

Memorandum

City of Lawrence

Douglas County

Planning & Development Services

TO: Planning Commission

FROM: Scott McCullough, Sheila Stogsdill

Date: For December 15, 2014 meeting

RE: Item No. 4: TA-13-00235 –
Revisions to Development Code, Article 9 – Parking

Background/Updates from recent November 17, 2014 PC Meeting

At the November 17, 2014 PC meeting, the PC began the task of responding to the questions noted below in order to provide direction to staff on developing code language. The PC took the following actions at the November 17th meeting:

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

These actions are only some of the decisions the PC must make on guiding the writing of the standards for the placement of RVs. Many questions related to how many pieces of equipment should be allowed, differentiating between different types and sizes of equipment, etc. are still under discussion. Staff looks forward to continuing the discussion of the items outlined in the November 17, 2014 staff memo at the December PC meeting.

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

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

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

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

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

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

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

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

5. Should there be a pavement requirement for RV-type items parked in rear yards?

Proposed text does not require pavement in rear yard.

Code Enforcement Staff prefers that pavement be required. A motor vehicle would not be permitted to be parked in a rear yard, unless on an improved driveway and RV-type items should be treated similarly.

6. Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?

Proposed text permits Utility Trailers on an improved driveway in front and exterior side yards.

Proposed text provides separate standards for Utility Trailers used as part of Home Occupation. These are not allowed in front or exterior side yards.

Memorandum

City of Lawrence

Douglas County

Planning & Development Services

TO: Planning Commission

FROM: Sheila M. Stogsdill, Planning Administrator

CC: Scott McCullough

Date: For November 17, 2014 meeting

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

Attachments:

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

Article 9 - Proposed Text

Article 9 – Existing Text

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

Background/Updates from recent Mid-Month Meeting

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

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

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

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6. *Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?*

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

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

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

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

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

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

Tenant changes in existing commercial centers:

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

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

Shared Parking Analysis/Agreements:

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

Recreational Vehicles/Trailers on residential lots:

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

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

Driveway locations on residential lots:

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

Driveway paving surfacing:

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

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

Bicycle parking standards updated:

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

Driveways and Access Management Standards:

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

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

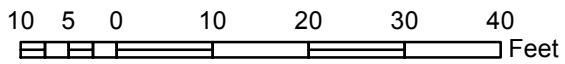
This section also includes modifications to street design standards including turn lanes, sight distance and driveway spacing. Waivers from access standards are proposed as an administrative process after consultation with the City Engineer.

Curb cuts on residential lots:

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

Traffic Impact Analysis:

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

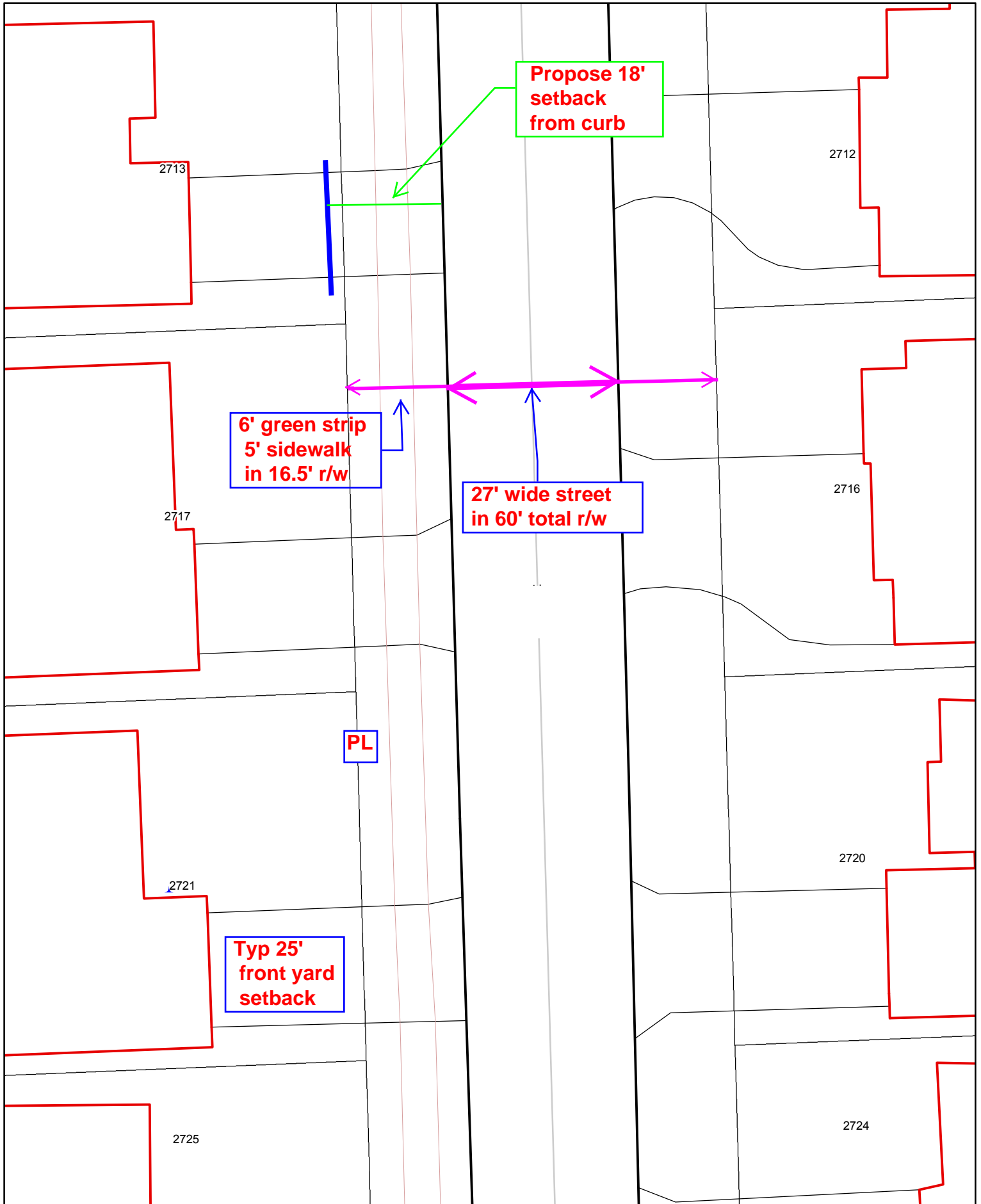


1 inch = 20 feet

DISCLAIMER NOTICE

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Date: 11/12/2014



PROPOSED REVISIONS 20-901

ARTICLE 9. PARKING, LOADING AND ACCESS

20-901	General
20-902	Off-Street Parking Schedule A
20-903	Off-Street Parking Schedule B
20-904	Off-Street Parking Schedule C
20-905	Off-Street Parking Schedule D
20-906	Off-Street Loading
20-907	Rules for Calculating Requirements
20-908	Location
20-909	Shared and Off-Site Parking
20-910	Use of Off-Street Parking Spaces and Loading Areas
20-911	Vehicle Stacking Areas
20-912	Accessible Parking for Physically Disabled Persons People with Disabilities
20-913	Parking and Loading Area Design Standards
20-914	Landscaping
20-915	Driveways and Access
20-916	Traffic Impact Study

20-901 GENERAL

(a) Purpose

The regulations of this article are intended to ensure that the off-street parking, loading, and Access demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and Access demand.

(b) Applicability

(1) New Development

Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(2) Enlargements and Expansions

(i) Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing Building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.

(ii) In the case of enlargements or expansions of Buildings or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing Building or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.

(3) Change of Use or Occupancy

- (i) Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the [Building](#), based on the standards of this development code.
- (ii) As an alternative to 20-901(b)(3)(i) and with Planning Director approval:
 - a. Use or occupancy changes in existing commercial centers with multiple tenant suites may calculate parking requirements utilizing Schedule B (20-903) unless the use changes from a non-Eating Establishment to an Eating Establishment use.
 - b. Parking requirements for changes to Eating Establishments shall continue to be based on Schedule A (20-902).
 - c. Parking requirements for changes to uses located in individual pad site buildings (without multiple tenant suites) shall continue to be based on Schedule A (20-902).

(c) Parking in Excess of Required Standard

Developments that provide parking in excess of the required standards must mitigate the impacts of the increased [Impervious Surface](#) through use of storm drainage Best Management Practices (BMPs) as provided in the City's adopted BMP manual. [Mid-America Regional Council and American Public Works Association Manual for Best Management Practices for Stormwater Quality – ~~Sept. 2003~~ **October 2012** and subsequent updates].

- (i) [Detached Dwellings](#), [Attached Dwellings](#) and [Duplex](#) residential uses shall be exempt from the requirements of 20-901(c)(i).

(d) Reductions Below Minimums

The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this article, except:

- (i) When waived by the [Planning Director](#) on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;
- (ii) For good cause shown, when waived by the [Planning Director](#) as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or
- (iii) When waived by the Planning Director on sites where additional [Bicycle Parking Spaces](#) are provided or when the site is in close proximity to a transit stop; or
- (iv) When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

(e) Issuance of [Building](#) Permits or Certificates of Occupancy

No [Building](#) permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).

(f) Exemption for CD District

Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD [Zoning District](#) are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006

Parking standards for uses listed in 20-902, 20-903 or 20-904 of this Development Code shall be applied when establishing minimum requirements for New Developments, Expansions or Enlargements, or Change of Use or Occupancy in these established Planned Unit Developments.

EXISTING TEXT 20-901

ARTICLE 9. PARKING, LOADING AND ACCESS

20-901	General
20-902	Off-Street Parking Schedule A
20-903	Off-Street Parking Schedule B
20-904	Off-Street Parking Schedule C
20-905	Off-Street Parking Schedule D
20-906	Off-Street Loading
20-907	Rules for Calculating Requirements
20-908	Location
20-909	Shared and Off-Site Parking
20-910	Use of Off-Street Parking and Loading Areas
20-911	Vehicle Stacking Areas
20-912	Accessible Parking for Physically Disabled Persons
20-913	Parking and Loading Area Design Standards
20-914	Landscaping
20-915	Driveways and Access
20-916	Traffic Impact Study

20-901 GENERAL

(a) Purpose

The regulations of this article are intended to ensure that the off-street parking, loading, and [Access](#) demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and [Access](#) demand.

(b) Applicability

(3) New Development

Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(4) Enlargements and Expansions

- (i) Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing [Building](#) or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.
- (ii) In the case of enlargements or expansions of [Buildings](#) or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing [Building](#) or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.

(3) Change of Use or Occupancy

Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the [Building](#), based on the standards of this development code.

(g) Parking in Excess of Required Standard

- (ii) Developments that provide parking in excess of the required standards must mitigate the impacts of the increased [Impervious Surface](#) through use of storm drainage Best Management Practices (BMPs) as provided in the City's adopted BMP manual. [Mid-America Regional Council and American Public Works Association Manual for Best Management Practices for Stormwater Quality – Sept. 2003 and subsequent updates].
- (iii) [Detached Dwellings](#), [Attached Dwellings](#) and [Duplex](#) residential uses shall be exempt from the requirements of 20-901(c)(i).

(h) Reductions Below Minimums

The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this Section, except:

- (v) When waived by the [Planning Director](#) on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;
- (vi) For good cause shown, when waived by the [Planning Director](#) as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or
- (vii) When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

(i) Issuance of [Building](#) Permits or Certificates of Occupancy

No [Building](#) permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).

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Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD [Zoning District](#) are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006

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PROPOSED 20-902

20-902 OFF-STREET PARKING SCHEDULE A

Unless otherwise expressly stated in this article, off-street [Parking Spaces](#) shall be provided in accordance with the minimum ratios of the following, Schedule A.

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

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

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
Nature Preserve / Undeveloped	Per Schedule D (Section 20-905)	
Passive Recreation		
Private Recreation		
RELIGIOUS ASSEMBLY		
Campus or Community Institution	1 per 4 seats in sanctuary or principal worship or assembly space plus spaces required for permitted Accessory Uses	5 or 1 per 10 auto spaces, whichever is greater
Neighborhood Institution		
COMMERCIAL USE GROUPS		
ANIMAL SERVICES		
Kennel	1 per 500 square feet	None
Livestock Sales	1 per 600 square feet	None
Sales and Grooming	1 per 300 square feet	1 per 10 auto spaces
Veterinary	1 per 400 square feet	None
EATING AND DRINKING ESTABLISHMENTS		
Accessory Bar	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	None
Accessory Restaurant	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Bar or Lounge	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
Brewpub		
Fast Order Food	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Fast Order Food, Drive-In		
Nightclub	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	
Private Dining Establishment	Per Section 20-539	Per Section 20-539
Restaurant, Quality	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
OFFICE		
Administrative and Professional	1 per 300 square feet	1 per 10 auto spaces
Financial, Insurance and Real Estate		
Other		

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
PARKING FACILITIES		
Accessory	None	None
Commercial		
RETAIL SALES AND SERVICE		
Building Maintenance Service	1 per 500 square feet	1 per 10 auto spaces
Business Equipment Sales and Service	1 per 300 square feet	
Business Support Service	1 per 400 square feet	
Construction Sales and Service	1 per 500 square feet of Building area + 1 space per acre of outdoor storage or assembly	1 per 10 auto spaces
Food and Beverage Retail Sales	1 per 300 square feet	5 or 1 per 10 auto spaces
Mixed Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Personal Convenience Service	1 per 300 square feet	1 per 10 auto spaces
Personal Improvement Service	1 per 200 square feet	1 per 10 auto spaces
Repair Service, Consumer	1 per 400 square feet	
Retail Sales, General	per Schedule B (Section 20-903)	
Retail Establishment, Large	per Schedule B (Section 20-903)	1 per 10 auto spaces
Retail Establishment, Medium		
Retail Establishment, Specialty		
SEXUALLY ORIENTED BUSINESSES		
Sexually Oriented Media Store	1 per 300 square feet	5 or 1 per 10 auto spaces
Physical Sexually Oriented Business		
Sex Shop		
Sexually Oriented Theater	1 per 4 seats	
TRANSIENT ACCOMMODATION		
Bed and Breakfast	1 per guest room + 1 per 1.5 employees	None
Campground	1 per camp space	None
Elderhostel	1 per guest room + 1 per 1.5 employees for associated uses	as required for associated uses
Hotel, Motel, Extended Stay		
VEHICLE SALES AND SERVICE		
Cleaning (Car Wash)	2 + stacking spaces per Section 20-911	None
Fleet Storage	1 per 1.5 employees	
Gas and Fuel Sales	1 per 300 square feet of retail sales area + 2 per pump island 1 at the end of each fueling lane	
Truck Stop	1 per 300 square feet of retail sales area + 1 per 100 square feet of customer service area for eating establishment areas + 1 at the end of each fueling lane	

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

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
COMMUNICATIONS FACILITIES		
Amateur and Receive Only Antennas	None	None
Broadcasting Tower	1 space	None
Communications Service Establishment	1 per 400 square feet	1 per 10 auto spaces
Telecommunications Antenna	None	None
Telecommunications Tower	1 space	None
Satellite Dish	None	None
MINING		
Mining	per Schedule D (Section 20-905)	None
RECYCLING FACILITIES		
Large Collection	per Schedule C (Section 20-904)	None
Small Collection		
Processing Center	per Schedule C (Section 20-904)	None
Footnotes:		
<p>[1] Whenever a structure 4,500 gross square feet or larger as of April 28, 2012 on a property 8,775 square feet in size or less is renovated as a Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure's gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:</p> <ol style="list-style-type: none"> 1. Finished and unfinished area that is able to comply with the building code standard for livable space ceiling height without structural alterations, including the following: <ol style="list-style-type: none"> a. Attic space when it is accessed by a permanent stairway. b. Basement space. c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure's heating, ventilation, and air conditioning system. 		

PROPOSED 20-903 – 20-907

20-903 OFF-STREET PARKING SCHEDULE B

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

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

- (b) The maximum number of off-street **Parking Spaces** for a Schedule B use shall not exceed 120% of the minimum required number of **Parking Spaces** for such a use **unless specific mitigation measures are provided and approved by the Planning Director**.

20-904 OFF-STREET PARKING SCHEDULE C

Off-street **Parking Spaces** for Schedule C uses shall be provided in accordance with the following standards:

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

20-905 OFF-STREET PARKING SCHEDULE D

Schedule “D” uses have widely varying **parking** demand characteristics, making it difficult to specify a single off-street parking standard.

(a) Standards

Upon receiving a development application for a use subject to “Schedule D” standards, the **Planning Director** shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or shall establish minimum off-street parking requirements.

(b) Parking Study

The decision of the **Planning Director** shall be based upon a **parking** study prepared by the applicant.

- (1) The study shall include estimates of **parking** demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the **Planning Director**, and include other reliable data collected from

uses or combinations of uses that are the same as or comparable with the proposed use.

- (2) Comparability will be determined by **Density**, **Scale**, bulk, area, type of activity, and location.
- (3) The study shall document the source of data used to develop the recommendations.

20-906 OFF-STREET LOADING

(a) General

Goods may not be loaded or unloaded from the right-of-way of a Collector or **Arterial Street** and no part of any vehicle may extend into the right-of-way of a **Collector** or **Arterial Street** while being loaded or unloaded; provided that, routine deliveries, such as U.S. Mail, Federal Express, Parcel Post and similar services, for reasonable durations, are not hereby prohibited.

(b) Loading Schedule

Off-street loading spaces shall be provided in accordance with the minimum ratios shown in the following table. **Developments in the CD and MU Districts shall be exempt from these requirements.**

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

[1] The following standards apply:

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

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

(c) Vertical Clearance

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

(d) Location

Loading areas shall be located and designed to reduce conflicts with vehicular ingress and egress routes.

20-907 RULES FOR CALCULATING REQUIREMENTS

The following rules apply when calculating off-street parking and loading requirements.

(a) Multiple Uses

Unless otherwise approved, Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses. (See the Shared Parking provisions of Section 20-909 for possible exceptions.)

(b) Fractions

When measurements of the number of required spaces result in a fractional number, any fractional result shall be rounded up to the next consecutive whole number. For example, if a minimum requirement of 1 space per 200 square feet is applied to a 900 square foot Building, 5 spaces are required, since the fraction of 4.25 is rounded up to 5 spaces.

(c) Area Measurements

- (1) Unless otherwise specifically noted, all parking and loading standards given in square feet shall be computed on the basis of Gross Floor Area, which is to be measured using all of the Floor Area on each floor of the Building, whether or not such area is enclosed by walls. Interior areas used for off-street parking or off-street loading facilities are not counted in calculating the number of Parking Spaces required.
- (2) For outdoor areas, calculations will be based on the portion of the Lot actually being used for the specified purpose.

(d) Occupancy- or Capacity-Based Standards

For the purpose of calculating parking requirements based on employees, students, residents or occupants, calculations are to be based on the greatest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

(e) Bench Seating

When seating consists of benches, pews or other similar seating facilities, each 24 linear inches of seating space counts as 1 seat.

(f) Unlisted Uses

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the [Planning Director](#) shall apply the off-street parking standard specified for the listed use that the [Planning Director](#) deems most similar to the proposed use or the requirements of off-street parking schedule D, Section 20-905.

PROPOSED 20-908

20-908 LOCATION

(a) General

Except as otherwise expressly provided in this section, required off-street parking and loading spaces shall be located on the same **Lot** as the **Principal Use** (See Section 20-909 for possible exceptions).

(b) Residential Districts

No part of a **Parking Area**, other than a **Driveway**, may be located within 25 feet of a Street right-of-way in any residential **Zoning District**.

- (1) No more than 4 vehicles may be parked on **Driveways** or turnarounds within the required Front or **Side Setback** of any **Lot** in a residential **Zoning District**.
- (2) Single or double **Driveways** and turnarounds may not be used to provide required off-street parking within the required **Front** or **Exterior Side Setback** with the exception of when they are serving a **Duplex** or **Detached House Dwelling**.
 - a. With Planning Director permission, a parking area may be permitted closer than 25 feet to a adjacent street in an exterior side yard if the orientation of the structure allows the principal building to be located closer than 25 feet to the adjacent street.
- (3) No parked vehicles shall overhang into the right-of-way or block a portion of the sidewalk.
- (4) Where alleys are available, parking shall be provided along the alley in accordance with the following diagrams:

INSERT DIAGRAMS FROM CODE INTERPRETATION

http://www.lawrenceks.org/assets/pds/planning/documents/Alley_Park.pdf

- (5) ~~**Driveway** widths may not exceed 26 feet in residential Districts. All **Driveway** cuts into the Street require a permit and must be approved by the City Engineer in conformance with the standards outlined in Chapter 16, Article 3 of the City Code.~~
- (6) ~~In RS3 and RS5 Districts, residential **Driveways** may be constructed a maximum of 12' wide to reduce pavement width and maintain the character of the neighborhood~~^[sms1].

(c) Nonresidential Districts

The location of off-street **Parking Areas** in ~~Commercial and Industrial~~ **nonresidential Zoning Districts** shall comply with the adopted city design standards and the following standards:

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

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

PROPOSED 20-909

Working on another option for this section with alternative text

20-909 SHARED AND OFF-SITE PARKING

(a) Purpose

The shared and off-site off-street parking provisions of this section are intended to encourage efficient use of land and resources by allowing users to share off-street parking facilities in situations where a mix of uses creates staggered peak periods of parking demand and to locate off-street parking facilities on a different site than the uses served by the Parking.

(b) Approval Procedure

Shared or off-site off-street parking arrangements require review and approval in accordance with the Site Plan Review procedures of Section 20-1305 ~~from the Planning Director and shall be noted on the approved site plans for each property that is a party to the shared or off-site parking agreement.~~

(c) Location

All shared or off-site off-street **Parking Spaces** shall be located no further than 600 feet from the main entrance of the **Buildings** or uses they are intended to serve, measured along the shortest legal, practical walking route. This distance limitation may be waived as part of the Site Plan Review process ~~by the Planning Director as part of the review of the shared parking agreement~~ if sufficient assurances are offered that adequate van or shuttle service will be operated between the shared or off-site **Lot** and the **Principal Use** or uses.

(d) Zoning Classification **District**

Shared and off-site **Parking Areas** ~~require the same or~~ **shall be in the same or** a more intensive zoning classification district than that required for the most intensive of the uses served by the shared or off-site **Parking Area**, except as permitted in Section 20-535. Shared and off-site **Parking Areas** are to be considered **Accessory Uses** to the **Principal Uses** that the **Parking Spaces** serve.

~~(e) Required **Shared Parking** Study and Analysis~~

~~For proposed **Shared Parking Areas**, the applicant shall submit a **Shared Parking** analysis to the **Planning Director** that clearly demonstrates the feasibility of shared or off-site Parking. The study shall be provided in a form established by the **Planning Director** and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants and customers, the anticipated rate of Parking turnover and the anticipated peak Parking and traffic loads for all uses that will be sharing off-street **Parking Spaces**.~~

(e) **Shared Parking**

In any zoning district where two (2) or more permitted uses have different peak demand parking patterns and are thus able to use the same parking spaces/areas throughout a 24-hour day, a Shared Parking Calculation may be applied which results in a reduction in the total number of parking spaces required as compared to the sum of the parking requirement for individual uses. This allows sharing of parking spaces between occupancies, reducing the site area dedicated to vehicle storage. Reduction potential is often greatest when residential uses are mixed with nonresidential uses.

(1) Shared Parking Calculation

For the purposes of conducting a shared parking analysis, identify the parking requirement for each individual use according to the Off-Street Parking Schedule, Section 20-902 and multiply the requirement by the percentage for the corresponding use category for each of the five time periods from the matrix below. Calculate the total for each time period (column) and select the time period (column) with the highest total. Use this number as the required minimum number of parking spaces. The specific numbers provided may be adjusted by the applicant when the applicant provides an analysis demonstrating the actual demand for the time period is different from the number shown in the table below, subject to approval by the Planning Director.

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

[1] Entertainment uses such as a theatre (performing arts or movie) shall require 90%.

(f) Parking Agreement

The sharing or off-site location of required Parking shall be guaranteed by a legally binding agreement, duly executed and acknowledged, between the **Owner** of the **Parking Area** and the **Owner** of all uses that are located on a different **Lot** and served by the **Parking Area**.

- (1)** The agreement shall be properly drawn and executed by the parties concerned and approved as to form and execution by the City Attorney. Director of Legal Services. Approved shared or off-site Parking Agreements shall be recorded with the Register of Deeds.
- (2)** The applicant for a **Building** Permit or certificate of occupancy for the use that is served by **Parking Spaces** on the other **Lot** shall submit a copy of such agreement along with the application for the permit or certificate.
- (3)** Any violation of the agreement required under this subsection constitutes a violation of this Development Code:-

PROPOSED 20-910

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

20-910 USE OF OFF-STREET PARKING SPACES AND LOADING AREAS

(a) Vehicle Parking Spaces in Residential Districts

In all residential districts, required off-street parking spaces are to be used solely for loading, unloading and parking of licensed motor vehicles in operating condition.

(1) Detached Dwelling, Attached Dwelling and Duplex Lots

(i) Surfacing

Passenger vehicles, motorcycles and trucks shall be parked on an improved driveway surface in the front, side or rear yards as identified in Section 20-908.

(ii) Weight Limit

No commercial motor vehicle or commercial trailer may be parked or stored in a residential district unless the vehicle or trailer:

- a. Is classified by the US DOT Federal Highway Administration as a Light or Medium Vehicle having a gross vehicle weight rating (GVWR) of less than 19,500 pounds [Classes 1 – 5]; or
- b. Is stored within a garage that complies with all applicable standards of this ordinance.
- c. Commercial motor vehicles and trailers that are making normal and reasonable service calls at the property are exempt from this provision.

(iii) Major Recreational Equipment

Major Recreational Equipment, for the purposes of this Chapter, include: motorized recreational vehicles (RVs/motorhomes); towable RVs (travel trailers, folding camping trailers, fifth-wheel trailers, truck campers); boats and boat trailers; and recreational equipment trailers. [If desired, this category could be divided into *High Profile Recreational Equipment* (such as motorized RVs/Motorhomes, towable RVs, fifth-wheel trailers, boats and boat trailers, and rec equip trailers over 8 feet high) and *Low Profile Recreational Equipment* (such as folding camping trailers, canoes, and boat trailers less than 8 feet high) and locational standards identified for each category.] *Major Recreational Equipment* is permitted on residential lots when:

- a. It is located in the rear yard and is screened by a fence or hedge at least 6 feet in height;
- b. It is located in the side yard on an improved driveway surface and is at least 2 feet from the side property line; or
- c. It is located in the front or exterior side yard on an improved driveway surface and is located no closer than 18 feet from the back of street curb (or street edge).

(iv) Limit

No more than two (2) *Major Recreational Equipment* items may be parked on an individual residential lot containing a Detached Dwelling or Duplex. Only one (1) such item may be parked in the front or exterior side yard, in accordance with the standards of this section. [As an alternative, only one item could be permitted on a property or if there were two items, only one

High Profile could be located in the front or exterior side yard. As an alternative, if there are two items on the property both have to be in rear or side yards (not exterior side).]

(v) Occupancy

Major Recreational Equipment items, when parked, shall not:

- a. Be used for living, sleeping or housekeeping purposes; or
- b. Be used for any business activities.

(vi) Utility Trailers, Personal Use

Utility Trailers, used to haul personal goods or debris, are permitted on residential lots when:

- a. The trailer is located in the rear yard;
- b. The trailer is located in the side yard on an improved driveway surface and is at least 2 feet from the side property line; or
- c. The trailer is located in the front or exterior side yard on an improved driveway surface.

(vii) Utility Trailers, Home Occupation Use

Utility Trailers that are accessory to a Type B Home Occupation are permitted on residential lots when:

- a. The trailer is located in the rear yard on an improved driveway surface and is screened by a fence at least 6 feet in height if parked with equipment or materials on it;
- b. The trailer is located in the side yard on an improved driveway surface at least 2 feet from the side property line and does not contain material or equipment; or
- c. Is stored within a garage that complies with all applicable standards of this ordinance.

(viii) Condition

No *Major Recreational Equipment* or *Utility Trailer* shall be stored outside of a structure if it is inoperable or unsafe for the function for which it is intended nor may it be stored if its appearance is considered blighted under the City's Property Maintenance Code.

(ix) Sight Triangle

No vehicles shall be parked or stored on a corner lot within the sight triangle defined in Section 20-1102.

(x) Storage Only for Occupant's Property

Major Recreational Equipment parked on a residential lot shall be owned or leased by the resident of the property.

(2) Multi-Dwelling Developments

(i) Surfacing

Passenger vehicles, motorcycles and trucks shall be parked on an improved parking lot surface as identified in Section 20-908.

(ii) Weight Limit

No commercial motor vehicle or commercial trailer may be parked or stored in a residential district unless the vehicle or trailer:

- a. Is classified by the US DOT Federal Highway Administration as a Light or Medium Vehicle having a gross vehicle weight rating (GVWR) of less than 19,500 pounds [Classes 1 – 5]; or
- b. Is stored within a garage that complies with all applicable standards of this ordinance.
- c. Commercial motor vehicles and trailers that are making normal and reasonable service calls at the property are exempt from this provision.

(iii) Major Recreational Equipment

Recreational Vehicles, boats and camping trailers may be parked in improved parking lots when:

- a. The parking lot contains more spaces than required to support the number of dwelling units on site;
- b. Shown on an approved site plan as temporary storage spaces; and
- c. The RVs are owned or leased by the occupants of the development.

(iv) Occupancy

Recreational Vehicles, boats and camping trailers, when parked, shall not:

- a. Be used for living, sleeping or housekeeping purposes; or
- b. Be used for any business activities.

(v) Condition

No *Major Recreational Equipment* shall be stored outside of a structure if it is inoperable or unsafe for the function for which it is intended nor may it be stored if its appearance is considered blighted under the City's Property Maintenance Code.

(3) Non-residential Developments in Residential Districts

- (i) Recreational Vehicles, boats and camping trailers may only be parked in improved parking lots when:
 - a. The parking lot contains more spaces than required to support the established uses on site;
 - b. Shown on an approved site plan as temporary storage spaces; and
 - c. Written permission has been provided by the property owner.
- (ii) Non-residential parking lots in residential districts may not be used for commercial purposes as permanent RV, boat or trailer storage lots.

(b) Vehicle Parking Spaces in Non-Residential Districts

- (1) Required parking spaces shall not be used for the storage or sale of merchandise, vehicle storage, vehicles for sale, or vehicle repair.
- (2) Excess parking spaces above the number required to support the uses on the property may only be used for the sale of merchandise, vehicle storage or vehicles for sale or vehicle repair if they are designated on an approved site plan for the property or approved through a Special Event Permit for a limited duration.

ADD EFFECTIVE DATE

The standards established by this subsection related to the parking of *Major Recreational Equipment and Utility Trailers* shall be effective commencing on March 1, 2015.

PROPOSED 20-911

20-911 VEHICLE STACKING AREAS

The vehicle stacking standards of this subsection apply unless otherwise expressly approved by the City Engineer.

(a) Minimum Number of Spaces

Off-Street stacking spaces shall be provided as follows:

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

(b) Design and Layout

Required stacking spaces are subject to the following design and layout standards.

(1) Size

Each stacking space shall be a minimum of 8 feet by 20 feet in size.

(2) Location

Stacking spaces may not impede on-site or off-site traffic movements or movements into or out of off-street Parking Spaces.

(3) Design

Stacking spaces shall be separated from other internal Driveways by raised medians if deemed necessary by the City Engineer for traffic movement and safety.

PROPOSED 20-912

20-912 ACCESSIBLE PARKING FOR ~~PHYSICALLY DISABLED PERSONS~~ PEOPLE WITH DISABILITIES

A portion of the total number of required off-street **Parking Spaces** in each off-street **Parking Area** shall be specifically designated, located and reserved for use by persons with physical disabilities.

(a) Spaces Required

The following table shows the minimum number of accessible spaces that shall be provided. **Parking Spaces** designed for persons with disabilities are counted toward fulfilling off-street parking standards. These standards may not be varied or waived.

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

(b) Special Requirements for Medical Care Facilities

Facilities providing medical care and other services for persons with mobility impairments shall provide accessible **Parking Spaces** as follows:

- (1) All outpatient facilities shall provide at least one accessible **Parking Space**, or spaces equal to ten percent (10%) of the total number of **Parking Spaces** provided, whichever is greater.
- (2) Facilities that specialize in treatment or services for persons with mobility impairments shall provide at least one accessible **Parking Space**, or spaces equal to 20% of the total number of **Parking Spaces** provided, whichever is greater.

(c) Special Requirements for Congregate Living and Multiple-unit Residential

New construction, additions to, or alterations of **Congregate Living** residences containing 4 or more sleeping units shall comply with the accessibility requirements of both the Fair Housing Act and the International Building Code as adopted by the City of Lawrence. Multiple-unit residential **Buildings** containing 4 or more **Dwelling Units** shall provide accessible **Parking Spaces** as follows:

- (1) Designated accessible **Parking Spaces** shall be provided for at least two percent (2%) of the **Dwelling Units**.

- (2) Designated accessible **Parking Spaces** shall be provided at facilities that serve accessible **Buildings**, such as swimming pools and clubhouses.
- (3) Additional designated accessible **parking** shall be provided at the request of residents with disabilities, on the same terms and with the full range of choices that are provided for other residents of the project.
- (4) Designated accessible **Parking Spaces** shall comply with the ~~Americans with Disabilities Act Accessibility Guidelines (ADAAG)~~ **2010 ADA Standards for Accessible Design**.

(d) Exemptions

Detached Dwellings, **Attached Dwellings** and **Duplexes** are exempt from the requirements to provide accessible **Parking Spaces**. However, accessible **parking** shall be provided at the request of residents with disabilities.

(e) Minimum Dimensions

All **Parking Spaces** reserved for persons with disabilities shall comply with the **Parking Space** dimensional standards **below**, ~~of this section, provided that~~ and **Access** aisles shall be provided immediately abutting such spaces, as follows:

(1) Car-Accessible Spaces

Car-accessible spaces shall be a minimum of 96" (8') wide and shall be marked to define the width of the spaces.

~~Car-accessible spaces shall have at least a 5-foot wide **Access** aisle abutting the designated **Parking Space**.~~

(2) Van-Accessible Spaces

Van-accessible spaces shall be a minimum of 132" (11') wide and shall be marked to define the width of the spaces.

(3) Access Aisles

- (i)** Access aisles serving car and van parking spaces shall be a minimum of 60" (5') wide.
- (ii)** Where the adjacent access aisle is a minimum of 96" (8') wide, a van-accessible parking space shall be permitted to be a minimum of 96" (8') wide.
- (iii)** Two parking spaces shall be permitted to share a common access aisle.
- (iv)** Access aisles shall adjoin an accessible route.
 - a. Where possible, an accessible route should not pass behind parked vehicles.
 - b. Where an accessible route crosses vehicular traffic lanes, provide marked crosswalks.
- (v)** Access aisles shall extend the full length of the parking spaces they serve.
- (vi)** Access aisles shall be clearly marked so as to discourage parking in them.
- (vii)** Access aisles for angled van parking spaces shall be located on the passenger side of the van space.

(4) Ground Surfaces

- (i)** Access aisles shall be at the same level as the parking spaces they serve.
 - a. Slopes not steeper than 1:48 shall be permitted to allow sufficient slope for drainage.

(5) Vertical Clearance

- (i)** Parking spaces for vans and access aisles and vehicular routes serving them shall provide a minimum vertical clearance of 98" (8').

~~Van accessible spaces shall have at least an 8-foot wide Access aisle abutting the passenger Access side of the designated Parking Space.~~

(f) Location of Spaces

Required spaces for persons with disabilities shall be located in close proximity to Building entrances and be designed to permit occupants of vehicles to reach the Building entrance on an unobstructed, accessible path.

- (1) Curb ramps shall be provided whenever an accessible route crosses a curb in the parking lot.
- (2) Curb ramps may not be located within the required Access aisle.
- (3) ~~Parking spaces and access aisles shall be designed so that cars and vans, when parked, cannot obstruct the required clear width of adjacent accessible routes.~~

(g) Signs and Marking

Required spaces for persons with disabilities shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities.

- (1) Signs shall be posted directly in front of the Parking Space at heights that will be visible to the types of vehicles for which they are designed, ~~specifically a minimum of 60 to 82 inches above the ground surface measured to the bottom of the sign..~~
- (2) ~~Signs identifying van parking spaces shall contain the designation "van accessible".~~
- (3) Signs shall ~~include the International Symbol of Accessibility and~~ comply with the Manual on Uniform Traffic Control Devices issued by the Federal Highway Administration.

PROPOSED 20-913

20-913 PARKING AND LOADING AREA DESIGN STANDARDS

The design standards of this section apply to all [Parking Areas](#), including commercial parking lots and “non-required” [Parking Areas](#).

(a) General Layout Principles

There shall be safe, adequate, well-lit, and convenient arrangement of pedestrian pathways, bikeways, roads, [Driveways](#), and off-street parking and loading spaces within off-street [Parking Areas](#). Streets, pedestrian walks, and [Parking Areas](#) shall be designed as integral parts of an overall site design, which shall be properly related to existing and proposed [Buildings](#), adjacent uses and landscaped areas. There shall be defined pedestrian ways connecting all public entrances of [Buildings](#) to all modules of the [Parking Area](#), to the required [Bicycle Parking Area](#), to any adjacent bus stop and to the nearest public sidewalks. Such pedestrian ways shall, to the maximum extent practicable, be separated from driving lanes with curbs or other devices. At locations where walkways cross [Driveways](#) or travel lanes, the crossings shall be clearly marked with both signage and pavement markings.

(b) Approval

The layout and design of all off-street [Parking Areas](#) shall be approved by the City Engineer prior to the issuance of a [Building](#) Permit. Before approving any off-street parking plan, the City Engineer shall find that the spaces provided are useable and that they comply with the City’s standard design criteria.

(c) Appearance

The materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be easily maintained and designed to be indicative of their function.

(d) Maintenance

Parking lots shall be maintained in a safe operating condition so as not to create a hazard or nuisance. All materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be continuously maintained and kept free of debris and hazards. Striping and other pavement markings shall be maintained in an easily readable condition.

(e) Surfacing

- (1) All off-street [Parking Areas](#) and [Driveways](#), including those serving [Attached Dwellings](#), [Detached Dwellings](#) and Duplexes, shall be surfaced with a minimum of one of the following:
 - a. 4 inches of reinforced Portland cement concrete;
 - b. 5 inches of granular rock base with 2 inches of asphalt;
 - c. 7 inches of granular rock with a double asphaltic prime and seal;
 - d. 5 inches of full depth asphalt; or
 - e. 4 inches of compacted gravel for residential [Driveways](#) constructed in [Floodplains](#) areas and in [Zone X-Protected by the Levee areas](#) with a paved [Driveway Apron](#) constructed to city residential [Driveway](#) standards.

- (2) As an alternative to the surfacing required in the preceding paragraph, all off-street parking for uses allowed by right within residential Districts or areas of low off-street parking use as determined by the City Engineer (such as fire safety lanes or overflow [Parking Areas](#)), may be surfaced with the following alternative methods of paving. The surfacing shall be installed per the manufacturer's recommendations, with the pavement and base designed by a professional engineer licensed in the State of Kansas. The pavement cross-section shall demonstrate the structural ability to support the anticipated vehicle loads for the use. The pavement design shall be reviewed and approved by the City Engineer.
- a. Grid unit pavers [or paving strips](#) with grass; or
 - b. [Pervious concrete or asphalt](#); or
 - c. Concrete, brick, or clay interlocking paver units.
- (3) [Private Streets](#) shall be built to City Street standards and maintained by the [Landowner](#).
- (4) [Driveway](#) approaches (aprons) shall be built to City standards, ~~including, where applicable, the Residential [Driveway](#) Requirements adopted by the City Commission on July 10, 1996 as amended,~~ and maintained by the [Landowner](#).
- (5) [Driveways and aprons shall comply with the standards in Chapter 16, Article 3 of the City Code.](#)
- (6) [Parking areas off gravel alleys may be constructed with gravel.](#)

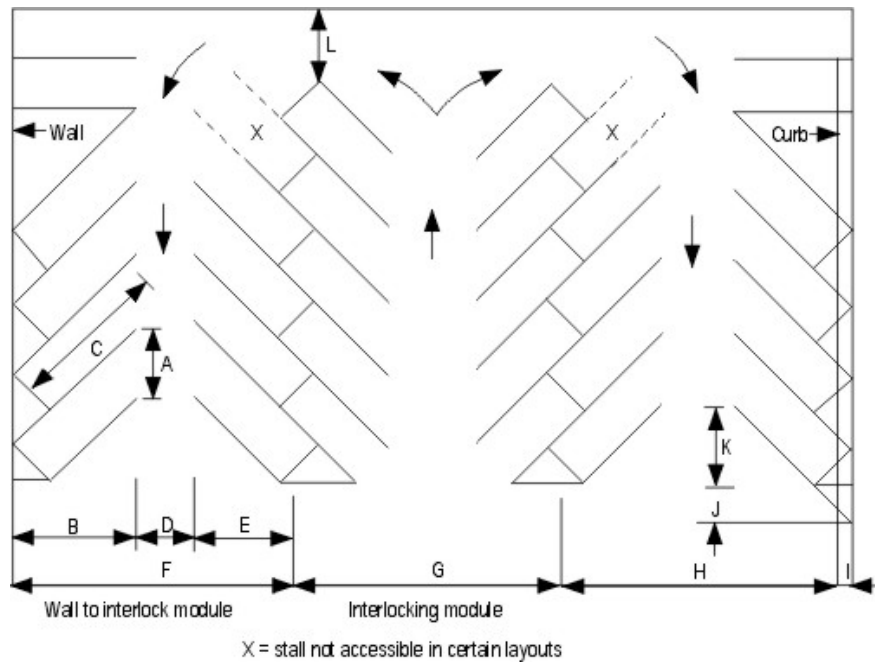
(f) Dimensions

(1) Automobile Parking

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

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

Where natural and/or man-made obstacles, obstructions or other features such as but not limited to **Landscaping**, support columns or **Grade** difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle **Access** shall be considered and incorporated into the Parking lot design. *(moved to 2 below)*



(2) Dimension Reductions *(from footnote above)*

Where natural and/or man-made obstacles, obstructions or other features such as but not limited to Landscaping, support columns or Grade difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle Access shall be considered and incorporated into the parking lot design.

(3) Loading

~~Required loading spaces shall have a minimum vertical clearance of 15.5 feet. See Section 20-906 for other dimensional standards. (Moved to 20-906)~~

~~(g) Bicycle Parking~~ *(moved below)*

~~Every **Bicycle Parking Space**, whether used publicly or privately and including a commercial **Bicycle Parking Space**, shall be designed, built and maintained in accordance with the following specifications:~~

(1) Surfacing

~~A **Bicycle Parking Space** shall be surfaced with a minimum of:~~

~~a. 4 inches of concrete, or~~

~~b. 4 inches of asphalt, or~~

~~c. 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.~~

(2) Lighting

~~**Bicycle Parking Space** shall be located within a lighted area and within clear view of passersby.~~

(3) Barriers

~~If **Bicycle** and automobile **Parking Areas** or **Accessways** abut each other, there shall be provided a physical barrier between the **Bicycle** and automobile areas to prevent a **Bicycle** or its operator from being hit by a motor vehicle.~~

(4) Structure

~~Each **Bicycle Parking Space** shall provide for a secure method of locking a **Bicycle** and be located to accommodate **Bicycle** Parking in a manner that is convenient to use and does not interfere with other uses of the property.~~

(g) Striping

To facilitate movement and to help maintain an orderly parking arrangement, all **Parking Spaces** shall be clearly striped, with a minimum width of 4 inches. The width of each **Parking Space** shall be computed from the centers of the striping.

(h) Curbs

The perimeter of the parking lot shall have a curb and gutter **constructed** in accordance with City standards for concrete curbs.

- (1)** An administrative exception to perimeter curb requirements may be provided for stormwater mitigation projects per the Best Management Practices manual with approval from the City Stormwater Engineer.

(i) Large Parking Lots *(This section could be moved to 20-1003(c))*

- (1) Parking lots in excess of 150 parking spaces shall be designed to include additional of 220 ~~Parking Spaces~~ or more shall be divided into smaller Parking modules containing no more than 72 spaces. Landscape strips, peninsulas, or Grade separations shall be used to reduce the adverse visual impacts of large expanses of paving, to direct vehicular traffic through the parking lot, and to provide a location for pedestrian walks. Protected pedestrian walkways, leading to Building entrances, shall be provided within such parking lots.
- (2) Parking lots of 450 ~~Parking Spaces~~ or more shall place Landscaping and trees on both sides of entrance drives to create tree-lined entrances, to direct vehicles into and out of the site, and to provide adequate space for vehicle stacking at exits onto perimeter roadways.

(j) Bicycle Parking *(moved from above)*

Every Bicycle Parking Space, whether used publicly or privately and including a commercial Bicycle Parking Space shall be designed, built and maintained in accordance with the following specifications:

(1) Surfacing

A Bicycle Parking Space shall be surfaced with a minimum of:

- a. 4 inches of concrete, or
- b. 4 inches of asphalt, or
- c. 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

(2) Lighting

Bicycle Parking Spaces shall be located within a lighted area. and within clear view of passersby.

(3) Barriers

If Bicycle and automobile Parking Areas or Accessways abut each other, a physical barrier shall be provided between the Bicycle and automobile areas to prevent a Bicycle or its operator from being hit by a motor vehicle.

(4) Structure

Each Bicycle Parking Space shall provide for a secure method of locking a Bicycle and be located to accommodate Bicycle parking in a manner that is convenient to use and does not interfere with other uses of the property. Racks meeting the 2012 AASHTO Bike Guide standards are preferred.

(5) Location *(this section is new)*

Bicycle Parking shall (should?) be:

- (i) Easily access from the street and protected from motor vehicles.
- (ii) Visible to passers-by to promote usage and enhance security.
- (iii) Located to not impede or interfere with pedestrian traffic or routine maintenance activities.
- (iv) Located in areas that do not block access to buildings.

- (v) Located to allow reasonable clearances for opening doors of vehicles parked nearby.
- (vi) Covered, if practical, where users may leave bikes for a longer period of time.

(6) Facility Design

Short term Bicycle Parking should be located to provide an adequate area to serve the user:

(i) Distance to other racks:

- a. Rack units aligned end-to-end should be placed a minimum of 96 inches apart.
- b. Rack units aligned side-by-side should be placed a minimum of 36 inches apart.

(ii) Distance from a curb:

- a. Racks located perpendicular to a curb should be a minimum of 36 inches from the back of curb.
- b. Racks located parallel to a curb should be a minimum of 24 inches from the back of curb.

(iii) Distance from a wall:

- a. Assuming access is needed from both sides, U-racks located perpendicular to a wall should be a minimum of 48 inches from the wall.
- b. Racks located parallel to a wall should be a minimum of 36 inches from the wall.

(6) Signage

If directional signage is needed to indicate the location of Bicycle Parking, Manual on Uniform Traffic Control Devices (MUTCD) signage shall be used.

(k) Pedestrian Connections

Parking lots shall be designed to provide designated walkways for pedestrians. Walkways shall connect [Building](#) entrances with [Parking Areas](#) and with public sidewalks along adjacent streets.

20-914 LANDSCAPING

Parking lot [Landscaping](#) shall be provided in accordance with Article 10.

PROPOSED 20-915 *(this section is combination of existing text and new, presented in different format to clarify standards that apply to particular types of development)*

20-915 DRIVEWAYS AND ACCESS

The standards of this section apply to all **Driveways** providing **Access** to property, unless specifically noted below.

(a) General Standards

- (1) **Vehicular Access** to property from the street frontage is allowed only by way of **Driveways**. No other portion of the **Lot Frontage** may be used for vehicle ingress or egress.
- (2) When available, **Alley Access** is encouraged and preferred.
- (3) **Driveways** shall intersect the **Street** at right angles, unless approved by the City Engineer.
- (4) All **Driveway** curb cuts require a permit from the Public Works Department unless the **Driveway** is approved through a **building permit**, site plan or development plan approval.
- (5) **Lots** created (by subdivision or replat) after the **Effective Date** with **widths of 50 feet or less** shall only have **Access** from an **Alley** or a **Shared Driveway**.

(b) Driveways serving Detached Dwellings, Attached Dwellings and Duplexes
(moved from 20-908)

- (1) **Driveways** may not exceed 26 feet in width, except in conformance with standards outlined in Chapter 16, Article 3 of the City Code or as limited below:
 - (i) In RS3 and RS5 Districts, **Driveways** shall be a maximum of 12 feet wide to reduce pavement width and maintain the character of the neighborhood.
 - (ii) However, in RS3 and RS5 Districts, **Driveways** may be constructed wider than 12 feet when the Planning Director has determined that a majority of the driveways in the same block are more than 12 feet wide.
 - (iii) *Should the driveway width from alleys be here?*

(c) Driveways serving Multi-Dwelling developments or Non-Residential Uses

- (1) No **Parking Area** or **Access** drive shall be arranged so that any vehicle may back directly onto the street.
- (2) **Driveways** shall be designed to provide a minimum vehicle turning radii of 15 feet. Greater radii may be required by the City Engineer if needed to accommodate the types of vehicles that the **Driveway** is intended to serve.
- (3) **Access** drives to **Parking Areas** shall be located to provide sufficient on-site space to accommodate queued vehicles waiting to park or exit without interfering with on-street traffic.
- (4) Where appropriate, provisions for circulation between adjacent **Parcels** on **Collector** and **Arterial Streets** should be provided through coordinated planning.

- (i) Cross Access or Public Access Easements shall be dedicated to ensure coordinated Access between properties when a property is platted or a site plan/development plan is approved.
 - (ii) Easements shall be recorded at the County Register of Deeds office.
- (5) Joint-Use Driveways shall not be used as circulation aisles for Access to Parking Spaces.

(d) Turn Lanes and Tapers

Unless determined to be unnecessary by the City Engineer, turn lanes are required when:

- (1) Driveways intersect Arterial Streets. Turn lanes shall be a minimum of 150 feet in length plus the taper.
- (2) Driveways serving non-residential uses intersect Collector Streets.
 - (i) Left-turn lanes shall be a minimum of 100 feet in length plus the taper.
 - (ii) Right-turn lanes shall be required when the projected or existing right-turning volume equals or exceeds 100 vehicles per hour (*should this be in the peak hour?*)
- (3) A traffic impact analysis indicates such treatment is necessary to avoid congestion and/or unsafe conditions on the Public Street.

(e) Driveway Grade

The Grade of a two-way, one-way or divided Driveway shall not exceed four percent (4%) for a minimum distance of 25 feet from the edge of the Street pavement.

(f) Sight Distance

- (1) Direct-Access Driveways shall be located to allow for the minimum sight distance based on the intersection type (full or partial Access) and the Street type.
- (2) Sight distances shall be determined by a professional engineer licensed by the State of Kansas, utilizing the most recent AASHTO Green Book Standards*, and shall be based on the design speed of the Street or the 85th percentile speed, whichever is higher. (* A Policy on Geometric Design of Highways and Streets.)

(g) Driveway Spacing

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

(1) Multi-Dwelling and Non-Residential Access

(i) Arterial Streets

Direct Access to Arterial Streets is discouraged.

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

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

1. Spacing from Controlled Intersections

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

2. Spacing from Other Access Points

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

(ii) Collector Streets

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

1. Spacing from Controlled Intersections

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

2. Spacing from Other Access Points

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

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

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

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

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

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

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

(ii) Attached Dwelling Lots

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

(iii) Duplex Dwelling Lots

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

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

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

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

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

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

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

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

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

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

(h) Waivers

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

PROPOSED 20-916

20-916 TRAFFIC IMPACT STUDY

The City requires that a Traffic Impact Study (TIS) be prepared and submitted to the City for development or redevelopment, based on thresholds established in [Chapter 16, Article 11 of the City Code](#). Preparation of a TIS, as part of an application for a permit or plan approval, shall be based upon adopted standards for a TIS adopted by the City Commission

(a) Purpose

The purpose of requiring a Traffic Impact Study is to provide the City with the information necessary to evaluate and make a determination about the impact of a proposed land use change or development project on adjacent land uses, on the existing and Ultimate Street Design, and on the entire transportation network.

(b) When Required

- (1) Applicants are required to follow the Traffic Impact Study (TIS) analysis set forth in [Chapter 16, Article 11 of the City Code](#), unless waived with respect to the development because:
 - (i) the development is covered by a modified site plan, pursuant to Section 20-1305(n)(2), that has been determined not to constitute a material change; or
 - (ii) the development is covered by a modified final development plan, pursuant to Section 20-1304(e)(2)(iv), that has been determined not to constitute a major change; or
 - (iii) the development involves the reuse of existing [Structures](#) or modification of existing [Structures](#), but does not involve a change in existing use or intensity of use;
 - (iv) the development is a residential development with ten (10) or fewer [Lots](#) or [Dwelling Units](#); or
 - (v) the development has been determined by the City Engineer not to generate traffic impacts sufficient to justify the preparation of a TIS.
 - (2) The applicant for a development that generates 100 or more trips in a [Peak Hour](#) shall be responsible for the preparation and submittal of a TIS. TIS submittals shall be in accordance with the most recent version of the Traffic Impact Study Standards adopted by the City Commission.
- (3) **Extent of the Analysis**
The extent of the analysis shall conform to the following:
- (i) The study shall be confined to the Street or Streets from which [Access](#) is taken or is proposed and to the first major intersection in each direction, for developments that generate 100 to 499 vehicle trips in a [Peak Hour](#).

(ii) The study area shall be extended to the next major Street intersection beyond the Streets onto which direct development **Access** is taken and may extend beyond the Streets onto which **Access** is taken or is proposed, for developments that generate 500 or more trips in a **Peak Hour**.

(3) Land use applications that deviate from the recommended land uses in the **Comprehensive Land Use Plan** or adopted area or neighborhood plan shall be required to provide a comparative analysis of the traffic that would be generated from the site, based on the adopted plan(s) land uses and the traffic that would be generated by the proposed development. **The analysis shall be used in conjunction with the appropriate review and decision making criteria in the evaluation of development applications.** *(similar to previous 20-1107(e) text)*

(c) Additional Analysis

When **Access** points are not defined or a site plan is not available at the time the Traffic Impact Study is prepared, additional analysis shall be conducted or required when a site plan becomes available or the **Access** points are defined **or proposed**. *(no change here – just formatting)*

ARTICLE 9. PARKING, LOADING AND ACCESS

20-901	General
20-902	Off-Street Parking Schedule A
20-903	Off-Street Parking Schedule B
20-904	Off-Street Parking Schedule C
20-905	Off-Street Parking Schedule D
20-906	Off-Street Loading
20-907	Rules for Calculating Requirements
20-908	Location
20-909	Shared and Off-Site Parking
20-910	Use of Off-Street Parking and Loading Areas
20-911	Vehicle Stacking Areas
20-912	Accessible Parking for Physically Disabled Persons
20-913	Parking and Loading Area Design Standards
20-914	Landscaping
20-915	Driveways and Access
20-916	Traffic Impact Study

20-901 GENERAL**(a) Purpose**

The regulations of this article are intended to ensure that the off-street parking, loading, and Access demands of various land uses will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading, and Access demand.

(b) Applicability**(1) New Development**

Unless otherwise expressly stated, the parking and loading standards of this article apply to all new structures built and all new uses established in all zoning districts.

(2) Enlargements and Expansions

- (i)** Unless otherwise expressly stated, the parking and loading standards of this article apply whenever an existing Building or use is enlarged or expanded to include additional dwelling units, floor area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.
- (ii)** In the case of enlargements or expansions of Buildings or uses triggering requirements for additional parking or loading, additional off-street parking and loading spaces are required only to serve the enlarged or expanded area or use, not the entire existing Building or use. There is no requirement to address lawfully created non-conforming existing parking or loading deficits.

(3) Change of Use or Occupancy

Unless otherwise expressly stated, when the use or occupancy of property changes, additional off-street parking and loading facilities must be provided to serve the new use or occupancy only when the number of parking or loading spaces required for the new use or occupancy exceeds the number of spaces required for the use that most recently occupied the [Building](#), based on the standards of this development code.

(c) Parking in Excess of Required Standard

- (i)** Developments that provide parking in excess of the required standards must mitigate the impacts of the increased [Impervious Surface](#) through use of storm drainage Best Management Practices (BMPs) as provided in the City's adopted BMP manual. [Mid-America Regional Council and American Public Works Association Manual for Best Management Practices for Stormwater Quality – Sept. 2003 and subsequent updates].
- (ii)** [Detached Dwellings](#), [Attached Dwellings](#) and [Duplex](#) residential uses shall be exempt from the requirements of 20-901(c)(i).

(d) Reductions Below Minimums

The number of parking and loading spaces existing on a site may not be reduced below the minimum requirements of this Section, except:

- (i)** When waived by the [Planning Director](#) on sites where a property owner creates a shared access point or where multiple access points on a property are consolidated consistent with adopted access management policies;
- (ii)** For good cause shown, when waived by the [Planning Director](#) as part of Site Plan approval in accordance with 20-1305 and based upon a parking study submitted in accordance with 20-905; or
- (iii)** When a variance from the parking requirements is granted by the Board of Zoning Appeals based upon the specific circumstances of the property.

(e) Issuance of [Building](#) Permits or Certificates of Occupancy

No [Building](#) permits or certificates of occupancy shall be issued unless the minimum parking standards are being complied with or those standards have been waived in accordance with 20-901(d).

(f) Exemption for CD District

Due to the unique characteristics of the Downtown Commercial District, allowed uses in the CD [Zoning District](#) are exempt from the requirement to provide off-street parking and off-street loading spaces.

(g) Parking Requirements in PRDs, PCDs and PIDs established before July 1, 2006

Parking standards for uses listed in 20-902, 20-903 or 20-904 of this Development Code shall be applied when establishing minimum requirements for New Developments, Expansions or Enlargements, or Change of Use or Occupancy in these established Planned Unit Developments.

20-902 OFF-STREET PARKING SCHEDULE A

Unless otherwise expressly stated in this article, Off-street [Parking Spaces](#) shall be provided in accordance with the minimum ratios of the following, Schedule A.

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

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

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RELIGIOUS ASSEMBLY		
Campus or Community Institution	1 per 4 seats in sanctuary or principal worship or assembly space plus spaces required for permitted Accessory Uses	5 or 1 per 10 auto spaces, whichever is greater
Neighborhood Institution		
COMMERCIAL USE GROUPS		
ANIMAL SERVICES		
Kennel	1 per 500 square feet	None
Livestock Sales	1 per 600 square feet	None
Sales and Grooming	1 per 300 square feet	1 per 10 auto spaces
Veterinary	1 per 400 square feet	None
EATING AND DRINKING ESTABLISHMENTS		
Accessory Bar	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	None
Accessory Restaurant	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Bar or Lounge	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
Brewpub		
Fast Order Food	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	
Fast Order Food, Drive-In		
Nightclub	1 per 3 persons based on maximum occupancy PLUS 1 per employee based on the largest shift	
Private Dining Establishment	Per Section 20-539	Per Section 20-539
Restaurant, Quality	1 per 100 square feet of customer service area PLUS 1 per employee based on the largest shift	5 or 1 per 10 auto spaces, whichever is greater
OFFICE		
Administrative and Professional	1 per 300 square feet	1 per 10 auto spaces
Financial, Insurance and Real Estate		
Other		
PARKING FACILITIES		
Accessory	None	None
Commercial		

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

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

Use Category	Minimum Number of Vehicle Parking Spaces Required	Minimum Number of Bicycle Parking Spaces
RECYCLING FACILITIES		
Large Collection	per Schedule C (Section 20-904)	None
Small Collection		
Processing Center	per Schedule C (Section 20-904)	None
Footnotes:		
<p>[1] Whenever a structure 4,500 gross square feet or larger as of April 28, 2012 on a property 8,775 square feet in size or less is renovated as a Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure's gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:</p> <ol style="list-style-type: none"> 1. Finished and unfinished area that is able to comply with the building code standard for livable space ceiling height without structural alterations, including the following: <ol style="list-style-type: none"> a. Attic space when it is accessed by a permanent stairway. b. Basement space. c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure's heating, ventilation, and air conditioning system. 		

20-903 OFF-STREET PARKING SCHEDULE B

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

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

- (b) The maximum number of off-street [Parking Spaces](#) for a Schedule B use shall not exceed 120% of the minimum required number of [Parking Spaces](#) for such a use.

20-904 OFF-STREET PARKING SCHEDULE C

Off-street [Parking Spaces](#) for Schedule C uses shall be provided in accordance with the following standards:

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

20-905 OFF-STREET PARKING SCHEDULE D

Schedule “D” uses have widely varying Parking demand characteristics, making it difficult to specify a single off-street parking standard.

(a) Standards

Upon receiving a development application for a use subject to “Schedule D” standards, the [Planning Director](#) shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use or shall establish minimum off-street parking requirements.

(b) Parking Study

The decision of the [Planning Director](#) shall be based upon a Parking study prepared by the applicant.

- (1) The study shall include estimates of Parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the [Planning Director](#), and include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use.
- (2) Comparability will be determined by [Density](#), [Scale](#), bulk, area, type of activity, and location.
- (3) The study shall document the source of data used to develop the recommendations.

20-906 OFF-STREET LOADING**(a) General**

Goods may not be loaded or unloaded from the right-of-way of a Collector or [Arterial Street](#) and no part of any vehicle may extend into the right-of-way of a Collector or [Arterial Street](#) while being loaded or unloaded; provided that, routine deliveries, such as U.S. Mail, Federal Express, Parcel Post and similar services, for reasonable durations, are not hereby prohibited.

(b) Loading Schedule

Off-Street loading spaces shall be provided in accordance with the minimum ratios shown in the following table:

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

[1] The following standards apply:

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

20-907 RULES FOR CALCULATING REQUIREMENTS

The following rules apply when calculating off-street parking and loading requirements.

(a) Multiple Uses

Unless otherwise approved, **Lots** containing more than one use shall provide Parking and loading in an amount equal to the total of the requirements for all uses. (See the **Shared Parking** provisions of Section 20-909 for possible exceptions.)

(b) Fractions

When measurements of the number of required spaces result in a fractional number, any fractional result shall be rounded up to the next consecutive whole number. For example, if a minimum requirement of 1 space per 200 square feet is applied to a 900 square foot **Building**, 5 spaces are required, since the fraction of 4.25 is rounded up to 5 spaces.

(c) Area Measurements

- (1) Unless otherwise specifically noted, all Parking and loading standards given in square feet shall be computed on the basis of **Gross Floor Area**, which is to be measured using all of the **Floor Area** on each floor of the **Building**, whether or not such area is enclosed by walls. Interior areas used for off-street parking or off-street loading facilities are not counted in calculating the number of **Parking Spaces** required.
- (2) For outdoor areas, calculations will be based on the portion of the **Lot** actually being used for the specified purpose.

(d) Occupancy- or Capacity-Based Standards

For the purpose of calculating Parking requirements based on employees, students, residents or occupants, calculations are to be based on the greatest number of persons working on any single shift, the maximum enrollment or the maximum fire-rated capacity, whichever is applicable and whichever results in the greater number of spaces.

(e) Bench Seating

When seating consists of benches, pews or other similar seating facilities, each 24 linear inches of seating space counts as 1 seat.

(f) Unlisted Uses

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the **Planning Director** shall apply the off-street parking standard specified for the listed use that the **Planning Director** deems most similar to the proposed use or the requirements of off-street parking schedule D, Section 20-905.

20-908 LOCATION**(a) General**

Except as otherwise expressly provided in this section, required off-street parking and loading spaces shall be located on the same [Lot](#) as the [Principal Use](#) (See Section 20-909 for possible exceptions).

(b) Residential Districts

No part of a [Parking Area](#), other than a [Driveway](#), may be located within 25 feet of a Street right-of-way in any residential [Zoning District](#).

- (1) No more than 4 vehicles may be parked on [Driveways](#) or turnarounds within the required Front or [Side Setback](#) of any [Lot](#) in a residential [Zoning District](#). Single or double [Driveways](#) and turnarounds may not be used to provide required off-street parking within the required [Front](#) or [Exterior Side Setback](#) with the exception of when they are serving a [Duplex](#) or [Detached House](#).
- (2) [Driveway](#) widths may not exceed 26 feet in residential Districts. All [Driveway](#) cuts into the Street require a permit and must be approved by the City Engineer in conformance with the standards outlined in Chapter 16, Article 3 of the City Code.
- (3) In RS3 and RS5 Districts, residential [Driveways](#) may be constructed a maximum of 12' wide to reduce pavement width and maintain the character of the neighborhood.

(c) Nonresidential Districts

The location of off-street [Parking Areas](#) in Commercial and Industrial [Zoning Districts](#) shall comply with the adopted city design standards and the following standards:

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

20-909 SHARED AND OFF SITE PARKING**(a) Purpose**

The shared and off-site off-street parking provisions of this section are intended to encourage efficient use of land and resources by allowing users to share off-street parking facilities in situations where a mix of uses creates staggered peak periods of parking demand and to locate off-street parking facilities on a different site than the uses served by the Parking.

(b) Approval Procedure

Shared or off-site off-street parking arrangements require review and approval in accordance with the Site Plan Review procedures of Section 20-1305.

(c) Location

All shared or off-site off-street [Parking Spaces](#) shall be located no further than 600 feet from the main entrance of the [Buildings](#) or uses they are intended to serve, measured along the shortest legal, practical walking route. This distance limitation may be waived as part of the Site Plan Review process if sufficient assurances are offered that adequate van or shuttle service will be operated between the shared or off-site [Lot](#) and the [Principal Use](#) or uses.

(d) Zoning Classification

Shared and off-site [Parking Areas](#) require the same or a more intensive zoning classification than that required for the most intensive of the uses served by the shared or off-site [Parking Area](#), except as permitted in Section 20-535. Shared and off-site [Parking Areas](#) are to be considered [Accessory Uses](#) to the [Principal Uses](#) that the [Parking Spaces](#) serve.

(e) Required Shared Parking Study and Analysis

For proposed [Shared Parking Areas](#), the applicant shall submit a [Shared Parking](#) analysis to the [Planning Director](#) that clearly demonstrates the feasibility of shared or off-site Parking. The study shall be provided in a form established by the [Planning Director](#) and made available to the public. It shall address, at a minimum, the size and type of the proposed development, the composition of tenants and customers, the anticipated rate of Parking turnover and the anticipated peak Parking and traffic loads for all uses that will be sharing off-street [Parking Spaces](#).

(f) Parking Agreement

The sharing or off-site location of required Parking shall be guaranteed by a legally binding agreement, duly executed and acknowledged, between the [Owner](#) of the [Parking Area](#) and the [Owner](#) of all uses that are located on a different [Lot](#) and served by the [Parking Area](#).

- (1) The agreement shall be properly drawn and executed by the parties concerned and approved as to form and execution by the Director of Legal Services. Approved shared or off-site Parking agreements shall be recorded with the Register of Deeds.
- (2) The applicant for a [Building](#) Permit or certificate of occupancy for the use that is served by [Parking Spaces](#) on the other [Lot](#) shall submit a copy of such agreement along with the application for the permit or certificate.
- (3) Any violation of the agreement required under this subsection constitutes a violation of this Development Code.

20-910 USE OF OFF-STREET PARKING AND LOADING AREAS**(a) Parking for Motor Vehicles Only**

Required off-street parking and loading areas are to be used solely for loading, unloading, and the Parking of licensed motor vehicles in operating condition. Required spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, truck trailers, motor homes, campers, [Mobile Homes](#), [Manufactured Homes](#), or components thereof, or [Building](#) materials.

(b) Weight Limit

In residential [Zoning Districts](#), required off-street [Parking Areas](#) may only be used by vehicles of up to one ton manufacturer's rated capacity.

20-911 VEHICLE STACKING AREAS

The vehicle stacking standards of this subsection apply unless otherwise expressly approved by the City Engineer.

(a) Minimum Number of Spaces

Off-Street stacking spaces shall be provided as follows:

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

(b) Design and Layout

Required stacking spaces are subject to the following design and layout standards.

(1) Size

Each stacking space shall be a minimum of 8 feet by 20 feet in size.

(2) Location

Stacking spaces may not impede on-site or off-site traffic movements or movements into or out of off-street [Parking Spaces](#).

(3) Design

Stacking spaces shall be separated from other internal [Driveways](#) by raised medians if deemed necessary by the City Engineer for traffic movement and safety.

20-912 ACCESSIBLE PARKING FOR PHYSICALLY DISABLED PERSONS

A portion of the total number of required off-street [Parking Spaces](#) in each off-street [Parking Area](#) shall be specifically designated, located and reserved for use by persons with physical disabilities.

(a) Spaces Required

The following table shows the minimum number of accessible spaces that shall be provided. [Parking Spaces](#) designed for persons with disabilities are counted toward fulfilling off-street parking standards. These standards may not be varied or waived.

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

(b) Special Requirements for Medical Care Facilities

Facilities providing medical care and other services for persons with mobility impairments shall provide accessible [Parking Spaces](#) as follows:

- (1) All outpatient facilities shall provide at least one accessible [Parking Space](#), or spaces equal to ten percent (10%) of the total number of [Parking Spaces](#) provided, whichever is greater.
- (2) Facilities that specialize in treatment or services for persons with mobility impairments shall provide at least one accessible [Parking Space](#), or spaces equal to 20% of the total number of [Parking Spaces](#) provided, whichever is greater.

(c) Special Requirements for Congregate Living and Multiple-unit Residential

New construction, additions to, or alterations of [Congregate Living](#) residences containing 4 or more sleeping units shall comply with the accessibility requirements of both the Fair Housing Act and the International Building Code as adopted by the City of Lawrence. Multiple-unit residential [Buildings](#) containing 4 or more [Dwelling Units](#) shall provide accessible [Parking Spaces](#) as follows:

- (1) Designated accessible [Parking Spaces](#) shall be provided for at least two percent (2%) of the [Dwelling Units](#).
- (2) Designated accessible [Parking Spaces](#) shall be provided at facilities that serve accessible [Buildings](#), such as swimming pools and clubhouses.
- (3) Additional designated accessible [Parking](#) shall be provided at the request of residents with disabilities, on the same terms and with the full range of choices that are provided for other residents of the project.
- (4) Designated accessible [Parking Spaces](#) shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG).

(d) Exemptions

[Detached Dwellings](#), [Attached Dwellings](#) and [Duplexes](#) are exempt from the requirements to provide accessible [Parking Spaces](#). However, accessible [Parking](#) shall be provided at the request of residents with disabilities.

(e) Minimum Dimensions

All **Parking Spaces** reserved for persons with disabilities shall comply with the **Parking Space** dimension standards of this section, provided that **Access** aisles shall be provided immediately abutting such spaces, as follows:

(1) Car-Accessible Spaces

Car-accessible spaces shall have at least a 5-foot wide **Access** aisle abutting the designated **Parking Space**.

(2) Van-Accessible Spaces

Van-accessible spaces shall have at least an 8-foot wide **Access** aisle abutting the passenger **Access** side of the designated **Parking Space**.

(f) Location of Spaces

Required spaces for persons with disabilities shall be located in close proximity to **Building** entrances and be designed to permit occupants of vehicles to reach the **Building** entrance on an unobstructed path. Curb ramps shall be provided whenever an accessible route crosses a curb in the parking lot. Curb ramps may not be located within required **Access** aisle.

(g) Signs and Marking

Required spaces for persons with disabilities shall be identified with signs and pavement markings identifying them as reserved for persons with disabilities. Signs shall be posted directly in front of the **Parking Space** at heights that will be visible to the types of vehicles for which they are designed, specifically 60 to 82 inches. Signs shall comply with the Manual on Uniform Traffic Control Devices issued by the Federal Highway Administration.

20-913 PARKING AND LOADING AREA DESIGN STANDARDS

The design standards of this section apply to all [Parking Areas](#), including commercial parking lots and “non-required” [Parking Areas](#).

(a) General Layout Principles

There shall be safe, adequate, well-lit, and convenient arrangement of pedestrian pathways, bikeways, roads, [Driveways](#), and off-street parking and loading spaces within off-street [Parking Areas](#). Streets, pedestrian walks, and [Parking Areas](#) shall be designed as integral parts of an overall site design, which shall be properly related to existing and proposed [Buildings](#), adjacent uses and landscaped areas. There shall be defined pedestrian ways connecting all public entrances of [Buildings](#) to all modules of the [Parking Area](#), to the required [Bicycle Parking Area](#), to any adjacent bus stop and to the nearest public sidewalks. Such pedestrian ways shall, to the maximum extent practicable, be separated from driving lanes with curbs or other devices. At locations where walkways cross [Driveways](#) or travel lanes, the crossings shall be clearly marked with both signage and pavement markings.

(b) Approval

The layout and design of all off-street [Parking Areas](#) shall be approved by the City Engineer prior to the issuance of a [Building Permit](#). Before approving any off-street parking plan, the City Engineer shall find that the spaces provided are useable and that they comply with the City’s standard design criteria.

(c) Appearance

The materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be easily maintained and designed to be indicative of their function.

(d) Maintenance

Parking lots shall be maintained in a safe operating condition so as not to create a hazard or nuisance. All materials used in the design of paving, lighting fixtures, retaining walls, fences, curbs and benches shall be continuously maintained and kept free of debris and hazards. Striping and other pavement markings shall be maintained in an easily readable condition.

(e) Surfacing

- (1)** All off-street [Parking Areas](#) and [Driveways](#), including those serving [Attached Dwellings](#), [Detached Dwellings](#) and Duplexes, shall be surfaced with a minimum of one of the following:
 - (i)** 4 inches of reinforced Portland cement concrete;
 - (ii)** 5 inches of granular rock base with 2 inches of asphalt;
 - (iii)** 7 inches of granular rock with a double asphaltic prime and seal;
 - (iv)** 5 inches of full depth asphalt; or
 - (v)** 4 inches of compacted gravel for residential [Driveways](#) constructed in [Floodplains](#) areas with a paved [Driveway Apron](#) constructed to city residential [Driveway](#) standards.

- (2) As an alternative to the surfacing required in the preceding paragraph, all off-street parking for uses allowed by right within residential Districts or areas of low off-street parking use as determined by the City Engineer (such as fire safety lanes or overflow [Parking Areas](#)), may be surfaced with the following alternative methods of paving. The surfacing shall be installed per the manufacturer's recommendations, with the pavement and base designed by a professional engineer licensed in the State of Kansas. The pavement cross-section shall demonstrate the structural ability to support the anticipated vehicle loads for the use. The pavement design shall be reviewed and approved by the City Engineer.
- (i) Grid unit pavers with grass; or
 - (ii) Concrete, brick, or clay interlocking paver units.
- (3) [Private Streets](#) shall be built to City Street standards and maintained by the [Landowner](#).
- (4) [Driveway](#) approaches (aprons) shall be built to City standards, including, where applicable, the Residential [Driveway](#) Requirements adopted by the City Commission on July 10, 1996 as amended, and maintained by the [Landowner](#).

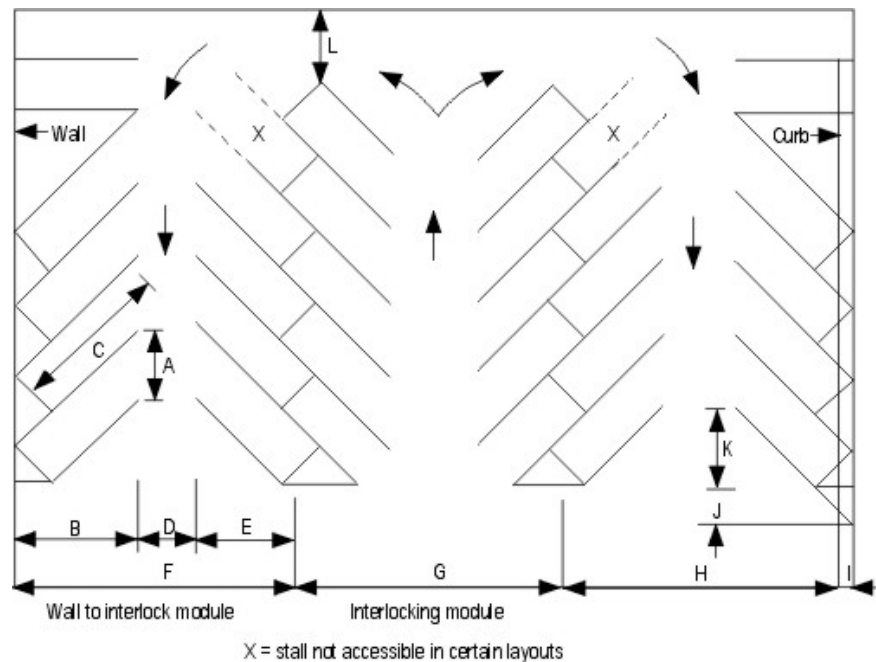
(f) **Dimensions**

(1) **Automobile Parking**

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

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

Where natural and/or man-made obstacles, obstructions or other features such as but not limited to [Landscaping](#), support columns or [Grade](#) difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width. In all instances where a reduction is requested, attention to emergency vehicle [Access](#) shall be considered and incorporated into the Parking lot design.



(2) Loading

Required loading spaces shall have a minimum vertical clearance of 15.5 feet. See Section 20-906 for other dimensional standards.

(g) Bicycle Parking

Every [Bicycle Parking Space](#), whether used publicly or privately and including a commercial [Bicycle Parking Space](#), shall be designed, built and maintained in accordance with the following specifications:

(1) Surfacing

A [Bicycle Parking Space](#) shall be surfaced with a minimum of:

- (i) 4 inches of concrete, or
- (ii) 4 inches of asphalt, or
- (iii) 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

(2) Lighting

[Bicycle Parking Space](#) shall be located within a lighted area and within clear view of passersby.

(3) Barriers

If [Bicycle](#) and automobile [Parking Areas](#) or [Accessways](#) abut each other, there shall be provided a physical barrier between the [Bicycle](#) and automobile areas to prevent a [Bicycle](#) or its operator from being hit by a motor vehicle.

(4) Structure

Each [Bicycle Parking Space](#) shall provide for a secure method of locking a [Bicycle](#) and be located to accommodate [Bicycle](#) Parking in a manner that is convenient to use and does not interfere with other uses of the property.

(h) Striping

To facilitate movement and to help maintain an orderly parking arrangement, all [Parking Spaces](#) shall be clearly striped, with a minimum width of 4 inches. The width of each [Parking Space](#) shall be computed from the centers of the striping.

(i) Curbs

The perimeter of the parking lot shall have a curb and gutter in accordance with City standards for concrete curbs.

(j) Large Parking Lots

- (1) Parking lots of 220 [Parking Spaces](#) or more shall be divided into smaller Parking modules containing no more than 72 spaces. Landscape strips, Peninsulas, or [Grade](#) separations shall be used to reduce the adverse visual impacts of large expanses of paving, to direct vehicular traffic through the parking lot, and to provide a location for pedestrian walks. Protected pedestrian walkways, leading to [Building](#) entrances, shall be provided within such parking lots.
- (2) Parking lots of 450 [Parking Spaces](#) or more shall place [Landscaping](#) and trees on both sides of entrance drives to create tree-lined entrances, to direct vehicles into and out of the site, and to provide adequate space for vehicle stacking at exits onto perimeter roadways.

(k) Pedestrian Connections

Parking lots shall be designed to provide designated walkways for pedestrians. Walkways shall connect [Building](#) entrances with [Parking Areas](#) and with public sidewalks along adjacent streets.

20-914 LANDSCAPING

Parking lot [Landscaping](#) shall be provided in accordance with Article 10.

20-915 DRIVEWAYS AND ACCESS

The standards of this section apply to all **Driveways** providing **Access** to multi-Family or nonresidential uses.

(a) General Standards

- (1) **Access** to property is allowed only by way of **Driveways**. No other portion of the **Lot Frontage** may be used for vehicle ingress or egress, nor may any **Parking Area** or **Access Drive** be arranged so that any vehicle may back directly onto a Street. All **Driveway** cuts into the Street shall require a permit from the Public Works department unless approved through site or development plan approval.
- (2) **Driveway** designs shall allow an entering vehicle turning speed of 15 miles per hour to help reduce interference with through Street traffic. Radii of **Driveway** shall be sufficient to achieve this standard for the types of vehicles that the **Driveway** is intended to serve.
- (3) There shall be sufficient on-site space to accommodate queued vehicles waiting to park or exit, without interfering with Street traffic.
- (4) Provisions for circulation between adjacent **Parcel** should be provided through coordinated planning or **Cross Access Agreements**.
- (5) **Driveways** shall be placed and designed so that loading and unloading activities will not hinder vehicle ingress or egress, and that vehicles entering the **Driveway** from the Street will not encroach upon the exit lane of a two-way **Driveway**. Also, a right-turning exiting vehicle shall be able to use only the first through-traffic lane available without encroaching into the adjacent through-lane.
- (6) No **Lot** that is less than 51 feet in width and that was created (by subdivision or re-subdivision) after the **Effective Date**, shall have a **Driveway Access** to a **Public Street**. **Driveway Access** to such a **Lot** shall be from an **Alley** or by a **Shared Driveway**.
- (7) **Driveways** shall intersect the Street at right angles.

(b) Turn Lanes and Tapers

Turn lanes and tapers are required, unless determined to be unnecessary by the City Engineer, when:

- (1) **Driveways** intersect **Arterial Streets**. Turn lanes shall be a minimum of 150 feet in length plus the taper;
- (2) **Driveways** serving non-residential uses intersect **Collector Streets**. Left-turn lanes shall be a minimum of 100 feet in length plus the taper. Right-turn lanes shall be required when the projected or existing right-turning volume equals or exceeds 100 vehicles per hour;
- (3) The City Engineer determines, based on a traffic impact analysis, that such treatment is necessary to avoid congestion and/or unsafe conditions on the **Public Street**.

(c) Driveway Grade

The Grade of a two-way, one-way or divided Driveway shall not exceed four percent (4%) for a minimum distance of 25 feet from the edge of the Street pavement.

(d) Sight Distance

Direct Access Driveways shall be located to allow the following minimum sight distance based on the intersection type (full or partial Access) and the Street type. Sight distances shall be determined by a professional engineer licensed by the State of Kansas and shall be based on the design speed of the Street or on the 85th percentile speed, whichever is higher.

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

(e) Driveway Spacing

All Direct Access to any Public Street shall be in accordance with the City's adopted Access Management Policy.

(1) Arterial Streets

Direct Access to an Arterial Street is prohibited except in redevelopment or infill situations where the subject property has no other reasonable Access to the Street system and the City Engineer determines that Access onto the Arterial Street, based on the Street's Ultimate Design, can be safely accommodated.

When direct Access to an Arterial Street is approved by the City Engineer pursuant to the requirements of this section, the following standards apply. In the event that such standards cannot be met because of an unusually narrow or shallow Lot size, the City Engineer may reduce the spacing between cuts as long as the reduction does not result in an unsafe traffic condition. A Driveway Access allowed under this section shall be used only to serve a Detached Dwelling on the property or an existing business and will be reevaluated when the use or Lot size changes.

(i) Spacing from Signalized Intersections

All Driveways providing Access to Arterial Streets shall be constructed so that the point of tangency of the curb return radius closest to a signalized or stop sign-controlled intersection is at least 300 feet from the perpendicular curb face of the intersecting Street.

(ii) Spacing from Other (Non-signalized) Access Points

All Driveways providing Access to Arterial Streets shall be constructed so that the point of tangency of the curb return radius closest to all non-signalized Street or Driveway intersections is at least 300 feet from the perpendicular curb face of the intersecting Street or Driveway.

(2) Collector Streets

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

(i) Attached Dwelling, Detached Dwelling and Duplex Lots

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

(ii) Spacing from Signalized Intersections

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

(iii) Spacing from Other (Non-signalized) Access Points

All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of the curb return radius closest to a non-signalized Street or Driveway intersection is at least 250 feet from the perpendicular curb face of the intersecting Street or Driveway.

(3) Waivers

- (i)** Waivers from these Access standards may be approved by the City Engineer if the City Engineer determines that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway and only for infill or redevelopment projects where no other feasible option exists.
- (ii)** The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the Street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section (g)(1) if it is determined that such an analysis is necessary in order to render a competent decision on the requested waiver.
- (iii)** A Driveway Access allowed with a waiver shall be used only to serve an existing Detached Dwelling or business on the property and for no other purpose.
- (iv)** The action of the City Engineer in granting or denying a waiver under this section shall be reported on the agenda of the next meeting of the Planning Commission after the action. Any party aggrieved may appeal the grant or denial of a waiver to the City Commission in writing within 14 days of the Planning Commission meeting at which the item appears on the agenda. The waiver shall not become effective until the expiration of the 14 days appeal period or, in case of an appeal, until the City Commission has acted on the appeal.

- (v) A Landowner granted an Access waiver shall submit a letter to the City Engineer acknowledging the waiver and the fact that if circumstances change such that the property can meet the city's Access standards, the Access shall be immediately revised to comply with the city's Access standards.

(f) **Driveways per Parcel along Local and Residential Collector Streets**

- (1) Unless otherwise specifically restricted, one Driveway opening shall be allowed per 200 feet of continuous Street Frontage. At least one Driveway shall be permitted for any Lot.
- (2) Parcel with 200 feet of Frontage or less may apply for a second Driveway if it is to be shared with an adjoining Parcel, provided that the required minimum spacing is maintained. In such cases, only one Joint-Use Driveway will be permitted.
- (3) Alleys are permitted and preferred Access alternatives.

(g) **Use of Joint-Use Driveways**

- (1) Joint-Use Driveways shall not be used as aisles for Access to Parking Spaces.

20-916 TRAFFIC IMPACT STUDY

The City requires that a Traffic Impact Study (TIS) be prepared and submitted to the City for development or redevelopment, based on thresholds established in the adopted administrative policy. Preparation of a TIS, as part of an application for a permit or plan approval, shall be based upon adopted standards that have been established by Administrative Policy for a TIS adopted by the City Commission from time to time. A list of Engineering Consultants that are approved by the City to prepare a TIS is available from the City Engineer. Only engineers on this approved list meet the criteria established in the Administrative Policy to prepare a Traffic Impact Study.

(a) Purpose

The purpose of requiring a Traffic Impact Study is to provide the City with the information necessary to evaluate and make a determination about the impact of a proposed land use change or development project on adjacent land uses, on the existing and Ultimate Street Design, and on the entire transportation network.

(b) When Required

- (1)** Applicants are required to follow the Traffic Impact Study (TIS) analysis set forth in Ordinance No. 7650, unless waived with respect to the development because:
 - (i)** the development is covered by a modified site plan, pursuant to Section 20-1305(n)(2), that has been determined not to constitute a material change; or
 - (ii)** the development is covered by a modified final development plan, pursuant to Section 20-1304(n)(4), that has been determined not to constitute a major change; or
 - (iii)** the development involves the reuse of existing Structures or modification of existing Structures, but does not involve a change in existing use or intensity of use;
 - (iv)** the development is a residential development with ten (10) or fewer Lots or Dwelling Units; or
 - (v)** the development has been determined by the City Engineer not to generate traffic impacts sufficient to justify the preparation of a TIS.
- (2)** The applicant for a development that generates 100 or more trips in a Peak Hour shall be responsible for the preparation and submittal of a TIS. TIS submittals shall be in accordance with the most recent version of the Traffic Impact Study Standards adopted by the City Commission.
- (3)** The extent of the analysis required for a TIS shall conform to the following:
 - (i)** the study shall be confined to the Street or Streets from which Access is taken or is proposed and to the first major intersection in each direction, for developments that generate 100 to 499 vehicle trips in a Peak Hour;

- (ii) the study area shall be extended to the next major Street intersection beyond the Streets onto which direct development Access is taken and may extend beyond the Streets onto which Access is taken or is proposed, for developments that generate 500 or more trips in a Peak Hour.

- (4) Land use applications that deviate from the recommended land uses in the Comprehensive Land Use Plan or adopted area or neighborhood plan shall be required to provide a comparative analysis of the traffic that would be generated from the site, based on the adopted plan(s) land uses and the traffic that would be generated by the proposed development.

(c) Additional Analysis

When Access points are not defined or a site plan is not available at the time the Traffic Impact Study is prepared, additional analysis shall be conducted or required when a site plan becomes available or the Access points are defined.

(d) Expense

(1) Applications by Review or Decision-Making Bodies

The Owner or developer shall not be obligated to pay for a Traffic Impact Study where not required, pursuant to Section 20-1301(f), to pay an application filing fee;

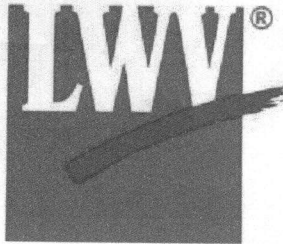
(2) Notice if at Owner's or Developer's Expense

If the City determines that it is appropriate to engage an engineer or engineering firm to conduct a Traffic Impact Study, the City shall give the Owner or developer written notice of that determination, ten (10) Business Days before work on the TIS begins. This study shall be conducted for the City at the Owner or developer's expense.

(3) Payment as Permit Condition

In such instance, payment of a Traffic Impact Study shall be a condition of the issuance of any required permit or approval, pursuant to this Development Code, unless exempted in Section 20-916(d)(1).

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LEAGUE OF WOMEN VOTERS®
OF LAWRENCE/DOUGLAS COUNTY

November 16, 2014

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Lawrence, Kansas

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

RE: ITEM NO. 3: REVISIONS TO DEVELOPMENT CODE, ARTICLE 9 – PARKING

Dear Chairman Liese and Planning Commissioners:

The Land Use Committee would like to commend the Planning Staff for their extensive review of the parking standards in our Land Development Code. We generally support the Staff preferences for the standards when stated in the Staff Report.

However, we believe the new provisions and choices regarding these current text amendments, need more time and open public review. We believe that there are several questions regarding the parking and access regulations that need clarification. Below is the list of questions that has been included in the staff report that we discussed in our meeting which is a reflection of the need for these regulations to be given time for the public to study them.

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

Our understanding of RV vehicles is those used for camping and the like as defined in the reference given in the Staff Report. We question whether RV-type items should be allowed to be parked in the front driveway or the exterior side yard in single dwelling residential districts. We also question whether they should be allowed in interior side yards unless screened from adjacent lots.

2. "Should there be a limit to the number of RV-type items parked on a lot?" We agree that the number of RV-type vehicles per lot should be limited. We suggest that they should be limited to two and that none should be permitted to park in the front driveway or exterior side yard.

3. "Should there be a limit to the number of RV-type items parked in the front or exterior side yards?" As mentioned above, we question whether any RV-type items should be parked in the front or exterior side yards.

4. "Should there be a size limitation on RV-type items parked in the front or exterior side yards?" As in the questions above, we question whether any RV-type items should be allowed to be parked in the front or exterior side yards beyond a restricted time limit such as would occur with visitors to the residence.

5. "Should there be a pavement requirement for RV-type items parked in rear yards?" We would tend to support the Staff position here.

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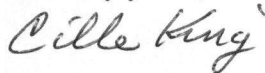
Page 2

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

We also discussed the stacking and tandem parking standards in residential districts. Alley access with its back-yard parking can create a variety of problems for neighborhoods, and we believe should be closely examined. There are also a variety of other problems mentioned by our members. We ask that you please allow the public to be given time to discuss and study these regulations before you define them to be included in our Lawrence Land Development Code, and therefore that you not adopt them at this meeting.

Thank you for your consideration of our request.

Sincerely yours,



Cille King
President



Alan Black, Chairman
Land Use Committee



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DEC 15 2014

City County Planning Office
Lawrence, Kansas

December 14, 2014

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Cille King

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Secretary
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Directors
Margaret Arnold

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Carol Klintnett

Marlene Merrill

Austin Turney

Melissa Wick

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

RE: ITEM NO. 4: TA-13-00235 – REVISIONS TO DEVELOPMENT CODE, ARTICLE 9 –
PARKING

At the November Planning Commission meeting we presented you with a letter seeking changes to Parking Regulations. This month we would like to add one issue discussed at our December Land Use Committee meeting.

Duplex housing requires one parking space per bedroom. Because of problems that we have observed and experienced by some of our members, we would like to bring to your attention a problem that has appeared in some residential neighborhoods with mixed residential housing. Duplex housing that is used for student rental property is occupied by up to four students per unit or a total of eight students per duplex. Often each duplex unit has one driveway. The driveways may be wide enough to accommodate two cars without stacking, but with four students per duplex, this often means that two of the cars will be stacked or parked behind the other two cars. Because the students are usually not related and are on different schedules, if the first students to leave are blocked by those leaving later, this presents a major problem for them. As a solution, they often park in the street to avoid this.

Because each bedroom requires one parking space per bedroom in duplexes, one solution would be to require that each space be open to a driveway and that stacking be prohibited. This has become enough of a problem for other residents in neighborhoods that our members have requested that the Planning Commission add the no-stacking provision to duplex parking requirements.

Thank you for your interest in these regulations.

Sincerely yours,

Cille King
Cille King
President

Alan Black
Alan Black, Chairman
Land Use Committee