ARTICLE 3. OVERLAY ZONING DISTRICTS

20-301 The Districts
Overlay Districts are tools for dealing with special situations or accomplishing special zoning goals. As the name implies, Overlay Districts are "overlaid" on Base District classifications to alter the Base District regulations. Overlay Districts are shown on the Official Zoning District Map as suffixes to the applicable Base District classification. For example, a CD-zoned Parcel that is included in the Urban Conservation Overlay Districts would be shown on the map as CD–UC.

20-302 ASO, AIRSPACE OVERLAY DISTRICT
(a) Purpose
The ASO, Airspace Overlay District, is intended to:

1) prevent the creation and establishment of hazards to life and property in the vicinity of any Airport owned, controlled or operated by the City of Lawrence;

2) protect users of the Airport; and
(3) prevent any unreasonable limitation or impairment on the use and expansion of the Airport and the public investment therein.

(b) Authority
The regulations of this District are adopted under the authority granted by K.S.A. Sections 3-701 through 3-713.

(c) Applicability
The Airspace Overlay District regulations apply to all land or water area lying within the established Airport control Instrument Approach Zones, Non-Instrument Approach Zones, Transition Zones, Horizontal Zones and Conical Zones as shown on the Airspace Control Zones overlay map.

(d) Effect
The Airspace Overlay District is a zoning classification that establishes additional restrictions and standards on those uses permitted by the Base District. In the event of conflict between the Airspace Overlay District regulations and the regulations of the Base District, the Overlay District regulations govern. In all other cases, both the Overlay and Base District regulations apply.

(e) Sub-zones Established
In order to carry out the provisions of this District, the following Airspace Zones are established within the Airspace District. The Airspace Overlay District and the Airspace Zones shall be shown on the Official Zoning District Map.

(1) Instrument Approach Zone
The Instrument Approach Zone is established at each end of all runways used for instrument landings and takeoffs. The Instrument Approach Zones have a width of 1,000 feet at a distance of 200 feet beyond the end of each instrument runway, widening thereafter uniformly to a width of 16,000 feet at a distance of 50,200 feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(2) Non-Instrument Approach Zone
The Non-Instrument Approach Zone is established at each end of all runways used for non-instrument landings and takeoffs. The Non-Instrument Approach Zone has a width of 500 feet at a distance of 200 feet beyond the end of each non-instrument runway, widening thereafter uniformly to a width of 2,500 feet at a distance of 10,200 feet beyond each end of the runway, its centerline being the continuation of the centerline of the runway.

(3) Transition Zone
The Transition Zone is established adjacent to each instrument and non-instrument runway and approach zone as indicated on the Official Zoning District Map. Transition Zones symmetrically located on either side of runways have variable widths as shown on the Official Zoning District Map. Transition Zones extend outward from a line of 250 feet on either side of the centerline of a non-instrument runway for the length of such runway plus 200 feet on each end; and 500 feet on either side of the centerline of an instrument runway for the length of such runway plus 200 feet on each end; and are parallel and level with such runway centerlines. The Transition Zones along such runways slope upward and outward one (1) foot vertically for each seven (7) feet horizontally to the point where they intersect the surface of the Horizontal Zone. Further, Transition Zones are established adjacent to both Instrument and Non-
Instrument Approach Zones for the entire length of these Approach Zones. These Transition Zones have variable widths, as shown on the Official Zoning District Map. Such transition zones flare symmetrically with either side of the runway Approach Zones from the base of such zones and slope upward and outward at the rate of one (1) foot vertically for each seven (7) feet horizontally to the points where they intersect the surfaces of the Horizontal and Conical Zones. Additionally, Transition Zones are established adjacent to the Instrument Approach Zone where it projects through and beyond the limits of the Conical Zone, extending a distance of 5,000 feet measured horizontally from the edge of the Instrument Approach Zones at right angles to the continuation of the centerline of the runway.

(4) **Horizontal Zone**
A Horizontal Zone is that area within a circle with its center at the Airport Reference Point and having a radius of 7,000 feet. The Horizontal Zone does not include the Instrument and Non-Instrument Approach Zones or the Transition Zones.

(5) **Conical Zone**
A Conical Zone is the area that commences at the periphery of the Horizontal Zone and extends outward a distance of 5,000 feet. The Conical Zone does not include the Instrument Approach Zone and Transition Zones.

(f) **Height Limitations**
No Structure may be erected, altered, or maintained in any Airspace Zone to a Height in excess of the Height limit established for such Zone, except as otherwise provided in this section. The following Height limitations are hereby established for each of the Airspace Zones:

(1) **Instrument Approach Zone**
One foot in Height for each 50 feet in horizontal distance beginning at a point 200 feet from and at the centerline elevation of the end of the instrument runway and extending to a distance of 10,200 feet from the end of the runway; thence one foot in Height for each 40 feet in horizontal distance to a point 50,200 feet from the end of the runway.

(2) **Non-Instrument Approach Zone**
One (1) foot in Height for each 20 feet in horizontal distance beginning at a point 200 feet from and at the centerline elevation of the end of the non-instrument runway and extending to a point 10,200 feet from the end of the runway.

(3) **Transition Zone**
One (1) foot in Height for each seven (7) feet in horizontal distance beginning at any point 125 feet normal to and at the elevation of the centerline of non-instrument runways, extending 200 feet beyond each end thereof, and 500 feet normal to and at the elevation of the centerline of the instrument runway, extending 200 feet beyond each end thereof, extending to a Height of 150 feet above Airport elevation. In addition to the foregoing there are established Height limits of one (1) foot vertical Height for each seven (7) feet horizontal distance measured from the edges of all Approach Zones for the entire length of the Approach Zones and extending upward and outward to the points where they intersect the horizontal or conical surfaces. Further, where the Instrument Approach Zone projects through and beyond the Conical Zone, a Height limit of one (1) foot for each seven (7) feet of horizontal distance shall be maintained beginning at the edge of the Instrument Approach Zone and extending a
distance of 5,000 feet from the edge of the Instrument Approach Zone measured normal to the centerline of the runway extended.

(4) **Horizontal Zone**
Height may not exceed 150 feet above the **Airport** elevation.

(5) **Conical Zone**
One (1) foot in **Height** for each 20 feet in horizontal distance beginning at the periphery of the Horizontal Zone, extending to a **Height** of 400 feet above the **Airport** elevation.

(g) **Performance Standards**
Notwithstanding any other provision of this section, no use or Development Activity may occur on land within any Airspace **Overlay District** that:

1. creates electrical interference with radio communications between the **Airport** and aircraft, including radio and television transmitting towers or studios and large radiation or X-ray equipment;
2. includes aboveground storage of petroleum or any other explosive material.
3. emits smoke or odor; emits smoke or odor;
4. contains lights or signals that may be confused with **Airport** navigational lights;
5. results in glare to pilots approaching, leaving or circling the **Airport** or that impairs visibility in the District;
6. provides private airfields or runways for the use of aircraft other than those used in the principal **Airport** in the District; or
7. otherwise endangers the landing, taking-off, or maneuvering of aircraft.

(h) **Nonconformities**

1. The regulations set forth in this section do not require the removal, lowering, or other change of any **Structure** not conforming to these regulations or otherwise interfere with the continuance of any nonconforming use, except as provided in Section 20-302(h)(2) and 20-302(i)(6).

2. The City may require, upon 30-days written notice, any person, firm, association, or corporation owning and maintaining any nonconforming pole or pole line upon the roads and highways immediately adjoining the **Airport** to remove, lower, change, or alter said nonconforming pole or pole line. Prior to the removal, lowering, or changing of the pole or pole line, the **Owner** or **Owner** of the **Airport**, shall pay said person, firm, association or corporation the reasonable and necessary expense of removing, lowering or changing said pole or pole lines; or in lieu thereof shall execute good and sufficient bond with corporate surety thereon as security for the payment of the reasonable and necessary expense of removing, lowering or changing such pole or pole lines. The reasonable
and necessary expense of removing, lowering or changing said pole or pole lines may include, among other items of expense, the actual cost of:

(i) constructing underground conduits and the construction of such wires and equipment in such conduits; and

(ii) rerouting wires together with the poles, cross arms, and other equipment connected thereto, together with the cost, if any, of new right-of-way made necessary by such rerouting.

(i) Permits

(1) Future Uses
Except as specifically provided by the exceptions stated in Section 20-302(i)(4), no material change may be made in the use of land and no Structure may be erected, altered, or otherwise established in any Airspace Overlay District unless a permit has been applied for and granted. Each application for a permit shall indicate the purpose for which the permit is desired, with sufficient particularity to permit it to be determined whether the resulting use or Structure would conform to the regulations set forth in this section. If such determination is in the affirmative, the permit shall be granted.

(2) Existing Uses
No permit may be granted that would allow the establishment or creation of an Airport Hazard or permit a nonconforming use, or Structure to be made or become higher, or become a greater hazard to air navigation than it was on the Effective Date, or the Effective Date of any amendments hereto, or than it is when the application for a permit is made. Except as provided herein, all applications for permits shall be granted.

(3) Nonconforming Uses
Before any nonconforming Structure may be replaced, substantially altered or repaired, rebuilt, or increased in Height, a permit shall be obtained authorizing such replacement, alteration, change or repair.

(4) Exceptions

(i) In the area lying within the limits of the Horizontal Zone and the Conical Zone, no permit will be required for any Structure less than 75 feet in vertical Height above the ground, except where, because of terrain, land contour or topographic features, such Structure would extend above the Height limits prescribed for such Zones.

(ii) In the areas lying within the limits of the Instrument and Non-Instrument Approach Zones but at a horizontal distance of not less than 4,200 feet from each end of the runways no permit will be required for any Structure less than 75 feet in vertical Height above the ground, except where, because of terrain, land contour or topographic features, such Structure would extend above the Height limits prescribed for the Instrument or Non-Instrument Approach Zone.

(iii) In the areas lying within the limits of the Transition Zones beyond the perimeter of the Horizontal Zone, no permit will be required for any Structure less than 75 feet in vertical Height above the ground except where such Structure, because of terrain, land contour or
(iv) Nothing contained in any of the foregoing exceptions will be construed as permitting or intending to permit any construction, or alteration of any Structure in excess of any of the Height limits established by this section.

(5) Variances
Any person desiring to erect any Structure or increase the Height of any Structure, or otherwise use his property in violation of the Airspace Overlay District regulations, may apply to the City Commission of the City of Lawrence for a variance from the zoning regulations in question. Such variances will be allowed where a literal application or enforcement of the regulations would result in practical difficulty or Unnecessary Hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this section: Provided, that any variance may be allowed subject to any reasonable conditions that the City Commission may deem necessary to effectuate the purposes of this section.

(6) Hazard Marking and Lighting
Any permit or variance granted may, if such action is deemed advisable to effectuate the purposes of this section and be reasonable in the circumstances, be so conditioned as to require the Owner of the Structure in question to permit the City of Lawrence, at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of an Airport Hazard.

(j) Administration and Enforcement
For the purposes of this section and pursuant to K.S.A. 3-707, the Lawrence/Douglas County Metropolitan Planning Commission will be the Airport Zoning Commission for the City of Lawrence and will have responsibility for administering and enforcing the regulations set forth in this section.

(1) In particular, the Airport Zoning Commission shall review all permit applications and determine if such should be granted. If an application is found to conform to all the Airspace Overlay District regulations, the Airport Zoning Commission shall grant the permit.

(2) Applications for permits and variances shall be made to the Planning Director upon forms furnished by the Planning Director.

(i) Applications for permits shall be submitted at least 35 days prior to a regular meeting of the Planning Commission.

(ii) Applications for variances shall be submitted at least 35 days prior to a regular meeting of the City Commission.

(k) Conflicting Regulations
In the event of conflict between the Airspace Overlay District regulations and any other regulations applicable to the same area, whether the conflict be with respect to the Height of Structures, use of land, or any other matter, and whether such other regulations were adopted by the City of Lawrence or any other unit of local government, the more stringent limitation or requirements as to Airport Hazards will govern and prevail.
20-303 FP, FLOODPLAIN MANAGEMENT REGULATIONS OVERLAY DISTRICT
The FP, Floodplain Management Regulations are implemented as an Overlay District. The established regulatory provisions affecting land in the FP District are set out in Article 12, Floodplain Management Regulations.

20-304 HD, HISTORIC DISTRICT OVERLAY
Historic Districts designated in accordance with the provisions of Chapter 22 of the City Code shall be submitted to the Planning Commission as a recommended Zoning Map Amendment and processed in accordance with Section 20-1303. If approved by the City Commission, the HD Overlay District shall be shown on the Official Zoning District Map with the map symbol “– HD” and shall be governed by the relevant provisions of Chapter 22.

20-305 HL, HISTORIC LANDMARK DESIGNATION
Historic Landmarks designated in accordance with the provisions of Chapter 22 of the City Code shall be shown on the Official Zoning District Map with the map symbol “– HL” and shall be governed by the relevant provisions of Chapter 22.

20-306 PD, PLANNED DEVELOPMENT OVERLAY DISTRICT
See Section 20-701 for purposes, standards and procedures for the PD District.

20-307 TC, MAJOR TRANSPORTATION CORRIDOR OVERLAY

(a) Purpose
The TC, Major Transportation Corridor Overlay District, is intended to protect properties adjacent to the transportation corridors from the noise, activity, light and dust of vehicular traffic by requiring Building Setbacks and Landscaping along the corridors.

(1) SLT/K10-TC, South Lawrence Trafficway Corridor Overlay District, is designed to create an aesthetically pleasing corridor along the South Lawrence Trafficway, in keeping with the SLT policy of providing a park-like setting. The SLT Corridor Overlay District does not affect land use regulations or development standards of the Base Districts except as specifically specified in this section.

(2) 23rd/K10-TC, 23rd Street/K10 Corridor Overlay District (section reserved)

(3) Iowa/US 59-TC, Iowa Street/US Highway 59 Corridor Overlay District (section reserved)

(4) 6th/US 40-TC, 6th Street/ US Highway 40 Corridor Overlay District (section reserved)

(5) N. 2nd/US 24,40 & 59 -TC, N. 2nd Street/US Highways 24, 40 & 59 Corridor Overlay District (section reserved)

(6) 31st Street Corridor Overlay District (section reserved)

(b) Boundaries
Article 3 – Overlay Zoning Districts

(1) SLT/K10-TC: The boundaries of the SLT/K10 Overlay District are shown on the Official Zoning District Map. The SLT Overlay District extends 500 feet on either side of the centerline of the SLT/K10 right-of-way within the city limits of Lawrence.

(2) 23rd Street/K10-TC: The boundaries of the 23rd Street/K10 Corridor Overlay District are shown on the Official Zoning District Map. (Section reserved for adoption of boundaries based on adopted 23rd Street Corridor Study)

(3) Iowa/US 59-TC: (Section reserved for adoption of a major corridor plan and boundaries for this Overlay District)

(4) 6th Street/US 40-TC: (Section reserved for adoption of a major corridor plan and boundaries for this Overlay District)

(5) N. 2nd Street/US 24,40 & 59-TC: (Section reserved for adoption of a major corridor plan and boundaries for this Overlay District)

(6) 31st Street TC: (Section reserved for adoption of a major corridor plan and boundaries for this Overlay District)

(c) Development Standards

(1) SLT/K10-TC Development Standards: All Significant Development Projects within the SLT/K10 Overlay District shall be required to meet the following minimum standards:

(i) All new Structures and parking Lots shall be set back a minimum of 50 feet from the right-of-way line of the South Lawrence Trafficway/K10;

(ii) Improvements to existing Structures shall be set back a minimum of 50 feet, or the distance of the Setback of the existing Structure, whichever is less; and

(iii) On properties lying directly adjacent to the South Lawrence Trafficway or its service roads, Structures shall be Screened from the Trafficway by continuous landscape Screening that meets the following standards:

a. Large Shade Trees, a minimum 3-inch Caliper, planted 40 feet on center;

b. Ornamental Trees, a minimum 2-inch Caliper, planted 20 feet on center;

c. Large Evergreen Trees, a minimum of 6 feet in Height, planted 30 feet on center;

d. Landscape Screening may be mixed in combinations of the above requirements;

e. The landscape Screening shall be placed within 50 feet of the boundary of the property that lies nearest to the Trafficway; and
f. Required Landscaping shall be installed, maintained and replaced in accordance with Section 20-1010.

(2) 23rd Street/K10 Highway-TC Development Standards: All Significant Development Projects within the 23rd Street/K10 Transportation Corridor Overlay District shall be required to meet the following standards:

(i) Section held for Setback standards for new Structures.

(ii) Section held for Setback standards for existing Structures.

(iii) Section held for Landscaping standards.

(3) Iowa/US 59 Highway Development Standards: All Significant Development Projects within the Iowa/US 59 Highway Overlay District shall be required to meet the following standards:

(i) Section held for Setback standards for new Structures.

(ii) Section held for Setback standards for existing Structures.

(iii) Section held for Landscaping standards.

(4) 6th Street/US 40 Highway Development Standards: All Significant Development Projects within the 6th Street/US 40 Highway Overlay District shall be required to meet the following standards:

(i) Section held for Setback standards for new Structures.

(ii) Section held for Setback standards for existing Structures.

(iii) Section held for Landscaping standards.

(5) N. 2nd Street/US 24, 40 & 59 Highways: All Significant Development Projects within the N. 2nd Street/US 24, 40 & 59 Highways Overlay District shall be required to meet the following standards:

(i) Section held for Setback standards for new Structures.

(ii) Section held for Setback standards for existing Structures.

(iii) Section held for Landscaping standards.

(6) 31st Street TC Development Standards: All Significant Development Projects within the 31st Street Corridor Overlay District shall be required to meet the following standards:

(i) Section held for Setback standards for new Structures.

(ii) Section held for Setback standards for existing Structures.

(iii) Section held for Landscaping standards.

(d) Interpretation
(1) The provisions of this Section shall not be interpreted to deprive the Owner of any existing property or of its use or maintenance for the purpose to which that property is then legally devoted.

(2) In the event that a governmental taking or acquisition for right-of-way, Easement or other governmental use would reduce a Setback that previously complied with this Section, that reduction in Setback shall not be deemed to constitute a violation of this Section.

20-308 URBAN CONSERVATION OVERLAY DISTRICT

(a) Purpose
The UC, Urban Conservation Overlay District, is intended to:

(1) encourage development that conforms to the size, orientation and setting of existing Buildings in a neighborhood or area;

(2) reduce the need for zoning variances for development that conforms to the size, orientation and setting of existing Buildings in a neighborhood or area;

(3) provide Building Setbacks, Lot dimensions and related physical characteristics;

(4) foster development that is compatible with the Scale and physical character of original Buildings in a neighborhood or area through the use of Development/Design Standards and guidelines; and

(5) conserve the cultural resources, historic resources and property values within an identified neighborhood or area.

(b) Selection Criteria
A UC District shall be a geographically defined area that has a significant concentration, linkage or continuity of sites that are unified by physical development, architecture or historical development patterns. To be eligible for UC zoning, the area shall comply with the following criteria:

(1) the general pattern of development, including Streets, Lots and Buildings, shall have been established at least 25 years prior to the Effective Date;

(2) the area shall possess built environmental characteristics that create an identifiable setting, character and association;

(3) the designated area shall be a contiguous area of at least five (5) acres in size. Areas of less than five (5) acres may be designated as an UC Overlay District only when they abut an existing five (5) acre or greater UC Overlay District.

(c) Establishment of District
UC Zoning Districts are established in accordance with the Zoning Map Amendment procedures of Section 20-1303, except as modified by the following provisions:
(1) an application to establish a UC District may be initiated by the Historic Resources Commission, the Planning Commission or the City Commission;

(2) applications may also be initiated by petition when signed either by the Owner of at least 51% of the area within the proposed UC District or by at least 51% of total number of Landowners within the proposed District;

(3) the Historic Resources Commission and the Planning Commission shall hold public hearings, and submit written recommendations to the City Commission, regarding each application to establish a UC District;

(4) the Historic Resources Commission is responsible for reviewing UC zoning applications for compliance with the selection criteria of Section 20-308(b) and for recommending development/design standards and guidelines for the District;

(5) the Planning Commission is responsible for reviewing UC applications for its planning and zoning implications; and

(6) the City Commission is responsible for making a final decision to approve or deny the Overlay District Zoning.

(d) Procedure

Upon receipt of an application for UC zoning or upon initiation of a UC zoning application by the City Commission, Planning Commission or Historic Resources Commission, the following procedures apply:

(1) unless otherwise expressly stated, the zoning map amendment procedures of Section 20-1303 apply;

(2) public hearings on UC zoning applications shall be held by the Historic Resources Commission and the Planning Commission prior to consideration by the City Commission; and

(3) the Historic Resources Commission shall make a recommendation that UC District zoning be approved, approved with conditions or denied. The Historic Resources Commission’s recommendation shall be submitted to the Planning Commission and City Commission. The item shall be placed on the Planning Commission agenda after receipt of the Historic Resources Commission’s recommendation. The recommendation shall be accompanied by a report containing the following information:

(i) an explanation of how the area meets or does not meet the selection criteria contained in Section 20-308(b);

(ii) in the case of an area found to meet the criteria in Section 20-308(b):

a. a description of the general pattern of development, including Streets, Lots and Buildings in the area; and

b. Development/Design Standards to guide development within the District;
(iii) a map showing the recommended boundaries of the UC District;

and

(iv) a record of the proceedings before the Historic Resources Commission;

(e) **Allowed Uses**

UC District Classifications do not affect the use of land, Buildings or Structures. The use regulations of the Base District control.

(f) **Development/Design Standards**

In establishing a UC District, the Historic Resources Commission or Planning Commission are authorized to propose, and the City Commission is authorized to adopt, by ordinance, District-Specific Development and Design Standards (referred to herein as “Development/Design Standards”) to guide development and redevelopment within UC Districts:

1. when Development/Design Standards have been adopted, all Alterations within the designated UC District shall comply with those standards. For the purposes of this section, “Alteration” means any Development Activity that changes one or more of the “Exterior Architectural Features” of a Structure, as the latter term is defined in Chapter 22 of the City Code;

2. when there are conflicts between the Development/Design Standards of the Base District and adopted UC District Development/Design standards, the UC Development/Design Standards will govern;

3. the Development/Design Standards will be administered by City staff in accordance with adopted administrative policy.

(g) **Appeals**

1. Notwithstanding the procedure set forth in Section 20-1311, a person aggrieved by a decision of the City staff, determining whether the Development/Design Standards have been met, may file a written appeal with the Historic Resources Commission. The appeal shall be filed within ten (10) Working Days after the decision has been rendered.

2. A person aggrieved by a decision of the Historic Resources Commission, determining whether the Development/Design Standards have been met, may file a written appeal with the City Commission. The appeal shall be filed within ten (10) Working Days after the decision has been rendered.

3. the City Commission is the final decision-making authority in determining whether a proposed project meets the adopted Development/Design Standards.

4. the Board of Zoning Appeals has no authority to grant interpretations, exceptions or variances from the adopted Development/Design Standards.

5. within thirty days after the City Commission’s final decision, in passing upon an appeal pursuant to this Section, any person aggrieved by the decision may file an action in District Court to determine the reasonableness of the decision.
(h) UC Districts Established
The following UC Districts are established:

<table>
<thead>
<tr>
<th>Conservation District Name</th>
<th>Boundaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Urban Conservation Overlay District</td>
<td>See Ord. No. 7395</td>
</tr>
<tr>
<td>8th &amp; Pennsylvania Urban Conservation Overlay District</td>
<td>See Ord. No. 8053</td>
</tr>
<tr>
<td>Oread Neighborhood Design Overlay District</td>
<td>See Ord. No. &lt;TBD&gt;</td>
</tr>
</tbody>
</table>

(i) UC District Development/Design Standards Established
The following UC District Development/Design Standards and Administrative Policies are established:

<table>
<thead>
<tr>
<th>Conservation District Name</th>
<th>Development Standards and Administrative Policies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Urban Conservation Overlay District</td>
<td>Downtown Design Guidelines 2009</td>
</tr>
<tr>
<td>Oread Neighborhood Design Overlay District</td>
<td>Oread Neighborhood Design Guidelines (March 2016)</td>
</tr>
</tbody>
</table>

20-309 INCORPORATION BY REFERENCE OF “THE DOWNTOWN DESIGN GUIDELINES 2009 EDITION”
The “Downtown Design Guidelines December 16, 2008 Edition” prepared compiled, published and promulgated by the City of Lawrence, Kansas is hereby adopted and incorporated by reference as if fully set forth herein, and shall be known as the “Downtown Design Guidelines 2009 Edition”. At least one copy of said text amendments shall be marked or stamped as “Official Copy as Adopted by Ordinance No. 8363 and to which shall be attached a copy of this ordinance, and filed with the City Clerk, to be open to inspection and available to the public at all reasonable business hours. The police department, municipal judge, and all administrative departments of the City charged with the enforcement of the ordinance shall be supplied, at the cost of the city, such number of official copies of such “Downtown Design Guidelines, 2009 Edition” marked as may be deemed expedient.

20-310 INCORPORATION BY REFERENCE OF “DESIGN GUIDELINES 8TH AND PENN NEIGHBORHOOD REDEVELOPMENT ZONE” (2006, REVISED OCTOBER 4, 2011)
The “Design Guidelines 8th and Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011) prepared compiled, published and promulgated by the City of Lawrence, Kansas is hereby adopted and incorporated by reference as if fully set forth herein. At least one copy of “Design Guidelines 8th and Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011) shall be marked or stamped as “Official Copy as Adopted by Ordinance No. 8675” and to which shall be attached a copy of Ordinance No. 8675, and filed with the City Clerk,
to be open to inspection and available to the public at all reasonable business hours. One additional marked and stamped copy of the “Design Guidelines 8th and Penn Neighborhood Redevelopment Zone” (2006, Revised October 4, 2011) shall, at the cost of the City of Lawrence, Kansas, be made available to the Lawrence-Douglas County Metropolitan Planning Office of the City of Lawrence, Kansas.

20-311 INCORPORATION BY REFERENCE OF “OREAD NEIGHBORHOOD DESIGN GUIDELINES 2016 EDITION”

The “Oread Neighborhood Design Guideline, 2016 Edition” prepared, compiled, published and promulgated by the City of Lawrence, Kansas is hereby adopted and incorporated by reference as if fully set forth herein, and shall be known as the “Oread Neighborhood Design Guideline, 2016 Edition”. At least one copy of said text amendments shall be marked or stamped as “Official Copy as Adopted by Ordinance No. <TBD> and to which shall be attached a copy of this ordinance, and filed with the City Clerk, to be open to inspection and available to the public at all reasonable business hours. One additional marked and stamped copy of the “Oread Neighborhood Design Guidelines” (2016 Edition) shall, at the cost of the City of Lawrence, Kansas, be made available to the Lawrence-Douglas County Metropolitan Planning Office of the City of Lawrence, Kansas.