

Memorandum

City of Lawrence

Douglas County

Planning & Development Services

TO: Planning Commission

FROM: Scott McCullough, Sheila Stogsdill

Date: For February 23, 2015 meeting

RE: Item No. 5: TA-13-00235 –
Revisions to Development Code, Article 9 – Parking
Attachment A – Yard Diagram
Attachment B – Table with Vehicle Types

In reviewing the Planning Commission's last several discussions about Recreational Vehicles and potential parking locations, it seems that a distinction could be made between "*parking a vehicle*" and "*storing a piece of equipment*". One of the concerns that has been expressed is that items might be located on a residential lot for long periods of time in between use and/or the condition of an item that isn't moved often may deteriorate or become a visual blight. *[A summary of previous Commission actions is provided at the end of this memo.]*

It may be reasonable to think about the issue in terms of location on a driveway that provides access to a garage (or carport) compared to a driveway/parking pad that is adjacent to the primary driveway leading to the garage. The Commission's past actions have revolved around "Motorized" RV type vehicles. If an RV is *motorized*, it can reasonably be moved to provide access to the garage. If it is a *towable* piece of equipment, it may not be moved on a regular basis.

The Commission has also approved the concept that a Motorized Vehicle should only be parked in the front yard (i.e. in front of the garage) if it is 22' or less in length and if it can be safely parked so it is at least 18' from the street curb line.

Therefore, Staff suggests that the regulations be written to address the different types of vehicles/equipment that may be located on:

- driveways in front of a garage (in the front/exterior side yard),
- driveways adjacent to the area that accesses the garage (but still in front of the building line – in the front/exterior side yard),
- driveways in the interior side yard (usually adjacent to the garage), and
- driveways or parking pads in the rear yards.

The diagram in Attachment A illustrates the different yard areas as defined in the Development Code.

Staff suggests that a matrix of location options be considered to identify the types of vehicles and/or equipment that can be parked or stored on a residential lot. This matrix could be a table such as the following or could include images and definitions of the different types of vehicles and equipment being regulated.

Attachment B provides a table with images. Staff has identified yes or no locations based on the Commission's previous discussion and suggests it be used as a working table to discuss the remaining issues.

Table 1

Type	Front/Ex Side Yards	Interior Side Yards	Rear Yards	Paved Surface	Special Conditions
Passenger Cars/Trucks	Yes	Yes	Yes	Yes	Only on improved driveways
Motorized < than 22'	Yes, if 18' from curb	Y	Y	Y	2 nd allowed in rear
Motorized > than 22'	No	Y	Y	Y	
Non-motorized < 22'	Yes, if 18' from curb	Y	Y	Y in side, N in rear	2 nd allowed in rear
Non-motorized > 22'	No	Y	Y	Y in side, N in rear	
Boats/Watercraft	No	Y	Y	Y	2 nd allowed in rear
Utility Trailers	No	Y	Y	Y in side, N in rear	2 nd allowed in rear

Background/Updates from recent Nov 17, Dec 16, 2014 and Jan 26, 2015 PC Meetings

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 previous meetings:

Motion maker and second	Location of RV equipment	Type of surface	Setback required
<i>Nov 2014 Action:</i> Denney, Culver (<i>Motion failed 3-5</i>)	Front & Exterior Side Yards	Improved (not gravel or grass)	All RV-type equipment 18' from curb
Liese, Von Achen (8-0)	Exterior Side Yard	Improved	Allow RV-type equipment 18' from curb
Culver, Denney (<i>Motion failed 3-5</i>)	Front Yard	Improved	All RV-type equipment 18' from curb
Liese, Struckhoff (8-0)	Rear Yard	Improved	Allow RV-type equipment 2' from rear property line and with no setback from alley
Von Achen, Struckhoff (8-0)	Interior Side Yard	Improved	Allow RV-type equipment 2' from side property line
<i>Dec 2014 Action:</i> Liese, Graham (9-0)	Front Yard	Improved	Allow Motorized Vehicles up to 22' in length, including motor homes, parked at least 18' from curb
<i>Jan 2015 Action:</i> Graham, Britton (5-4)	Front Yard	n/a	Prohibit non-motorized utility trailers of any size in front of house

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 below (previously presented in the November 17, 2014 staff memo) at the February 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?

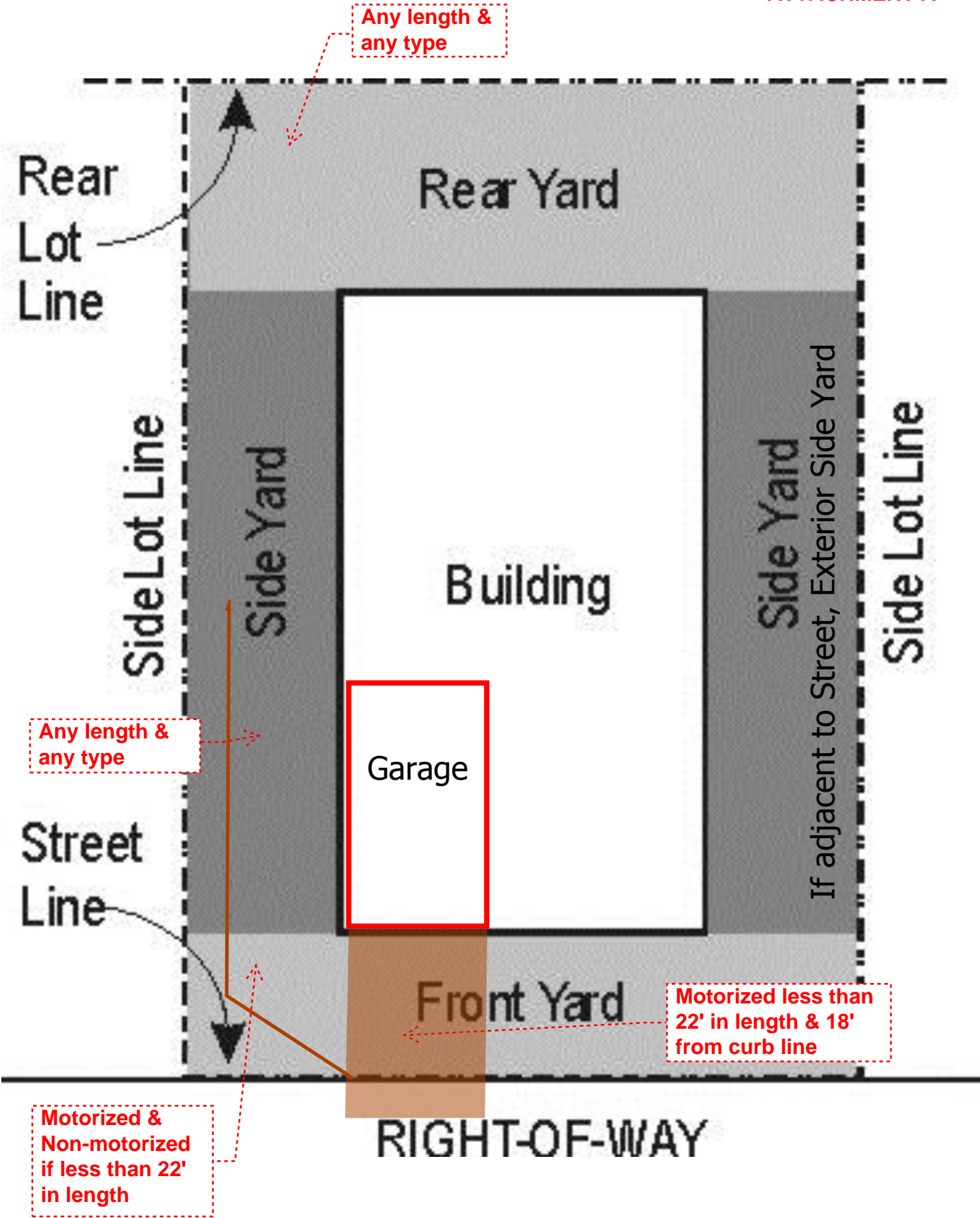
Proposed text does not require pavement in rear yard.

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.

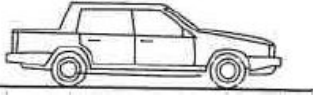
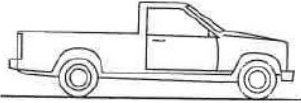
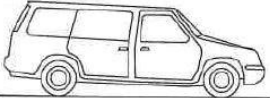


6. Should standards be different for Utility Trailers? Should they be permitted in front or exterior side yards?




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


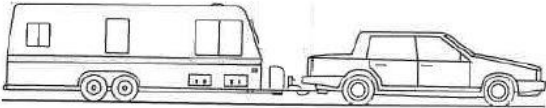

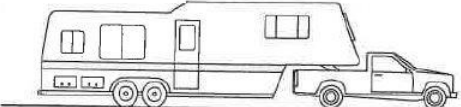
Proposed text provides separate standards for Utility Trailers used as part of Home Occupation. These are not allowed in front or exterior side yards.




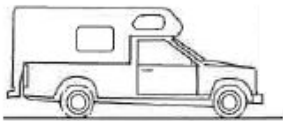




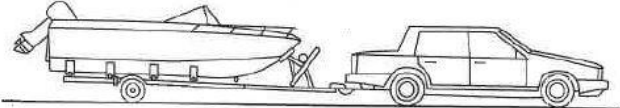

ATTACHMENT B

Type	Front or Exterior Side Yard in front of garage	Front or Exterior Side Yard adjacent to driveway / garage	Interior Side	Rear Yard	Additional Conditions	Surface
<p>Passenger Vehicles including Light Trucks (typ 17' - 18' average length)</p>     	YES	YES	YES	NO, unless alley access or detached garage behind house		Improved (pavement not gravel or grass)

Type	Front or Exterior Side Yard in front of garage	Front or Exterior Side Yard adjacent to driveway / garage	Interior Side	Rear Yard	Additional Conditions	Surface
Motorized Recreational Vehicles	Motorized Vehicles up to 22' in length parked at least 18' from curb	Motorized Vehicles up to 22' in length parked at least 18' from curb	2' from side property line	No setback from alley or rear property line		Improved (not gravel or grass)
Class A  <p>The Class A motorhome, also commonly referred to as the conventional motorhome, is the largest, most luxurious of the motorized RVs. The Class A is entirely constructed on a bare, specially designed motor vehicle chassis. (typ 21' – 40')</p>	YES if < 22' NO if > 22'	YES if < 22' NO if > 22'	YES	YES		
Class B  <p>The Class B motorhome is a panel-truck that has been customized to include temporary sleeping, eating and bathroom facilities. This class is also commonly referred to as van campers. (typ 16' – 21')</p>	YES	YES	YES	YES		
Class C  <p>The Class C motorhome, sometimes referred to as a mini-motorhome, provides the conveniences of a larger motorhome in a scaled-down version. The Class C is built on an automotive manufactured van frame with an attached cab section. (typ 20' - 28')</p>	YES if < 22' NO if > 22'	YES NO if > 22'	YES	YES		

Type	Front or Exterior Side Yard in front of garage	Front or Exterior Side Yard adjacent to driveway / garage	Interior Side	Rear Yard	Additional Conditions	Surface
Towable Recreational Vehicles						
<p>Conventional Travel Trailer</p>  <p>Travel trailers are units designed to be towed by a car, van or pickup by means of a bumper or frame hitch, the travel trailer provides all the comforts of home. (typ 12' - 35')</p> 	NO	YES, if 18' from curb line	YES	YES		
<p>Fifth Wheel Travel Trailer</p>  <p>Designed to be affixed and towed by a pickup equipped with special hitch in the truck bed, these two-level units can provide the greatest living of all towable RVs. Fifth-wheel travel trailers come equipped with all the comforts of home. (typ 21' – 40')</p> 	NO	YES, if 18' from curb line				

Type	Front or Exterior Side Yard in front of garage	Front or Exterior Side Yard adjacent to driveway / garage	Interior Side	Rear Yard	Additional Conditions	Surface
<p>Folding/Pop-up Camper</p>  <p>A lightweight unit with sides that collapse for towing and storage, the folding camping trailer combines the experience of open-air tent camping with sleeping comforts, basic conveniences and weather protection found in other RVs. (typ 15' – 23')</p> 	NO	YES if < 22'				
<p>Truck Camper</p>  <p>A unit loaded onto, or affixed to, the bed or chassis of a pickup, the truck camper is popular for backroad journeys, accessing remote locales and family recreational camping. (typ 18' – 21')</p> 	YES	YES	YES	NO, unless alley access or detached garage behind house		

Type	Front or Exterior Side Yard in front of garage	Front or Exterior Side Yard adjacent to driveway / garage	Interior Side	Rear Yard	Additional Conditions	Surface
Specialty Vehicles/Equipment						
Sport Utility RVs  Built-in garage for hauling cycles, ATVs, and other sports equipment. (typ 31' - 37')	NO	YES, if 18' from curb line	YES	YES		
Horse Trailer 	NO	NO	NO	NO		
Boats & Trailers 	NO	YES	YES	YES	Covered with tarp	
Utility Trailers 	NO	NO	YES	YES	No Material &/ or Equipment stored on trailer	



Lawrence Association of Neighborhoods

February 7, 2014

Dear Planning Commissioners,

The Lawrence Association of Neighborhoods (LAN) supports a change in the parking regulations for duplexes from "stacked parking" to **one parking space per BR**, the same as all other multi-family dwelling units. The building of duplexes has become a problem throughout the city because the lower parking standard is a financial incentive for developers to add more renters without providing adequate parking. Stacked parking allows for a 50% reduction in the normally required parking standard for most other multi-family housing. Cars now spill over into the street taking up shared public space and sometimes reducing emergency access.

Duplexes have historically been allowed to have stacked parking, which is appropriate for family use due to the shared use of cars. Duplex zoning is intended to be transitional zoning from single-family zoned areas to multi-family zoned areas. Today duplexes are no longer primarily family-oriented or modest in size. Many are being built with 4 BR's on each side and parking has become a neighborhood problem.

Oversized duplexes threaten the destruction of historic homes and degrade the livability and attractiveness to homeowners and tenants in all neighborhoods. A duplex can by-pass city code that limits the number of unrelated individuals that can live in a single-dwelling unit (house or house like), 4 in multi-family and 3 in single-family zoned areas. A duplex is considered 2 units on one property that can house as many as 8 unrelated individuals in multi-family zoned areas and 6 unrelated individuals in single-family zoned areas. When a duplex is sited on what would otherwise be a single lot, this amounts to double the number of unrelated individuals allowed by city code.

Given the high density of these units, they should have the same parking requirement as all other multi-family and congregate living units – one parking space per BR.

Thank you for your consideration,

A handwritten signature in black ink, appearing to read "Linda Bush". The signature is fluid and cursive.

Linda Bush, Chair
Lawrence Association of Neighborhoods

Dear Planning Commissioners,

1-9-15

The Oread Residents Association (ORA) is encouraged by your willingness to examine the regulations regarding duplex zoning. Duplex zoning has become a problem in our neighborhood as well as other neighborhoods in the city. It is considered to be a lower zoning area but today it is looking more like high-density zoning but without providing adequate parking as is required in high-density zoned areas. Duplexes have historically been allowed to have “stacked parking”, which is appropriate for family use due to the shared use of cars.

In recent years “stacked parking” has become an incentive for developers to be able to add more renters without providing adequate parking and the size of the units has often doubled in size from 2 BR’s to 4BR’s on each side. “Stacked parking,” allows for a 50% reduction in the normally required parking standard. All other multi-family units require one parking space per BR- **no** stacked parking. Cars from Duplex units are now spilling into the streets congesting and degrading the Oread Neighborhood as well as other neighborhoods in the city.

A duplex can get around the city code that limits the number of unrelated individuals that can live in a single-dwelling unit (house or house like) - 4 in multi-family and 3 in single-family zoned areas. A duplex is considered 2 units on one property that can house as many as 8 unrelated individuals. They are more like apartment complexes than single-dwelling units. Over-sized duplexes create more revenue for investors, less expense for parking, more problems for neighborhoods.

Duplex zoning is intended to be low density and are often in areas that transition from single-family zoned areas to multi-family zoned areas. **Given the numbers of adults living in today’s duplexes, density and parking is a problem.** Parking is not adequate. Over-sized duplexes threaten the historic homes in the Oread Neighborhood and degrade the livability and attractiveness to homeowners and tenants in all neighborhoods.

Since duplexes are no longer family oriented or modest in size, they should have the same parking requirement as all other multi-family and congregate rental units- one parking space per BR.

Thank you for your consideration, Candice Davis ORA chair