dedicated to office research. They were against having the City Commission making decisions regarding their future as the City Commission had no responsibility to rural residents, since they did not vote for them. The City Commission could make decisions they did not agree with, and there was no accountability on their part towards the rural residents. The City stated they wanted to protect environmentally sensitive areas and prime agricultural land in Douglas County. They had 14 acres of virgin prairie on their land, which meant that it had never been plowed and part of their land had been classified by the USDA as prime agricultural. She asked why other properties, like those by the airport, were being protected and not theirs. They were unaware of any studies done by the City to identify environmentally sensitive or prime agricultural land and the K-10 and Farmer's Turnpike future zoning area as such a study was performed, they were not contacted.

Stan Unruh, property owner in the sector plan area, said he hoped the City Commission could defer this and give them a little bit more time to make their case. He thought Option 2 would be a lot better for the land owners already in the area and much less disruptive. Their land was residential now and should remain residential. It should help their property values. The whole point of this was to get more industrial land and either one of the plans gave them industrial. He said Option 2 would give them a little bit more and hoped the City would consider that option.

Marguerite Ermeling said she knew some of the thoughts that Bonnie Johnson was hoping to bring to this and hopefully she could in the future before things were done. In discussions with her, she presented to all of them that one of the reasons why Option 2 could work and the issue about traffic moving down Farmer's Turnpike was less of a

problem when they did not have the density. It was something she felt became a moot point. If it was more of a rural setting, industrial could be there because it would not have a conflict problem with traffic. She also recalled her saying that the concept of the infrastructure had been hot all along. They knew there was infrastructure to the east and the area in purple was not the flood plain area; it was beyond that and north. Where they recommended putting the purples were not in the flood plain. In addition to that, it was realistic to think they had the infrastructure over to the east and the logic of progression of bringing anything to the other area to the west and north of I-70 would go along 6th Street or the K-10 corridor. That would begin to furnish the basis on where they could afford to bring continuing infrastructure north. They could get that and the idea they were going to only get one into the other was to come across that area was not the only option to consider and it would be costly to do it that way. There were other ways to accomplish it.

Mayor Dever said he wanted to make sure everyone knew that he left a voicemail for Mr. Schneider that they would consider not moving forward with any vote on this matter for one week. He said if that was okay with everyone here, they could defer it for one week and thought it was reasonable because of the Thanksgiving holiday. He wanted to make sure he did not make a commitment without talking with everyone first.

Vice Mayor Chestnut said he supported that, but thought it would be good to hear from everyone regarding where they were at right now. He said the Planning Commission meeting minutes were not posted until the agenda was on. He said he went through the minutes three or four times and still had a lot of questions. He said he would like to ask some questions about both options so next week staff would be prepared to answer them. That might help focus the issues. It was clear that the Planning Commission was all over the place on this deal and opposed it for different reasons. Some wanted more industrial. He agreed that it did not make sense to have a very low density residential in that big of a chunk if they were talking about the idea of a sector plan. He wanted to know if an area was developable or not and needed clarity on that. If they wanted to maximize infrastructure, it seemed like they were not doing that in Option 1 on the east side. If they were going to have that industrial, they should have it in some size. The sliver between Farmer's Turnpike and I-70 was industrial and in Option 1 that was adjacent and down. It seemed to be a narrow strip and did not know how practical that was for heavy and industrial development between the Farmer's Turnpike and I-70. He said that was a sliver and not a chunk of land. He wanted an opportunity to speak to some of the Planning Commissioners based on some of the comments that were made in there. The minutes only gave you a gist of what was going on and there was a lot of ambiguity in a number of their comments and wanted an opportunity to speak to more stakeholders and get more depth in this. He said a week was fine and no one was around because of the Thanksgiving holiday.

Commissioner Hack asked if they would like to know of the area south of the Farmer's Turnpike that was catty-corner from the 155 acres.

Vice Mayor Chestnut said yes.

Commissioner Hack said the minutes indicate Mr. McCullough saying that those would accommodate East Hills Business Park size lots. She asked what the general size lot was for one of those.

Johnson said 12 acres.

Commissioner Hack asked how many acres that was.

Vice Mayor Chestnut said there was acreage and there was depth, too.

McCullough said they looked at the depth and it was approximately the size of the depth of an East Hills lot. They understood that it was not going to be part of the 88 –

100 acre parcel size the Chamber of Commerce often desired, but offered some variety and could put a substantial size building in there.

Mayor Dever said he thought the topography and access were going to be more severe limitations than the size and knowing whether or not they were capable of being developed.

Commissioner Amyx asked if the sector plan included the Lawrence Energy Center.

McCullough said no, it did not. He said they had to make some decisions about boundaries, and it basically went to the City limits on that side.

Commissioner Amyx asked if the energy center would be prime industrial property and a sector plan that was going to look at a broad range of development in a specific corridor, that area to the east with industrial to the south should be included. As annexation should occur in the future, the area that included the energy center and to the west should be part of that.

McCullough said the area to the west was the energy center and supported the employment center to the west. He said they had discussions with the Planning Commission at the time and whether it should focus on that on the east, west or entire corridor. The Planning Commission directed staff that if they were going to do it, they should look at the entire corridor.

Commissioner Amyx asked when the Farmer's Turnpike Plan and K-10 area was brought into play and they were looking at boundaries and the extension of utilities from the east through that entire area, why did they not do the plan different and use K-10 instead of Farmer's Turnpike. It would be easier to get utilities from the south to the north.

McCullough said one of the things they anticipated in updating utility master plans, they would get a sense on how utilities would be raised in the area, what the costs were and water sheds. The first layer of planning helped utilities understand designations and get numbers for their master planning. They wanted to plan for a utility branch and felt like there was a lot of value in this type of planning to get a layer of decisions made about the area and knowing this could take many decades and several updates as the plan evolved.

Commissioner Amyx said there was a lot of work done on both options. In talking to individuals who owned property to the south in the West 6th Street area and the distances to run utilities to the north, it seemed to him the simplest way to run utilities was up the K-10 side. He was surprised they did not include the Lawrence Energy Center and area north of Farmer's Turnpike because it seemed like a natural extension of area there.

Commissioner Highberger said he already stated his preference for having a study session on both sector plans because of the amount of detail and compromises made during the process so he could understand it. If they wanted to delay a week, he would support that. One of his major concerns with this plan was timing and would like a little bit more explanation of why they were doing urban density planning outside an urban growth area. A lot of the area in contention was outside the urban growth area and did not make sense to him to have urban planning for very low density residential.

Mayor Dever said the plans were almost identical and his assessment was there was not much difference. They were talking about the definition of low density residential and very low density residential. He thought there were good arguments from both sides and as they planned they did not want to use terminology or definitions that did not exist in the City Code. Very low density residential was not something he was in favor of using, which would steer him away from Option 2 but perhaps there was more compromise they could come up with after hearing more comment and given more time

to review the plans. He thought they were really close and hated to throw a bunch of time, meetings and assessments on stuff and the area in question was outside the urban growth area.

Moved by Hack, seconded by Chestnut, to defer for one week consideration of the Comprehensive Plan Amendment (CPA-2008-9), amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan and adopt on first reading, Ordinance No. 8358/County Resolution No. _____, amending Horizon 2020, Chapter 14 Specific Plans by approving and incorporating by reference (CPA-2008-9). Motion carried unanimously.

Memorandum

City of Lawrence

Planning & Development Services

TO: David L. Corliss, City Manager

FROM: Planning Staff

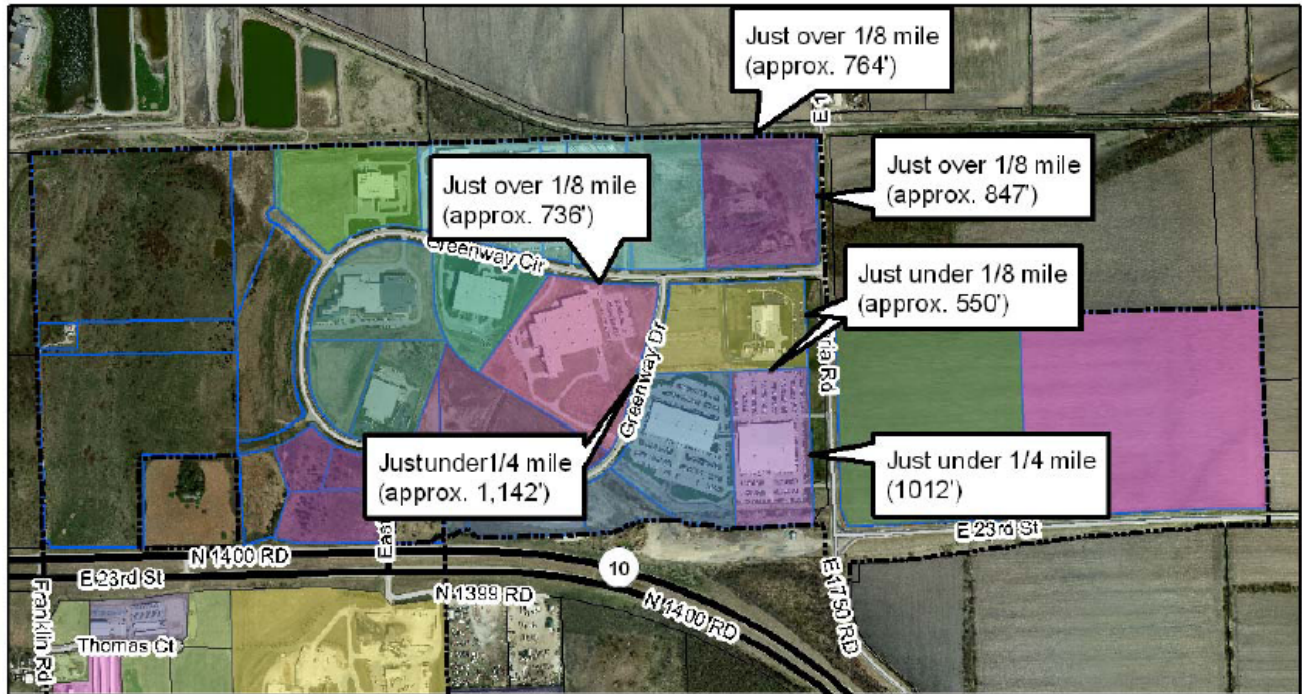
Date: December 4, 2008

RE: Follow-up to the K-10 & Farmer's Turnpike Plan discussion

The K-10 & Farmer's Turnpike Plan draft and corresponding comprehensive plan amendments were discussed at the December 2, 2008 City Commission meeting. This item was deferred one week and the Commission asked that some questions be addressed before the next meeting. Below is a summary of the questions and responses from staff.

Questions regarding size of the identified future land use areas

- Approximate acreages (gross) are shown on the attached draft future land use map option 1 and option 2. Please note that these acreages are approximates and not buildable acreages. They do not take into consideration needed street rights-of-ways, building envelopes and utility easements. These are numbers we typically do not include in the plan to allow for flexibility within the plan and to take into consideration the need for street and utility services. Land use area boundaries are described in the plan by features such as roadways and open space/floodplain areas.
- Approximate distance references have been given on the attached option 1 and option 2 maps showing 1/8, 1/4, and 1/2 mile distances. The maps themselves are not scalable.
- Below is a map of East Hills Business Park that gives examples of lot dimensions based on the lot's platted lot lines. This is for reference to compare the sizes of the different land use areas in the draft future land use maps. The property designated for industrial uses between Farmer's Turnpike and I-70 will yield parcels equal to or larger than that which exists in the East Hills Business Park making this area viable for industrial development.



Why are we working on urban land use maps outside of the existing Urban Growth Area (UGA)?

- It has been noted that the existing UGA does not correspond with where the city is currently growing and does not complement the assumed capability for the city to provide city services to these areas in the future. The City and the County have shown their support for growth within the planning area, outside of the existing UGA, by the recent annexation and zoning approval of a 155 acre tract.
- Providing a long-range plan for this area enables other entities and services such as utilities, both city and private, school districts, parks and rec. and fire/rescue to plan accordingly.
- The Planning Commission, at their April 2008 meeting, recognized that the current UGA boundaries should be revised to reflect changing circumstances. They initiated a Comprehensive Plan Amendment (CPA) to review the current UGA boundaries. In addition to this area, there are other areas of the UGA identified to be re-evaluated, such as the Grant Township area. Staff is currently working on this CPA.

Details regarding the inclusion of the Westar, Lawrence Energy Center site into the planning area

- The Lawrence Energy Center site to the east of the K-10 & Farmer's Turnpike planning area was not included in this plan as it is included as part of the Santa Fe Industrial Area as described in the draft Chapter 7 – Industrial and Employment Related Land Use in Horizon 2020. The chapter discusses the area north of Lakeview Road to remain industrial and include

development of traditional industrial uses, therefore outlining future land use for this property.

Access to I-70 and industrial designated areas in the eastern portion of the planning area

- Exact traffic patterns are unknown at this time but Farmer's Turnpike is an arterial road and is expected to carry truck and heavy vehicle traffic within the planning area.
- The reason for the amount of industrial on the eastern side of the planning area shown in option 1 is to complete the existing industrial land use pattern and then utilize the natural features as a transition area between uses. The residential uses to the immediate west will support the employment center and carry forward the need for people to be able to live close to where they work. If additional industrial is needed, it is suggested that it be included as part of the I-70/K-10 industrial area as to concentrate the industrial uses around the highway interchanges.

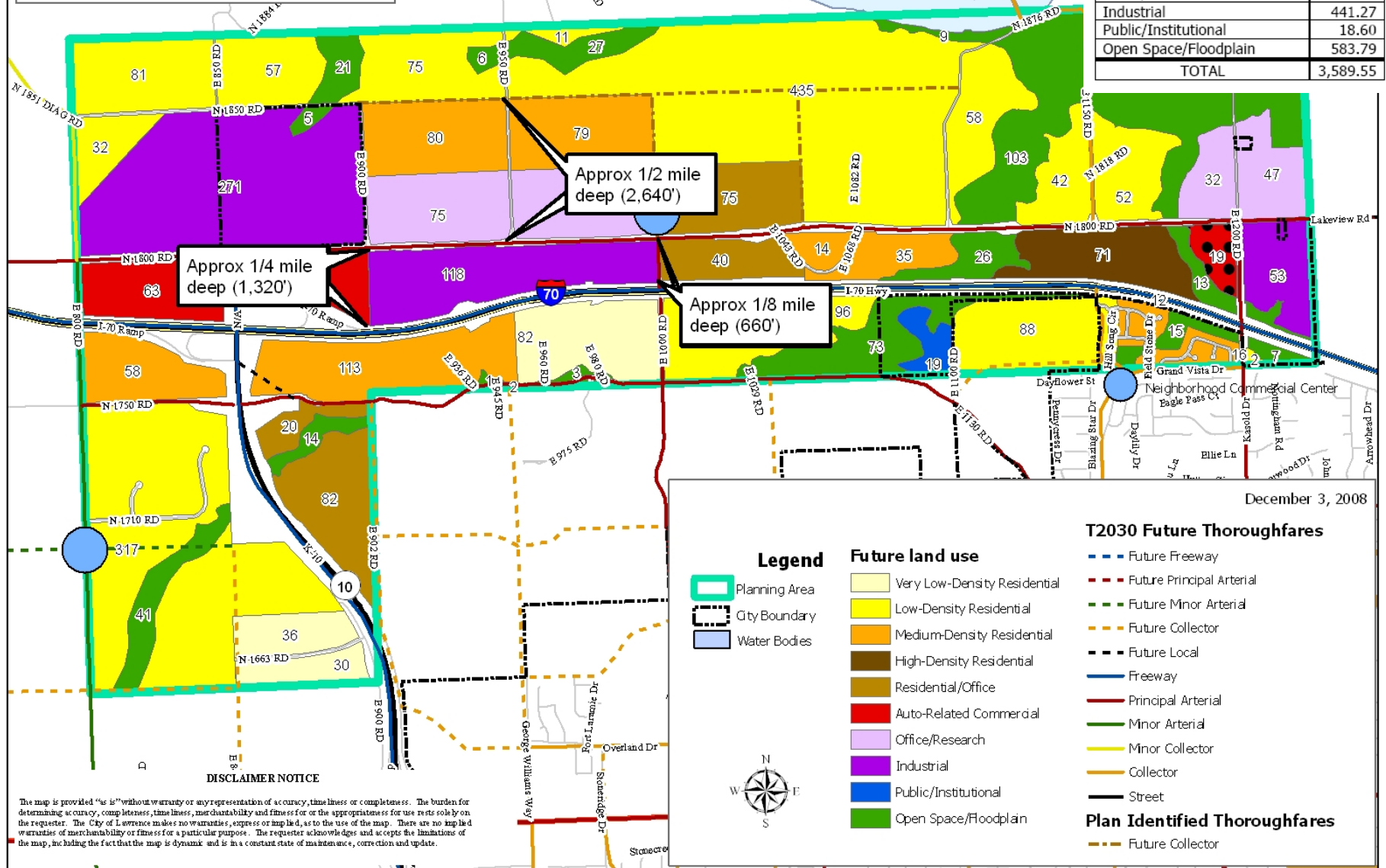
Differences between future land use map options

- The Planning Commission staff report dated November 17, 2008, and included in your agenda packet, provides a summary of each future land use map option and outlines the issues for each.
- The Planning Commission recommended option (option 1) reflects a land use pattern that provides a range of uses to continue the build the Lawrence community, and promotes the values and direction the city has been taking in its planning for higher density, affordable housing, less auto dependency, mixing of uses, live-work opportunities, support for services, etc.
- The Planning Commission recommend option (option 1) is more realistic in its expectation of how some property owners will want to develop given the road system, proximity to the city, and benefit of city services when they are available.

K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use Draft
Option 1
Approximate Land Use Acreages

Option 1	Acres
Very Low-Density Residential	148.39
Low-Density Residential	1,346.13
Medium-Density Residential	408.46
High-Density Residential	71.04
Residential/Office	216.95
Neighborhood Commercial	19.41
Auto-Related Commercial	104.86
Office/Research	230.65
Industrial	441.27
Public/Institutional	18.60
Open Space/Floodplain	583.79
TOTAL	3,589.55



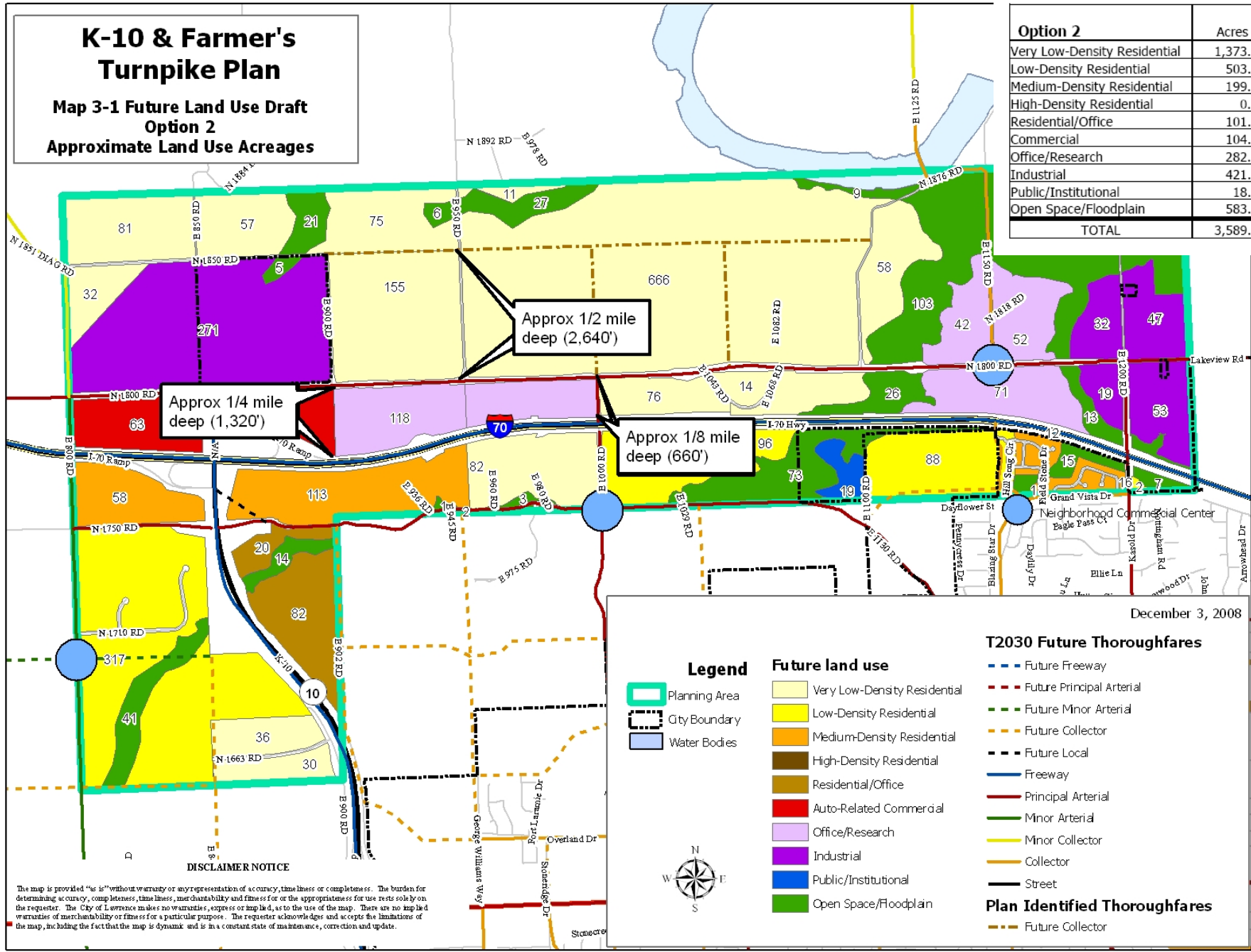
December 3, 2008

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K-10 & Farmer's Turnpike Plan

Map 3-1 Future Land Use Draft Option 2 Approximate Land Use Acreages

Option 2	Acres
Very Low-Density Residential	1,373.85
Low-Density Residential	503.09
Medium-Density Residential	199.60
High-Density Residential	0.00
Residential/Office	101.31
Commercial	104.86
Office/Research	282.83
Industrial	421.58
Public/Institutional	18.60
Open Space/Floodplain	583.79
TOTAL	3,589.52



Approx 1/4 mile deep (1,320')

Approx 1/2 mile deep (2,640')

Approx 1/8 mile deep (660')

December 3, 2008

Legend

- Planning Area
- City Boundary
- Water Bodies

Future land use

- Very Low-Density Residential
- Low-Density Residential
- Medium-Density Residential
- High-Density Residential
- Residential/Office
- Auto-Related Commercial
- Office/Research
- Industrial
- Public/Institutional
- Open Space/Floodplain

T2030 Future Thoroughfares

- Future Freeway
- Future Principal Arterial
- Future Minor Arterial
- Future Collector
- Future Local

Plan Identified Thoroughfares

- Freeway
- Principal Arterial
- Minor Arterial
- Minor Collector
- Collector
- Street
- Future Collector

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**DRAFT Lawrence City Commission Meeting Minutes
December 9, 2008
Regular agenda item 4**

Consider approving Comprehensive Plan Amendment, CPA-2008-9, amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan and consider adopting on first reading, joint City Ordinance No. 8358/County Resolution No. _____, amending Horizon 2020, Chapter 14 Specific Plans by approving and incorporating by reference, CPA-2008-9.

Scott McCullough, Planning and Development Services Director, introduced the item. He said last week the City Commission received a presentation on a sector plan entitled K-10 and Farmer's Turnpike Plan. Because they received that presentation from staff and received public comment, he was not going to re-present that information. He recapped that there was a fairly extensive public process that included four Planning Commission meetings, a large public meeting, three workshops and a large stakeholder list to receive input on the plan. The plan they presented was the option the Planning Commission recommended to the City Commission and the option to the sector plan and map that the staff presented toward the Planning Commission. Staff provided a memo in the packet that addressed several of the questions staff understood that were up at last week's meeting.

Commissioner Amyx asked McCullough why at the time the request was made for the sector plan there was not consider to extend the west of K-10 area study.

McCullough said there was a particular Planning Commission mid month meeting where they were updating them on their efforts on the long range planning they did in Planning and Development Services. Staff took direction from the Planning Commission at that time that if they were going to initiate and do planning in the area, they would do the entire corridor of Farmer's Turnpike and I-70 and not the extension of one of the plans they were working on at that time.

Commissioner Amyx asked what options they had under consideration and what all it took to do what.

McCullough said they had the opportunity to adopt the Planning Commission's recommendation or revise the Planning Commission's recommendation. Depending on the scope of those revisions, they needed to make a determination of whether it needed to be returned to the Planning Commission for reconsideration on their part. They could revise with a super majority vote different than what the Planning Commission recommended or they could defer for further discussion and debate.

Vice Mayor Chestnut called for public comment. He said that since there was pending litigation, they would not be able to comment on some issues. They were trying to focus on the land use map and the annexation issue was not something they would be discussing.

Lynn Ward, area resident, said the land across from her was the area between I-70 and Farmer's Turnpike. It was slated to be industrial, but was unsuitable for industrial as per the slope recommendations of the ECO2 Commission. ECO2 recommended industrial tracts be located on land that had a slope between 0 – 3% and 25% of that land between I-70 and Farmer's Turnpike had slopes between 15 – 40%. She said she did not like being at the City Commission meetings and her husband could not come to the meetings because he had to get up early to go to work. She said the reason they had not been to all the meetings was not because they did not care. She said what she

did not like about the sector plan was that she and her family lost control of the options of what they could do with their farm. If they needed to sell 10 acres, who was going to buy it from them because no one would want to build a home there because of the future zoning so they would be forced to sell a huge chunk of their farm or all of it. With the sector zoning plan, the City Commission was in control of her and her family's future and their farm. She said they lived outside the City and the City Commissioners did not represent them. They were choosing their future and she did not think that was right. She asked the City Commission to vote no to the sector plan.

Dave Ross, Scenic Riverway Community Association, thanked the City Commission for previously deferring this item until tonight. They had quite a few people present but a few people called and said they would not be able to make it because of the weather. They indicated they wrote to the City Commission. He said at the July Planning Commission meeting, the neighbors presented some ideas as to how industrial areas had been incorporated into and still maintained the integrity of agricultural areas in many other parts of the country and Canada. As a result, the meeting minutes reflected that they should work to increase the office and industrial research areas, that book ending these areas was a desirable option, that they should work to preserve the view from I-70 and could be creative beyond the standard set of tools that were presently available. He said with those things in mind, the neighbors went to work with staff in an effort to try and move this forward. They began with the premise that was raised by Jim Haines about the first informational meeting, that about 75 people attended, when they first saw the map staff initially prepared. Staff was not considering the fact that this was presently an agricultural residential area outside the City limits and that he felt that staff should recognize that and start from that point. They also understood there was a need for more industrial and office research space to provide future employment opportunities for the City and the County. They believed that this plan needed to fit into the Northwest Plan which was a living document to this date. He said this plan was referenced even recently by the Planning staff on projects that have occurred on the southern end of that. In general, the first sentence of the planning goal of the Northwest Plan was that sections 21 and 22 were to be left rural in character. They also knew there was a large piece of property that had already been annexed and rezoned into the area and they incorporated that into their thinking. They were informed by staff that the land to the west and south of this piece that was annexed was basically a "sacred cow" and that staff's recommendation for this acreage was not subject for review. They also looked at the K-10 and Farmer's Turnpike Draft, which stated that the plan should fit like a puzzle into the larger context of the surrounding street, utility and land use network of the entire community and that logical connections between the planning area and adjacent neighborhoods were a key factor in the development of the plan. Finally, they remembered that Commissioners Amyx and Chestnut voted only in favor of the annexation and the subsequent rezoning based upon the fact that no infrastructure would be promised or provided at any cost to the City. With those things in mind, they have voiced their ideas, but for other reasons they were informed by staff that despite the interest of the Planning Commission in looking at new an innovative ideas, that staff had been instructed to only use planning tools from the past. He personally felt that Scott and Michelle did an excellent job in trying to understand what the neighbors wanted, but felt like they were hamstrung by the instructions and could only work in the confines they were given. As a result of the restrictions and input by the neighbors, staff created the map known as Option 1. He said the planning staff never gave them instructions other than to plan for industrial. He said at the last meeting of the group, staff incorporated the neighbors' ideas into another map known as Option 2. He felt that

it flowed better. They created a map to show how option 2 floated into the existing area. They felt it fit more like a puzzle like the draft of the Farmer's Turnpike required. However, because the City housing codes, the center part was shown as low density residential as one house per acre. The density did not support the infrastructure being run down the turnpike and was never their intention for infrastructure to be there. Their instruction from the Planning Commission was to plan industrial and nothing was said of residential. The rezoning was passed with no promise or provision of City services. He showed a map that better represented the concerns of the homeowners. It offered 704 acres of industrial and office research as compared to 671 shown by the City map. The plan also allowed for much quicker and less expensive implementation of the plan by using the infrastructure that was already available at the eastern end. It also operated under the expectation that the utilities on the western end would flow naturally from the south, up K-10 from the new water tower, as the area developed. Last Tuesday they saw the discussion of the west of K-10 plan and how long time homeowners were forced from their homes because of inappropriate planning. He spoke with one of the neighbors and she spoke of 35 years of broken promises, as an example the boat yard across from the bypass of her house, when that was rezoned the neighbors were promised it would not be anything but a gravel yard. At that meeting, both Commissioners Highberger and Chestnut agreed and said it was not the City Commission's responsibility to maximize the return for property owners. The neighbors felt like they had done the due diligence and followed the instructions of the Planning Commission. They tried to balance the needs of the neighbors, many of whom had been out there for over 50 years, with the needs of the community to provide employment opportunities in the future. They acknowledged the annexation and rezoning of a large parcel of land owned by a developer in their area. They did not feel it was their responsibility to reward the greed of a speculator as he sought to add additional profit centers beyond that parcel to his portfolio. There were 125 homes in the area with more than 75 people participating, but it appeared their concerns have not been reflected at all and only the developers' requests have any influence in this process. He said on October 27, 1986, developers Jacobs, Consey, and Jacobs and Town Center Corporation, Venture Corporation, arrogantly presented the City with a mall proposal to cover a downtown footprint from Kentucky to New Hampshire and 6th Street to 7th Street. This was a developer of record who had threatened to build the 1970 Cornfield Mall. The audacity of the take it or leave it plan hit a nerve with the community. He said imagine no Liberty Hall, no Free State Brewery or 600 block of Massachusetts Street. Imagine the back side of a stacked parking garage facing their train park. Worst of all, JVJ and TC's agents, felt their mall deserved to own the heart of downtown. Lawrence was the largest city in America without a mall and made it sound like it was a serious liability. Here they were 22 years later with the same developer and similar situation. The commissioners at the time saw through the smoke screen and now they point to their downtown with pride as the envy of every city in the State of Kansas, yet it could have looked a whole lot different. Last week Commissioner Amyx asked if this was the way they wanted this to look in the future as they passed the baton, and he thought that applied again tonight.

Marguerite Ermeling, area resident, said she made a copy of the three maps and in the three maps they had the option that the staff members brought forward. They were in confinement on what they would accept from the neighbors to apply to a map and interpreted within their control and guidelines what that option 2 map should be. Option 2 was not really their map but the map they were presenting. She said she wanted to go in depth on the history of how they got started on this. She wanted to

preface that by saying that as a neighborhood they felt they have worked very hard at working at alternative efforts to embrace the things that have been demonstrated to them and spoken to them by the various commissions. She said that one and primary issue in response to the needs of the community as defined by Beth Johnson by the Chamber of Commerce, by the commissions and directions themselves, the emphasis was to be placed on some industrial. When they first brought their proposal to the Planning Commission, there were a number of things brought forward by Beth Johnson as creative ideas. At the time they presented it and went through the possibilities that would come forward if they were looking long range, they brought ideas that were not selected but places to begin to think about creative options in the area. She said it was an effort to leave a bulk majority of the area un-evolved. She said Johnson brought forward pictures on how they could evolve industry in the presence of rural space and do it effectively and use the surrounding lands as some of the buffers. In her text, she presented some ideas such as rural conservation and industrial zoning district. There was also MR zoning intended to provide large sites having frontage for interchange sites where urban development was not anticipated to occur in the foreseeable future. She said the MR zoning accommodated industrial development of the land in an intense nature on a limited service basis. There was another one called resource conservation zoning districts that also allowed industrial. She said these were zonings that existed now and elsewhere in the country.

She said the neighbors did not begin this process with any knowledge or direction they understood until going to the sector plan that they were supposed to urbanize the whole space in the first place. There was a question to why they had all the space in there because it was not part of what commissions were talking to the neighbors about; they wanted industrial at the interchange. As they progressed through their areas, there was some direction in the context of the Northwest Plan and in that plan there were specifically two sites in the general area, the land use area. Their plan was that sections 20 and 21 were to remain rural in character during the life of the plan or until endorsed. As far as she knew, short of some references that did not support Map 1 in the alternative northwest development area of the code, it was still to be low to very low density. It directed itself to Horizon 2020 and supported there. She said the last one dealt with number four. Sections 20 and 21 should continue to be rural in character and residential uses should be very low density according to guidelines in Horizon 2020. She said when they started out their work, it was with no knowledge that they could not begin this from finding industrial land. As was mentioned last week, they found industrial land and looked at it a number of different ways and tried to look at it a number of different ways to look at infrastructure in the area reasonably. One was that there was infrastructure nearby on the east side. She said the sizes were useable and functional in some fashion towards and industrial base adjacent to the industrial area. They were well supported peripherally with housing that already existed there. She said that area seemed most logical to come up through along K-10 and with the passage of the west plan that made more sense, it looked like they would fit and met the purpose of what was defined in the K-10/I-70 plan where the purpose was to make it look like everything fit.

She said one of the things the neighbors looked at was to ask themselves why they were going through all the density when the urban growth area that already existed from 5 years ago was massive. There have been no public funds expended to her knowledge, although there was a holding pattern on the completion of a water treatment plant south of Wakarusa. That was a massive area that was decided to bring into the community because it had advantages out there and potential of gravity feed to the

sewer plant. She said that had not taken root but was not completely sector planned out there and they have not completely sector planned as far west of the UGA. There was a lot of space in there and had farmland that was potential for the community. They had the Southeast Area Plan and industrial at K-10. They decided that industrial was not to be centered in one spot in the community and needed to be in multifocal areas in the community, which included the south area because there was a lot to be achieved out there. When the neighbors came to this, they thought there was a reason to retain the ruralness out there and fit the low density that was coming from the Northwest Sector Plan and Sections 20 and 21. She thought it was premature to pursue this plan at this time or suggested by staff to go with option 1. She did not agree with that and collected 105 signatures of people who lived in the area and in the perimeter of the area who did not agree to plan 1. She said there were a lot of people who felt that way and were property owners who were in the area. She asked the City Commission to reconsider the size and footprint they were looking at in this sector plan and send it back with a different direction to consider and move forward to the things they have stated before they thought were necessary, leave the rest of it alone at the time because it did not need to be in the project and did not require the extension of infrastructure along Farmer's Turnpike. They could get infrastructure in the places they needed it and way more cost effective than dragging it from one side to another, up and along Farmer's Turnpike. She asked the City Commission to take note that it was not great long term planning that they have done to date. She would like the footprint of the sector plan to be reduced and be more manageable.

Ron Schneider, attorney for the neighborhood Scenic Riverway Community Association, thanked Mayor Dever for deferring this item until this evening. He said he contacted the Mayor before the last meeting and the mayor told him he would try to advise an extension. He said as some of his clients have stated, more people would be here but for the weather and other factors. He addressed some concerns about procedure and notice requirements with staff counsel before this hearing or meeting. There were some serious questions about whether or not notice had been given as required under K.S.A. 12-743. The notice was required when they had a comprehensive plan change or addition. Written notice had to go to the township trustee if it was outside the City limits and the County had to give notice of such activity to the township trustee and also to a City within 3 miles of the area of the land if it was not incorporated. He was advised by the city counsel that they believed they had done that, but it was his understanding that confirmation of that in paper was not here and not readily available. He believed they should not take action until they 100% confirm that was in fact the case. He learned just today of the lack of notice to the township trustee after talking with his clients he personally contacted the township trustee and advised that he never received notice. He said under the statute, it was mandatory that written notice be given as well as standard publication notice.

He said there were questions about the sector plan and first and foremost was why now and why this sector plan was even being considered. He asked what the urgency was and what the purpose was of the sector plan. He asked why they were considering it under the budgetary restraints they have recognized over the past number of months after all the considerations. Many people wanted to know what was going on and he could not answer that logically except for a simple response. There was one land owner and one land developer who wanted to enlarge their potential development. In doing so and reviewing this, he believed they needed to look at Horizon 2020. When they read the introduction to the master plan, on the first page it stated that specifically the City and County used the comprehensive plan to evaluate development proposals to

coordinate development at the fringes of the counties and cities to form a foundation for a specific area plan and project future service and facility needs and to meet the requirements for federal and state programs. The comprehensive plan was used most often as a tool to assist the decision makers and evaluating the appropriateness of land development proposals. The comprehensive plan allowed the decision makers to look at the entire community and the effects of land use decisions on the community as a whole to determine whether individual proposals were consistent with the overall goals of the community. He said repeatedly, overall goals of the community, not one person, but the community. As a summary, there was a statement in Horizon 2020, which said early in the planning process the Horizon 2020 steering committee adopted the following mission statement, "Horizon 2020 is the citizen driven process of creating a plan to provide policy and strategic direction to guide Lawrence/Douglas County to the year 2020." He said keeping that in mind he directed them to look at Chapter 14. Chapter 14 was specifically sector plan. A sector plan covered one or more sections of land and uses geographic and demographic information to develop a detailed land use vision for future development or redevelopment of the study area. In the hierarchy of plans, a sector or area plan was the third tier. Based on the size of the area being studied, one or more sections of land could be between 18 – 24 months to develop. Commissioners had the largest sector plan ever considered by the City, which was about 4,000 acres. It was brought in at a speed of 6 – 7 months, but the comprehensive plan indicated for their reference 18 – 24 months. He said they looked at that with skepticism and cynicism, and based upon that was to show what the comprehensive plan envisioned. It was not a quick process. He asked the City Commission to look at all the purposes and reasons and confirm what, if any, applied to this particular process. The one thing that consistently applied, in his opinion, was that the City Commission had one person emphasizing the desire for the City Commission to proceed at break neck speed so they could do development. He had not heard an outcry of the people who have and was in the typical process the key stakeholders, the people who live in the sector plan, coming to the City Commission and asking for a sector plan. The irony was that the City Commissioners were elected by city residents but the individuals in the area could not vote for the city commission, did not vote for the city commission, and were county residents. They would be able to express their concerns in a timely manner to the County Commission, but right now they were before the City Commission. The City Commission had the power to make great influence on their life and direct how development was to proceed. His clients want them to slow it down and do what the master comprehensive plan envisioned. The comprehensive plan was a community wide effort. The City Commission voted for this, adopted it, and previous City Commissions have respected it. When they took action as a City Commission, he assumed they expected subsequent City Commissioners to either respect their decision and follow the laws or to change it, revoke it or amend it. This comprehensive plan, especially on the section of the sector plan, Chapter 14, was not being followed in his opinion. He did not think the speed of this, the content of the study, the evaluation of geographic and demographic information, the flood plain, and the hierarchy of the plans and studies, the watershed or sub base of plans have not received the type of recognition and discussion that it required. He saw no reference to this anywhere in the sector plan and knew no point of discussion in the process. He said the northwest area plan should control or have a great deal of influence. Option 1 to the contrary ignored the area proposed land use on the Northwest Plan and included residential and also residential office. Across from the interstate was residential and other use, which appeared to be medium density residential. He said they should compare that again to

the Northwest Area Plan uses. It was rural residential. He believed some debate and explanation was required. It was only appropriate to look at what had been considered acceptable and proposed by many stakeholders in the area to follow that plan. It was very low density residential area and the area calling for office research was inconsistent with the plan he presented.

He said his clients have shared with the City Commission their efforts to participate in good faith, present their opinions, yet after all was said and done, it appeared that their recommendations as it came to the final map presented received very little serious consideration or at least not included in the presentation of plan one. They were at the beginning stage of an appropriate process and that process needed to continue as contemplated by the previous commissioners and Horizon 2020. They would get there and the community would participate and everyone would be proud of what they had. He asked why this had to move now and if they talked to anyone in planning, they would confirm that it had never moved this fast before. This was a community process that contemplated it could take 18 – 24 months and suggested that it not be something done quickly and there should be further discussions from stakeholders and community members alike on the largest sector plan ever considered by the City.

Jim Haines, area resident, said he supported the comments from the previous speakers. He said his farm had been continuously farmed since the 1870s and he and the previous owners have gone to great lengths to preserve that property. If they looked at nearly any historically oriented map of Douglas County, they would see their house referred to as the Goral House, who were the people who started the farm in the 1870s. He said he did not have anything to add to the substance of what the other speakers had said. The alternative plan made a lot of sense and he participated in most of the meetings that have been referred to earlier and was disappointed with the outcome which at the beginning they were led to believe they would take into account the concerns of the people who lived in the area. As far as he knew, there was only one person who had recently moved to the area who was in favor of what was in front of the City Commission tonight. Everyone else who lived out there was opposed to it.

Jane Eldredge, Barber Emerson, representing landowners in support of the sector plan, said she would not repeat the presentation she gave last week, but would answer any questions about that. She said the Planning staff did an outstanding job and knew they would recall early on and approximately a year ago there was a Planning Commission study session at which time the staff talked about a number of sector plans that needed to be done essentially ringing the City of Lawrence. This sector plan was one of the sector plans identified to be done. There had been quite a bit of discussion about planning in the City of Lawrence and how long it took and how many meetings back and forth it took. They had some outstanding examples like the Southeast Area Plan, which took four or seven years. At the time this sector plan was initiated, the Planning Commission adopted the direction to the staff with the area plan and adopted a timeline. The timeline sat out and adopted by the Planning Commission and forwarded to the City Commission in the minutes was a five month process for this sector plan. It set out a public meeting to review the draft, a Planning Commission meeting, and a City Commission meeting scheduled for July 15th with the County Commission the next evening on July 16th. She said that did not happen. The process became much larger, there were many more meetings, and this was on the Planning Commission agenda five different times. The stakeholder meetings were not part of the original timeline, but added and staff worked hard to get the input from everyone. Some of the people she represented also presented maps to the staff and requested a good deal more

industrial. Staff did look at the topography, the demographics, the slope and other kinds of considerations like the flood plan that fit into the west of K-10 plan and the Northwest Plan. All of those things were studied. She appreciated Mr. Haines candor and not liking the output. When they started a process, they did not always know if they would like the output. Her clients were not thrilled with the output, but it was a fair output and was the best thing they could ask of a public process and that there be a fair hearing. The hearings have been full and fair throughout this and staff had been diligent in researching the questions and concerns that were presented to them. Because this area was primarily in the unincorporated area, the County would need to decide on it as well. Those who felt unrepresented by the City Commission she hoped would feel represented by the County should they have the opportunity to take it to the county. She thought it was important to bring things to a close and right now they doubled the amount of time that had been anticipated and planned for in going through the process and more than tripled the number of meetings.

Commissioner Amyx asked if the County Commission took this item up yesterday.

Eldredge said she was told that they did. She was not there and did not know it was going to be on the agenda.

JoAnn Farb said she heard a little bit of what the last speaker just said and wanted to respond to a couple of things. One of the assertions was that this process was fair. She said as a land owner who just in the last few years based on information that was conveyed to her through the County, bought land in the area and built a home and invested so much of their time and life energy in this based upon what they understood were the future plans, now to see it as possibly radically changed, this process was not fair at all. She also wanted to remind everyone that Ms. Eldredge, who represented some developers in this whole process, spoke to the committee back when they were looking at the island annexation rezoning of 155 acres and said that this would not take any City services for water, land, and they would not be requiring anything of the city and just wanted to island annex and rezone it for industrial. What they were seeing now was what that process led to and what they were going to see was that the City was going to pay for the infrastructure to develop her applicants' land. It felt like there was no where in this process that the cost to the tax payers of putting that infrastructure in and how that was going to completely overturn the long range plans to build a wastewater treatment plant to the north and east, which was going to save money by not having to put in a pump station because that was the geographically ideal spot to do it. They could lose that because when funds got committed to provide the infrastructure to completely rewrite Horizon 2020 and now send development out to the south, it seemed unfair and unwise in terms of how they do their planning and how they spent taxpayers' dollars. She said that was not being addressed here and thought it was wrong with what was going on.

Beth Johnson, Vice President of Economic Development Lawrence Chamber of Commerce, said in the Horizon 2020 comprehensive plan, there was a goal to recruit, create, expand and retain 20,000 jobs in their community by 2020. That was a goal, as a community, they stated and should be planning for. Twenty two years ago, East Hills Business Park was brought into their community. It was an island annexation at that time and growth area that had not been thought of because they were at a point they were at now where they were out of industrial land. During those last 22 years, they should have been planning for those next industrial areas. Times were good, population was booming, there were things going on that led them down a different path to take care of different services and needs. They were at the point today where they were

facing zero opportunities to recruit new businesses and expand those they had. She said what they were doing here tonight was not going to fix the problem. What they were talking about with the sector plan was planning the future. It did not mean if the City Commission approved it and the County ultimately approved the plan, it did not mean it went into existence tomorrow and did not mean they put out for sale signs immediately or that she got to start marketing the property immediately. All it meant was what they were doing was taking a step forward to plan for the future for where they wanted their job growth, where they wanted their residents to live and where they wanted the community to look. What they dealt with in economic development was location. The location of I-70 was one thing the community should be proud of. It was an asset that a lot of other communities did not have and an asset they could do other things to take advantage of. She showed a map that showed the interconnecting that led to I-70, which from a trucking access was tremendous. Along Farmer's Turnpike, they had Lakeview where a lot of industrial was right now in the area. In order for those industrial clients to get to I-70, they had to turn a corner, a four way stop, a stop light, and then entrance to I-70. Along Farmer's Turnpike, they did more industrial zoning towards the west edge, they had immediate access. Trucking companies needed that immediate access and when they had to go further, it added to the cost. It made their site more difficult to consider if there was a site that provided better access. Another thing they worried about was utilities and power was a huge utility. The map showed the access point for power lines and how it went above the Farmer's Turnpike area and to an area that would be considered industrial in option 1. She said there was a question last week that Commissioner Chestnut brought up regarding the sliver of land between Farmer's Turnpike and I-70. She enlarged the map to show how large that sliver was. They superimposed some of the East Hills properties on that, which included AMARR Garage Doors, PROSOCO, Vangent and the Spec. building. Out of those four buildings, they could fit those in the property. There would be easements and access, but they could fit those four companies in that sliver of property between I-70 and K-10. She said another bit of information that came up last week was how it looked. If they put industrial along I-70, how would it look to a passerby. To her, it looked great and showed jobs. It showed opportunities in the community that would be available to new residents and residents they had now. She looked at South Lake Industrial Park in Lenexa. South Lake had approximately 5,000 employees, zoned B1 and B2, and had some great looking buildings you could see from I-35. One of them was Deluxe Corporation that employed 340 people. She showed the aerial view of South Lake. She showed a picture of a company called Quest Diagnostics that was at the intersection of I-35 and I-435. She showed another industrial area at K-10 off of I-435 and showed a picture of Lenexa Commerce Center which had about 1,500 employees and zoned mostly B1 and B2. There was a whole area they could see that was all residential. B1 and B2 was the most intense zoning in Lenexa, but in the plan called for industrial. At some point in the future they would be in front of the City Commission asking for an IG, IL, or IBP. They were planning for the future which she hoped included areas of industrial as well as office and research that allowed them to bring jobs to the community. I-70 was a tremendous asset they needed to take advantage of.

Tom Allen, area resident, said when he was listening to what everyone was talking about earlier and what he heard about in previous meetings, the main interest in all of this was industrial and that they needed more industrial. He said their plan offered more industrial to the City than Option 1 did. There was industrial on the east end that was immediately connected to the infrastructure that was needed. The west end was down the road and personally thought the City would have to pay for it in the future when

it was developed. The eastern end was ready to go and plenty of room for more industrial. He said he read the Lawrence Journal World and the other thing that stood out in his mind was the City was broke and did not have any money. He asked why they would want a plan that was looking at housing in the industrial areas. He said housing was a drain on City finances and did not make money but cost money. The housing was not in the original plan and should leave it blank. If they were looking towards the future, farmland was looking pretty good and would offer quite a bit of space. He said they should see what would be developed in the farmland.

Louis Copt, area resident, said he wanted to add his voice to the opposition of the plan. He asked the City Commission sit back and think about this. For every person that was here speaking against this tonight, there were at least 10 more families at home tonight because they could not make it here. They were unable in the township to vote for or against the City Commission, so their fate was in their hands and asked the Commission to be mindful and not rush this.

Commissioner Amyx asked about the notification issues brought up by counsel for the neighborhood association.

McCullough said they felt like they had records that supported proper notice and would confirm that tomorrow when they got back to their files and office. The intent of the statute was to provide notice to the township and any city within three miles of the plan. They believed they had done that three separate times.

Mayor Dever asked staff to comment on the length of time that the west of K-10 took to develop versus the plan that was before them.

McCullough said according to Dan's presentation, it was just about the same time, perhaps a little bit after they initiated this. This had become a parallel time frame in many ways. It was initiated at the beginning of this year and they took action on it this week.

Mayor Dever asked why staff would indicate this was rushed or fast tracked when there was another plan like this that no one seemed to have any issues with the timeline on.

McCullough said he did not know if that was a quote or something pulled from a report or what. The public timeline had been shared with the City Commission and Planning Commission as they were beginning this process they were anticipating adoption this summer, but were happy to slow the process down when they were approached by the community representatives to do that and look at other options.

Commissioner Highberger said he acknowledged the need for industrial land. He said his issues were with process and timing. He said it might be good to review the process. The way he understood the whole issue began with a landowner in the county outside the City's urban growth area was not able to get the zoning he wanted from the County and came to the City. The City annexed and rezoned, which they did without a sector plan which they were not supposed to do, so a sector plan was initiated. Now they were planning for hundreds of acres outside the urban growth area. He said the staff work indicated that there may be people on the Planning Commission who thought the urban growth area needed to be revisited. If that was the case, then they were doing it in the wrong order. They needed to look at the urban growth area and if that needed to be expanded. One reason it was not expanded to the area was because of school district boundaries. They were planning for a substantial amount of residential growth outside of USD 497 and not sure that got a lot of attention during this process. They have rural residents who expected their property to be rural outside the City's planning horizon and now they were planning for urban density growth in the area without public discussion about whether that was their intent. He was not prepared at this point to

adopt any plan that planned urban density growth outside the urban growth area. His preference would be to put this on hold, look at the urban growth area boundary and revisit it at that time.

Mayor Dever asked Corliss if it was unprecedented to review area outside the urban growth area.

Corliss said it depended on how far back they wanted to go. They had the urban growth area for around 10 years. They have not necessarily done a lot of sector plans but as far as the K-10 Plan they looked at last week, it was all within the urban growth area, along with the Southeast Area Plan. He said the precedent was that they did not have a lot of experience with a sector plan. He heard something that commissioners encouraged was they had great long range planners and exercise it and make those decisions. They should forecast to property owners what they thought future growth would look like if it came and make the planning decisions as appropriate. It could be a lengthy process and the county needed to strongly participate in this and they have not heard anything from the county.

Mayor Dever said there was good reason to see us plan for this area. He said he was surprised to see them just developing a plan west of K-10 in an area that was being developed rapidly and should be planned more in the future. He was glad they were being aggressive in their plans. He said just because the sector plan indicated that it could take up to 18 – 24 months did not mean it should and would like a city that was cognitive and decisive and interested in doing what was best for all people in the shortest period of time because it ultimately saved money, was efficient and people could move on with their lives when they knew the future. This plan was far reaching and looked towards the future and allowed them to identify potential uses of land that would be dictated by the land owners and by the zoning they sought, if and when this got into the City limits. He thought they needed to move forward with the plan and the plan that specified with the most amount of industrial land was not the best plan, but the plan that was best for the community and the best land uses was the best plan. He would like to see more options and preferred option 1 because it seemed to fulfill the needs and was recommended by staff.

Commissioner Hack said the City Manager nailed it on the head when he said the City did not have a lot of experience with sector plans. She said that was what had been troubling an awful lot of people and commissions have been criticized for a long time for not having long range plans and something in place for what the long range plans were. It was important to remember that sector plans did not put a for sale sign in the yard, annex property, provide utilities, but let people plan the future and they have not done a very good job of long range planning. The Planning Commission directed staff along with the City and County Commissions to do that and now they have done it, there were people who were not happy they have. She said that was the joy of serving the public. The Planning Commission spent a great deal of time on this and planning staff had as well. She believed it had been a public process. The City was growing in that direction and that was where they needed to have their look. She agreed with the Mayor that Option 1 was the best of the ones they have seen and the Planning Commission on a 7 – 3 vote agreed with that. There were flood plain and size issues in Option 2 that have not been addressed. In her estimation, Option 1 was the way they needed to be. I-70 connection was critical and their industrial needs were critical. Those were important for the overall community. The overall goals of the community were not to be broke and to bring their residential versus non residential in a better balance than it was now. Moving forward with this was critical.

Commissioner Amyx said he had heard from both sides now. The applicant of the annexation had stated in the past that the sector plan was too big and now this evening Ron Schneider stated this plan is too big. He said there were a couple of things that stood out in his mind. This started because they considered an island annexation for industrial property and they all agreed the need for industrial property located in various places throughout the community was going to be important for job creation in Lawrence, Kansas for years to come. Where they were in this plan right now was the area between the two industrial areas and that was it and whether or not they were going to take the recommendation of the Planning Commission and planning staff on what they saw as being the future. He said one thing he saw on all the plans was that they were all subject to change at any time and there were requests that happened all the time on what they were going to look like. He noticed in the joint resolution that the ordinance they had before them, everything was referenced on all the specific plans from the Planning Commission.

He asked if it was to just show the entire work that had been done throughout this process and have reference on all that information.

McCullough said in Chapter 14 specific plans, those were the adopted plans they used to guide development.

Commissioner Amyx said he looked at this and the plan that was presented to them by the people in the rural area, he understood the need to not want to have that area change right now. He looked at this from the standpoint that there was a lot of industrial on either end now.

He asked if the City Commission had the ability to make any change in that area from the Planning Commission's recommendation without sending it back.

McCullough said if it was a pretty large area they would probably need to send it back to the Planning Commission.

Corliss said if you change the map you should send it back to the Planning Commission unless you have four votes.

Vice Mayor Chestnut said he appreciated Mr. Schneider's comments about Horizon 2020 and he went back to some of that original document. The way the UGA was formed, he believed it went up to the county line, up the river and out to the airport. In their most recent consideration of Chapter 7 and considering Class 1 and 2 soils, there was some serious question as to whether a lot of that land would get developed under new criteria. To some extent they may or may not have eliminated a fair portion of the UGA from possible development.

Secondly, he thought it was appropriate to understand sector plans. He understood the school district and there were a lot of comments about the City Commission being in control. The City had so many appointments to the Planning Commission, the County had so many appointments to the Planning Commission, and it was a balance put together as a joint committee for a long time and served well. The whole idea of trying to work together, not that they were trying to control the destiny outside the borders of the City, but work together to get the best comprehensive plan they could get, taking into consideration this body before he and Mayor Dever were present, they were considering rural neighborhood development and was understanding as when those neighbors came into the City, and how that integrated. He thought that was important to consider and was not about trying to gain control of people's rights.

Horizon 2020 talked about 24/40 as an industrial development 12 years ago. There have been statements about different land uses for a very long time for parts all the way outside the unincorporated county. He did not think the sector plans were doing anything different than the comprehensive plan was trying to do or achieve over the last

10 – 15 years which was understand how this was going to be done in some measured fashion. The other thing that was startling about that document was about what the estimation the population could be in the City of Lawrence. The estimation on the low side in 2030 was 110,000, in the medium was 125,000 and the high was 150,000. He did not know how relevant those numbers might or might not be, but when he came back to this particular sector, the biggest problem he had with the very low density was all of the sudden they were carving out a very big portion that if it did come into the city, it would create sprawl. He said when they talked about the bookend of industrial development, he thought that had some credence but the big swath in the middle was challenging for him because it basically declared the fact that they were going to little density areas if it came out into the City. They may be talking 40 years from now. Their population grew 443% over the 50 years from 1950 – 2000. The fact was that regardless of where they set the UGA boundaries, the City was very likely from historical standpoints to be impacting these areas and was responsible to talk about how they planned for those things. There were elements of both plans he liked and elements of both plans he did not like. He wanted to give credence to the process and the fact was he spent some time talking to a number of people about this but overall it was in his estimation that Option 1 represented the best planning they had given all the different stakeholders involved. He thought it was going to be a very long term plan and he did not see a lot of what was happening north of Farmer's Turnpike happening except for the industrial to the west and east happening any time soon. They had to give some credence to some density there because if their population was anywhere close to those numbers Horizon 2020 talked about, it made sense to have that low of density in that big of an area.

Commissioner Amyx said that people in the area had the opportunity to ask for a different recommendation from the Planning Commission. He said if their goal was the industrial on either end, that was where it was in the beginning, was it the right plan at the right time. The Planning Commission and Planning staff believed the recommendation to the City Commission believed that. He wanted everyone to know that there were options to looking at other possible uses and recommendations in that area.

He asked McCullough on the Northwest Area Plan Sections 20 and 21, they had recommendation for industrial on the north edges of those two sections. In the hierarchy of plans, how much credence did they place on the Northwest Area Plan in making a recommendation to the Planning Commission for it to remain industrial.

McCullough said the Northwest Area Plan was a unique situation. It was adopted in 1997 and when they adopted Chapter 14, specific plans, they specifically did not include the Northwest Plan as one they looked to. It was in need of an update and on a work plan to hopefully get to in 2009. Some things have changed in the area as development occurred on 6th Street to the north that had led them to include that in their work plan they previously shared with the City Commission. They looked at the Northwest Area Plan and held to some of that south of I-70. North of I-70 they felt like they had an opportunity to review the concepts they created to look at the entire corridor. As 10 year old plans came up for review or they overlap their planning areas, they looked at current assumptions, current data and current information from the Planning Commission and governing body to produce their plans. In the beginning parts of the plan, they reference the Northwest Area Plan. They were the same kind of planning tool, but felt like it was an opportunity to update some of the areas of the northwest area plan. Their plan was to go back in, take the remaining areas that were

not developed or covered by this sector plan, and look at those specific properties in the future.

Commissioner Highberger said he agreed with the Vice Mayor that they needed to plan for the future and when they planned they needed to plan for urban density. He said his understanding was that even at suburban density growth, it was his understanding that there was enough land in the urban growth area, even at the high end projections, to accommodate their growth for 20 years. He said that was why it raised his eyebrows a little and if they adopted the SmartCode that would extend the life even farther. He said it made him wonder why they were planning for urban density growth outside the urban growth area without going through some formal process of changing the lines.

Moved by Hack, seconded by Dever, to approve Comprehensive Plan Amendment, CPA-2008-9, amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan and consider adopting on first reading, joint City Ordinance No. 8358/County Resolution No. ____, amending Horizon 2020, Chapter 14 Specific Plans by approving and incorporating by reference, CPA-2008-9. Motion carried 4-1 (Highberger voted no).



**City of Lawrence
Douglas County**
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NOTICE

Pursuant to K.S.A. 12-743, the Lawrence-Douglas County Metropolitan Planning Office, a joint City-County agency, hereby provides written notice on behalf of the City of Lawrence and Douglas County, Kansas of the following meetings of the respective governing bodies. The governing bodies will consider adopting Comprehensive Plan Amendment, CPA-2008-9, amending Horizon 2020, Chapter 14 Specific Plans, to add a reference to and incorporate the K-10 & Farmer's Turnpike Plan.

Lawrence City Commission

Tuesday, January 6, 2009

6:35 p.m.

**City Commission Meeting Room, First Floor, City Hall, 6 East 6th Street,
Lawrence, Kansas**

Board of County Commissioners of Douglas County, Kansas

Wednesday, January 7, 2009

6:35 p.m.

**County Commission Chambers, 2nd Floor, Douglas County Courthouse
1100 Massachusetts Street, Lawrence, Kansas**

A copy of the proposed plan is available at the Lawrence-Douglas County Metropolitan Planning Office, City Hall, 6 East 6th Street, Lawrence, KS 66044 or online at www.lawrenceks.org/pds/draft_plans. If you have questions or comments, you may call Michelle Leininger at 785.832.3163.

Michelle Leininger, AICP
Area/Neighborhood Planner

Dated: December 11, 2008



CITY OF LECOMPTON
ATTN: CITY CLERK
327 ELMORE STREET
LECOMPTON, KS 66050

LECOMPTON TOWNSHIP
ATTN: JAY ROBERTSON, TRUSTEE
1974 E 300 ROAD
LECOMPTON, KS 66050

KANWAKA TOWNSHIP
ATTN: DAVID WULFKUHLE, TRUSTEE
1571 E 100 RD
LECOMPTON, KS 66050

WAKARUSA TOWNSHIP
ATTN: CHARLES WINTERMANTEL, TRUSTEE
P.O. BOX 3809
LAWRENCE, KS 66044

Sent by certified and regular mail on December 11, 2008 by Michelle Leininger

Memorandum

City of Lawrence-Douglas County Planning & Development Services

TO: David L. Corliss, City Manager

FROM: Planning Staff

CC: Scott McCullough, Director, Planning & Development Services
Craig Weinaug, County Administrator

Date: December 31, 2008

RE: K-10 & Farmer's Turnpike Plan Notification

Below is a summary of the public notification given throughout the process of the K-10 & Farmer's Turnpike Plan. Staff developed a stakeholder list that was used for notification purposes and included all property owners within the planning area, affected governmental entities, utilities and other groups could be interested. A listserv was also utilized where interested parties could sign up to receive email updates about the plan. The listserv includes approximately 116 members.

- **March 27, 2008**
 - o Letter or email sent to stakeholder group
 - Townships (Wakarusa, Kanwaka, Lecompton) mailed letters
 - City of Lecompton emailed letter
- **April 1, 2008**
 - o Press release for the listserv, website and the planning process
- **May 2, 2008**
 - o Letter or email sent to stakeholder group notifying of the draft posting to the website and public meeting information
 - Townships (Wakarusa, Kanwaka, Lecompton) mailed letters
 - City of Lecompton emailed letter
 - o Email sent to listserv
- **May 23, 2008**
 - o Letter or email sent to stakeholder group notifying of the draft posting to the website and Planning Commission meeting information
 - Townships (Wakarusa, Kanwaka, Lecompton) mailed letters
 - City of Lecompton emailed letter
 - o Email sent to listserv
- **May 30, 2008**
 - o Email sent to listserv regarding the Planning Commission meeting information for the June 25, 2008 meeting

- **June 1, 2008**
 - o Planning Commission legal notice published for June meeting
 - o Comprehensive plan amendment regarding the plan published as part of the agenda
- **June 29, 2008**
 - o Planning Commission legal notice published for July meeting
 - o Comprehensive plan amendment regarding the plan published as part of the agenda
- **July 10, 2008**
 - o Email sent to listserv regarding the Planning Commission meeting information for the July 23, 2008 meeting
- **September 28, 2008**
 - o Planning Commission legal notice published for October meeting
 - o Comprehensive plan amendment regarding the plan published as part of the agenda
- **October 7, 2008**
 - o Email sent to listserv regarding the Planning Commission meeting information for the October 20, 2008 meeting
- **October 26, 2008**
 - o Planning Commission legal notice published for November meeting
 - o Comprehensive plan amendment regarding the plan published as part of the agenda
- **November 11, 2008**
 - o Email sent to listserv regarding the Planning Commission meeting information for the November 17, 2008 meeting
- **November 26, 2008**
 - o Email sent to listserv regarding the City Commission meeting information for the December 2, 2008 meeting
- **December 3, 2008**
 - o Email sent to listserv regarding the City Commission meeting information for the December 9, 2008 meeting
- **December 11, 2008**
 - o Notice sent to townships (Wakarusa, Kanwaka, Lecompton)/City of Lecompton by regular and certified mail (all 4 certified mail receipts signed for and returned) for the January 6, 2009 City Commission meeting and the January 7, 2009 County Commission meeting
- **December 18, 2008**
 - o Email sent to listserv regarding the January 6, 2009 City Commission meeting and the January 7, 2009 County Commission meeting