

**WELCOME TO YOUR CITY COUNCIL MEETING**

Regular meetings are held on the first and third Thursday of each month at 7 pm and are televised on Cable Television Channel 2 on Monday 7 pm, Tuesday 10 am & 7 pm, Friday 5 pm, Saturday 1 pm and Sunday 7 pm.

Any person wishing to address the City Council, simply proceed to the microphone in front of the dais after the agenda item has been introduced and wait to be recognized by the Mayor. When called upon, please begin by stating your name and address. A time designated "Audience Participation" is listed on the agenda for any matter that does not appear on this agenda. The Mayor will call for audience participation. Please be aware that the city council and staff may not have had advance notice of your topic and that the city council may not be able to provide a decision at the meeting. If you require any special assistance, please notify the City Clerk prior to the meeting.

***Call To Order***

***Pledge of Allegiance***

***Roll Call***

**OLD BUSINESS:**

1. Approval of Minutes

**NEW BUSINESS:**

***Audience Participation***

***Presentations***

***Council Consideration of Agenda Items:***

2. Reservation for Street De-Icing Salt
3. Amendment to Existing Conditional Use Permit – 1151/1153/1155 Industrial Terrace
4. Ordinance No. 1012 – City Code Text Amendment Chapter 4
5. Final Plat – Saddle Ridge Estates, 1<sup>st</sup> Plat Revised
6. Executive Session – Acquisition of Real Estate

***Reports:***

Department Heads: City Attorney; City Engineer; City Administrator; Councilmembers

***Proclamations***

***Other Items of Interest:***




7. Monthly Department Vehicle and Equipment Mileage Reports
8. Community & Economic Development Permit/Licenses and Code Enforcement Report
9. Note of Appreciation – Police Department

***Adjournment***

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## AGENDA ITEM

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TO: Tim Vandall, City Administrator   
THRU: Sarah Bodensteiner, City Clerk   
FROM: Shantel Scrogin, Assistant City Clerk   
DATE: November 7, 2018  
SUBJECT: Approval of Minutes

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The Regular Meeting Minutes for November 1, 2018, are enclosed for your review.

Action: Staff recommends a motion to approve the Regular Meeting Minutes for November 1, 2018, as presented.

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**AGENDA ITEM #**

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1

**Call To Order:**

The regular meeting of the Lansing City Council was called to order by Mayor Mike Smith at 7:00 p.m.

**Roll Call:**

Mayor Mike Smith called the roll and indicated which Councilmembers were in attendance.

**Councilmembers Present:**

**Ward 1:** Gene Kirby and Dave Trinkle  
**Ward 2:** Andi Pawlowski and Don Studnicka  
**Ward 3:** Kerry Brungardt  
**Ward 4:** Tony McNeill

**Councilmembers Absent:** Jesse Garvey and Gregg Buehler

**OLD BUSINESS:**

**Approval of Minutes:** Councilmember Studnicka moved to approve the regular meeting minutes of October 18, 2018, as presented. Councilmember McNeill seconded the motion. The motion was approved with Councilmember Brungardt abstaining.

**Audience Participation:** Mayor Smith called for audience participation and no one came forward.

**Presentations**

**COUNCIL CONSIDERATION OF AGENDA ITEMS:**

**Request to Purchase Replacement Control System for Ultraviolet Disinfection System:**

Councilmember Kirby moved to approve the quotation from Suez Treatment Solutions, Inc., for the replacement of the control system in the Ultraviolet Disinfection System. Councilmember McNeill seconded the motion.

- Councilmember Pawlowski asked so if we approve this and stuff comes in too high but you already order it.
  - Wastewater Utility Director Tony Zell asked specifically what stuff.
    - Councilmember Pawlowski responded I mean for the, like we were talking before about the next item, bids for the next projects. If we're in a cash crunch.
      - Wastewater Utility Director Tony Zell stated without getting off in the weeds about finances, it's always been my understanding that we would be bonding the next project that we're talking about this evening. And how much of that is going to be dependent on the bid prices. This is a mission critical piece of equipment to our facility that is required by state and federal mandate. So, I would like to get the order placed now. We have 6-8 weeks lead time. This should put us in the 2019 budget cycle for actually expending the funds to pay for this. I believe it's appropriate to do that now since we are out of spare parts at this point.
- Councilmember Studnicka asked did you go out for bids for this equipment or did you just go to one vendor.
  - Wastewater Utility Director Tony Zell replied there is only one vendor.
    - Councilmember Studnicka responded that was my question.
      - Wastewater Utility Director Tony Zell replied yeah, so Suez purchased Infilco Degremont who was the original manufacturer.
        - Councilmember Studnicka asked and the parts and all that are available.
          - Wastewater Utility Director Tony Zell stated this is almost identical to the request earlier in 2017 for the belt filter press. Same control system, you know, just different system.
            - Councilmember Studnicka responded right, thank you Tony.

The motion was unanimously approved.

**Authorization to Advertise for Bids – City Projects 17-04 & 18-02 (NW Sewer Relief**

**Projects):** Councilmember Studnicka moved to authorize staff to solicit bids for the Northwest Sewer Relief Project. Councilmember Brungardt seconded the motion. The motion was unanimously approved.

- Wastewater Utility Director Tony Zell stated I was just going to say we anticipate, if we hit all our deadlines based on the timeline presented here tonight, coming back to you the first week in December for approval of those bids so we can get started right away. Easement acquisition is still ongoing, permitting is done. We're getting this done as fast as we can so we're moving forward.
  - Councilmember Pawlowski asked how's easement acquisition going?
    - Wastewater Utility Director Tony Zell responded we have a couple of properties signed. We've made some minor alignment adjustments based on some feedback from the property owners. We've got to give them some time to mull it over and think about it but the easements will be staked the first of next week which helps property owners kind of visualize what's going to happen and how much of their property will be either utilized as a permanent easement or as a temporary easement. Mr. Skeens and I have a meeting with property owners daily to work through all the issues and kind of address all their needs. It's been a task but been fun. We're moving forward. Thank you.

**Museum Building Transfer Agreement:** Councilmember McNeill moved to approve the Memorandum of Understanding between the City of Lansing and the Lansing Historical Society on the condition that the Lansing Historical Society executes the Memorandum of Understanding prior to November 15, 2018. Councilmember Pawlowski seconded the motion.

- Councilmember Pawlowski asked do you have anything to say.
  - City Administrator Tim Vandall stated so like Mayor Smith had mentioned our approval is contingent on them signing within the next two weeks. There's been some questions back and forth as to whether or not they already own the building. We don't think they do. It would be nice to have a contract with our list that says we're handing it over to them but anyway, so we do have a deadline of November 15<sup>th</sup> on there.
    - City Attorney Greg Robinson responded Tim and I have been discussing this and you know I'm in contact with the Historical Society Attorney, Ms. Hall. And seems to be that they approached us, they wanted this, we, pretty much I thought, did our due diligence in turning it around pretty quickly. We just tried to clean up some language and I submitted back to them. I've gotten no response back from the Attorney. It seems that members of the Historical Society have made overtures in sense of abiding by the terms that we suggested. You know just for example the modem. They returned the modem so that's not really an issue, it's almost a moot issue but it was something in the agreement. So, all we need to do is have them sign it. Because we had an agreement when they gave us the property, so it's my suggestion and my advice that we do an agreement to get rid of the property and I think we need that on our books to have a clear title. You know, even though it's not real estate but it's tangible property and I think we do need to make sure it's done by agreement.
      - City Administrator Tim Vandall stated and at the end of the day, too, and we've tried to explain this, I think we're in agreement that this is going to be a win-win. At least, I think most of the Council feels like that but I think it's important for us to have a contract that says this building is as-is.
        - Councilmember Brungardt replied sure, I agree.
          - Mayor Smith stated absolutely.
            - City Administrator Tim Vandall stated we don't want liability to come back on us down the road.
              - Councilmember Studnicka responded no.





- City Attorney Greg Robinson stated but again, and that is where the rub comes in. Is that I am trying to reach out to the attorney and have that communication so we can get this thing done and it appears that the other parties and I'm not mentioning our side. I think they get the input that I'm providing to the attorney and they're taking action on their own. For example, the modem, they bring it up, here you go. Like somehow that fulfills something we needed as part of the agreement, like now all of a sudden, we don't need an agreement. We've just given you the modem back. That's not the point. We still have insurance on that building. We have liabilities if somebody goes there and they're negligent but it's our building. You know we're getting dragged in. So, it's like we just want this cleaned up. We want you to sign, we'll sign and here's your building. Thank you.
  - Councilmember McNeill asked they're not going to sign this one, right.
    - City Attorney Greg Robinson asked what's that.
      - Councilmember McNeill stated this MOU, it has two paragraph fives.
        - City Attorney Greg Robinson replied oh no, I'm sorry.
          - City Administrator Tim Vandall responded we can get that cleaned up.
- Councilmember Pawlowski asked can we just give the building to the prison. It's on their property.
  - Councilmember McNeill responded would that be in accordance with paragraph five.
    - Councilmember Pawlowski replied I mean realistically.
      - City Attorney Greg Robinson replied I haven't thought of it that way, so no, I can't sit here and answer that question.
- Councilmember Trinkle stated what I'm saying is, the 15 days or whatever it is, however this works out. I know talking to Tim, he shut the utilities off, weather gets bad.
  - City Attorney Greg Robinson no I think they've already turned them back on.
    - City Administrator Tim Vandall replied I think they turned them back on.
      - City Attorney Greg Robinson stated but the reason, see what we're asking you to do is basically approve this agreement in the form we presented. We'll correct that number. In the form we presented it, that way it's done from the authorization for you to authorize the Mayor to sign off on it. That way if we, I call them tomorrow or they learn tonight somehow that you guys have approved this document as it was presented and if they finally say tomorrow, we'll sign it. Then we're done. But you know, if they don't want to sign it and they never sign it, then we'll obviously still be figuring out how we're giving this back to them.
        - City Administrator Tim Vandall if they never sign it that kind of brings up more issues in terms of I still do not have access, none of us have access to that building.
          - Mayor Smith replied it's our building.
            - Councilmember Kirby responded that was my question. They changed the code to a building that we own and we don't have the code.
              - City Administrator Tim Vandall stated correct, I still don't have the code.
                - Councilmember Kirby replied ok, alright.
              - City Attorney Greg Robinson stated and I can certainly understand that the problem that presents in a sense.
            - Councilmember Kirby stated we own the building. Yeah, it causes problems.
          - City Attorney Greg Robinson responded but from my perspective when I first heard of that I was thinking it would be signed and be done so it really didn't give me any angst. You know because we're not in there, we're giving it back on Thursday anyway.





- Councilmember Brungardt stated if anything ever happens then trying to figure out who's responsible and liable. That will be just a hot mess.
  - Councilmember Kirby stated it's already a hot mess. What if something happens now and we can't get in the building.
    - Councilmember McNeill stated we already made the motion and seconded it that we want this to go through.
  - Mayor Smith stated that's what I'm saying give them the fifteen days. Yeah, Tony. Is everybody ready to get this on down the road.
- City Attorney Greg Robinson stated I'll send out an email first thing or might this evening or tomorrow morning to Ms. Hall and let her know here is the agreement. If you'll approve it here in this vote that if you guys accept this, sign it and it's yours.
  - Councilmember Trinkle asked do we need to put a contingency on the motion that if in fifteen days.
    - Councilmember Pawlowski stated no, we'll be back here.
- Mayor Smith replied we'll be back here.
- City Attorney Greg Robinson stated David it'll basically die on the vine.
  - Councilmember Trinkle stated that's my question do we need to say we're going to.
    - City Administrator Tim Vandall replied I think we added that to the verbiage.
      - City Attorney Greg Robinson stated verbiage is on or about the deadline is the 15<sup>th</sup>.
        - Mayor Smith replied that's the key.
          - Councilmember Trinkle stated I just wanted it to be public.
            - City Attorney Greg Robinson replied sure.

The motion was approved with Councilmember Kirby voting against the motion.

**Executive Session:** Councilmember Brungardt moved to recess into executive session for the consultation with an attorney for the City which would be deemed privileged in an attorney-client relationship. K.S.A. 75-4319(b)(2) for 20 minutes, beginning at 7:20 PM and returning to the Council Chambers at 7:40 PM. Councilmember Pawlowski seconded the motion. The motion was unanimously approved.

Councilmember Pawlowski moved to return to Open Session at 7:40 PM. Councilmember Brungardt seconded the motion. The motion was unanimously approved.

## **REPORTS:**

**Department Heads:** Department Heads had nothing to report

**City Attorney:** City Attorney had nothing to report

**City Engineer:** City Engineer had nothing to report

**City Administrator:** City Administrator Tim Vandall reported the solid waste group met with a representative from Deffenbaugh recently and Deffenbaugh talked about how changes in China are affecting how recycling is being handled worldwide now. China has increased their standards and costs are going up because there is more supply than demand at the moment. Deffenbaugh suggested a small increase in rates

now to avoid a high increase at the end of the contract in a few years. After crunching numbers, a 50 cent increase for regular customers and \$1 or \$1.87 for senior customers would meet Deffenbaugh's baseline.

- Councilmember McNeill questioned holding off until the contract is over and we potentially get a different company to take over recycling or no longer provide recycling to city residents. Councilmember McNeill doesn't see the purpose of raising rates when we are in the middle of a set contract with Deffenbaugh.
  - Finance Director Beth Sanford stated this recycling problem is affecting every waste company across the United States, so it may not be possible to find a lower price from another company in a few years.
    - Mayor Smith suggested a Work Session with the committee to further discuss rates.

A meeting with the developer will take place next week for Fairway Estates. Feedback is needed from the Council on what questions staff can bring to the meeting.

- Councilmember Pawlowski asked how much is the total for the project.
  - City Administrator Tim Vandall is unsure if a number has been finalized but the project would be assessed on the lots over a 20-year period. The amount would be assessed to the homeowners property taxes.
    - Community & Economic Development Director Matthew Schmitz stated the money would be bonded upfront so the developer would have capital for the project. When dollar amounts are available for the project, the developer will have to have to bring a petition to the Council and then a decision can be made on whether or not to do the project.
      - Councilmember Kirby is interested in the timeframe for complete build out and the amount of homes per year.
        - Councilmember Pawlowski would like to know the amount per lot, per valuation, how much per month since it effects a person's ability to buy.
          - Community and Economic Development Director Mathew Schmitz has seen this done before with the total project cost divided by the square footage and every property gets assessed by so many dollars per square foot.

**Governing Body:** Councilmember Studnicka suggested giving staff the Monday before Christmas off in appreciation to all employees for doing a great job.

**ADJOURNMENT:**

Councilmember Kirby moved to adjourn. Councilmember Pawlowski seconded the motion. The motion was unanimously approved. The meeting was adjourned at 8:07 p.m.

**ATTEST:**



\_\_\_\_\_  
Michael W. Smith, Mayor

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Sarah Bodensteiner, City Clerk

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# AGENDA ITEM

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TO: Tim Vandall, City Administrator   
FROM: Jeff A. Rupp, Public Works Director   
DATE: November 8, 2018  
SUBJECT: Reservation of Street De-icing Salt

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Lansing Public Works participated again this year in a group purchasing bid process with Leavenworth County and other cities in the county. This agreement guarantees up to 3,000 tons of salt for Leavenworth County, with the option to purchase more if necessary. Other cities, including Lansing, are added as bulk bids. Each municipality would make arrangements and purchase its requested amount of rock salt directly from the company.

The low bid from Independent Salt Company of Kanapolis, Kansas, was accepted by the county. The bid amount was \$53.68/ton delivered to our Service Center. To formalize Lansing's acceptance of the bid, we need City Council approval.

Financial Consideration: We have sufficient salt on hand for the remainder of 2018, and ice control is funded in Fund 22, Consolidated Street and Highway, Line 22-014-42200 at \$35,000 for 2019.

Action: Approve the bid of Independent Salt Company of Kanapolis, Kansas, for de-icing salt at delivered unit price of \$53.68/ton, and authorize the Public Works Department to purchase salt as needed.

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AGENDA ITEM #

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2



**COUNTY OF LEAVENWORTH**  
**Department of Public Works**



*Leavenworth County Department of Public Works*  
 23690 187<sup>th</sup> Street  
 Leavenworth, KS 66048

September 12, 2018

Independent Salt Company  
 Attn: Chris Tully  
 PO Box 36  
 Kanapolis, KS 67454

RE: Salt Bids for Leavenworth County

These bids were presented to the Leavenworth Board of County Commissioners on 09.11.2018. We are pleased to announce that Independent Salt Company has been awarded the bid for Leavenworth County.

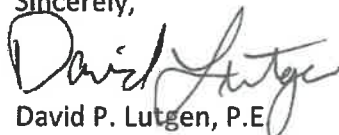
On Wednesday, August 29<sup>th</sup>, 2018 bids were opened for 3,000 tons of medium rock salt (with the option to purchase more if necessary) for Leavenworth County. In addition, the City of Tonganoxie, City of Basehor and City of Leavenworth and the City of Lansing are added as bulk bids. Each municipality would make arrangements and purchase their requested amount of rock salt directly from Independent Salt Co. The following is a bid tabulation of the bids received:

2018 Salt Bid Tabulation

<u>Vendor</u>	<u>Bid Price</u>	<u>Bid Alternate</u>
Hutchinson Salt Co.	\$59.50	\$59.50
Central Salt LLC	no bid	no bid
Independent Salt Co.	\$53.68	\$53.68
Compass Minerals	declined	declined
Cargill, Inc.	declined	declined
Scotwood Industries	no bid	no bid
Doubled D., Inc. dba Dale Bros	no bid	no bid

We are pleased that Independent Salt Co was awarded the bid, and look forward to working with you this upcoming winter. If you have any questions or concerns, please feel free to contact either myself or Vincent Grier, Rd & Br Superintendent at 913-727-1800.




Sincerely,

  
 David P. Lutgen, P.E.  
 Public Works Director

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## AGENDA ITEM

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TO: Tim Vandall, City Administrator   
FROM: Rebecca L. Savidge, City Inspector   
THRU: Matthew R. Schmitz, Community and Economic Development Director   
DATE: November 7, 2018  
SUBJECT: Amendment to Existing Conditional Use Permit for 1151/1153/1155 Industrial Terrace

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A site plan was submitted by the Leavenworth County Humane Society in 2015 for construction of a dog park and shelter. In 2015, a conditional use permit for the Humane Society was approved by the Planning Commission and City Council. As part of the plan submitted at that time there was a dog park/exercise area with a structure/shelter and parking area. The Humane Society is now ready to proceed with this part of the plan; however, a new site plan has been submitted for construction.

The Humane Society is now asking for an amendment to the entrance to the parking area as it was shown on the original plan. It was previously shown on the cul-de-sac (Industrial Terrace) and has now been moved to the main road (Industrial Street). Attached is the submitted site plan for the proposed construction and amendment. This entrance will serve as the one approved entrance to utilize the property until such time as the main building is constructed. At that time, the conditional use permit may need to be modified or reviewed to meet future needs that may arise.

Staff has been talking with several of the business owners around this site and most have stated they have no issues with the proposed amendment. Staff is still trying to contact a few of the other businesses.

**Action:** Staff recommends a motion to amend the conditional use permit as requested for the Leavenworth County Humane Society located in the Lansing Business Center.

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AGENDA ITEM #

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3



**Leavenworth County Humane Society, Inc.**

1205 REAR N. Main Street

Lansing KS 66043

[www.LCHSInc.org](http://www.LCHSInc.org)

[LvnCoHS@live.com](mailto:LvnCoHS@live.com)

[www.facebook.com/LvnCoHumane](https://www.facebook.com/LvnCoHumane)

913-250-0506

October 22, 2018

Dear City of Lansing:

I am writing to request a minor modification of the CUP for the Leavenworth County Humane Society properties in the Lansing Business Center to allow us to construct accessory structures prior to the main building of the project.

Current projections put the groundbreaking for the community animal care center approximately 3-4 years in the future.

In the meantime, we are renting a temporary facility that has no outdoor play area for the dogs in our care. Having a play yard will allow us to better socialize and exercise the dogs, meaning that they are healthier, happier and more behaviorally sound, making them more suitable for adoption.

We are asking that we be allowed to establish the outdoor play yard and picnic shelter portion of the project now, instead of waiting until we can raise the money to build the entire project. The shelter will have power & water and sewer service. Our goal is to use the yard as a way to not only care for the dogs, but to also introduce the community to all that is planned for our facility.

Approving this request will help move the entire project forward and help us to establish the site as the future home of Leavenworth County Humane Society, Inc.

Funds are available now for the construction of the play yard / picnic structure portion of the project.

Please let me know what other information you may need, what meetings we should plan for, etc.

Thank you in advance for your favorable consideration of this request.

Sincerely,

Crystal Swann Blackdeer  
Executive Director

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**PROPERTY OWNER**  
 LEAVENWORTH COUNTY HUMANE SOCIETY, INC.  
 CONTACT PERSON: CRYSTAL BLANDFORD  
 70 ROCK SPR  
 BIRDSBORO, KANSAS 66007  
 (913) 728-2861

**CONTRACTOR**  
 JE DEW CONSTRUCTION  
 CONTACT PERSON: STEVE GALLIBRUE  
 1001 LOCUST STREET  
 KANSAS CITY, MISSOURI 64108  
 (816) 425-4111

**LAND SURVEYOR**  
 ATLAS SURVEYORS, LLC  
 CONTACT PERSON: ROGER DILL, P.L.S.  
 301 S. 9th STREET  
 LEAVENWORTH, KANSAS 66048  
 (913) 820-8422

**ARCHITECT**  
 TREANOR ARCHITECTS, P.A.  
 CONTACT PERSON: WILLIAM ROEMER, AIA  
 1040 MEMPHIS STREET  
 LAWRENCE, KANSAS 66044  
 (785) 842-4000

**PROPERTY DESCRIPTIONS**  
 (2) LOTS OF LAND SITUATED IN THE LEAVENWORTH BUSINESS CENTER, LLC, IN THE CITY OF LAWRENCE, LEAVENWORTH COUNTY, KANSAS, DESCRIBED AS FOLLOWS:  
 LOTS 8 & 9, 500, 700, 800, 1.59 ACRES EACH, MORE OR LESS.  
 LOT 10, 850, 700, 800, 1.54 ACRES, MORE OR LESS.

**GROSS BUILDING & YARD AREAS**

GROSS AREA	USE
BUILDING FOOTPRINT	ANIMAL SHELTER
YARD 1	WALKING YARD
YARD 2	WALKING YARD
YARD 3	WALKING YARD
YARD 4	WALKING YARD
COVERED PARK STRUCT.	COVERED SEATING

**PARKING REQUIREMENTS**  
 NUMBER OF OFF-STREET STALLS REQUIRED: 30  
 \* PER CITY OF LAWRENCE LAND DEVELOPMENT CODE, ARTICLE 7 SECTION 4  
 NUMBER OF OFF-STREET STALLS PROVIDED: 40

**PROPERTY SURFACE SUMMARY**

SUMMARY OF EXISTING CONDITIONS		SUMMARY AFTER PROJECT COMPLETION	
TOTAL BUILDINGS	0 SF	TOTAL BUILDINGS	11,025 SF
TOTAL PAVED/SETPAVINGS	0 SF	TOTAL PAVED/SETPAVINGS	25,000 SF
TOTAL IMPERVIOUS	0 SF	TOTAL IMPERVIOUS	26,000 SF
TOTAL PERVIOUS	170,725 SF	TOTAL PERVIOUS	145,994 SF
TOTAL PROPERTY AREA	170,725 SF	TOTAL PROPERTY AREA	170,725 SF

**GENERAL NOTES**

- THIS PROJECT HAS BEEN DESIGNED TO COMPLY WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) FOR BUILDINGS AND FACILITIES, APPROPRIATE TO CODE OF FEDERAL REGULATIONS PART 119.
- OCCUPANCY PERMIT FOR THE PROPOSED BUILDING WILL NOT BE ISSUED UNTIL THE REQUIRED PUBLIC UTILITY IMPROVEMENTS ARE COMPLETE, FINAL INSPECTED, AND ACCEPTED BY THE CITY OF LAWRENCE PUBLIC WORKS DEPARTMENT.
- UTILITY PROVIDERS WILL BE RESPONSIBLE FOR ALL REQUIRED SUBMITTALS AND LOCATIONS AGREEMENTS WITH ADJACENT PROPERTY OWNERS AND THE CITY OF LAWRENCE, EXCEPT FOR THE STORM WATER EASEMENTS TO BE VACATED, WHICH WILL BE DRAFTED DIRECTLY TO THE PROPERTY OWNER.
- PROPOSED ASPHALT PAVEMENT TO BE 4" THICK OF SURFACE COURSE, IF BARE COURSE OR 1" MINIMUM THICK SUBGRADE COMPACTED TO 98% STANDARD PROCTOR DENSITY. PROPOSED MEDIALS TO BE 4" THICK UNIMPROVED CONCRETE. SUBGRADE PREPARATION AND STABILIZATION FOR ALL AREAS OF THE SITE SHALL BE PER THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT. PROPOSED PAVEMENT WITHIN PUBLIC STREET AND ALLEY RIGHTS-OF-WAY SHALL BE CONSTRUCTED PER CITY OF LAWRENCE STANDARD DETAILS AND SPECIFICATIONS.

DV15.007.00B

**Leavenworth County Humane Society  
 Animal Shelter**  
 Industrial St. & Industrial Terr., Lansing, Kansas

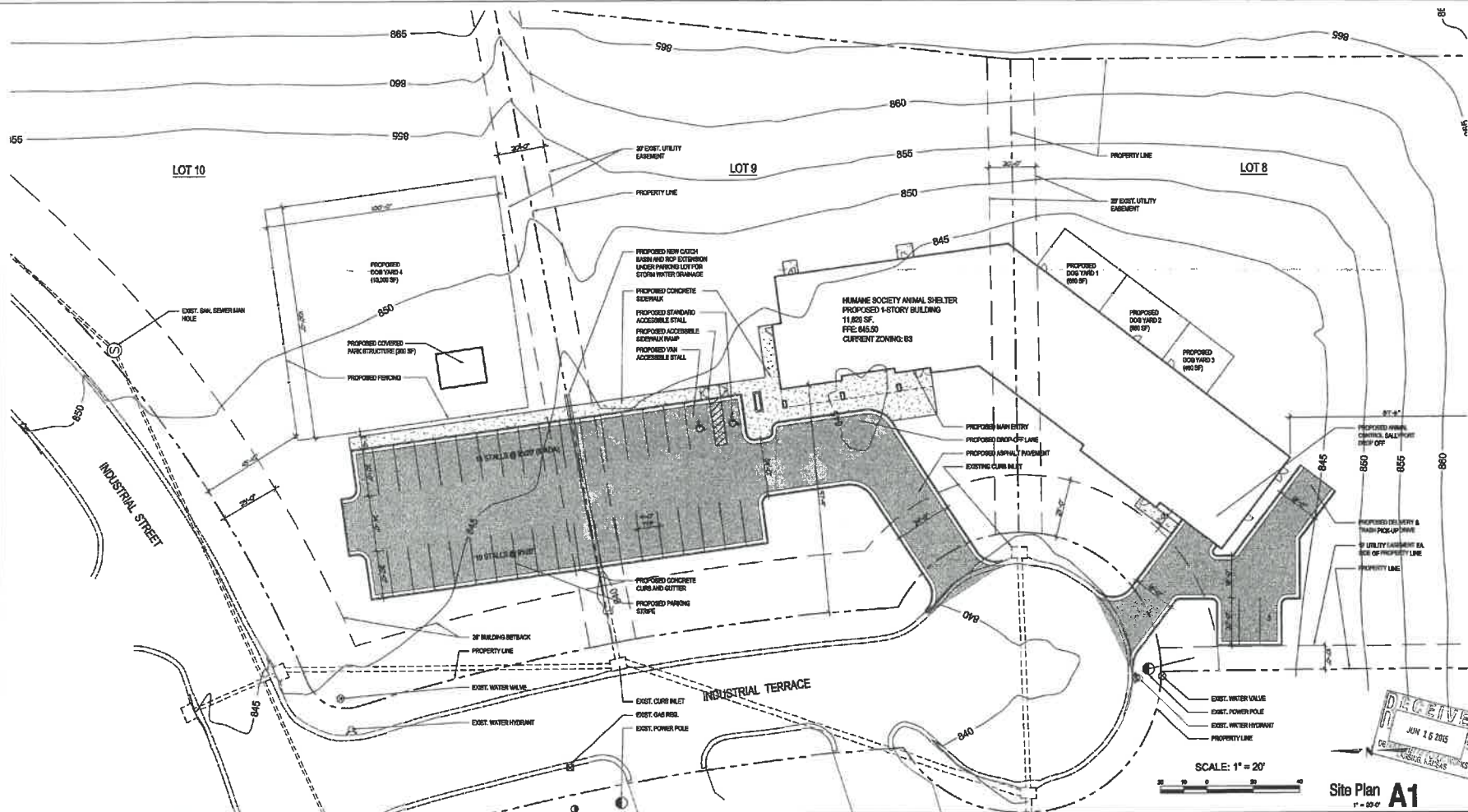
**TREANOR ARCHITECTS P.A.**  
 ARCHITECTS P.A.  
 1040 MEMPHIS STREET  
 LAWRENCE, KANSAS 66044  
 OFFICE: 785.842.4000  
 FAX: 785.842.7326  
 WWW.TREANORARCHITECTS.COM

THIS SITE PLAN IS FOR  
 PLANNING PURPOSES ONLY.  
 NOT FOR CONSTRUCTION

**REVISIONS**

NO.	DATE	DESCRIPTION

Date: 09.15.15  
**SITE PLAN**  
**AS101**  
 © 2015 Treanor Architects, P.A.



SCALE: 1" = 20'  
 1" = 50'

Site Plan **A1**

FILE PATH: I:\2015\LOT 8,9,10\Leavenworth County Humane Society\Drawings\AS101\AS101.dwg  
 LAST SAVED: Monday, June 15, 2015  
 PRINTED BY: TTTREANOR






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## AGENDA ITEM

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TO: Tim Vandall, City Administrator   
FROM: Matthew R. Schmitz, Community & Economic Development Director   
DATE: November 15, 2018  
SUBJECT: Ordinance No. 1012 – City Code Text Amendment Chapter 4

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**Explanation:** At the September 27<sup>th</sup> Council Work Session, Staff discussed with Council the requirements regarding fencing for pools in Lansing. The main point of this discussion was that our current code, which requires a six-foot (6') fence around the pool, has been interpreted and enforced by Staff in the past as meaning that if a resident has an existing four-foot (4') fence around their property, and is installing an above ground pool, they can install an additional two-foot (2') fence around the pool, and that meets the requirement of the code.

During discussion, it appeared that there was consensus to modify the current code from a height of six-feet (6') to five-feet (5') for the fence height and require that the fence be measured for height at the fence itself. These revisions are reflected in the attached ordinance, which will update the code with this language.

**Policy Consideration:** This Ordinance updates the requirements for fencing around pools in the City of Lansing.

**Financial Consideration:** N/A

**Action:** Motion to adopt Ordinance No. 1012, as presented.

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**AGENDA ITEM #**

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4

**ORDINANCE NO. 1012**

**AN ORDINANCE OF THE CITY OF LANSING, KANSAS AMENDING CHAPTER 4, ARTICLE 8, SECTION 807 OF THE CODE OF THE CITY OF LANSING, KANSAS, REGARDING POOL FENCES**

An ordinance amending Chapter 4, Article VIII of the Code of the City of Lansing regarding the installation of fences required for swimming pools within the City limits.

BE IT ORDAINED by the Governing Body of the City of Lansing, Kansas:

**SECTION 1:** Chapter 4, Article 8, Section 807 is amended as follows:

**Sec. 4-807. – SAME; FENCES, GATES.**

All outdoor swimming pools shall be completely enclosed by a fence with a minimum height of five-feet (5') as measured at the fence itself. All fence openings or points of entry into the pool area enclosure shall be equipped with gates and shall be a minimum of five-feet (5') as measured at the gate itself. The fence may be constructed of wire or of wood materials. In the event that wire is used for the fence to enclose the pool area, the fence shall be constructed of a minimum number eleven and one-half gauge woven wire mesh corrosion-resistant material. In the event the fence is constructed of wood, the wooden materials shall be of not less than one-half inch in thickness with spacing's of no greater than three inches in width. All gates shall be equipped with closing and latching devices capable of being locked with a padlock and the gate shall be locked with a padlock during the absence of the owners or tenants of the real property whereon the swimming pool is situated. All fence posts shall be decay or corrosion-resistant and shall be set in a concrete base at a depth of not less than two and one-half feet, and no farther than 10 feet apart.

**SECTION 2: AMEND.** This ordinance shall amend Chapter 4, Article 8, Section 807 of the Lansing City Code, 2017 Edition as adopted by Ordinance No. 991.

**SECTION 3: SEVERABILITY.** If any section, clause, sentence, or phrase of this ordinance is found to be unconstitutional or is otherwise held invalid by a court of competent jurisdiction, it shall not affect the validity of any remaining parts of this ordinance.

**SECTION 4:** This ordinance shall be in full force and effect beginning January 1, 2019, and after its passage and publication in the official city newspaper.

**PASSED AND APPROVED** by the Governing Body of the City of Lansing, Kansas, on this 15th day of November 2018.

{SEAL}

---

Michael W. Smith, Mayor

Attest:

---

Sarah Bodensteiner, City Clerk

APPROVED AS TO FORM:

Published: *Leavenworth Times*

Date Published:

---

Gregory C. Robinson, City Attorney

**CITY OF LANSING**  
**FORM OF SUMMARY FOR PUBLICATION OF ORDINANCE**

**Ordinance No. 1012: An Ordinance of the City of Lansing, Kansas Amending Chapter 4, Article 8, Section 807 of the Code of the City of Lansing, Kansas, Regarding Pool Fences.**

Pursuant to the general laws of the State, a general summary of the subject matter contained in this ordinance shall be published in the official City newspaper in substantially the following form:

**Ordinance No. 1012 Summary:**

On November 15, 2018, the City of Lansing, Kansas, adopted Ordinance No. 1012, amending Chapter 4 Article 8, Section 807 of the Code of the City of Lansing regarding pool fences. A complete copy of this ordinance is available at [www.lansing.ks.us](http://www.lansing.ks.us) or at City Hall, 800 First Terrace, Lansing, KS 66043. This summary certified by Gregory C. Robinson, City Attorney.

This Summary is hereby certified to be legally accurate and sufficient pursuant to the laws of the State of Kansas.

DATED: November 15, 2018


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Gregory C. Robinson, City Attorney

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## AGENDA ITEM

---

TO: Tim Vandall, City Administrator   
FROM: Matthew R. Schmitz, Community & Economic Development Director   
DATE: November 15, 2018  
SUBJECT: Final Plat – Saddle Ridge Estates, 1<sup>st</sup> Plat - Revised

---

**Explanation:** A revised final plat for Saddle Ridge Estates, 1<sup>st</sup> Plat, has been submitted by Mark Linaweaver Trust (Mark Linaweaver, Agent), property owner, for property currently addressed as 1022 East Mary Street, Lansing, Kansas. The plat was revised due to a significant error in the right of way along East Mary Street. The error resulted in lot lines being altered and utility easements along East Mary being reduced from fifteen feet (15') to ten feet (10'). As a result, Staff thought it would be best to bring the revised final plat through the process for review and approval again.

The proposed final plat allows for platting of the first plat, consisting of 13 lots along the north side of the preliminary plat. The entire area on the preliminary plat was 98.67 acres, and the first plat consists of approximately 6.615 acres. The 13 proposed lots are all single-family dwellings and will include the two connections to existing East Mary Street originally shown on the preliminary plat.

On the attached checklist for completeness, there are several items marked as "No". The drawings delivered to the city at this time did not include a Mylar copy, nor do they include signatures. All requirements are correctly shown on the plat in terms of signature blocks, etc.; they are simply missing signatures. These signatures will be collected before the plat can be filed with the county, subject to approval of the Final Plat by the Governing Body.

When the initial version of this plat was considered by the Planning Commission and the City Council, there was an expression of concern regarding traffic on East Mary. As a result, staff requested that a traffic study be performed for the area. The traffic study was performed, assuming full buildout of the entire 148 lots shown on the preliminary plat. The results of that traffic study indicated that no improvements to East Mary were necessary to support this development. The traffic study is attached to this item for review.

The plat is compliant with the preliminary plat and the Subdivision Regulations in all regards.

Sanitary Sewer service capacity in the area is adequate as it is currently built; however, the current system would require an aerial crossing over Nine Mile Creek to service this plat. The Wastewater Director is currently working with the Developer and the Engineer on the project to extend a deeper line across Mary Street just west of Nine Mile Creek, which would allow for sewer service to this plat to cross under the creek. Staff anticipates that as construction drawings for the plat are prepared, cooperation will continue between the City and the Developer to address the sanitary sewer service for the plat.

The Planning Commission voted to recommend approval of this final plat application at its October 24, 2018, meeting with a 5-0 vote. The minutes from that meeting, the final plat checklist, and the submitted final plat are included for your review.

While Staff received one letter from R L Henley at 812 East Mary when this item went through the first time, Staff has not, to date, had any contact from the public regarding this revised Plat.

**Action:** Staff recommends a motion to accept the public dedications of the final plat for Saddle Ridge Estates, 1<sup>st</sup> Plat.

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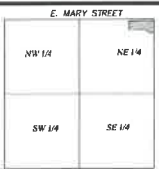
## AGENDA ITEM #

5

# FINAL PLAT

## SADDLE RIDGE ESTATES, 1ST PLAT

### A SUBDIVISION OF LAND IN THE CITY OF LANSING, LEAVENWORTH COUNTY, KANSAS



LOCATION MAP  
SECTION 30-T09S-R23E  
Scale 1" = 2000'

FOUND 2" BRASS CAP  
NW CORNER OF THE  
NE 1/4 SEC. 30-09-23

STATE OF KANSAS

East Mary Street

North line of the NE 1/4 of Section 30-09-23  
N87°59'53"E 2,670.60'

POINT OF COMMENCEMENT  
FOUND 3.25" ALUMINUM CAP  
NE CORNER OF THE  
NE 1/4 SEC. 30-09-23

East Mary Street

S01°17'06"E 55.01'

POINT OF BEGINNING

East Mary Street

S02°00'08"E 5.00'

East Mary Street

N87°17'52"E 582.95'

East Mary Street

S01°17'06"E 404.65'

UNPLATTED

Tract A  
Drainage Easement (D/E)  
63.40 Sq. Ft.

Zone AE -  
100 YEAR FLOOD PLAIN  
BASE FLOOD ELEV.=786.0

UNPLATTED

Saddle Ridge St.

N87°59'53"E 339.07'

Horse Shoe Lane

N25°38'03"E 10.11'

UNPLATTED

Tract B  
Landscape &  
Utility Easement (L/UE)  
8,271 Sq. Ft.

UNPLATTED

Horse Shoe Lane

N01°17'06"W 50.39'

UNPLATTED

Tract C  
Access Easement (A/E)  
(Plum-Land)  
16,000 Sq. Ft.

UNPLATTED

Horse Shoe Lane

S88°42'54"W 203.63'

UNPLATTED

East line of the  
NE 1/4 of Section 15-09-22  
S01°17'06"E 2,651.44'

POINT OF COMMENCEMENT  
FOUND K.S.P. MONUMENT  
SE CORNER OF THE  
NE 1/4 SEC. 30-09-23

East Mary Street

S01°17'06"E 2,191.78'

UNPLATTED

POINT OF BEGINNING

East Mary Street

S01°17'06"E 55.01'

POINT OF BEGINNING

East Mary Street

S02°00'08"E 5.00'

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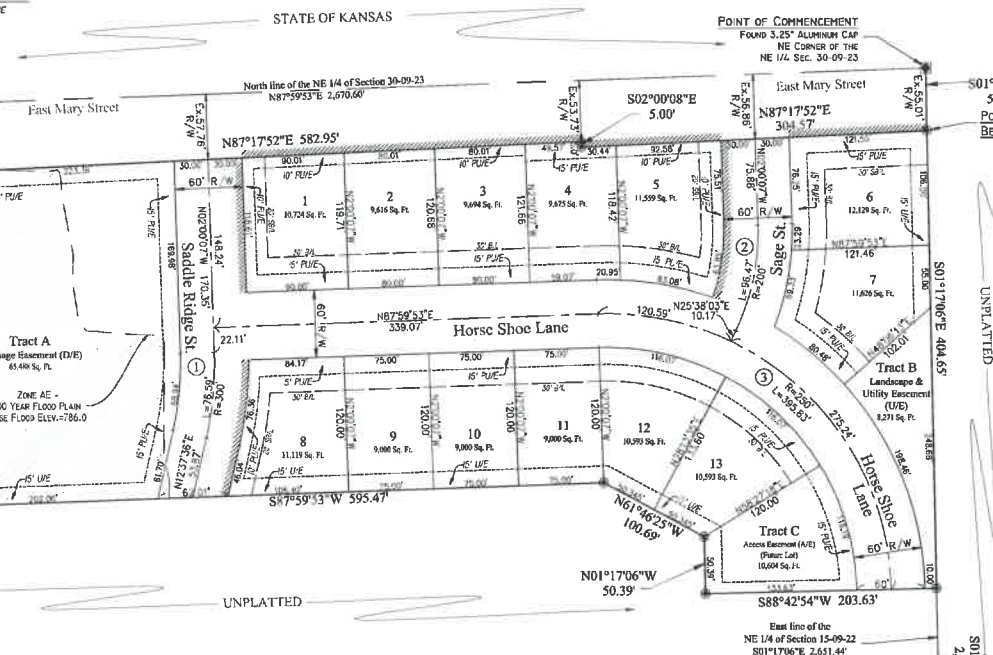
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FOUND K.S.P. MONUMENT  
SE CORNER OF THE  
NE 1/4 SEC. 30-09-23

East Mary Street

S01°17'06"E 2,191.78'

UNPLATTED



**LEGEND**

▲ DENOTES FOUND MONUMENT AS NOTED  
 ■ DENOTES 3-1/4" DIA. STAMPED ALUM. DISK, LEAVENWORTH COUNTY SECTION CORNER, IN MONUMENT BOX  
 ● DENOTES SET 1/2" REBAR LS 1408 PLASTIC CAP SET IN CONCRETE  
 A/E DENOTES ACCESS EASEMENT  
 D/E DENOTES DRAINAGE EASEMENT  
 U/E DENOTES UTILITY EASEMENT  
 P/UE DENOTES PUBLIC UTILITY EASEMENT  
 L/UE DENOTES LIBERTY OF NO ACCESS  
 SBL DENOTES BUILDING LINE  
 SBDL DENOTES SIDE BUILDING LINE  
 □ DENOTES 100-YEAR FLOOD PLAIN AREA

**Centerline Curve Data**

① A = 145°43' R = 300.00' L = 76.59' C = 76.59'	② A = 27°41'0" R = 200.00' L = 96.47' C = 93.54'	③ A = 90°43'02" R = 250.00' L = 395.83' C = 235.76'
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Title information furnished by:  
Kansas Secured Title, Inc.  
Issuing agent for  
Chicago Title Insurance Company  
Policy No.: 72306672-211194240  
Date: April 28, 2017

**DISCLAIMER:**  
Leavenworth County, Kansas, does not represent, warrant or guarantee that the details shown on this document and provided by the applicant, or any agent of applicant, including any survey information, should be relied upon by any third party as being wholly or partially accurate and complete.

Lot #	Square Ft.	Tract	Square Ft.
1	10,724 S.F.	A	63.48 S.F.
2	9,616 S.F.	B	8,271 S.F.
3	9,094 S.F.	C	16,000 S.F.
4	9,825 S.F.		
5	11,559 S.F.		
6	12,129 S.F.	Total Lot Area =	125,278 Sq. Ft. (2.88 Ac. ±)
7	11,626 S.F.		
8	11,119 S.F.		
9	9,000 S.F.	Total Tract Areas =	84,364 Sq. Ft. (1.94 Ac. ±)
10	9,000 S.F.		
11	9,000 S.F.		
12	10,993 S.F.	ROW Area =	69,526 Sq. Ft. (1.60 Ac. ±)
13	10,993 S.F.		
Total Area	125,278 S.F.		

**NOTE:**

- The basis of bearing system Kansas North Zone, U.S. State Plane, NAD 83.
- The Interior Lot Corners shall be set Post Utility Construction.
- Corner Lots with a Side Building Line (SBL) shall have No Direct Vehicular Access on that side of the Lot.
- Exterior Plat Corner Monuments to be set in concrete per Leavenworth County Regulations prior to issuing building permits.
- Flood Plain Information: The property is located in Zone AE (Special Flood Hazard Area with a Base Flood Elevation of 786.00) and Zone X (Area of Minimal Flood Hazard) according to the Flood Insurance Rate Map for the City of Lansing, Leavenworth County, Kansas, Community Panel No. 20103C02325, effective date 07/16/2015.
- The minimum Front Yard Setback shall be 30 feet from the structure to the right-of-way line.
- The minimum Side Yard Setback shall be 10 feet from the structure to the property line.
- The minimum Rear Yard Setback shall be 30 feet from the structure to the property line.

**CLOSURE CALCULATIONS:**  
2,542.51' (plat boundary) / 0.004" (closing distance) = unadjusted error of closure 1 in 635,427.5.

#### LEGAL DESCRIPTION

A tract of land in the Northeast Quarter of Section 30, Township 09 South, Range 23 East of the 6th P.M., in the City of Lansing, Leavenworth County, Kansas being described as follows:  
Commencing at the Northeast corner of said Northeast Quarter of Section 30, thence South 01 degree 17 minutes 06 seconds East along the East line of said Northeast Quarter a distance of 55.01 feet to a point on the south right of way of East Mary Street, said point being the POINT OF BEGINNING of herein described tract; thence South 01 degrees 17 minutes 06 seconds East continuing along said East line a distance of 404.65 feet; thence South 81 degrees 42 minutes 54 seconds West a distance of 203.63 feet; thence North 01 degrees 17 minutes 06 seconds West a distance of 582.95 feet; thence North 51 degrees 46 minutes 23 seconds West a distance of 100.09 feet; thence South 87 degrees 59 minutes 53 seconds West a distance of 339.07 feet; thence North 01 degrees 24 minutes 30 seconds West a distance of 295.16 feet to a point on said right of way line; thence North 87 degrees 17 minutes 52 seconds East continuing along said right of way line a distance of 582.95 feet; thence South 02 degrees 00 minutes 08 seconds East continuing along said right of way line a distance of 5.00 feet; thence North 87 degrees 17 minutes 52 seconds East continuing along said right of way line a distance of 394.57 feet to the POINT OF BEGINNING, containing 288,166.378 square feet or 6.615 acres, more or less.

#### DEDICATION

The undersigned proprietor of the above described tract of land has covenanted the same to be subdivided in the manner as shown on the accompanying plat, which subdivision and plat shall hereafter be known as "SADDLE RIDGE ESTATES, 1ST PLAT".  
The streets and roads shown on this plat and not heretofore dedicated to public use, are hereby so dedicated.  
An easement is hereby granted to the City of Lansing, Leavenworth County, Kansas, to enter upon, construct, maintain, use, and authorize the location, construction, for providing water, gas, public electric, sewers, and other utility services, including related facilities and appurtenances thereto, and drainage facilities, upon, under, over, and across those areas outlined and designated on this plat as "Utility Easement" or "UE", and further, subject to administration and regulation by the City, the subordinate use of such areas by other governmental entities and utilities, franchised or authorized to do business in the City of Lansing, Leavenworth County, Kansas.

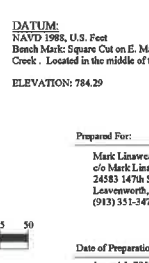
An easement or license is hereby dedicated to the City of Lansing, Kansas, to enter upon, locate, construct and maintain or authorize the location, construction, or maintenance, with the right of ingress and egress, of water lines, storm sewer pipes, sanitary sewer pipes and manholes, gas pipes, and street trees upon, under, over, and across those areas outlined and designated on this plat as "Public Utility Easement" or "PUE".  
An easement or license is hereby dedicated to the City of Lansing, Kansas, to enter upon, construct and maintain conduits, storm sewer pipes, surface drainage facilities, etc., upon, over, and under those areas outlined and designated on this plat as "Drainage Easement" or "DE". All areas designated as drainage easement shall remain free of fences, shrubs, retaining walls, permanent structures and other obstacles that would restrict the flow of drainage, or interfere with the safe and continuous maintenance of the drainage facilities.  
An easement or license is hereby dedicated to the Saddle Ridge Estates Homes Association to enter upon, over, and under those areas outlined and designated on the plat as "Access Easement" or "AE".

Tract "A" shall be owned and maintained by the Saddle Ridge Estates Homes Association and is intended for landscaping, monuments, private open space, drainage easement and/or Homes Association Amenities.  
Tract "B" shall be owned and maintained by the Saddle Ridge Estates Homes Association and is intended for landscaping, monuments, private open space, native landscape areas, utility easement and/or Homes Association Amenities.  
Tract "C" is reserved for a future lot and is intended for a temporary turnaround (Access Easement) until Horseshoe Lane is extended South and will be re-platted with the next phase of development.  
The use of all lots in this subdivision shall hereafter be subject to the restrictions which will be executed as a separate instrument of writing and will be recorded in the Office of the Register of Deeds of Leavenworth County, Kansas, said restrictions will thereby be made a part of the dedication of this plat as though fully set forth herein.

#### EXECUTION

IN TESTIMONY WHEREOF, the undersigned proprietor has caused this instrument to be executed this \_\_\_ day of \_\_\_, 2018.  
MARK LINAWEAVER TRUST  
MARK LINAWEAVER, Trustee  
STATE OF KANSAS )  
COUNTY OF LEAVENWORTH)  
BRIT REMEMBERED, that on this \_\_\_ day of \_\_\_, 2018, before me a Notary Public in and for said County and State, came MARK LINAWEAVER, trustee of the MARK LINAWEAVER TRUST, who is personally known to me to be the same person who executed the foregoing instrument of writing on behalf of said TRUST, and they duly acknowledged the execution of the same to be the act and deed of said TRUST.  
IN WITNESS WHEREOF, I have hereunto set my hand and seal on the day and year last written above.  
Notary Public My Appointment Expires: \_\_\_\_\_  
APPROVAL  
This plat of SADDLE RIDGE, 1ST PLAT, has been submitted to and approved by the Lansing Planning Commission, this \_\_\_ day of \_\_\_, 2018.  
CHAIRMAN \_\_\_\_\_  
SECRETARY \_\_\_\_\_  
This plat is to certify on this \_\_\_ day of \_\_\_, 2018, before me the City Clerk of Lansing, Kansas, that the same was duly filed for record in the Register of Deeds of Leavenworth County, Kansas, on this \_\_\_ day of \_\_\_, 2018, in Book \_\_\_ Page \_\_\_.  
REGISTER OF DEEDS  
I hereby certify this plat meets the requirements of K.S.A. 28-2003. The face of this plat was reviewed based on Kansas Minimum Standards for Boundary Surveys. No field verification is implied. This review is for survey information only.  
COUNTY SURVEYOR

**DATUM:**  
NAVD 1988, U.S. Feet  
Bench Mark: Square on E. Mary Street Bridge crossing 9-Mile Creek - Located in the middle of the bridge deck on the south side.  
ELEVATION: 784.29



Prepared For:  
Mark Linawever Trust  
c/o Mark Linawever, Trustee  
2483 147th Street  
Leavenworth, KS 66048  
(913) 351-2474  
Date of Preparation:  
August 1, 2018

**SADDLE RIDGE ESTATES, 1ST PLAT**

SEC. 30, T09S, R23E LEAVENWORTH COUNTY, KANSAS

**ATLAS SURVEYORS, LLC.**

TAKING CARE OF YOUR NEEDS

207 South 6th Street | Leavenworth, Kansas 66048 | 913.682.8600 | 913.682.8606 (F)

**CHECKLIST FOR COMPLETENESS  
OF  
APPLICATION FOR PLANNING COMMISSION  
REVIEW AND APPROVAL  
OF  
FINAL PLAT  
FOR**

**SADDLE RIDGE ESTATES  
(Name of Subdivision)**

MATTHEW R SCHMITZ   
**Person Completing Checklist**

10-11-18  
**Date**

COMPLETION OF THIS CHECKLIST IN NO WAY CONSTITUTES AN EVALUATION OF THE MERITS OR ACCURACY OF THE PLANS, DESIGN OR ENGINEERING OF THE FINAL PLAT. THIS STEP IS INTENDED ONLY AS AN ADMINISTRATIVE REVIEW OF THE COMPLETENESS OF THE APPLICATION FOR APPROVAL BEFORE IT UNDERGOES STAFF EXAMINATION BY THE CITY ENGINEER FOR HIS RECOMMENDATION TO THE PLANNING COMMISSION.

## FINAL PLAT CHECKLIST

	<u>YES</u>	<u>NO</u>
1. Preliminary Plat has been approved.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Original is on Mylar, tracing cloth or similar material, six (6) copies provided, along with electronic copy emailed to the Community and Economic Development Department	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Material is submitted at least fourteen (14) days prior to Planning Commission meeting at which it is desired to be considered.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Original copy contains names and duly acknowledged and notarized signatures of the owner(s) of the property.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Final Plat is drawn at scale of at least 1" = 200'	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Size of sheet on which final plat is prepared is at least 36 inches by 24 inches. If more than one sheet required, all are same size and index map is provided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. FINAL PLAT CONTAINS:		
A. Name of Subdivision	<input checked="" type="checkbox"/>	<input type="checkbox"/>
B. Location, including section, township, range, county and state	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Location and description of existing monuments or benchmarks.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
D. Location of lots and blocks with dimensions in feet and decimals of feet	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. Location of alley, street and highway rights-of-way, parks and other features including radii on curves with dimensions in feet and decimals of feet.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
F. Clear numbering for all lots.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. Clear numbering or lettering.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
H. Locations, widths and names of all streets and alleys to be dedicated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
I. Boundaries and descriptions of any areas other than streets to be dedicated or reserved for public use. (If applicable)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
J. Minimum area and associated minimum elevation for the building on each lot (building site). (If requested by Planning Commission)	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Final Plat Checklist  
Page 2

	<u>YES</u>	<u>NO</u>
K. Building setback lines along all streets, with dimensions	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. Name, signature, seal of licensed engineer or registered land surveyor preparing plat.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
M. Scale of plat, (shown graphically) date of prep and north point.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
N. Statement dedicating all easements, streets, alleys and all other public areas not previously dedicated.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. A copy of any restrictive covenants applicable to the subdivision is provided. (N/A if not applicable)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9. Required certifications/acknowledgements are present:		
A. Certificate signed and acknowledged by all parties having any record, title or interest in the land subdivided, and consenting to the preparation and recording of said subdivision map.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
B. Certificate (as above) dedicating or reserving all parcels of land shown on the final plat and intended for any public or private use including easements, and those parcels which are intended for the exclusive use of the lot owners of the subdivision, their licensees, visitors, tenants and servants.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
C. Certificate of responsibility by registered land surveyor preparing final map, accompanied by seal.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D. Certificate(s) signed by City Clerk and County Treasurer that all taxes and special assessments due and payable have been paid.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
E. Notary acknowledgement in form shown in Subdivision Regulation (Pg. 10).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
F. Endorsement by Planning Commission in form shown in Subdivision Regulations (Pg. 10).	<input type="checkbox"/>	<input checked="" type="checkbox"/>
G. Public use acceptance by Governing Body in form shown in Subdivision Regulation (Pg. 10, 11).	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Lansing Planning Commission  
Regular Meeting  
October 24, 2018

**Call to Order** – The regular monthly meeting of the Lansing Planning Commission was called to order at 7:03 p.m. by Vice-Chairman Kirsten Moreland. Also in attendance were Commissioners Chad Neidig, Marcus Bean, Mike Suozzo, and new Commission member Nancy McDougal. Chairman Ron Barry and Commissioner Jerry Gies were unable to attend. Vice-Chairman Moreland noted there was a quorum present.

**Approval of Minutes, September 19, 2018, Regular Meeting** – Commissioner Bean made a motion to approve the minutes of the September 19, 2018, regular meeting, seconded by Commissioner Neidig. The motion passed, with Commissioner Suozzo abstaining.

**Old Business** – none

**New Business - 1. Final Plat – Saddle Ridge Estates, 1st Plat, 1022 East Mary Street, Lansing, Kansas.** Vice-Chairman Moreland stated that an application was submitted by Mark Linaweaver Trust for a final plat for Saddle Ridge Estates, 1st Plat. She noted that a final plat had previously been approved, but due to an error in the existing right of way along East Mary Street, it has to be brought back before the Planning Commission and City Council.

Vice-Chairman Moreland asked for a motion to accept the checklist as a finding of fact for the revised final plat of Saddle Ridge Estates, 1<sup>st</sup> plat. Commissioner Suozzo made a motion to accept the checklist, seconded by Commissioner McDougal. The motion was unanimously approved.

Vice-Chairman Moreland then asked for a motion to recommend to the City Council approval, denial, or approval with conditions the revised final plat of Saddle Ridge Estates, 1<sup>st</sup> Plat. She asked Community and Economic Development Director Matthew Schmitz if he had any comments he'd like to make. Mr. Schmitz stated, as was previously noted, that the reason this plat had to be brought back was because the easement on East Mary changed significantly enough that staff felt it should be brought back through the process. He said the existing right of way shown on the original plat was 35' plus an additional 15', and it is actually larger than that. He stated that resulted in the utility easements being reduced from 15' to 10' as well as being shifted around a bit. Mr. Schmitz noted that if the original plat had been filed like it was, we would have effectively been vacating right of way illegally, which is not a good idea. He also noted that in the initial discussion, traffic on East Mary was brought up, so staff made it a requirement that a traffic study be submitted.

Since there were no other questions or comments, Vice-Chairman Moreland entertained a motion for a recommendation to the City Council. Commissioner Neidig made a motion to approve the revised final plat of Saddle Ridge Estates, 1<sup>st</sup> Plat, as presented, seconded by Commissioner Suozzo. The motion passed unanimously.

**Notices and Communications** – Mr. Schmitz stated he has received the final draft of the Unified Development Ordinance (UDO) and hopes to be able to send this to Commissioners electronically to review in the next week or so. He stated it is quite a sizable document and would like to start initial discussion of the first several chapters at the November meeting. Vice-Chairman Moreland stated, in its draft form, it would be considered a confidential document,

Lansing Planning Commission  
Regular Meeting  
October 24, 2018

and Mr. Schmitz said it is. He said once it's been put out as an agenda item, it becomes public information.

**Reports – Commission and Staff Members** – none

**Adjournment** – The meeting was adjourned by acclamation at 7:10 p.m. A work session followed the regular meeting with a discussion of items Commissioners would like to review in the Comprehensive Plan.

Respectfully submitted,

Cynthia Tripp, secretary

Reviewed by,

Matthew R. Schmitz, Community and Economic Development Director



# Revised Traffic Impact Study for Saddle Ridge Estates

E. Mary Street  
Approximately 1 Mile East of K-7 Highway  
City of Lansing, Kansas

Prepared  
for  
Mark Linaweaver Trust

Prepared  
By



*Serving Communities Through Excellence*  
Missouri | Kansas | Michigan | California



Mehrdad Givechi, P.E., PTOE

**October 2018**

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## ***Proposed Development Plan***

- ***Location Description*** – The proposed development site is located on the south side of E. Mary Street with its east property line at the current city limits of Lansing, Kansas in Leavenworth County (See the Location Map, Figure 1 of Appendix I.)
  
- ***Land Use*** - The site is currently an undeveloped wooded parcel of land that is designated as “City Park Land” on the *Existing Land Use Map of the Lansing Comprehensive Plan*; and poorly maintained. The area surrounding the site is predominantly undeveloped with a few scattered single family residential dwelling units to the east. The nearest residential subdivision to the site is approximately ¼ mile to the west at Hillbrook Drive. The proposed use for the site is a single-family subdivision, known as Saddle Ridge Estates, with 148 dwelling units (See the Site Plan, Figure 2 of Appendix I for details.)
  
- ***Zoning*** – According to the *Existing Zoning Map of the Lansing Comprehensive Plan*, the development site is designated as “City Park Land”. However, the current zoning for the site has been changed to R2 (*Single-Family Residential*) See zoning map in Appendix VI for details.
  
- ***Access*** – The site is currently served by two poorly maintained field driveways off of E. Mary Street with their centerlines approximately 425 ft. apart. Under the proposed development plan, these driveways will be closed at their current locations and two new entrances will be constructed to serve the site with centerline spacing of approximately 487 ft.
  - The centerline of the new east entrance (a.k.a. Sage Street) will be approximately 130 ft. west of the centerline of the existing east driveway; and
  - The centerline of the new west entrance (a.k.a. Saddle Ridge Street) will be approximately 192 ft. west of the centerline of the existing west driveway. Additional access points will be provided in the future

connecting to adjoining properties to the south and east. See the Site Plan, Figure 2 of Appendix I for details.

- Purpose – The purpose of this study is to:
  - Evaluate the existing operating/safety conditions of traffic at the driveway locations to the site and recommend mitigation measure(s) as necessary;
  - Assess impact of trips generated by the proposed *Saddle Ridge Estates* development (at build-out) on E. Mary Street at the driveway locations to the site, and recommend off-site improvement(s) needed as the result of the proposed development;
  - Assess cumulative impact of traffic generated by this project and other approved nearby developments, and recommend necessary improvements to mitigate any potential operational and/or safety deficiencies; and
  - Evaluate future operating conditions of traffic for target year 2030 for long-range planning purposes.

### ***Adjacent Roadway Characteristics***

- Roadway Characteristics – E. Mary Street/Stranger Road is a 1-1/2 mile long, 2-lane paved roadway running east/west connecting K-7 Highway (Main Street) to K-5 Highway (Wolcott Road). The segment within the city limits is named E. Mary Street and the segment outside the city limits is named Stranger Road. In the vicinity of the development site, the roadway has a 24 ft wide pavement with a 10 ft. lane and a 2 ft. shoulder in each direction; and open ditch drainage system on both sides.
- Roadway Classification – E. Mary Street is designated as “*Minor Arterial*” on the *Transportation Map of the Lansing Comprehensive Plan* with 100 ft. right-of-way.

- Posted Speed Limit – The posted speed limit on E. Mary Street varies from 20 mph to 40 mph as described below:
  - 20 mph between K-7 Highway (Main Street) and S. 3<sup>rd</sup> Ct. where the U.S.D. #469 District Office and Lansing Middle School are located;
  - 35 mph between S. 3<sup>rd</sup> Ct. and east city limits; area within which the development site is located; and
  - 40 mph outside the city limits to K-5 Highway (Wolcott Road).

### ***Existing Traffic Condition plus Site Generated Traffic***

- Existing Traffic Volumes – For the purpose of this analysis, vehicular movement counts were conducted at the intersection of E. Mary Street and Hillbrook Drive (the nearest public street to the west of the project site) during both morning and afternoon peak-hours of a typical weekday from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. in September 2018. Results, as illustrated in Figure 3 of Appendix I and summarized in Appendix IV, indicate that:
  - Peak periods occur from 7:15 to 8:15 a.m. and from 4:00 to 5:00 p.m.
  - During the morning peak-hour, E. Mary Street carries approximately 110 vph with directional distribution changing from 58% - 42% (westbound - eastbound) west of Hillbrook Drive to 47% - 53% (westbound - eastbound) east of Hillbrook Drive, and less than 1% heavy vehicles.
  - During the afternoon peak-hour, E. Mary Street carries approximately 105 vph with directional distribution changing from 36% - 64% (westbound - eastbound) west of Hillbrook Drive to 45% - 55% (westbound - eastbound) east of Hillbrook Drive, and less than 1% heavy vehicles.
- Speed Study – A spot speed study was conducted to measure the operating speed of traffic on E. Mary Street/Stranger Road in westbound direction approaching the development site from east. Results, as summarized in Appendix V, indicate that 85<sup>th</sup> percentile speed (operating speed) is 45 mph for westbound movement.



- Trip Generation for Proposed Saddle Ridge Estates - In absence of local data, trip generation of a proposed land development project is typically estimated using trip generation rates suggested by the latest edition of the Trip Generation Manual published by the Institute of Transportation Engineers (ITE) - currently the 10<sup>th</sup> Edition. For this analysis, ITE Land Use Code 210 (Single-Family Detached Housing) is selected using “number of dwelling units” as the independent variable. Both, *weighted average rate* and *regression equation* methods are evaluated using the criteria suggested in the ITE Trip Generation Handbook (3<sup>rd</sup> Edition); and the method yielding results with statistical significance is selected for analysis. Results indicate that the project is likely to generate the following number of trips on a typical weekday:
  - On average, 110 trip-ends (28 inbound, 82 outbound) during morning peak-hour of adjacent street network;
  - On average, 115 trip-ends (30 inbound, 85 outbound) during morning peak-hour of generator;
  - On average, 148 trip-ends (93 inbound, 55 outbound) during afternoon peak-hour of adjacent street network; and
  - On average, 154 trip-ends (99 inbound, 55 outbound) during afternoon peak-hour of generator.
  - On average, 1,492 trip-ends (746 inbound, 746 outbound) in a 24-hour period.
  
- Critical Analysis Period - An overview of the existing background traffic on E. Mary Street/Stranger Road and its peak characteristics, in conjunction with the estimated trips generated by the proposed development, indicate that critical time period occurs during the afternoon peak-hour of a typical weekday. However, for this study, both morning and afternoon peak-hours are analyzed.
  
- Trip Distribution / Assignment – Distribution patterns for trips generated by the proposed *Saddle Ridge Estates* are assumed to follow the same distribution patterns of traffic entering and exiting the existing residential subdivision on

**Hillbrook Drive:**

- 64% to/from west on E. Mary Street; and
- 36% to/from east on Stranger Road.

Figures 4 and 5 of Appendix I illustrate summary of trip distribution/assignment analyses for the project site. Furthermore, Figure 6 of Appendix I illustrates peak-hour traffic volumes for the “Existing + Saddle Ridge Estates at Build-Out” Case Scenario.

**Impact Assessment**

- **Volume/Capacity Analysis** – A volume/capacity analysis (using *Synchro 10 Software* and methodologies outlined in the 6<sup>th</sup> Edition of the *Highway Capacity Manual (HCM)* published by the Transportation Research Board) was conducted for the “Existing + Saddle Ridge Estates Development at Build-Out” traffic conditions to determine level-of-service (LOS) at the intersections under study during both peak-hours of a typical weekday.

Level-of-service, as defined in the *HCM*, describes the quality of traffic operating condition and ranges from “A” to “F”, with LOS “A” representing the best (most desirable with minimum delay) conditions and LOS “F” the worst (severely congested with excessive delays). The following chart outlines the level-of-service criteria for un-signalized and signalized intersections.

Level-Of-Service	Control Delay for Unsignalized Intersections (seconds/vehicle)	Control Delay for Signalized Intersections (seconds/vehicle)
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Results of the analysis, as shown in Appendix II and summarized in Table 1, indicate that under the “Existing + Saddle Ridge Estates at Build-Out” Case Scenario, individual movements at both entrances to the development site will operate at LOS “A”.

**Table 1 - Summary of V/C<sup>1</sup> Analysis for “Existing + Project” Case Scenario  
(Existing Lane Configurations and “Existing + Project” Traffic Volumes)**

Intersection	Movement	(Typical Weekday)					
		Morning Peak-Hour			Afternoon Peak-Hour		
		LOS <sup>2</sup>	V/C <sup>1</sup>	95% Queue (veh)	LOS <sup>2</sup>	V/C <sup>1</sup>	95% Queue (veh)
E. Mary Street and Sage Street (East Entrance)	EB (TR)	A		Free Flow	A		Free Flow
	WB (LT)	A	< 0.01	< 1	A	0.01	< 1
	NB (LR)	A	0.05	1	A	0.04	1
E. Mary Street and Saddle Ridge Street (West Entrance)	EB (TR)	A		Free Flow	A		Free Flow
	WB (LT)	A	< 0.01	< 1	A	0.01	< 1
	NB (LR)	A	0.05	1	A	0.04	1

1. V/C = Volume/Capacity Ratio

2. LOS = Level-Of-Service

- **Sight Distance** – In the vicinity of the project site, E. Mary Street/Stranger Road is located on a rolling terrain with its alignment consisting of a few vertical curves and one horizontal curve near K-5 Highway (Wolcott Road). A sight distance analysis was conducted to evaluate adequacy of sight distance at the driveway locations to the development site.

Using the guidelines suggested in the *“Green Book” published by the American Association of State Highway and Transportation Officials (AASHTO), 6<sup>th</sup> Edition (Sec. 3.2.2. and Sec. 9.5.3 - Case B)*, indicate that stopping sight distance (SSD) and intersection sight distance (USD) are not restricted at the entrances to the site. See following paragraphs and Figure 7 of Appendix I for reasoning.

**Reasoning:**East Access Drive (Proposed Sage Street)

Operating speed on E. Mary Street = 45 mph (westbound, field measured); 40 mph (eastbound, assumed 5 mph over the posted speed limit)

Approach grade on E. Mary Street in westbound direction = - 1.5%

Proposed approach grade on Sage Street = +5%

Req. ISD for northbound left-turn movement = 525 ft. vs. 685 ft. (field measured) OK

Req. ISD for northbound right-turn movement = 395 ft. vs. >>1000 ft. (field measured) OK

Req. SSD for westbound movement on E. Mary Street = 360 ft. vs. 665 ft. (field measured) OK

West Access Drive (Proposed Saddle Ridge Street)

Operating speed on E. Mary Street = 45 mph (westbound, field measured); 40 mph (eastbound, assumed 5 mph over the posted speed limit)

Approach grade on E. Mary Street in westbound direction = - 6%

Proposed approach grade on Sage Street = +3%

Req. ISD for northbound left-turn movement = 500 ft. vs. 580 ft. (plan measured) OK

Req. ISD for northbound right-turn movement = 385 ft. vs. >>1,000 ft. (plan measured) OK

Req. SSD for westbound movement on E. Mary Street = 400 ft. vs. 560 ft. (plan measured) OK

- Dedicated Turn Lane Analysis - Using the guidelines suggested in the KDOT Access Management Policy, January 2013 (Tables 4-25, 4-27) in conjunction with the "Existing + Project" peak-hour traffic volumes illustrated in Figure 6 of Appendix I, indicate that dedicated turn lanes are not required at the entrances to the development site

**Reasoning:**Eastbound Right-Turn Lane at West Entrance (Table 4-25)

Operating Speed = 40 mph (Assumed 5 mph over the posted speed limit)

Estimated Right-Turn Volumes = 9 vph (AM); 30 vph (PM)

Advance Peak-Hour Volumes = 74 vph (AM) < 300 vph (Req. Min.);

= 113 vph (PM) < 300 vph (Req. Min.)

**RT Taper or Lane Requirement Not Met**

Eastbound Right-Turn Lane at East Entrance (Table 4-25)

Operating Speed = 40 mph (Assumed 5 mph over the posted speed limit)

Estimated Right-Turn Volumes = 9 vph (AM); 30 vph (PM)

Advance Peak-Hour Volumes = 80 vph (AM) < 300 vph (Req. Min.);  
 = 93 vph (PM) < 300 vph (Req. Min.)

**RT Taper or Lane Requirement Not Met**

Westbound Left-Turn Lane at West Entrance (Table 4-27)

Operating Speed = 45 mph (85<sup>th</sup> percentile speed measured in the field)

Advance Peak-Hour Volumes = 80 vph (AM); 79 vph (PM)

Estimated Left-Turn Volumes = 5 vph (AM); 17 vph (PM)

Percent Left-Turn Volumes = 6% (AM); 22% vph (PM)

Opposing Peak-Hour Volumes = 74 vph (AM) < 100 vph (Req. Min.);  
 = 113 vph (PM) < 221 vph (Req. Min.)

**LT Lane Requirement Not Met**

Westbound Left-Turn Lane at East Entrance (Table 4-27)

Operating Speed = 45 mph (85<sup>th</sup> percentile speed measured in the field)

Advance Peak-Hour Volumes = 59 vph (AM); 78 vph (PM)

Estimated Left-Turn Volumes = 5 vph (AM); 17 vph (PM)

Percent Left-Turn Volumes = 8% (AM); 22% vph (PM)

Opposing Peak-Hour Volumes = 80 vph (AM) < 100 vph (Req. Min.);  
 = 93 vph (PM) < 221 vph (Req. Min.)

**LT Lane Requirement Not Met**

- Access Spacing – According to the guidelines suggested in the KDOT Access Management Policy, January 2013 (Table 4-6), minimum access spacing requirement is a function of speed; route classification (B – E); and area type (undeveloped, developed, CBD).
  - For posted speed limit of 35 mph, minimum spacing varies from 165 ft. (Class E route, developed area) to 350 ft. (Class B route, undeveloped area).
  - For posted speed limit of 40 mph, minimum spacing varies from 200 ft. (Class E route, developed area) to 420 ft. (Class B route, undeveloped area).

As stated earlier, spacing between the two new entrances to the development site is approximately 487 ft. - greater than the minimum spacing requirements for a state highway standard.

- Existing + Proposed Development + Other Approved Developments – Based on the information provided by the City staff, currently, there are no other approved developments in the study area to be included in this study.
- Target Year 2030 – According to the City Staff, there is currently no plan to improve E. Mary Street, but it has been a topic of discussion at recent council meetings and among the Staff. However, it is anticipated that the roadway will be improved by target year 2030. Furthermore, at the time of this study, no information on future traffic volumes was available for analysis of target year 2030.

### ***Summary and Recommendations***

This study evaluates the existing operating conditions of traffic at the key intersections in the study area including the project site entrances on E. Mary Street. The study also assesses impact of traffic generated by the proposed *Saddle Ridge Estates* development (at build-out) on E. Mary Street. Results of the site-generated trips and operational analysis are summarized in Table 1 with additional details in Figures 5 – 7 of Appendix I, and Appendices II and III.

- Existing Conditions - The development site is a vacant parcel of land that was previously designated and used as a city park, but has been closed to the public for a period of time with remnant of some park furniture on the site. The site has two gated driveways on E. Mary Street approximately 425 ft. (centerline – centerline) apart. E. Mary Street is a low volume road with daily traffic volumes of approximately 1,100 vpd and directional distribution of 55% - 45% (eastbound – westbound). Results of this analysis indicate that under the existing conditions there is no evidence of any operational and/or safety deficiency in the study area.

- “Existing + Saddle Ridge Estates at Build-Out” Case Scenario – With added traffic generated by the proposed *Saddle Ridge Estates at build-out* (148 single-family dwelling units), individual movements at the entrances to the site will operate at level-of-service “A” (See Table 1 and Appendix II for details).

Furthermore, results of the sight distance analysis in conjunction with a spot speed study indicate that there is adequate stopping sight distance (SSD) and intersection sight distance (ISD) at both relocated driveway locations to the project site (See reasoning on pages 6 and 7 and Figure 7 of Appendix I for details).

Moreover, results of the dedicated turn lane analysis (using the guidelines suggested in the *KDOT Access Management Policy*) indicate that the requirements for provision of dedicated turn lanes at either of the site entrances are not met.

#### **Recommended Improvements:**

- Install “STOP (R1-1)” signs on Sage Street and Saddle Ridge Street at their intersections with E. Mary Street.
- To maintain adequate intersection sight distance at entrances to the site, the departure sight triangles at both driveway locations (in both directions) should be kept clear from any potential future obstruction including, but not limited to, monument signs; berms; roadside slopes (e.g. back-slope); landscape features such as walls, shrubs, fences, and etc.
- As a measure of safety, consider installing an “INTERSECTION WARNING (W2-2)” sign for the westbound traffic on E. Mary Street approximately 175 ft. east of Sage Street.

# **APPENDIX I**

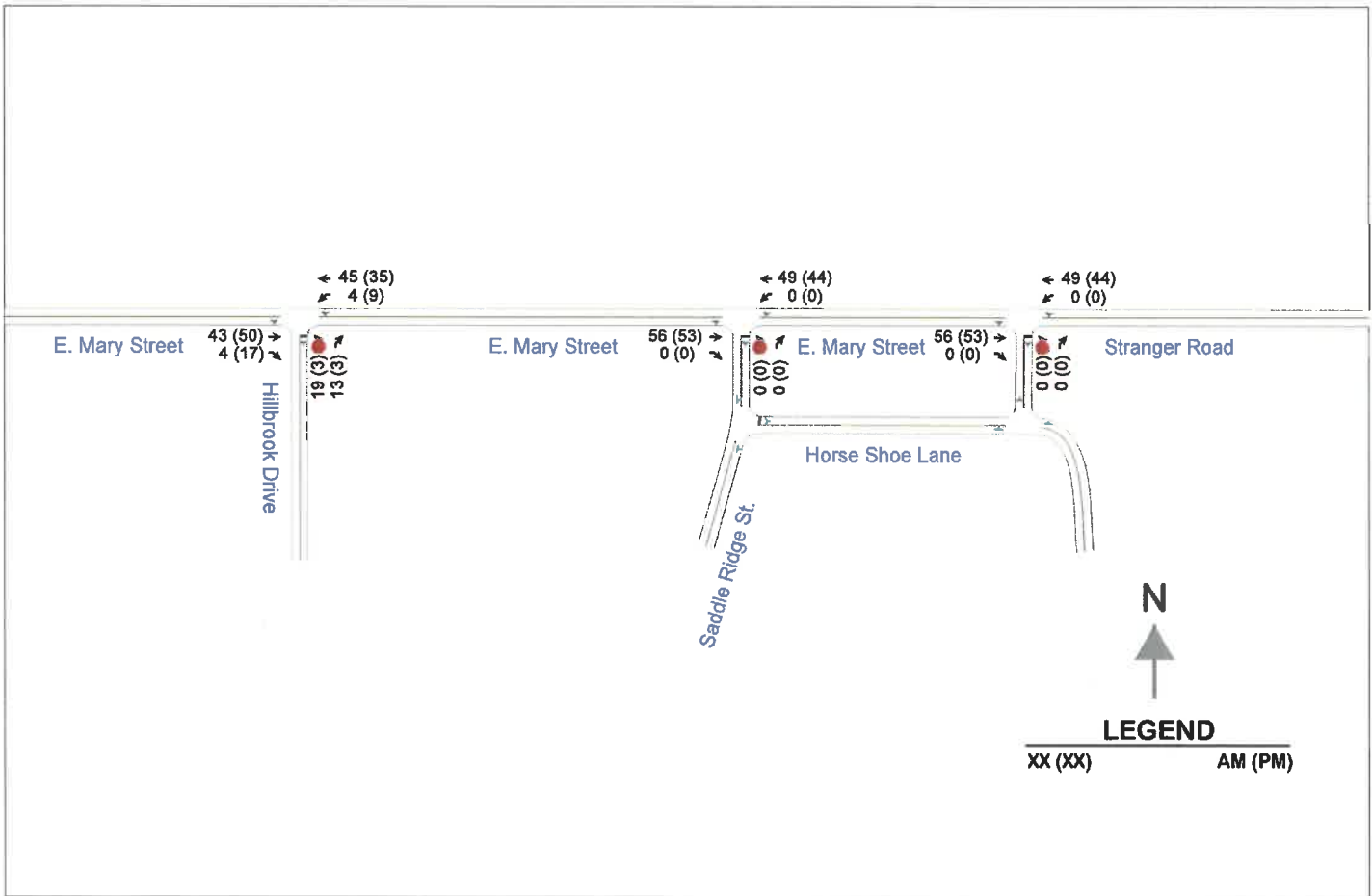
## **Figures**







Figure 3 - Existing Traffic Volumes (Peak-Hours of a Typical Weekday, September 2018)



**Figure 4 - Trip Distribution Patterns for the Proposed Development at Build-Out (Peak-Hours of a Typical Weekday)**

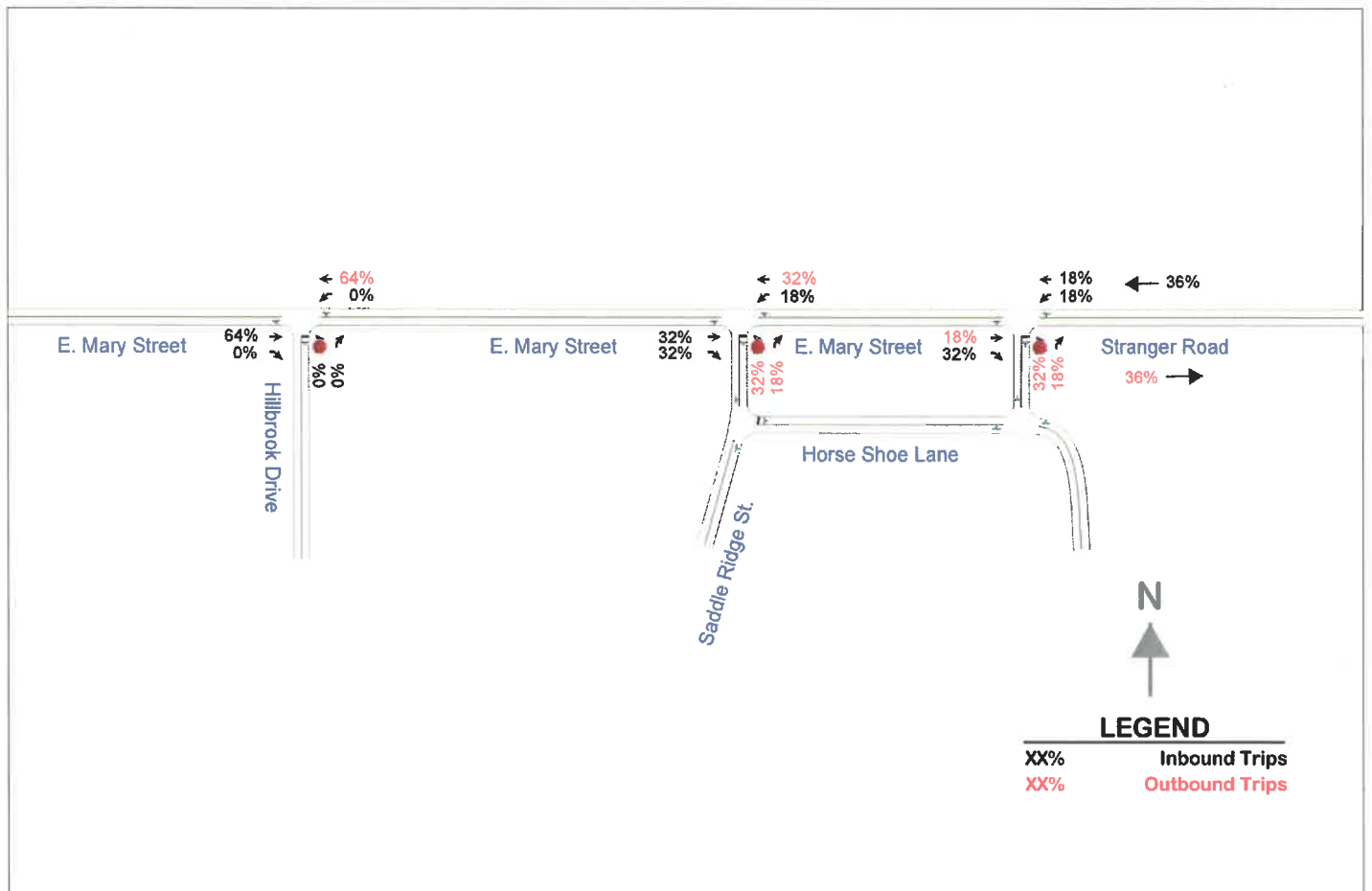


Figure 5 - Site-Generated Trips for the Proposed Development at Build-Out (Peak-Hours of a Typical Weekday)

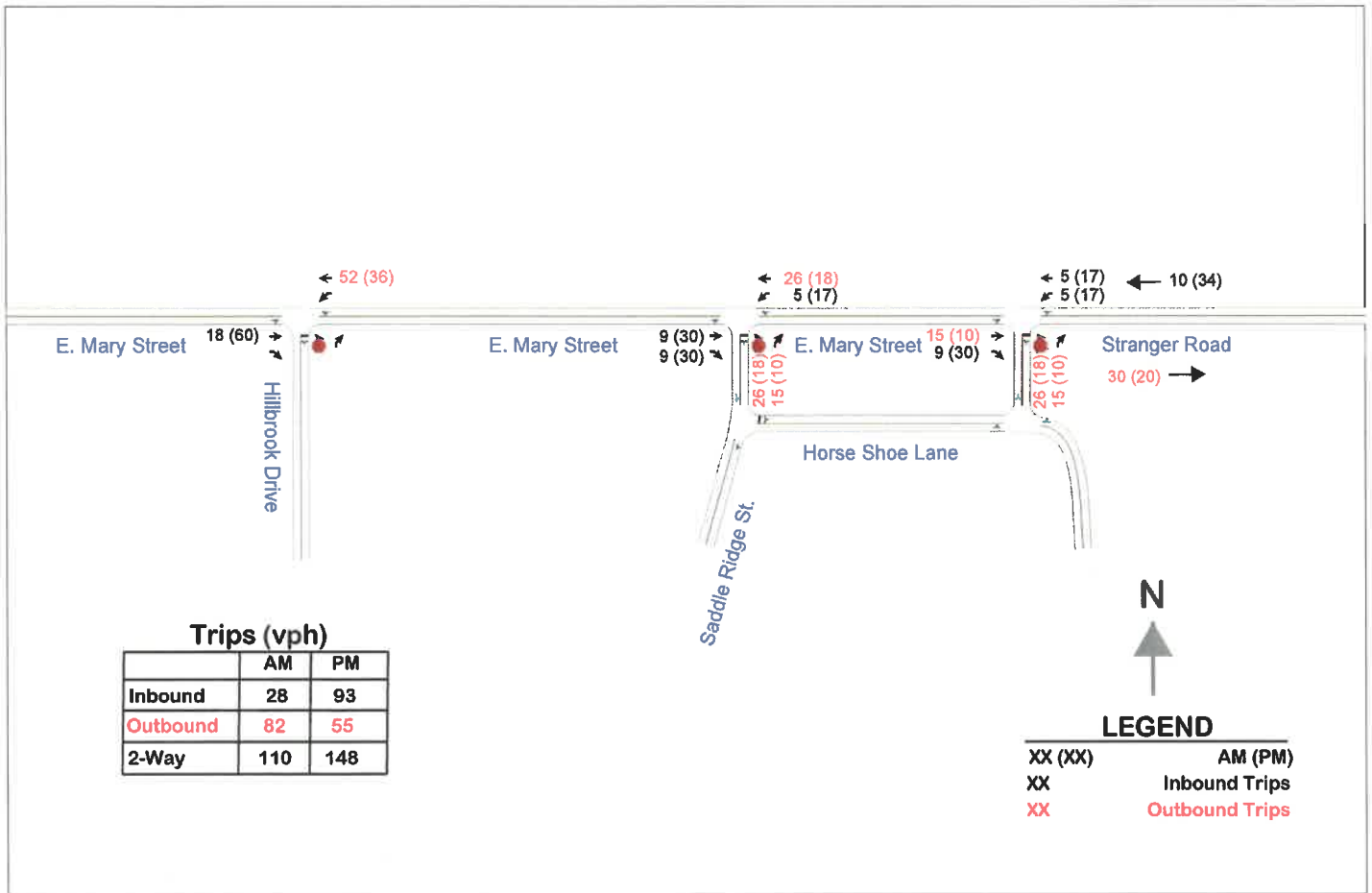
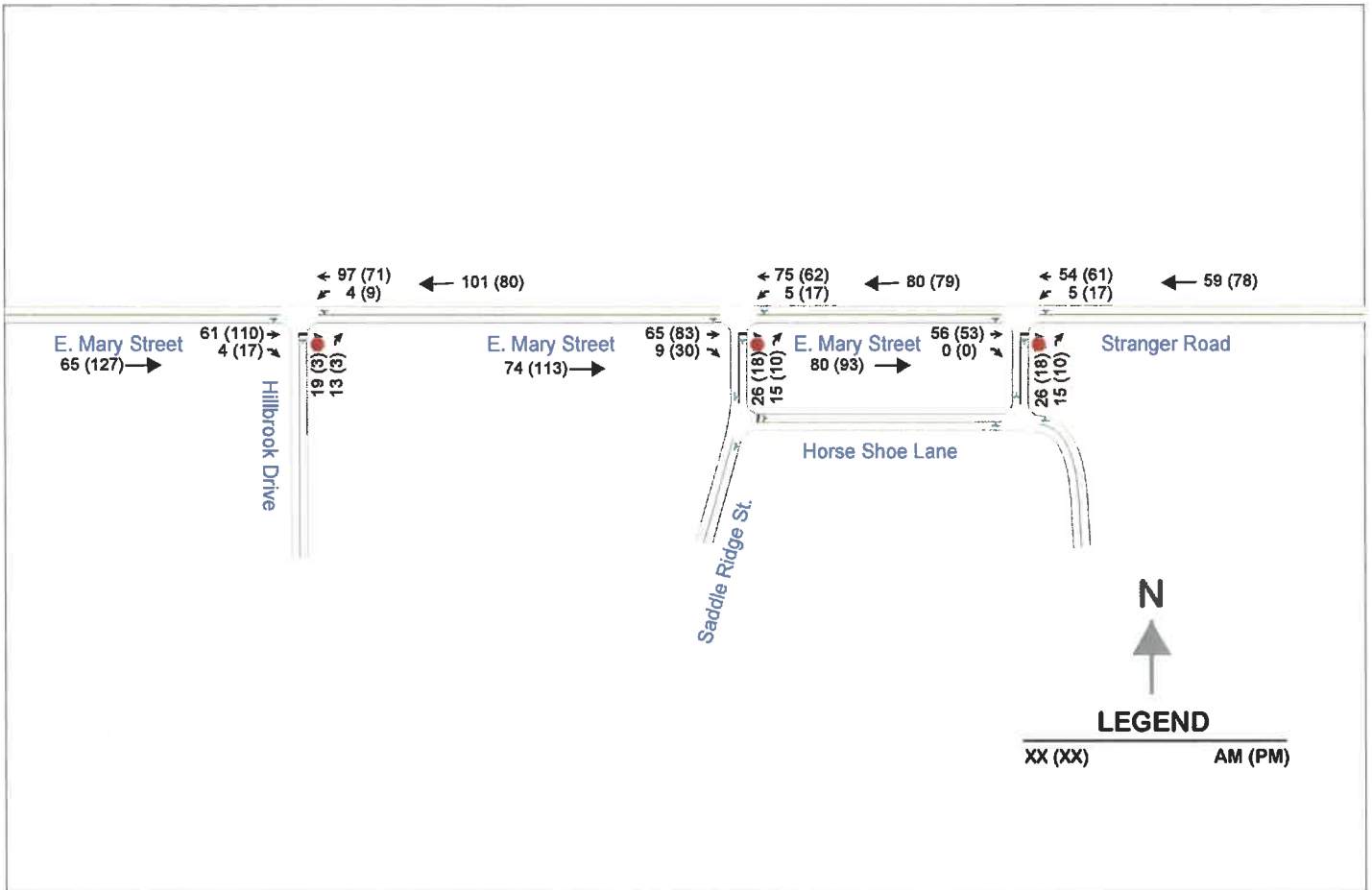


Figure 6 - "Existing + Proposed Development at Build-Out" Traffic Volumes (Peak-Hours of a Typical Weekday)





## **APPENDIX II**

Results of Volume/Capacity Analysis  
Using  
Synchro 10 Software  
(HCM 6<sup>th</sup> Edition Methodology)



Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	71	9	5	54	26	15
Future Vol, veh/h	71	9	5	54	26	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	77	10	5	59	28	16

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	87	0	151	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	69	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1509	-	841	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	954	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1509	-	838	978
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	938	-
Stage 2	-	-	-	-	954	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	884	-	-	1509	-
HCM Lane V/C Ratio	0.05	-	-	0.004	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

**Intersection**

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↗	↘	
Traffic Vol, veh/h	63	30	17	61	18	10
Future Vol, veh/h	63	30	17	61	18	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	33	18	66	20	11

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	101	0	187
Stage 1	-	-	-	-	85
Stage 2	-	-	-	-	102
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1491	-	802
Stage 1	-	-	-	-	938
Stage 2	-	-	-	-	922
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1491	-	792
Mov Cap-2 Maneuver	-	-	-	-	792
Stage 1	-	-	-	-	926
Stage 2	-	-	-	-	922

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	849	-	-	1491	-
HCM Lane V/C Ratio	0.036	-	-	0.012	-
HCM Control Delay (s)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

**Intersection**

Int Delay, s/veh 2.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↷	
Traffic Vol, veh/h	65	9	5	75	26	15
Future Vol, veh/h	65	9	5	75	26	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	10	5	82	28	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	81	0	168
Stage 1	-	-	-	-	76
Stage 2	-	-	-	-	92
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1517	-	822
Stage 1	-	-	-	-	947
Stage 2	-	-	-	-	932
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1517	-	820
Mov Cap-2 Maneuver	-	-	-	-	820
Stage 1	-	-	-	-	944
Stage 2	-	-	-	-	932

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	9.3
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	874	-	-	1517	-
HCM Lane V/C Ratio	0.051	-	-	0.004	-
HCM Control Delay (s)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

**Intersection**

Int Delay, s/veh 1.8

**Movement** EBT EBR WBL WBT NBL NBR

Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	83	30	17	62	18	10
Future Vol, veh/h	83	30	17	62	18	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	90	33	18	67	20	11

**Major/Minor** Major1 Major2 Minor1

Conflicting Flow All	0	0	123	0	210	107
Stage 1	-	-	-	-	107	-
Stage 2	-	-	-	-	103	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1464	-	778	947
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1464	-	768	947
Mov Cap-2 Maneuver	-	-	-	-	768	-
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	921	-

**Approach** EB WB NB

HCM Control Delay, s 0 1.6 9.5  
 HCM LOS A

**Minor Lane/Major Mvmt** NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	824	-	-	1464	-
HCM Lane V/C Ratio	0.037	-	-	0.013	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	61	4	4	97	19	13
Future Vol, veh/h	61	4	4	97	19	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	4	4	105	21	14
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	70	0	181	68
Stage 1	-	-	-	-	68	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1531	-	808	995
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	912	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	806	995
Mov Cap-2 Maneuver	-	-	-	-	806	-
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	912	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.3	9.3			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	873	-	-	1531	-	
HCM Lane V/C Ratio	0.04	-	-	0.003	-	
HCM Control Delay (s)	9.3	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	110	17	9	71	3	3
Future Vol, veh/h	110	17	9	71	3	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	18	10	77	3	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	138	0	226
Stage 1	-	-	-	-	129
Stage 2	-	-	-	-	97
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1446	-	762
Stage 1	-	-	-	-	897
Stage 2	-	-	-	-	927
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1446	-	757
Mov Cap-2 Maneuver	-	-	-	-	757
Stage 1	-	-	-	-	891
Stage 2	-	-	-	-	927

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	831	-	-	1446	-
HCM Lane V/C Ratio	0.008	-	-	0.007	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

## **APPENDIX III**

Results of Trip Generation Analysis  
Using  
ITE Trip Generation Manual, 10<sup>th</sup> Edition

## Single-Family Detached Housing (210)

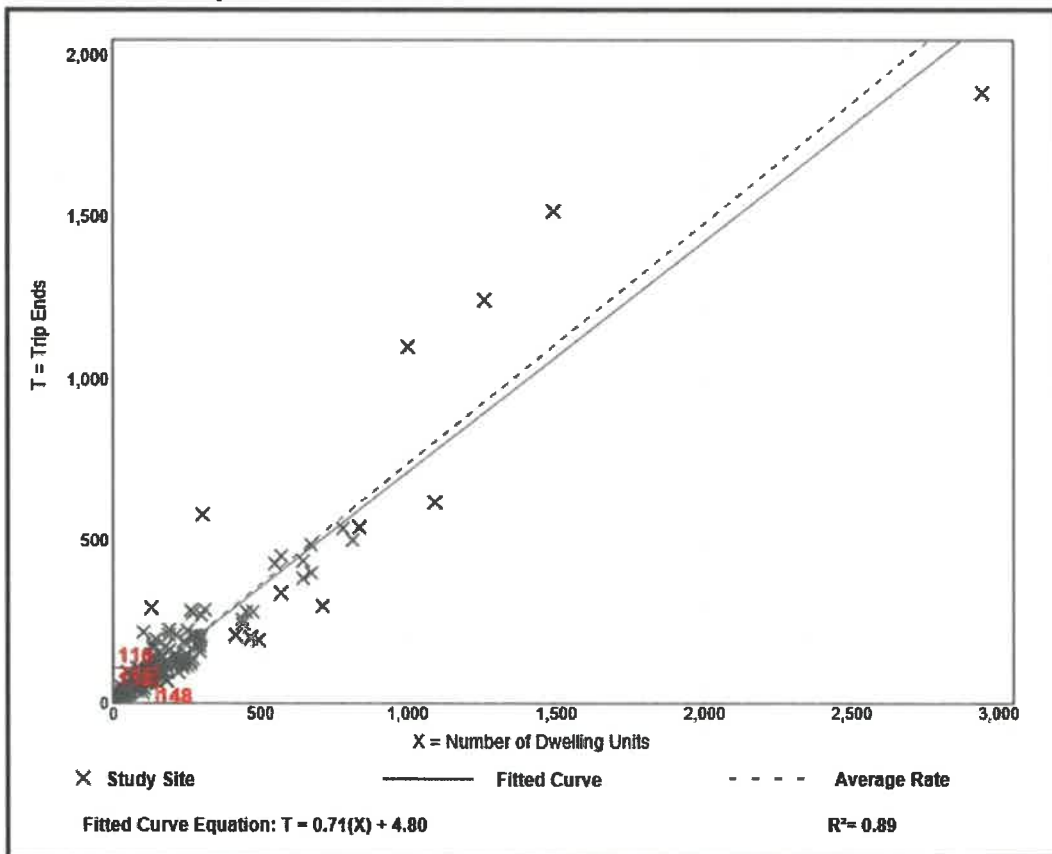
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 7 and 9 a.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 173  
 Avg. Num. of Dwelling Units: 219  
 Directional Distribution: 25% entering, 75% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

### Data Plot and Equation





# Single-Family Detached Housing (210)

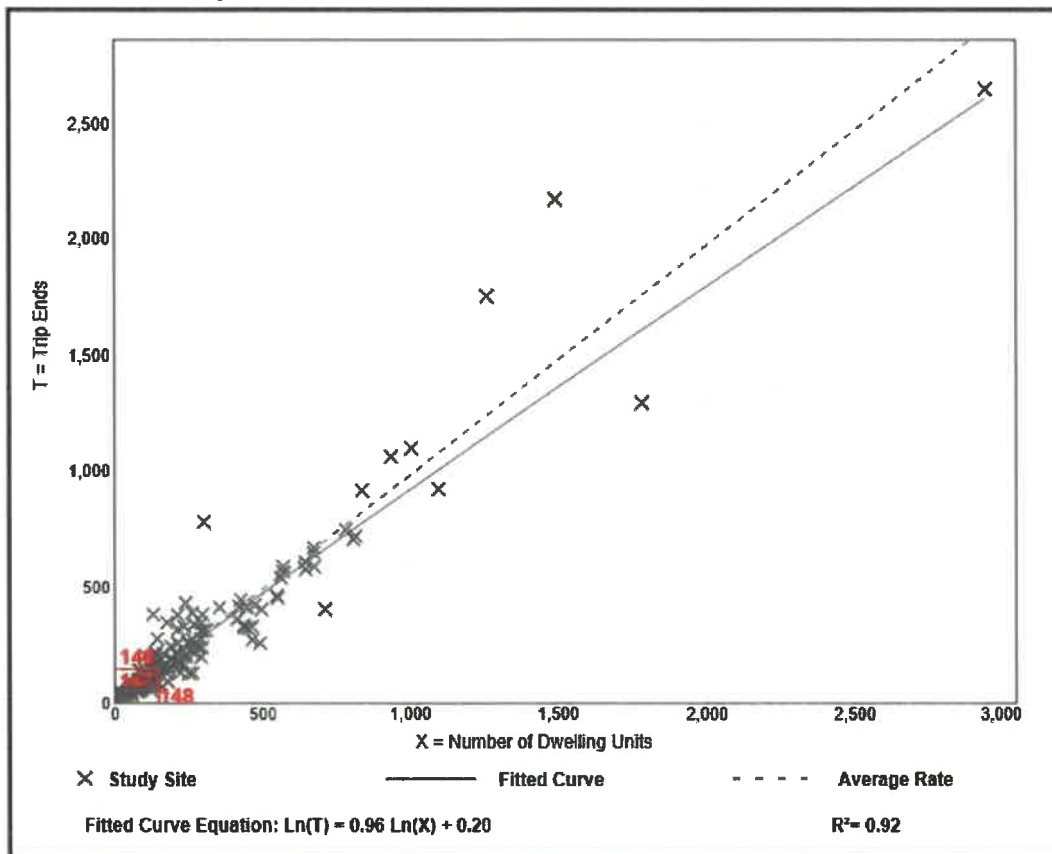
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**Peak Hour of Adjacent Street Traffic,**  
**One Hour Between 4 and 6 p.m.**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 190  
 Avg. Num. of Dwelling Units: 242  
 Directional Distribution: 63% entering, 37% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

### Data Plot and Equation



# Single-Family Detached Housing (210)

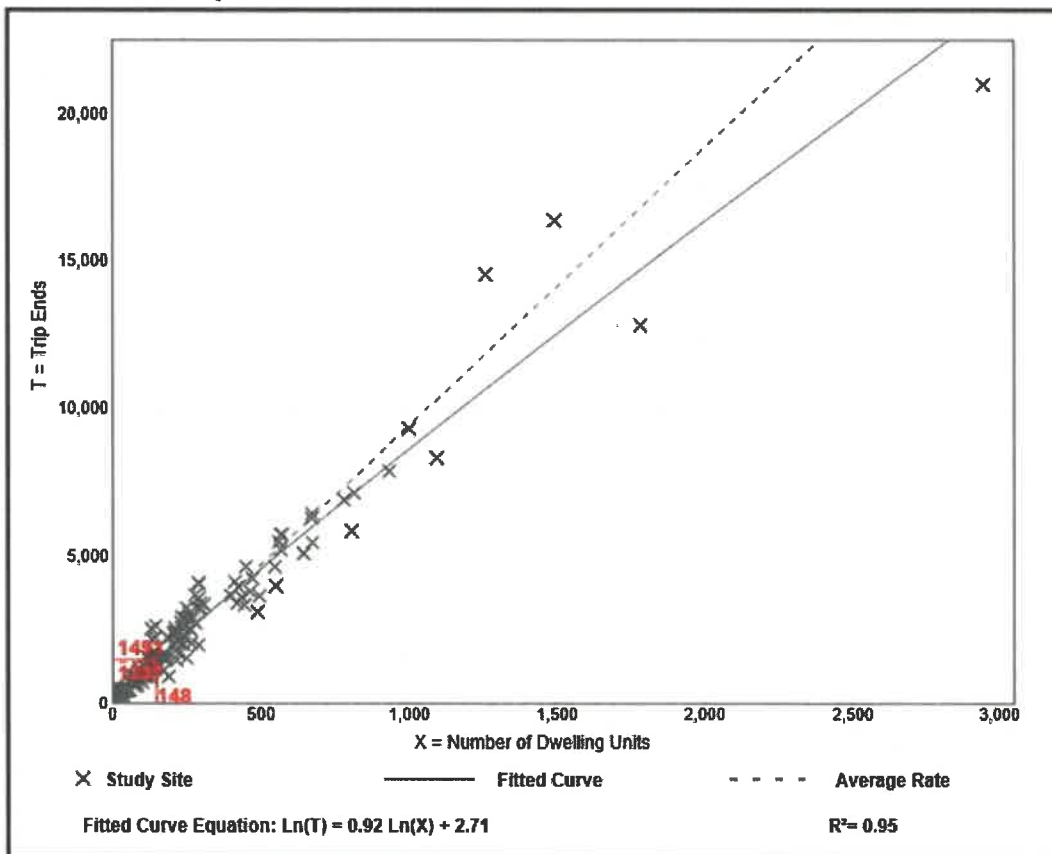
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 159  
Avg. Num. of Dwelling Units: 264  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.44	4.81 - 19.39	2.10

### Data Plot and Equation



# Single-Family Detached Housing (210)

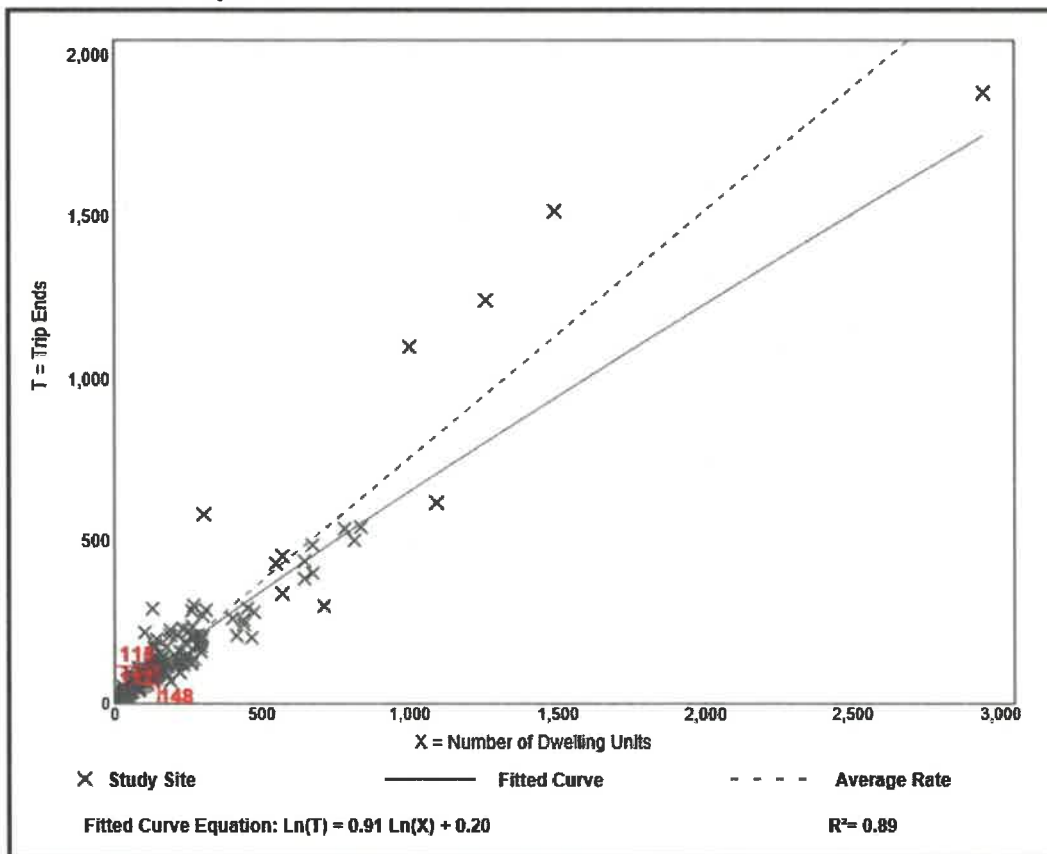
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 157  
 Avg. Num. of Dwelling Units: 231  
 Directional Distribution: 26% entering, 74% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.76	0.36 - 2.27	0.26

### Data Plot and Equation



# Single-Family Detached Housing (210)

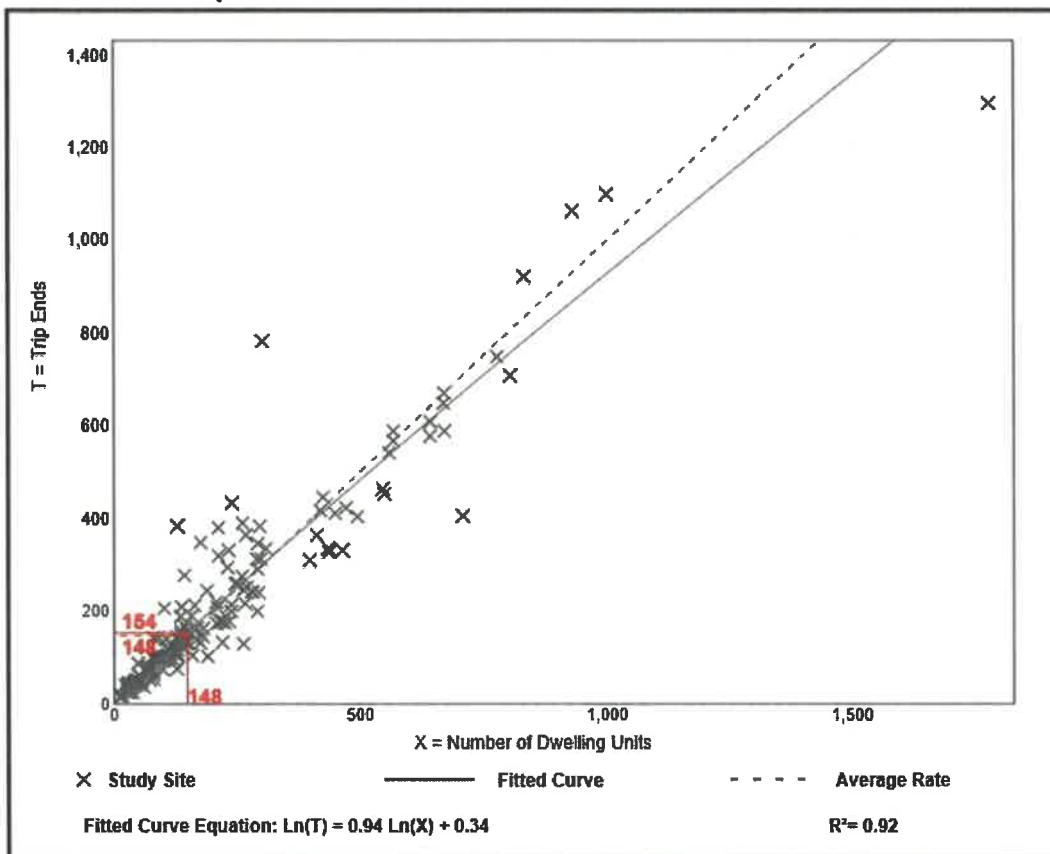
**Vehicle Trip Ends vs: Dwelling Units**  
**On a: Weekday,**  
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 165  
 Avg. Num. of Dwelling Units: 217  
 Directional Distribution: 64% entering, 36% exiting

### Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
1.00	0.49 - 2.98	0.31

### Data Plot and Equation



# **APPENDIX IV**

## **Summary of Peak-Hour Traffic Counts**

## Summary of Traffic Volume Counts

E. Mary Street and Hillbrook Drive  
 Lansing, KS  
 Morning Peak-Hours  
 Overcast, Mild

File Name : Mary St - eam  
 Site Code : 1  
 Start Date : 9/25/2018  
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound				E. Mary Street Westbound				Hillbrook Drive Northbound				E. Mary Street Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
07:00 AM	0	0	0	0	0	5	0	5	5	0	6	11	3	4	0	7	23
07:15 AM	0	0	0	0	0	9	0	9	1	0	5	6	0	10	0	10	25
07:30 AM	0	0	0	0	0	10	2	12	4	0	2	6	1	6	0	7	25
07:45 AM	0	0	0	0	0	11	2	13	3	0	4	7	0	14	0	14	34
<b>Total</b>	0	0	0	0	0	35	4	39	13	0	17	30	4	34	0	38	107
08:00 AM	0	0	0	0	0	15	0	15	5	0	8	13	3	13	0	16	44
08:15 AM	0	0	0	0	0	8	0	8	2	0	3	5	0	7	0	7	20
08:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	3	0	3	5
08:45 AM	0	0	0	0	0	5	0	5	1	0	1	2	0	5	0	5	12
<b>Total</b>	0	0	0	0	0	28	0	28	9	0	13	22	3	28	0	31	81
<b>Grand Total</b>	0	0	0	0	0	63	4	67	22	0	30	52	7	62	0	69	188
<b>Approch %</b>	0	0	0	0	0	94	6	100	42.3	0	57.7	100	10.1	89.9	0	100	
<b>Total %</b>	0	0	0	0	0	33.5	2.1	35.6	11.7	0	16	27.7	3.7	33	0	36.7	

## Summary of Traffic Volume Counts

E. Mary Street and Hillbrook Drive  
 Lansing, KS  
 Morning Peak-Hours  
 Overcast, Mild

File Name : Mary St - eam  
 Site Code : 1  
 Start Date : 9/25/2018  
 Page No : 2

Start Time	Southbound					E. Mary Street Westbound					Hillbrook Drive Northbound					E. Mary Street Eastbound					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	9	0	0	9	1	0	5	0	6	0	10	0	0	10	25
07:30 AM	0	0	0	0	0	0	10	0	0	10	1	0	2	0	3	1	0	0	0	1	25
08:00 AM	0	0	0	0	0	0	0	0	0	0	5	0	8	0	13	3	13	0	0	16	44
<b>Total Volume</b>	0	0	0	0	0	0	45	4	0	49	13	0	19	0	32	4	43	0	0	47	128
<b>% App. Total</b>	0	0	0	0	0	0	91.8	8.2	0		40.6	0	59.4	0		8.5	91.5	0	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.500	.000	.817	.650	.000	.594	.000	.615	.333	.768	.000	.000	.734	.727

## Summary of Traffic Volume Counts

E. Mary Street and Hillbrook Drive  
 Lansing, KS  
 Afternoon Peak-Hours  
 Overcast, Mild

File Name : Mary St - epm2  
 Site Code : 1  
 Start Date : 9/25/2018  
 Page No : 1

Groups Printed- Unshifted																			
Start Time	Southbound				E. Mary Street Westbound				Hillbrook Drive Northbound				E. Mary Street Eastbound				Int. Total		
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total			
04:00 PM	0	0	0	0	0	11	3	0	2	0	0	0	2	13	0	0	15	31	
04:15 PM	0	0	0	0	0	8	2	0	10	1	0	2	0	3	9	11	0	20	
04:30 PM	0	0	0	0	0	10	1	0	11	0	0	1	0	1	2	11	0	13	
04:45 PM	0	0	0	0	0	6	3	0	9	0	0	0	0	0	4	15	0	19	
<b>Total</b>	0	0	0	0	0	35	9	0	44	3	0	3	0	6	17	50	0	67	
05:00 PM	0	0	0	0	0	12	0	0	12	0	0	0	0	0	5	8	0	13	
05:15 PM	0	0	0	0	0	6	6	0	12	0	0	1	0	1	3	9	0	12	
05:30 PM	0	0	0	0	0	16	2	0	18	0	0	1	0	1	3	6	0	9	
05:45 PM	0	0	0	0	0	13	1	0	14	1	0	2	0	3	7	11	0	18	
<b>Total</b>	0	0	0	0	0	47	9	0	56	1	0	4	0	5	18	34	0	52	
<b>Grand Total</b>	0	0	0	0	0	82	18	0	100	4	0	7	0	11	35	84	0	119	
<b>Approch %</b>	0	0	0	0	0	82	18	0		36.4	0	63.6	0		29.4	70.6	0	0	
<b>Total %</b>	0	0	0	0	0	35.7	7.8	0	43.5	1.7	0	3	0	4.8	15.2	36.5	0	51.7	



## Summary of Traffic Volume Counts

E. Mary Street and Hillbrook Drive  
 Lansing, KS  
 Afternoon Peak-Hours  
 Overcast, Mild

File Name : Mary St - epm2  
 Site Code : 1  
 Start Date : 9/25/2018  
 Page No : 2

Start Time	Southbound					E. Mary Street Westbound					Hillbrook Drive Northbound					E. Mary Street Eastbound					Int. Total
	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	Right	Thru	Left		App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	11	3	0	14	2	0	0	0	2	2	13	0	0	15	31
04:15 PM	0	0	0	0	0	0	8	2	0	10	1	0	2	0	3	9	11	0	0	20	33
04:30 PM	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	2	11	0	0	13	25
04:45 PM	0	0	0	0	0	0	6	3	0	9	0	0	0	0	0	4	15	0	0	19	28
Total Volume	0	0	0	0	0	0	35	9	0	44	3	0	3	0	6	17	50	0	0	67	117
% App. Total	0	0	0	0	0	0	79.5	20.5	0	.786	.375	0	.50	0	.500	.254	.746	0	0	.838	.886
PHF	.000	.000	.000	.000	.000	.000	.795	.750	.000	.786	.375	.000	.375	.000	.500	.472	.833	.000	.000	.838	.886

## Summary of Traffic Volume Counts

E. Mary Street at City Limit Line  
 Lansing, Kansas  
 Afternoon Peak-Hours  
 Sunny, Warm

File Name : Mary St - epm  
 Site Code : 1  
 Start Date : 9/19/2018  
 Page No : 1

Groups Printed- Unshifted

Start Time	Southbound				E. Mary Street Westbound				Northbound				E. Mary Street Eastbound				Int. Total		
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total			
04:00 PM	0	0	0	0	0	15	0	0	15	0	0	0	0	0	13	0	0	13	26
04:15 PM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	7	0	0	7	18
04:30 PM	0	0	0	0	0	12	0	0	12	0	0	0	0	0	6	0	0	6	18
04:45 PM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	14	0	0	14	25
<b>Total</b>	0	0	0	0	0	49	0	0	49	0	0	0	0	0	40	0	0	40	89
05:00 PM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	7	0	0	7	18
05:15 PM	0	0	0	0	0	13	0	0	13	0	0	0	0	0	15	0	0	15	28
05:30 PM	0	0	0	0	0	9	0	0	9	0	0	0	0	0	4	0	0	4	13
05:45 PM	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5	0	0	5	9
<b>Total</b>	0	0	0	0	0	37	0	0	37	0	0	0	0	0	31	0	0	31	68
<b>Grand Total</b>	0	0	0	0	0	86	0	0	86	0	0	0	0	0	71	0	0	71	157
Approch %	0	0	0	0	0	100	0	0		0	0	0	0	0	100	0	0		
Total %	0	0	0	0	0	54.8	0	0	54.8	0	0	0	0	0	45.2	0	0	45.2	

## Summary of Traffic Volume Counts

E. Mary Street at City Limit Line  
 Lansing, Kansas  
 Afternoon Peak-Hours  
 Sunny, Warm

File Name : Mary St - epm  
 Site Code : 1  
 Start Date : 9/19/2018  
 Page No : 2

Start Time	Southbound				E. Mary Street Westbound					Northbound				E. Mary Street Eastbound					Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total			
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 04:00 PM																			
04:00 PM	0	0	0	0	0	15	0	0	15	0	0	0	0	0	13	0	0	13	25
04:15 PM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	7	0	0	7	18
04:30 PM	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	0	0	0	15
04:45 PM	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	0	25
<b>Total Volume</b>	0	0	0	0	0	49	0	0	49	0	0	0	0	0	40	0	0	40	89
<b>% App. Total</b>	0	0	0	0	0	100	0	0	100	0	0	0	0	0	100	0	0	100	
PHF	.000	.000	.000	.000	.000	.817	.000	.000	.817	.000	.000	.000	.000	.000	.714	.000	.000	.714	.795

# **APPENDIX V**

## **Results of Spot Speed Study (E. Mary Street Just East of Lansing City Limits)**

## Results of Spot Speed Study

**Location:** E. Mary Street, Approaching Lansing City Limits from East  
**Direction:** Westbound Movement  
**Speed Limit:** 40 mph  
**Date:** 9/20/2018, 8:00 - 10:00 a.m.  
 9/25/2018, 10:00 - 11:00 a.m. and 4:00 - 5:00 p.m.

Speed, V (mph)	Frequency, f	% Frequency	Cumulative %f	fV	fV <sup>2</sup>
29	2	5.0%	5.0%	58	1682
30	1	2.5%	7.5%	30	900
31	1	2.5%	10.0%	31	961
32	1	2.5%	12.5%	32	1024
33	3	7.5%	20.0%	99	3267
34	3	7.5%	27.5%	102	3468
35	2	5.0%	32.5%	70	2450
36	2	5.0%	37.5%	72	2592
37	2	5.0%	42.5%	74	2738
38	2	5.0%	47.5%	76	2888
39	2	5.0%	52.5%	78	3042
40	3	7.5%	60.0%	120	4800
41	5	12.5%	72.5%	205	8405
42		0.0%	72.5%	0	0
43	2	5.0%	77.5%	86	3698
44	1	2.5%	80.0%	44	1936
45	2	5.0%	85.0%	90	4050
46	1	2.5%	87.5%	46	2116
47	1	2.5%	90.0%	47	2209
48	1	2.5%	92.5%	48	2304
49	1	2.5%	95.0%	49	2401
50	0	0.0%		0	0
51	2	5.0%	100.0%	102	5202
	<b>40</b>	<b>100.0%</b>		<b>1559</b>	<b>62133</b>

Mean Speed (mph) = 38.98  
 Standard Deviation (mph) = 5.93  
 85th Percentile Speed (mph) = 45.0

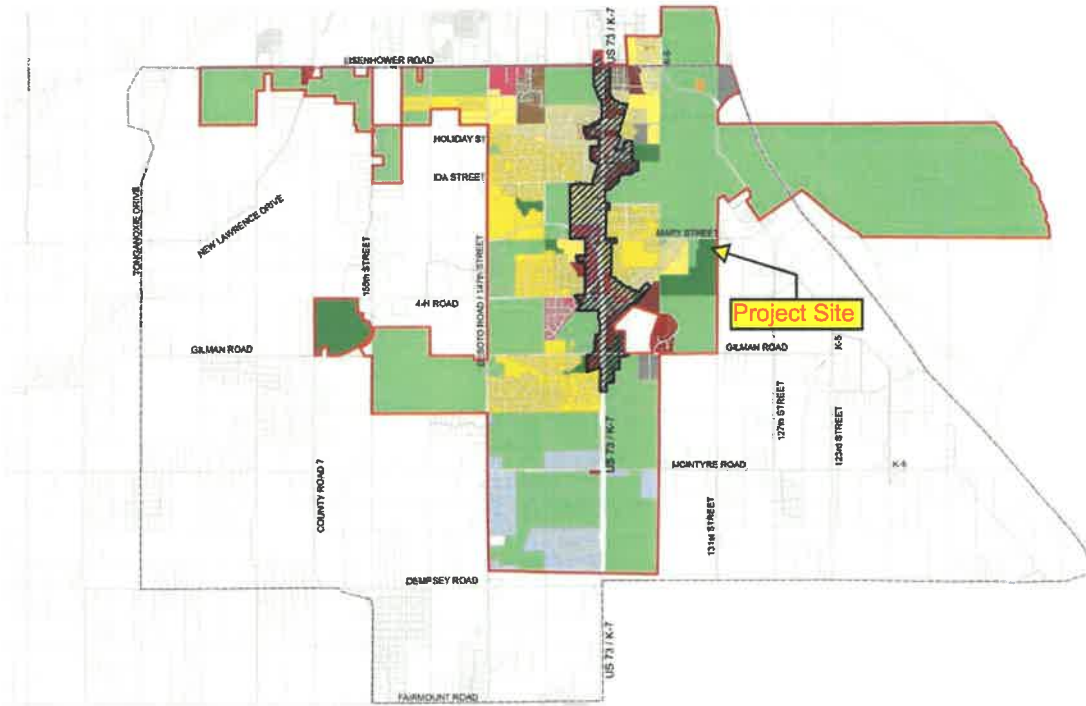
**NOTES:**

- 1- All measurements are free flow (unimpeded) speeds
- 2- At the presence of a platoon, the first vehicle in the platoon was selected for measurement.
- 3- Turning vehicles were excluded from study.

## **APPENDIX VI**

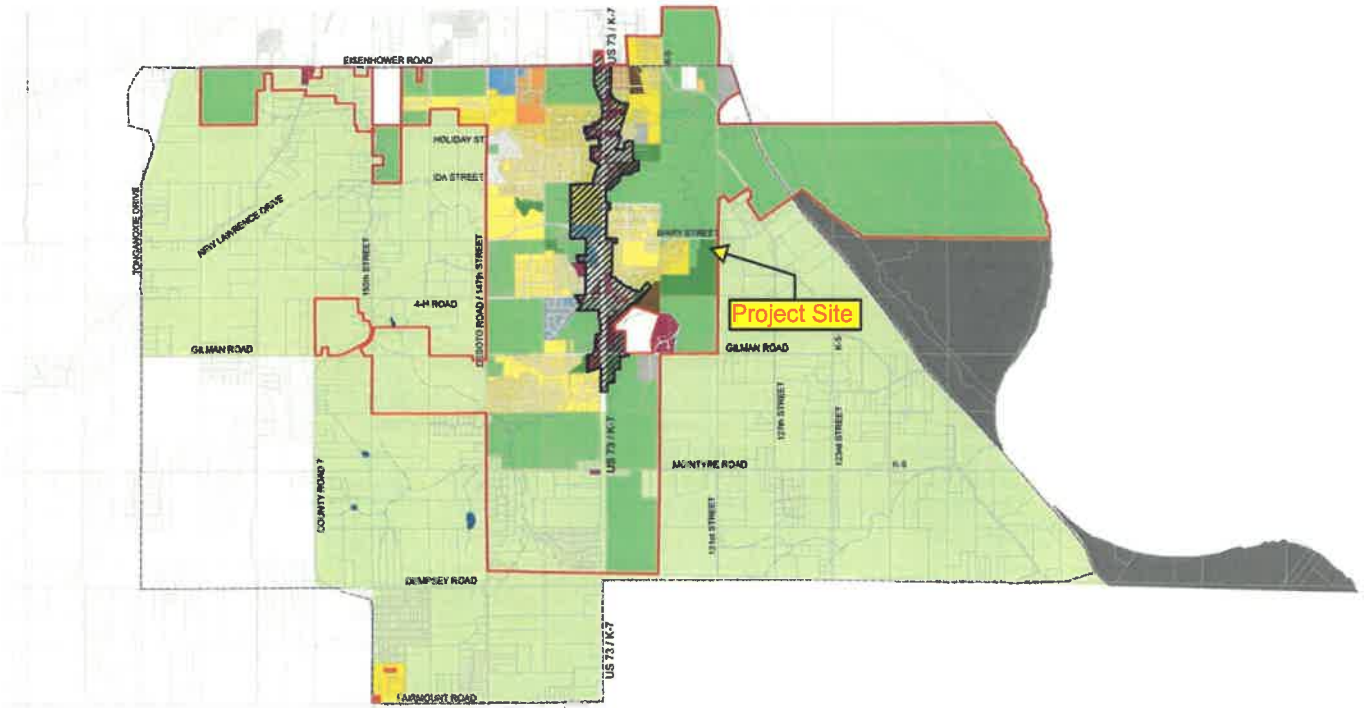
**Project-Related Maps  
(Source: Lansing Comprehensive Plan)**

MAP 2 | EXISTING LAND USE MAP



LEGEND	
	URBAN GROWTH MANAGEMENT AREA
	CITY LIMITS
	COUNTY PARCEL
	EXISTING MAIN STREET OVERLAY DISTRICT (MSOD)
	<b>EXISTING LAND USE</b>
	A-1 AGRICULTURE
	B-1 NEIGHBORHOOD BUSINESS
	B-2 GENERAL BUSINESS
	B-3 COMMERCIAL BUSINESS
	I-1 LIGHT INDUSTRIAL
	F-2 HEAVY INDUSTRIAL
	PUD
	R-1 SUBURBAN RESIDENTIAL
	R-2 SINGLE FAMILY RESIDENTIAL
	R-3 DUPLEX RESIDENTIAL
	R-4 MULTIFAMILY RESIDENTIAL
	R-5 MOBILE HOME PARK
	RR-2.5 RURAL HOME RESIDENTIAL (COUNTY)
	CITY PARK LAND

**MAP 3 | EXISTING ZONING MAP**



<b>LEGEND</b>		
 URBAN GROWTH MANAGEMENT AREA	 A-1 AGRICULTURE	 B-3 GENERAL COMMERCIAL
 CITY LIMITS	 B-1 NEIGHBORHOOD BUSINESS	 I-3 HEAVY INDUSTRIAL
 COUNTY PARCEL	 B-2 GENERAL BUSINESS	 R-2 RESIDENTIAL
 EXISTING MAIN STREET OVERLAY DISTRICT (MSOD)	 B-3 COMMERCIAL BUSINESS	 RR-2.4 RURAL RESIDENTIAL
 STREAMS	 CITY PARK LAND	
 WATER BODIES	 I-1 LIGHT INDUSTRIAL	
	 I-2 HEAVY INDUSTRIAL	
	 PUD - PLANNING UNIT DEVELOPMENT	
	 R-1 SUBURBAN RESIDENTIAL	
	 R-2 SINGLE FAMILY RESIDENTIAL	
	 R-3 DUPLEX RESIDENTIAL	
	 R-4 MULTIFAMILY RESIDENTIAL	
	 R-5 MOBILE HOME PARK	



MAP 6 | TRANSPORTATION MAP



LEGEND

- URBAN GROWTH MANAGEMENT AREA
- CITY LIMITS
- COUNTY PARCEL
- STREAMS
- FLOODPLAIN
- ENHANCED PEDESTRIAN/BICYCLE CROSSING
- INTERCHANGES
- COLLECTOR
- COLLECTOR - PROPOSED
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MINOR ARTERIAL - PROPOSED
- TRAFFICWAY - PROPOSED



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# AGENDA ITEM

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TO: Tim Vandall, City Administrator  
FROM: Sarah Bodensteiner, City Clerk  
DATE: November 9, 2018  
SUBJECT: Executive Session – Acquisition of Real Estate

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Executive Session will be called to discuss the acquisition of real estate.

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**AGENDA ITEM #**

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Other Items of Interest: Monthly Department Vehicle and Equipment Mileage Reports

City Clerk's Office/Building Maintenance Vehicle and Equipment Report

Vehicles

Year	Make	Model	Description	Mileage Start	Mileage Ending	Miles Driven	Comments
2007	Ford	Econoline	15 Passenger Wagon	18931	18,983	52	Inherited from PD in Jan. 2016
						0	
						0	
						0	
						0	
<b>Total</b>						52	

Equipment

Year	Make	Model	Description	Hours Start	Hours End	Hours Used	Comments
2018	Advance	SC1500	AutoScrubber Floor Machine	9.76	12.28	2.52	Community Center Cleaning
2018	Kubota	ZG227-A	Mower	47.9	52	4.1	
						0	
						0	
						0	
						0	
<b>Total</b>						6.62	

Parks and Recreation Fleet Report October 2018

Vehicles

Year	Make	Model	Description	Mileage Start	Mileage Ending	Miles Driven	Current Use	Comments
2002	Ford	Explorer	SUV	127951	128112	161	Parks Maintenance	
2011	Dodge	Charger	passenger car	77191	77267	76	Activity Center use	
2014	Ford	F-350	Dump truck	11096.7	11158.8	62.1	Parks Maintenance	
2017	Chevrolet	Silverado	truck	7982	8428	446	Parks Maintenance	
2018	Ford	F-350	4-door crew	1018*	1544	526	Parks Maintenance	*Aug In shop in Sept
Total						1,271		

Equipment

Year	Make	Model	Description	Hours Start	Hours End	Hours Used	Current Use	Comments
1992	Massey Ferguson	1020	Tractor	1977	1977	0	Parks Maintenance	
1996	Hustler	Range Wing	mower	1905.5	1905.9	0.4	Parks Maintenance	
2005	Kubota	F3060	mower	281.3	281.3	0	Parks Maintenance	
2007	Turbo Tool Cat	5600	utility vehicle	1003.3	1008.7	5.4	Parks Maintenance	
2012	Wright	ZK	stand mower	992.4	992.5	0.1	Parks Maintenance	
2014	Kubota	ZD331LP-72	mower	1261.3	1274.2	12.9	Parks Maintenance	
2016	ABI	Force	infield groomer	126.5	143.5	17	Parks Maintenance	
2017	Kubota	ZD1211	mower	338.9	345.8	6.9	Parks Maintenance	
2018	Polaris	Ranger	utility vehicle	64.2	67.1	2.9	Parks Maintenance	
Total						45.6		



**Lansing Public Works Department**

**Monthly Fleet Report**

Month October Year 2018

**Vehicles**

Year	Make	Model	Description	Mileage Starting	Mileage Ending	Miles Driven	Comments
2008	Ford	Ranger XLT	LT. Pick-up Ext	55,274	55,342	68	
2007	Ford	Ranger XLT	LT. Pick-up Ext	42,277	42,576	299	
1998	Ford	1/2 ton	Pick-up	63,850	64,072	222	
2001	Ford	Ranger	LT. Pick-up Ext	117,126	117,188	62	
2005	Ford	Ranger	LT. Pick-up Ext	42,012	42,048	36	
2000	Ford	Explorer	SUV	187,862	188,073	211	
2005	Sterling	LT 8500	Dump Truck	49,755	49,790	35	
2007	Elgin	Crosswind J+	Street Sweeper	5,760	5,760	0	
1992	Ford	700	Dump Truck	63,785	63,786	1	
2017	Chevrolet	3500	Pick-up Truck	7,516	7,967	451	
2002	Ford	F350 4x4	Dump Truck	73,702	73,776	74	
2011	International	7400	Dump Truck	14,216	14,282	66	
2016	Ford	F350 4x4	One-ton Dump Truck	6,127	6,399	272	
2006	Dodge	Charger	Sedan	123,520	123,593	73	

**Equipment**

<b>Year</b>	<b>Make</b>	<b>Model</b>	<b>Description</b>	<b>Hours Starting</b>	<b>Hours Ending</b>	<b>Hours Used</b>	<b>Comments</b>
1997	JD	770BH	Grader	5,041	5,050	9	
2004	IR	DD-24	Asphalt Roller	270	271	1	
2006	IR	185	Air Compressor	192	193	1	
1993	Ford	5030	Tractor	523	523	0	
1997	Bobcat	763	Skid Steer	2,106	2,112	6	
2014	Case	580 SNWT	Backhoe	891	901	10	
2002	Crafco	110	Crack Sealer	808	808	0	
2003	Kubota	L3710	Tractor	1,573	1,573	0	
2009	Case	465	Skid Steer	592	593	1	
2004	Case	621D	Front Loader	2,186	2,186	0	at treatment plant

Oct-18

City Influent	40.02 MG	City Avg Daily	1.291 MG
LCF Influent	15.47 MG	LCF Daily Avg	.499 MG
Total Biosolids	1.13 MG	Precip	8.85"

Vehicles

Year	Make	Model	Description	Mileage Start	Mileage Ending	Miles Driven	Current Use	Comments
1999	Sterling	Vactor	Jet Truck	8168	8168	0	Collection System	
2002	Ford	350	Pick Up Truck	94053	94085	32	Ops/Maint.	
2012	Chevrolet	Tahoe	SUV	95833	96308	475	Ops/Maint.	
2005	Ford	550	Flatbed Truck	42692	42759	67	Ops/Maint.	
2019	Ford	F250	Pick Up Truck	16	131	115	Ops/Maint.	new vehicle added
2005	Freightliner	M2106	Dump Truck	19979	20052	73	Biosolids Disposal	
Total						762		

Equipment

Year	Make	Model	Description	Hours Start	Hours Ending	Hours Used	Current Use	Comments
1991	Case	1825	Uni-Loader	942	943	1	Plant Activities	
1999	Sterling	Vactor	Jet Truck	2235	2235	0	Collection System	
1999	Aries	Saturn III	Camera Trailer	344	344	0	Collection System	
2004	John Deere	7920	Tractor	1207	1208	1	Biosolids Disposal	
2005	Polaris	Ranger #1	Utility Vehicle	1229	1234	5	Operations	
2004	Case	621D	Loader	2278	2282	4		
2005	Polaris	Ranger #2	Utility Vehicle	1202	1210	8	Maintenance	
2006	JCB	531-70	Telehandler	559	564	5	Plant Activities	



**COMMUNITY AND ECONOMIC DEVELOPMENT  
PERMITS/LICENSES AND CODE ENFORCEMENT REPORT FOR OCTOBER**

**TO:** Tim Vandall, City Administrator  
**FROM:** Matthew R. Schmitz, Director, Community and Economic Development  
**DATE:** 2018

<b>PERMITS AND LICENSES:</b>	<u>Current Month</u>	<u>Year to Date</u>
Number of permits issued.....	27	283
Number of permits for new single-family housing .....	0	1
Number of permits for new multi-family housing .....	0	0
Number of occupancy certificates issued .....	1	15
Total valuation of residential and commercial construction and remodeling for which permits were issued.....	\$215,446.27	\$1,600,485.25
Permit fees.....	\$2,914.00	\$29,457.00
Number of inspections performed .....	55	154*
Number of trade licenses issued .....	0	311
Total trade contractor licenses issued .....	0	102
Number of occupational licenses issued .....	9	95

\*Began keeping track of these in August

<b>CODE ENFORCEMENT:</b>	<u>Current Month</u>	<u>Year to Date</u>
<u>Nuisance Report</u>		
Three Day Warnings:.....	15	232
Certified Letters Sent:.....	0	8
Compliance:.....	7	179
Compliance Review:.....	12	213
<u>Vehicle Report</u>		
Warning Letters/Verbal:.....	10	59
Certified Letters Sent (20 Days):.....	1	6
Compliance:.....	8	31
Compliance Review:.....	11	51
<u>Weeds Report</u>		
Three Day Warnings:.....	7	176
Certified Letters Sent:.....	0	18
Compliance:.....	7	154
Compliance Review:.....	8	173
<u>Infiltration of Storm Water System</u>		
Three Day Warnings:.....	0	0
Certified Letters Sent:.....	0	0
Compliance:.....	0	0
Compliance Review:.....	0	0
<u>Additional Actions</u>		
Violation Publications:.....	0	0
Number of Court Actions: .....	0	2
Abated: .....	1	9
Citations:.....	0	3
Contracted for Work:.....	1	9



**Steven Wayman**

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**From:** Larry Dunn <dunnl@hotmail.com>  
**Sent:** Monday, October 29, 2018 10:15 PM  
**To:** Steven Wayman  
**Subject:** Note of Appreciation

I'd like to express my appreciation for the officer that noticed my garage door was open at 3:30 this morning and woke me up to close it - - I don't remember the officer's name, memory at 3:30 am isn't the best in the world.

I'm grateful he noticed the open door and took the extra time to notify me to keep me safe - thank you.

Larry Dunn  
14026 McIntyre Rd

A handwritten number '9' in blue ink, located in the bottom right corner of the page.