



LAWRENCE BOARD OF ZONING APPEALS

AGENDA FOR **JUNE 7, 2018**

1ST FLOOR OF CITY HALL, 6 E. 6TH STREET, CITY COMMISSION MEETING ROOM
6:30 PM

TAKE A ROLL CALL TO DETERMINE IF THERE IS A QUORUM OF MEMBERS PRESENT

ITEM NO. 1 COMMUNICATIONS

- A. Acknowledge communications to be made before the Board.
- B. Disclosure of ex-parte communications and/or abstentions for specific agenda items.
- C. Announce any agenda items that will be deferred.

ITEM NO. 2 MINUTES

Consider approval of the minutes from the May 3, 2018 meeting of the Board.

BEGIN PUBLIC HEARING:

ITEM NO. 3 EAST LAWRENCE REZONING VARIANCES

B-18-00157: A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The first request is for a variance from minimum lot area, minimum lot area per dwelling unit, minimum lot width, and minimum lot frontage required by 20-601(a) of the City Code for properties zoned RM12D. The properties are located at 708 Rhode Island St, 738 Rhode Island St, 812 Rhode Island St, 711 Connecticut St, 713 Connecticut St, 721 Connecticut St, 817 Connecticut St, 821 Connecticut St, 829 Connecticut St, 832 Connecticut St, 716 New York St, 731 New York St, 740 New York St, 746 New York St, 731 New Jersey St, 800 New Jersey St, 804 New Jersey St, 810 New Jersey St, 816 New Jersey St, 823 New Jersey St, 827 New Jersey St. The second request is also for a variance from minimum lot area, minimum lot width, and minimum lot frontage required by 20-601(a) of the City Code for properties zoned RS5. The properties are located at 712 Rhode Island St, 714 Rhode Island St, 716 Rhode Island St, 820 Connecticut St, 822 Connecticut St, 837 Connecticut St, 839 Connecticut St, 727 New Jersey St. The third request is also for a variance from minimum lot area required by 20-601(a) of the City Code for properties zoned RS5. The properties are located at 746 Connecticut St, 746 1/2 Connecticut St, 745 New York St, 747 1/2 New York St, and 845 New York St. Submitted by the City of Lawrence on behalf of the subject property owners.

****WITHDRAWN****

**ITEM NO. 4 ~~MAXIMUM DRIVEWAY WIDTH VARIANCE; Naismith Creek~~
 ~~Subdivision~~**

~~**B-18-00212:** A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The request is for a variance to allow residential driveways in a new residential development area recently rezoned to RS5 (Single-Dwelling Residential) District to exceed the 12 feet maximum driveway width standard set forth in Section 20-908(b)(3) of the City Code. The request is being made for all of the RS5-zoned lots in Naismith Creek Addition, a newly approved residential subdivision. The subject properties are generally located northwest of the intersection of Louisiana Street and W. 31st Street. Submitted by Brian Sturm, Landplan Engineering, P.A., for 78, L.C. and Grand Builders, Inc., the property owners of record.~~

ITEM NO. 5 MINIMUM OFF-STREET PARKING VARIANCE; 1346 OHIO STREET

B-17-00641: A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The request is for a variance from Article 9, "Parking, Loading and Access," requiring a minimum number of off-street parking spaces to be provided from a required 120 spaces to 1 space. The property is located at 1346 Ohio Street. Submitted by Paul Warner with Paul Werner Architects, on behalf of D&D Rentals of Lawrence, L.L.C. and HDD of Lawrence, L.L.C., property owners of record.

ITEM NO. 6 MISCELLANEOUS

- A. Consider any other business to come before the Board.



LAWRENCE BOARD OF ZONING APPEALS
MINUTES FOR **MAY 3, 2018**

Members present: Clark, Gardner, Gascon, Shipley, Wilbur, Wisner
Staff present: Crick, Dolar, Larkin, Mortensen

TAKE A ROLL CALL TO DETERMINE IF THERE IS A QUORUM OF MEMBERS PRESENT

ITEM NO. 1 COMMUNICATIONS

- A. There were no communications.
- B. There were no ex-parte communications or abstentions.
- C. There were no agenda items deferred.

ITEM NO. 2 MINUTES

Consider approval of the minutes from the April 5, 2018 meeting of the Board.

ACTION TAKEN

Motioned by Gardner, seconded by Clark, to approve the minutes from the April 5, 2018 meeting of the Board.

Motion carried 5-0-1.

BEGIN PUBLIC HEARING:

ITEM NO. 3 FRONT AND SIDE BUILDING SETBACKS VARIANCES FOR GENERAL PUBLIC AND INSTITUTIONAL STRUCTURES; 1941 HASKELL AVENUE & 1920 MOODIE ROAD

B-18-00163: A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The first request is for a variance to reduce the 40 foot minimum side setback requirement listed in Section 20-601(b) of the City Code to a minimum of 23 feet from the south property line. The second request is for a variance to reduce the 40 foot minimum front side setback requirement listed in Section 20-601(b) of the City Code to a minimum of 18 feet from the west property line. The property is located at 1941 Haskell Avenue and 1920 Moodie Road. Submitted by Darron Ammann with Bartlett & West, Inc., for the City of Lawrence, Kansas, property owner of record.

STAFF PRESENTATION

Mortensen presented the item.

Gardner said the use of the word “must” in the staff report was something he hadn’t seen previously for a variance request.

Crick said it was likely a carryover typo.

Shipley asked how this situation could happen with the GPI zoning designation.

Crick explained that it’s pretty common, when the 2006 code was adopted all City owned properties were converted to GPI.

APPLICANT PRESENTATION

Mr. Darron Ammann, Bartlett & West, explained the scope of the project and the various other City permits and approvals necessary to move forward.

Gascon asked if there will be any new construction that will violate the 40 foot setback.

Ammann said no.

There was no public comment.

ACTION TAKEN

Motioned by Gardner, seconded by Wilbur, to close public comment for the item.

Unanimously approved 6-0.

BOARD DISCUSSION

Gascon suggested the City caused the hardship.

Crick explained that when the code is changed, situations such as this are treated in a similar manner.

Board members agreed the request meets the five conditions.

ACTION TAKEN

Motioned by Gardner, seconded by Wisner, to approve the variances based on findings in the staff report.

Unanimously approved 6-0.

ITEM NO. 4 ADOPT FINDINGS OF FACT FOR BOARD OF ZONING APPEALS DECISION DENYING FRONT BUILDING SETBACK FOR A RESIDENTIAL DWELLING AT 1415 E. 18TH STREET

Consider adopting findings of fact as reasons for the Board’s decision in the matter of the following appeal:

B-18-00100: A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The request is for a variance from the 25 foot front setback standard required by Section 20-601(a) of the City Code for the RS7 (Single-Dwelling Residential) District. The applicant is seeking a variance from this code standard reducing the front setback to a minimum of 1 foot to allow for the construction of an attached

car port. The property is located at 1415 E. 18th Street. Submitted by Napoleon S. Crews, Crews Law Firm, on behalf of Todd La Prad, property owner of record.

Gardner asked when Findings of Fact are necessary.

Larkin said Findings of Fact are typically prepared when a case is denied, but this case in particular has a pending lawsuit.

Gascon asked if the vote count matters.

Larkin suggested they vote however they feel, but it should represent their original findings.

ACTION TAKEN

Motioned by Wilbur, seconded by Shipley, to adopt the Findings of Fact for B-18-00100.

Motion carried 3-2-1, Gascon and Gardner dissented, Wisner abstained.

ITEM NO. 5 MISCELLANEOUS

- A. Consider any other business to come before the Board.

Crick said there are several items on the agenda for June.

ACTION TAKEN

Motioned by Clark, seconded by Gardner, to adjourn the meeting.

MEETING ADJOURNED 6:47 PM

ITEM NO. 3 EAST LAWRENCE REZONING VARIANCES [BJP]

B-18-00157: A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The first request is for a variance from minimum lot area, minimum lot area per dwelling unit, minimum lot width, and minimum lot frontage required by 20-601(a) of the City Code for properties zoned RM12D. The properties are located at 708 Rhode Island St., 738 Rhode Island St., 812 Rhode Island St., 711 Connecticut St., 713 Connecticut St., 721 Connecticut St., 817 Connecticut St., 821 Connecticut St., 829 Connecticut St., 832 Connecticut St., 716 New York St., 731 New York St., 740 New York St., 746 New York St., 731 New Jersey St., 800 New Jersey St., 804 New Jersey St., 810 New Jersey St., 816 New Jersey St., 823 New Jersey St., 827 New Jersey St. The second request is also for a variance from minimum lot area, minimum lot width, and minimum lot frontage required by 20-601(a) of the City Code for properties zoned RS5. The properties are located at 712 Rhode Island St., 714 Rhode Island St., 716 Rhode Island St., 820 Connecticut St., 822 Connecticut St., 837 Connecticut St., 839 Connecticut St., 727 New Jersey St. The third request is also for a variance from minimum lot area required by 20-601(a) of the City Code for properties zoned RS5. The properties are located at 746 Connecticut St., 746 1/2 Connecticut St., 745 New York St., 747 1/2 New York St., and 845 New York St. Submitted by the City of Lawrence on behalf of the subject property owners.

B. REASON FOR REQUEST

On June 20, 2017, the City Commission adopted Ordinances 9359, 9360, 9361, 9362, 9363, 9364, 9365, 9366 to rezone multiple properties in the East Lawrence neighborhood, identified as "subject area" in Figure 1. This area is generally bound by 9th Street to the south, Rhode Island Street to the west, various streets to the east but no farther than the alley between New Jersey Street and Pennsylvania Street, and the Kansas River to the north.

The rezoning was initiated by the City Commission on December 6, 2016 after receiving a letter from representatives of the East Lawrence neighborhood requesting the rezoning as a means of protecting the existing residential character of the neighborhood. The intent of the rezoning was to match existing land uses to their corresponding zoning district. Previous to the rezoning, the majority of the rezoning subject area was zoned RM24 (Multi-Dwelling Residential) District but contained detached dwellings or duplexes. After the rezoning was approved, properties within the rezoning subject area were zoned to a district that conformed to their existing land use. Properties that contained detached dwellings were rezoned to the RS5

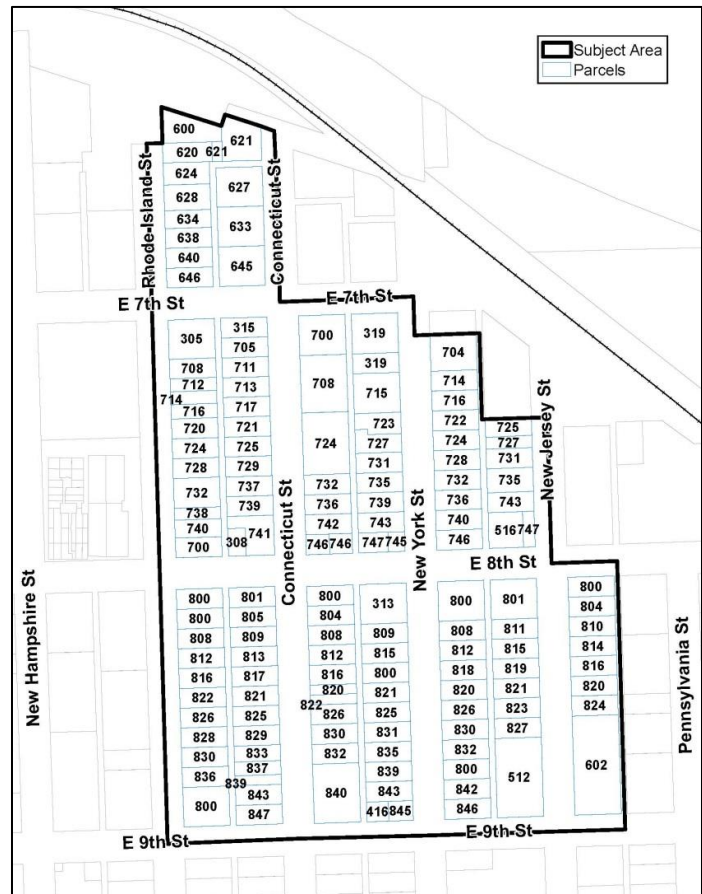


Figure 1: Rezoning subject area outlined in black.

(Single-Dwelling Residential) District and properties that contained duplexes were rezoned to the RM12D (Multi-Dwelling Residential) District.

While analyzing the rezoning, it was determined that some of the included properties would not meet the density and dimensional requirements of their new zoning districts. There were instances where the rezoning created some nonconforming lots in terms of required minimum lot area, minimum lot width, and minimum lot area per dwelling unit. There were other instances where properties were existing nonconforming lots and the rezoning reduced the nonconformities, but did not fully resolve those nonconformities. An outcome of the rezoning was that the City Commission directed staff to submit the nonconforming lots to the Board of Zoning Appeals for considerations of lot area, lot width, and lot area per dwelling unit variances. As such, staff is presenting these variances to remedy the nonconformities identified through the previously approved rezoning.

In total, there are 34 properties included in this variance request. Of those, 13 properties were rezoned to the RS5 District and 21 were rezoned to RM12D District. The properties included in the variance request, and their current zoning, are shown in Figure 2 below.



Figure 2: Subject Properties

C. ZONING AND LAND USE

The existing zoning of the subject properties and the surrounding area is shown in Figure 3 below.

The zoning districts include:

- GPI (General Public and Institutional Use) District
- IG (General Industrial) District
- IG-UC (General Industrial- 8th and Pennsylvania Street Urban Conservation Overlay) District
- CD-UC (Downtown Commercial District-Lawrence's Downtown Historic District Urban Conservation Overlay) District
- RS5 (Single-Dwelling Residential – 5,000 square feet) District
- RM12D (Multi-Dwelling Residential – 12 dwelling units per acre) District
- RM24 (Multi-Dwelling Residential – 24 dwelling units per acre) District
- CN1 (Inner Neighborhood Commercial Center) District
- CS-UC (Commercial Strip-8th and Pennsylvania Street Urban Conservation Overlay) District

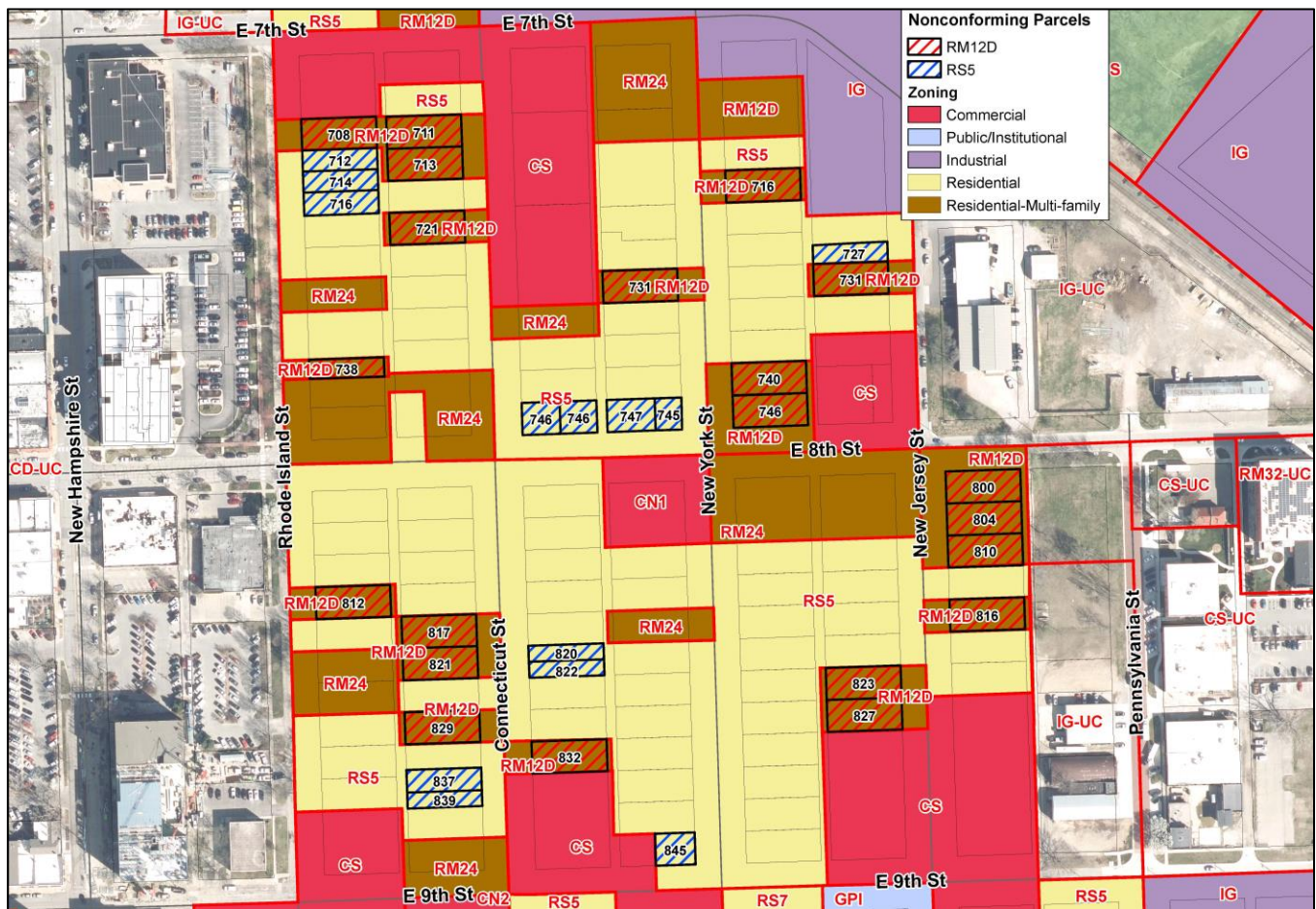


Figure 3: Zoning of the subject properties and surrounding area.

The existing land uses of the subject properties and the surrounding area is shown in Figure 4 below. The subject properties are primarily surrounded by various residential uses. Existing non-residential land uses near this portion of the East Lawrence neighborhood (north of E. 9th Street) include Downtown Lawrence, various commercial and industrial uses, automotive uses, and the Lawrence train depot.

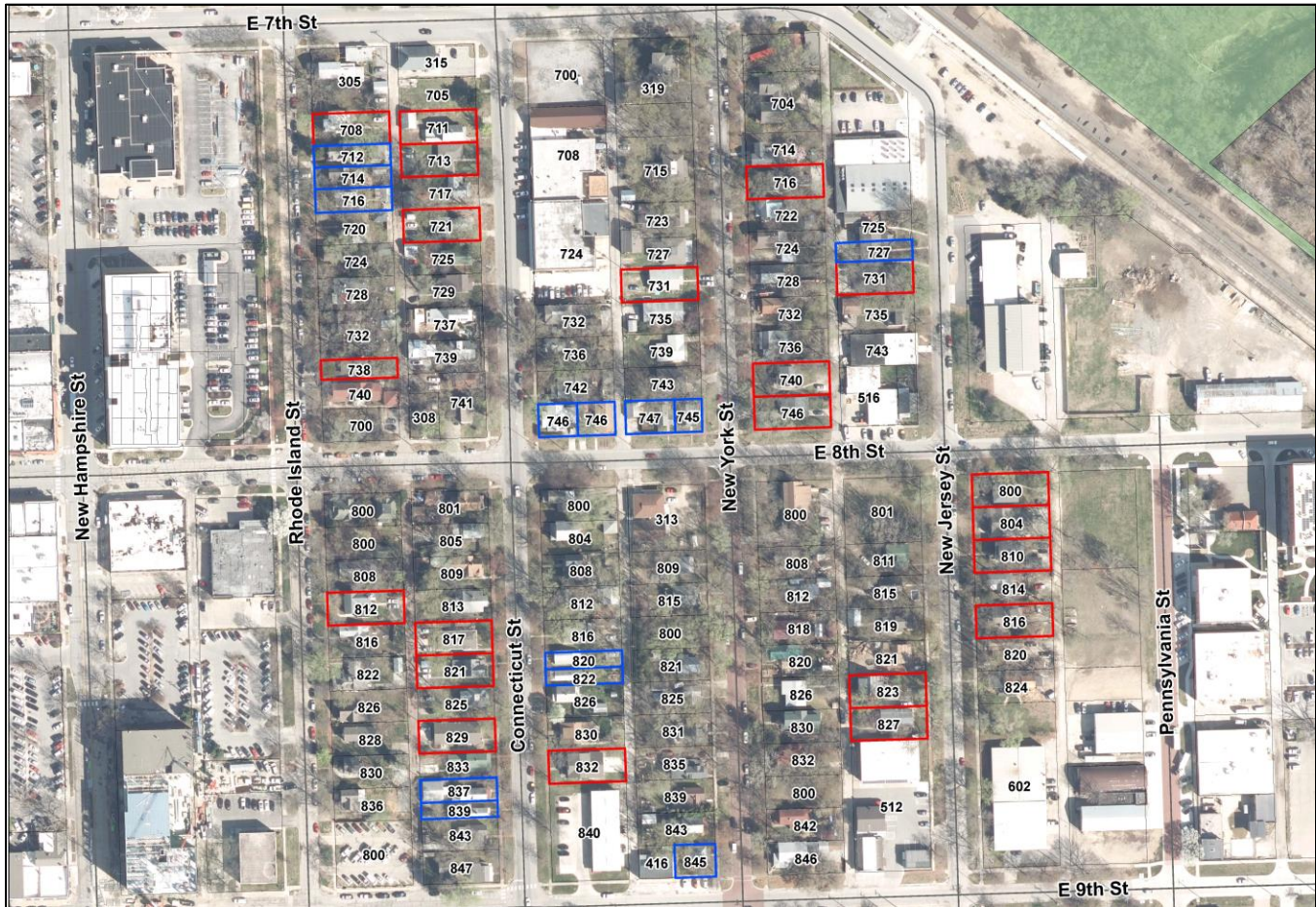


Figure 4: Land use of the subject properties and the surrounding area. The subject properties are outlined (RM12D outlined in red, RS5 outlined in blue).

D. ZONING ORDINANCE REQUIREMENTS

Section 20-601(a), "Density and Dimensional Standards; Occupancy Limits – Residential Districts," provides the standards for determining minimum lot size, minimum lot width, and minimum lot area per dwelling unit requirements in the residential zoning districts of the city. Those requirements are provided in Table 1 below.

	RS5	RM12D
Min. Lot Area Required	5,000 sq. ft.	6,000 sq. ft.
Min. Lot Width Required	40 ft.	60 ft.
Min. Lot Area per Dwelling Unit Required	n/a	3,630 sq. ft

Table 1: Density and Dimensional Standards

E. SPECIFIC ANALYSIS

Section 20-1309(g)(1) in the Development Code lists the five requisite conditions that have to be met for a variance to be approved.

1. The variance request arises from such conditions which are unique to the property in question and not ordinarily found in the same zone or district; and are not created by an action or actions of the property owner or applicant.

This request results from a unique condition that does not strictly originate from the [Land Development Code](#), or by actions of the owners. The subject properties consist of lots platted as part of the Original Townsite plat of the City of Lawrence. As such, the typical lot size in the area is approximately 5,850 square feet with a typical lot width of 50 feet. There are some properties within the area in which a subsequent lot division was performed splitting the lot into two parcels granted under the Kansas Townhouse Act ([Ch. 58, Art. 37, Kansas State Statute](#)). That legal form of land division creates the ability to bypass the zoning and development regulations established by a municipality in order to divide a platted lot when a structure meets the State definition of a "Townhouse unit" ([§58-3702\(a\)](#)). In this instance, this resulted in a smaller than initially platted parcel size condition. Both the initial platting of the lots and the subsequent Townhouse Act division were regulated by two different forms of government, and not within the control of the owners to adjust under these circumstances.

The City Commission initiated the rezoning of multiple properties within the East Lawrence neighborhood (north of E. 9th Street) on December 6, 2016. As part of the rezoning process, staff analyzed the properties within the rezoning subject area to determine if any density and dimensional nonconformities would be created through the rezoning process. The result of that analysis showed that there were instances where the rezoning would create some nonconforming lots in terms of required minimum lot area, minimum lot width, and minimum lot area per dwelling unit. There were other instances where properties were existing nonconforming lots and the rezoning did not fully resolve those nonconformities. An outcome of the rezoning was that the City Commission directed staff to submit the nonconforming lots to the Board of Zoning Appeals for considerations of lot area, lot width, and lot area per dwelling unit variances.

The existing lot area, lot width, and lot area per dwelling unit for each of the properties included in this variance request is provided in the tables below.

RM12D – Lot Area, Lot Width, and Lot Area per Dwelling Unit

The minimum lot area for the RM12D District is 6,000 square feet, the minimum lot width is 60 feet, and the minimum lot area per dwelling unit is 3,630 square feet. The properties listed below do not meet these density and dimensional requirements.

	Lot Area	Lot Width	Lot Area per Dwelling Unit
708 Rhode Island St.	5,748 sq. ft.	50 ft.	2,874 sq. ft.
738 Rhode Island St.	3,513 sq. ft.	30 ft.	1,757 sq. ft.
812 Rhode Island St.	5,848 sq. ft.	50 ft.	2,924 sq. ft.
711 Connecticut St.	5,872 sq. ft.	50 ft.	2,936 sq. ft.
713 Connecticut St.	5,870 sq. ft.	50 ft.	2,935 sq. ft.
721 Connecticut St.	5,868 sq. ft.	50 ft.	2,934 sq. ft.
817 Connecticut St.	5,843 sq. ft.	50 ft.	2,922 sq. ft.
821 Connecticut St.	5,843 sq. ft.	50 ft.	2,922 sq. ft.
829 Connecticut St.	5,843 sq. ft.	50 ft.	2,922 sq. ft.
832 Connecticut St.	5,855 sq. ft.	50 ft.	2,928 sq. ft.
716 New York St.	5,873 sq. ft.	50 ft.	2,936 sq. ft.
731 New York St.	5,879 sq. ft.	50 ft.	2,939 sq. ft.

740 New York St.	5,861 sq. ft.	50 ft.	2,930 sq. ft.
746 New York St.	5,858 sq. ft.	50 ft.	2,929 sq. ft.
731 New Jersey St.	5,864 sq. ft.	50 ft.	2,932 sq. ft.
800 New Jersey St.	5,857 sq. ft.	50 ft.	2,928 sq. ft.
804 New Jersey St.	5,857 sq. ft.	50 ft.	2,928 sq. ft.
810 New Jersey St.	5,857 sq. ft.	50 ft.	2,928 sq. ft.
816 New Jersey St.	5,857 sq. ft.	50 ft.	2,928 sq. ft.
823 New Jersey St.	5,858 sq. ft.	50 ft.	2,929 sq. ft.
827 New Jersey St.	5,858 sq. ft.	50 ft.	2,929 sq. ft.

RS5 – Lot Area and Lot Width

The lot area for the RS5 District is 5,000 square feet and the minimum lot width is 40 feet. The properties listed in the first table below do not meet either of these density and dimensional requirements.

In the second RS5 table below, the properties meet the minimum lot width required for the RS5 District; however, they do not meet the minimum lot area.

	Lot Area	Lot Width
712 Rhode Island St.	3,872 sq. ft.	33 ft.
714 Rhode Island St.	3,848 sq. ft.	33 ft.
716 Rhode Island St.	4,219 sq. ft.	36 ft.
820 Connecticut St.	2,933 sq. ft.	25 ft.
822 Connecticut St.	2,932 sq. ft.	25 ft.
837 Connecticut St.	4,085 sq. ft.	35 ft.
839 Connecticut St.	2,922 sq. ft.	25 ft.
727 New Jersey St.	3,523 sq. ft.	31 ft.

RS5 – Lot Area

	Lot Area	Lot Width
746 Connecticut St.	2,992 sq. ft.	50 ft.
746 ½ Connecticut St.	2,890 sq. ft.	58 ft.
745 New York St.	2,078 sq. ft.	50 ft.
747 ½ New York St.	3,779 sq. ft.	75 ft.
845 New York St.	3,104 sq. ft.	50 ft.

2. That the granting of the variance will not adversely affect the rights of adjacent property owners or residents.

No physical changes are being proposed with this request. No observable changes will be evident by the approval of these variances. Therefore, it is staff's opinion that approval of the variances will not have any adverse affects upon the rights of adjacent property owners or residents.

Notification letters were mailed by staff to all property owners within 400 feet of the subject properties in accordance with the requirements of the Land Development Code. The letters provided basic information about the nature of the variance requests, time and place of the meeting, and contact information if someone had questions or wanted additional information. At the time of the report, staff had received calls from three individuals whose properties were included in the variance request. After

further explanation, the property owners had no further comments. Staff did not receive any communications from anyone expressing concerns about the variances.

3. That the strict application of the provisions of this chapter for which variance is requested will constitute unnecessary hardship upon the property owner represented in the application.

Denial of the variances will result in the subject properties continuing to be nonconforming with the current zoning districts. The property owners may continue to use their properties in the manner in which they have been used for many years; however, approval of the variances would eliminate some potential for future burdens for the property owners. The variances would allow the lots to exist in the same manner and configuration in which they have existed for many years.

4. That the variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.

In staff's opinion, granting the requested variances will not create an adverse impact upon the public health, safety, morals, order, convenience, prosperity or general welfare. Approval of the variance request will not change the existing land uses, land configuration, or access pattern. On the contrary, the variances would help resolve compliance issues for properties that do not conform with the requirements of the density and dimensional standards of the current Land Development Code.

5. That granting the variance desired will not be opposed to the general spirit and intent of this chapter.

The variances involved in this request are not opposed to the general spirit and intent of the city code. The area was platted as part of the Original Townsite plat of the City of Lawrence prior to the city's first zoning regulations adopted in 1927. The intent of these variances is to bring the nonconforming properties within the East Lawrence neighborhood, identified through the City Commission initiated rezoning, into compliance with regards to required lot area, lot width, and lot area per dwelling unit. This variance request will rectify existing lots of record. With the current dimensional standards, the net result of the variances will not be noticeable to the public because approval of the variances will memorialize existing conditions associated with the recorded plats and present zoning designation.

Conclusions: Staff's analysis of this variance application finds the request meets all five conditions set forth in Section 20-1309(g)(1) of the Land Development Code that the Board must find existing to grant a variance.

Recommendation:

Staff recommends approval of a variance from minimum lot area, minimum lot area per dwelling unit, minimum lot width, and minimum lot frontage required by 20-601(a) of the City Code for properties zoned RM12D for the properties located at 708 Rhode Island St., 738 Rhode Island St., 812 Rhode Island St., 711 Connecticut St., 713 Connecticut St., 721 Connecticut St., 817 Connecticut St., 821 Connecticut St., 829 Connecticut St., 832 Connecticut St., 716 New York St., 731 New York St., 740 New York St., 746 New York St., 731 New Jersey St., 800 New Jersey St., 804 New Jersey St., 810 New Jersey St., 816 New Jersey St., 823 New Jersey St., 827 New Jersey St. based upon the findings in the staff report concluding that the request does meet the five conditions outlined in Section 20-1309(g)(1).

Staff also recommends approval of a variance from minimum lot area, minimum lot width, and minimum lot frontage required by 20-601(a) of the City Code for properties zoned RS5 for the properties located at 712 Rhode Island St., 714 Rhode Island St., 716 Rhode Island St., 820 Connecticut St., 822 Connecticut St., 837 Connecticut St., 839 Connecticut St., 727 New Jersey St., based upon the findings in the staff report concluding that the request does meet the five conditions outlined in Section 20-1309(g)(1).

Finally, staff recommends approval of a variance from minimum lot area required by 20-601(a) of the City Code for properties zoned RS5 for properties located at 746 Connecticut St, 746 1/2 Connecticut St., 745 New York St., 747 1/2 New York St., and 845 New York St., based upon the findings in the staff report concluding that the request does meet the five conditions outlined in Section 20-1309(g)(1).



City of Lawrence

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CITY MANAGER

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CITY COMMISSION

MAYOR
MIKE AMYX

COMMISSIONERS
LESLIE SODEN
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN

December 6, 2016

The Board of Commissioners of the City of Lawrence met in regular session at 5:45 p.m., in the City Commission Chambers in City Hall with Mayor Amyx presiding and Vice Mayor Soden, Commissioner Boley, Commissioner Herbert and Commissioner Larsen present.

A complete video recording of this meeting is available on the City's website at www.lawrenceks.org/agendas.

A. RECOGNITION/PROCLAMATION/PRESENTATION:

1. None.

B. CONSENT AGENDA:

Items removed for a separate vote:

Commissioner Larsen requested removal of item 16 for a separate vote.

Mayor Amyx requested removal of items 8(a) through 8(g).

Moved by Commissioner Herbert, seconded by Commissioner Larsen, to approve the consent agenda as below. Motion carried unanimously.

1. Approve City Commission meeting minutes from 11/08/16 and 11/15/16.
2. Receive minutes from various boards and commissions.

Affordable Housing Advisory Board meeting of 10/10/16
Aviation Advisory Board meeting of 09/07/16
Bicycle Advisory Committee meeting of 10/17/16
Building Code Board of Appeals meeting of 02/17/16
Historic Resources Commission meeting of 10/20/16
Human Relations Commission meeting of 08/25/16
Parks & Recreation Advisory Board meeting of 11/08/16
Public Health Board meeting of 09/19/16

3. Approve claims and payroll in the amount of \$10,243,013.19 to 438 vendors.
4. Approve licenses as recommended by the City Clerk's Office.

Drinking Establishment	Expiration
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Brandon Woods Club Five Star Quality Care BW Club LLC 1501 Inverness Dr	11/29/16
Mass 943 LLC Jackpot 943 Massachusetts St	New License
Retail Liquor	Expiration
Harper Liquor RAM Enterprises LLC 2220 Harper St., Ste C	11/19/16
Sidewalk Dining & Hospitality	Address
Burger Stand LLC	803 Massachusetts St
Frank's North Star Tavern	508 Locust St
Jackpot	943 Massachusetts St
Z's Divine Espresso	10 E 9 th St
Cereal Malt Beverage Pending Department Approval	Address
Biemer's BBQ LC Biemer's BBQ LC	2120 W 9 th St
Circle K Stores, Inc. Circle K	1802 W 23 rd St
Circle K Stores, Inc. Circle K	2330 Iowa St
Circle K Stores, Inc. Circle K	1030 N 3 rd St
Dillon Stores, Div. of Dillon Companies, Inc. Dillon's #19	4701 W 6 th St
Dillon Companies Inc. Dillon's #68	3000 W 6 th St
Dillon Stores, Div. of Dillon Companies, Inc. Dillon's #98	1740 Massachusetts St
Dillon Stores, Div. of Dillon Companies, Inc. Dillon's #70	1015 W 23 rd St
Hy-Vee, Inc. Hy-Vee Gas #1	3900 W 24 th Pl
Hy-Vee, Inc. Hy-Vee #1	3504 Clinton Pkwy
Hy-Vee, Inc. Hy-Vee #2	4000 W 6 th St
Hy-Vee, Inc. Hy-Vee Gas #2	4020 W 6 th St
Jayhawk Foods & Pizza Inc. Jayhawk Food Mart	701 W 9 th St
Kwik Shop, Inc. Kwik Shop 702	1846 Massachusetts St
Kwik Shop, Inc.	3440 W 6 th St

Kwik Shop 718	
Kwik Shop, Inc. Kwik Shop 721	845 Mississippi St
Kwik Shop, Inc. Kwik Shop 784	1420 Kasold St
Kwik Shop, Inc. Kwik Shop 785	1611 E 23 rd St
Kwik Shop, Inc. Kwik Shop 786	4841 W 6 th St
Lawrence Campground Inc. Lawrence Campground	1473 Hwy 40
Clinton Stop Inc. Miller Mart	2301 Wakarusa Dr Ste A
Sheen Restaurant LLC Pyramid Pizza	1029 Massachusetts St
SFM, LLC Sprouts Farmers Market	4740 Bauer Farm Dr
St John the Evangelist Church St John the Evangelist Church	1229 Vermont St
Target Corporation Target Store T-0531	3201 Iowa St
Shafeen Retail, LLC Tobacco Bazaar	14 E 8 th St
Walgreen Co. Walgreens #03055	3421 W 6 th St
Walgreen Co. Walgreens #03056	400 W 23 rd St
Wal-Mart Stores Inc. Walmart #484	3300 Iowa St

5. Approve appointments as recommended by the Mayor.

Building Code Board of Appeals: Appoint Mark Stogsdill and Greg Rau to positions that expire 11/30/19.

Community Development Advisory Committee: Appoint Francis Pondrom to a term that expires 09/30/19.

Contractor Licensing Board: Appoint Chris Burger to a term that expires 12/31/19.

Hospital Board: Appoint Joann Hurst to a term that expires 09/30/20.

6. Bid and purchase items:

- a) Approve the purchase of one (1) Elgin Eagle Street Sweeper for the Public Works Department from Key Equipment Company, for \$249,753.20, utilizing the National Joint Powers Alliance (NJPA) cooperative purchasing contract.

- b) Approve the purchase of one (1) John Deere 6155M Tractor with loader, for \$122,551.12 for the Utilities Department, utilizing the Kansas State Lawn Equipment Contract.
- c) Award recommended bids for Bid No. B1639 - 2017 Chemical Program. Staff will re-bid for a limited number of non-sole source items for which no qualifying bids were received.
- d) **DEFERRED** Authorize the City Manager to execute a 48-month lease agreement with E-Z-GO Division of Textron Inc. for 62 golf cars for use at Eagle Bend Golf Course, with annual payments of \$49,600, totaling \$198,400 over the term of the lease.
- e) **DEFERRED** Authorize the City Manager to execute a 58-month lease agreement with E-Z-GO Division of Textron Inc. for eight (8) utility vehicles for use at Eagle Bend Golf Course, with annual payments of \$11,923, totaling \$59,615 over the term of the lease.
- f) Authorize the City Manager to execute Supplemental Agreement No. 3 with Professional Engineering Consultants, for \$289,000, for Project No. PW1535 - 19th Street Reconstruction, Iowa Street to Naismith Drive.
- g) Approve purchase order for \$465,000 to Kansas Water Office for annual Clinton Water Plant raw water purchases pursuant to Water Purchase Contracts No. 90-5 and 77-1.

7. Adopt on first reading, the following ordinances:

- a) Ordinance No. 9316, authorizing the issuance of up to \$3.2 million in Industrial Revenue Bonds and authorize the Mayor to execute the necessary bond documents for the 826 Pennsylvania Street project.
- b) Ordinance No. 9317, to repeal various sections of the City of Lawrence Land Development Code, Chapter 20 related to *Urban Agriculture* terms modified by Ordinance No. 9206 on May 25, 2016.
- c) Joint Ordinance No. 9318/Resolution No. _____ for changes to the joint city/county subdivision regulations in the city of Lawrence Land Development Code, Chapter 20, Article 8 and the Douglas County Code, Chapter 11, Article 1 to allow Accessory Dwelling Units on property divided through a Certificate of Survey in the unincorporated portion of the county. The text amendment, TA-15-00461, was approved by the City Commission on August 2, 2016 and the joint ordinance/resolution adopted on second reading on August 9, 2016. Ordinance No. 9318 repeals the previously adopted ordinance and provides an updated effective date.
- d) Ordinance No. 9321, authorizing the issuance of an additional \$2 million in Industrial Revenue Bond financing for Peaslee Tech in order for it to access a sales tax exemption on construction materials and equipment for the building and approve waiver of the IRB application fee.

8. Adopt on second and final reading, the following ordinances:

- a) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9211, for a Text Amendment (TA-12-00171) to the City of Lawrence Land Development Code, Chapter 20, Articles 3, regarding the adoption of the Oread Design Guidelines.
- b) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9212, to rezone (Z-12-00172) Oread Design Guidelines District 1 (Low Density), 38.1 Acres, from RM12 (Multi-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RM32 (Multi-Dwelling Residential) District, U-KU (University) District to RM12-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM12D-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, U-KU-UC (University – Urban Conservation Overlay) District.
- c) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9213, to rezone (Z-12-00175) Oread Design Guidelines District 2 (High Density), 43.7 Acres, from MU (Mixed Use) District, MU-PD (Mixed Use – Planned Development Overlay) District, PCD (Planned Commercial) District, RM32 (Multi-Dwelling Residential) District, RM32-PD (Multi-Dwelling Residential – Planned Development Overlay) District, RMG (Multi-Dwelling Residential – Greek Housing) District, RMO (Multi-Dwelling Residential – Office) District, U-KU (University) District to MU-UC (Mixed Use – Urban Conservation Overlay) District, MU-PD-UC (Mixed Use - Planned Development Overlay - Urban Conservation Overlay) District, PCD-UC (Planned Commercial – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM32-PD-UC (Multi-Dwelling Residential – Planned Development Overlay – Urban Conservation Overlay) District, RMG-UC (Multi-Dwelling Residential – Greek Housing - Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office District - Urban Conservation Overlay) District, U-KU-UC (University - Urban Conservation Overlay) District. (Z-12-00172)
- d) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9214, to rezone (Z-12-00177) Oread Design Guidelines District 3 (Medium Density), 63.5 Acres, from CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District to CS-UC (Commercial Strip - Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential - Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office - Urban Conservation Overlay) District.
- e) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9215, to rezone (Z-12-00173) Oread Design Guidelines District 4 (Hancock Historic District), 4.8 Acres, from RM32 (Multi-Dwelling Residential – Urban Conservation Overlay) District to RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District.
- f) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9216, to rezone (Z-12-00174) Oread Design Guidelines District 5 (Oread Historic District), 28.9 Acres, from CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District, RSO (Single-Dwelling Residential – Office) District to CS-UC (Commercial Strip – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation

Overlay) District, RMO-UC (Multi-Dwelling Residential – Office – Urban Conservation Overlay) District, RSO-UC (Single-Dwelling Residential – Office – Urban Conservation Overlay) District.

- g) **REMOVED FOR SEPARATE VOTE** Ordinance No. 9217, to rezone (Z-16-00058) Oread Design Guidelines District 6 (Commercial), 11.9 Acres, from CN2 (Neighborhood Commercial) District, CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District to CN2-UC (Neighborhood Commercial – Urban Conservation Overlay) District, CS-UC (Commercial Strip – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office – Urban Conservation Overlay) District,
 - h) Ordinance No. 9306, for Special Use Permit (SUP-16-00361) for Central Soyfood, a *Manufacturing and Production, Limited* use to be located at 1501 Learnard Avenue.
 - i) Ordinance No. 9307, for a Text Amendment (TA-16-00180) to the City of Lawrence Land Development Code, Article 13, regarding Public Notice Procedures. Incorporation By Reference
 - j) Ordinance No. 9308, establishing No Parking along the west side of Tennessee Street, for a distance of 85 feet north of 18th Street.
 - k) Ordinance No. 9309, establishing No Parking along both sides of St. Andrews Drive, from Bob Billings Parkway, to a point 790 feet south of the centerline of Seminole Drive, 8am-5pm, Monday-Friday.
 - l) Ordinance No. 9310, levying the assessments for Pioneer Ridge and Pioneer Ridge Center benefit districts.
 - m) Ordinance No. 9311, Ordinance No. 9312, and Ordinance No. 9313 for landmark designations of 1106 Rhode Island Street, 819 Avalon Road, and 1028 Rhode Island Street to the Lawrence Register of Historic Places
 - n) Ordinance No. 9314, designating the Johnson Block Historic District to the Lawrence Register of Historic Places
 - o) Ordinance No. 9315, amending Chapter 19, Article 3, Section 19-318 of the Code of the City of Lawrence, Kansas, 2015 Edition, pertaining to Utilities: meters, billings, and rates, to reflect the new elderly low-income guidelines.
9. Adopt the following resolutions:
- a) Resolution No. 7179, supporting Wheatland Investments Group, LLC's Low Income Housing Tax Credit application to the State of Kansas for The Estates of Lawrence, a 38-unit mixed income development located east of the intersection of O'Connell Road and E. 26th Terrace.
 - b) Resolution No. 7180, setting a public hearing date of February 7, 2017, pursuant to K.S.A 12-1750 et. seq., to consider ordering the house at 1305 New Jersey Street to be repaired or demolished.

- c) Resolution No. 7181, declaring the boundaries of the City of Lawrence, Douglas County, Kansas.
- 10. Approve extension of approved Final Development Plan, FDP-14-00391, 6th & Monterey PCD, located at 3821 W 6th St for a change of use for a veterinary use and the addition of an enclosed outdoor exercise space. Requested by Rio Azul LLC, property owner of record.
- 11. Accept dedications of access, drainage and open space easements and vacation of existing drainage and open space easements associated with the Final Plat for Rockledge Addition No. 3, PF-16-00465, located at 2130 Bob Billings Parkway. Submitted by Landplan Engineering, for Wayne and Katherine Simien, property owners of record.
- 12. Accept the Fall 2016 Bicycle Friendly Community Bronze Award.
- 13. Approve a Comprehensive Plan Amendment, CPA-16-00443, to Chapter 14 of *Horizon 2020*, "Specific Plans" to amend the Farmland Industries Redevelopment Plan to amend the Future Land Use Section. Submitted by Bartlett & West, Inc. Adopt on first reading, Ordinance No. 9319, for Comprehensive Plan Amendment (CPA-16-00443) to Chapter 14 of *Horizon 2020*, "Specific Plans" to amend the Farmland Industries Redevelopment Plan to amend the Future Land Use Section. (PC Item 2A; approved 8-0 on 11/16/16)
- 14. Approve rezoning, Z-16-00396, approximately 1.45 acres from IM (Medium Industrial) District to CS (Commercial Strip) District, located at 2200 Street FF. Submitted by Bartlett & West, Inc. on behalf of City of Lawrence, property owner of record. Adopt on first reading, Ordinance No. 9320, to rezone (Z-16-00396) approximately 1.45 acres from IM (Medium Industrial) District to CS (Commercial Strip) District, located at 2200 Street FF. (PC Item 2C; approved 8-0 on 11/16/16)
- 15. Initiate rezoning multiple properties to align the properties' current use with the zoning districts, as identified in the staff memo, that contain the appropriate density and intensity standards to support the uses. The properties to be rezoned are in an area of the East Lawrence neighborhood, as identified on a map in the staff memo, and generally bound by 9th Street to the south, Rhode Island Street to the west, various streets to the east but no farther than the alley between New Jersey Street and Pennsylvania Street, and the Kansas River to the north. This item will receive a hearing before the Planning Commission with notice to all affected properties and to owners within 400 feet of the affected properties.
- 16. Receive report regarding outstanding property taxes and special assessments due from Eastside Acquisitions, LLC regarding an industrial parcel located at 2460 Fairfield Street.
- 17. Approve the following items related to the special assessment benefit district related to the downtown parking garage:
 - a) Statement of Final Costs, Assessment Roll and Notice of Public Hearing, establishing January 3, 2017, as the public hearing date.
 - b) Adopt on first reading, Ordinance No. 9322, levying the assessments.

- c) Adopt on first reading, Ordinance No. 9323, a Home Rule Ordinance authorizing the issuance of general obligation bonds of the City to provide funds for the prepayment of certain special assessments related to the downtown parking garage.
- 18. Authorize the City Manager to execute License Agreements for the use of Right-of-Way with the property owners of 5621, 5627, and 5629 Chimney Rock Circle for the installation of sump pump drainage pipes.
- 19. Authorize the Mayor to sign a Release of Mortgage for Gilbert R. Holle, 502 Liberty Street.

Items removed for a separate vote:

- 8. Adopt on second and final reading, the following ordinances:
 - a) Ordinance No. 9211, for a Text Amendment (TA-12-00171) to the City of Lawrence Land Development Code, Chapter 20, Articles 3, regarding the adoption of the Oread Design Guidelines.
 - b) Ordinance No. 9212, to rezone (Z-12-00172) Oread Design Guidelines District 1 (Low Density), 38.1 Acres, from RM12 (Multi-Dwelling Residential) District, RM12D (Multi-Dwelling Residential) District, RM32 (Multi-Dwelling Residential) District, U-KU (University) District to RM12-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM12D-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, U-KU-UC (University – Urban Conservation Overlay) District.
 - c) Ordinance No. 9213, to rezone (Z-12-00175) Oread Design Guidelines District 2 (High Density), 43.7 Acres, from MU (Mixed Use) District, MU-PD (Mixed Use – Planned Development Overlay) District, PCD (Planned Commercial) District, RM32 (Multi-Dwelling Residential) District, RM32-PD (Multi-Dwelling Residential – Planned Development Overlay) District, RMG (Multi-Dwelling Residential – Greek Housing) District, RMO (Multi-Dwelling Residential – Office) District, U-KU (University) District to MU-UC (Mixed Use – Urban Conservation Overlay) District, MU-PD-UC (Mixed Use - Planned Development Overlay - Urban Conservation Overlay) District, PCD-UC (Planned Commercial – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RM32-PD-UC (Multi-Dwelling Residential – Planned Development Overlay – Urban Conservation Overlay) District, RMG-UC (Multi-Dwelling Residential – Greek Housing - Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office District - Urban Conservation Overlay) District, U-KU-UC (University - Urban Conservation Overlay) District. (Z-12-00172)
 - d) Ordinance No. 9214, to rezone (Z-12-00177) Oread Design Guidelines District 3 (Medium Density), 63.5 Acres, from CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District to CS-UC (Commercial Strip - Urban Conservation Overlay) District, RM32-UC

(Multi-Dwelling Residential - Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office - Urban Conservation Overlay) District.

- e) Ordinance No. 9215, to rezone (Z-12-00173) Oread Design Guidelines District 4 (Hancock Historic District), 4.8 Acres, from RM32 (Multi-Dwelling Residential – Urban Conservation Overlay) District to RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District.
- f) Ordinance No. 9216, to rezone (Z-12-00174) Oread Design Guidelines District 5 (Oread Historic District), 28.9 Acres, from CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District, RSO (Single-Dwelling Residential – Office) District to CS-UC (Commercial Strip – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office – Urban Conservation Overlay) District, RSO-UC (Single-Dwelling Residential – Office – Urban Conservation Overlay) District.
- g) Ordinance No. 9217, to rezone (Z-16-00058) Oread Design Guidelines District 6 (Commercial), 11.9 Acres, from CN2 (Neighborhood Commercial) District, CS (Commercial Strip) District, RM32 (Multi-Dwelling Residential) District, RMO (Multi-Dwelling Residential – Office) District to CN2-UC (Neighborhood Commercial – Urban Conservation Overlay) District, CS-UC (Commercial Strip – Urban Conservation Overlay) District, RM32-UC (Multi-Dwelling Residential – Urban Conservation Overlay) District, RMO-UC (Multi-Dwelling Residential – Office – Urban Conservation Overlay) District.

Moved by Vice Mayor Soden, seconded by Commissioner Herbert, to adopt on second and final reading Ordinance No. 9211, Ordinance No. 9212, Ordinance No. 9213, Ordinance No. 9214, Ordinance No. 9215, Ordinance No. 9216 and Ordinance No. 9217. Motion carried 4-1. Aye: Vice Mayor Soden, Commissioner Boley, Commissioner Herbert, Commissioner Larsen. Nay: Mayor Amyx

- 16. Receive report regarding outstanding property taxes and special assessments due from Eastside Acquisitions, LLC regarding an industrial parcel located at 2460 Fairfield Street.

Moved by Commissioner Herbert, seconded by Commissioner Larsen, to receive report regarding outstanding property taxes and special assessments due from Eastside Acquisitions, LLC regarding an industrial parcel located at 2460 Fairfield Street. Motion carried unanimously.

C. PUBLIC COMMENT:

Dan Dannenberg addressed the Commission regarding the length of time roll off dumpsters are allowed in residential areas; and, code enforcement of oversized vehicles in neighborhoods.

Steve Smazniak addressed the Commission regarding issues brought forward by Black Lives Matter.

D. REGULAR AGENDA ITEMS:

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
04/26/2017

ITEM NO. 10A-10G

The majority of this staff report was provided to the Historic Resources Commission for the March 16, 2017 meeting. Modifications made to the staff report since that meeting are reflected in **bold blue**.

ITEM NO. 10A

Z-17-00098: Consider the rezoning of 82 properties from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District. The properties are generally located north of E 9th Street between Rhode Island and New Jersey. The properties are identified in Attachment A. Initiated by the City Commission on December 6, 2016. **(Modifications to this initiated rezoning are recommended. See page 2)**

ITEM NO. 10B

Z-17-00099: Consider the rezoning of 22 properties from RM24 (Multi-Dwelling Residential) District to RM12D (Multi-Dwelling Residential) District. The properties are generally located north of E 9th Street between Rhode Island and New Jersey. The properties are identified in Attachment A. Initiated by the City Commission on December 6, 2016. **(A modification to this initiated rezoning is recommended. See page 2)**

ITEM NO. 10C

Z-17-00100: Consider the rezoning of 10 properties from RSO (Single-Dwelling Residential – Office) District to RS5 (Single-Dwelling Residential) District. The properties are generally located north of E 9th Street between Rhode Island and New Jersey. The properties are identified in Attachment A. Initiated by the City Commission on December 6, 2016.

ITEM NO. 10D

Z-17-00101: Consider the rezoning of 2 properties from RSO (Single-Dwelling Residential – Office) District to RM12D (Multi-Dwelling Residential) District. The properties are generally located north of E 9th Street between Rhode Island and New Jersey. The properties are identified in Attachment A. Initiated by the City Commission on December 6, 2016.

ITEM NO. 10E

Z-17-00102: Consider the rezoning of 1 property from RSO (Single-Dwelling Residential – Office) District to RM24 (Multi-Dwelling Residential) District. The property is generally located north of E 9th Street between Rhode Island and New Jersey. The property is identified in Attachment A. Initiated by the City Commission on December 6, 2016. **(A modification to this initiated rezoning is recommended. See page 2)**

ITEM NO. 10F

Z-17-00103: Consider the rezoning of 5 properties from CS (Commercial Strip) District to RS5 (Single-Family Residential) District. The properties are generally located north of E 9th Street between Rhode Island and New Jersey. The properties are identified in Attachment A. Initiated by the City Commission on December 6, 2016. **(A modification to this initiated rezoning is recommended. See page 2)**

ITEM NO. 10G

Z-17-00104: Consider the rezoning of 1 property from CS (Commercial Strip) District to RM12D (Multi-Dwelling Residential) District. The property is generally located north of E 9th Street between Rhode Island and New Jersey. The property is identified in Attachment A. Initiated by the City Commission on December 6, 2016.

STAFF RECOMMENDATION: Staff recommendations for items 1A-1G are listed below.

1. ITEM 10A: Staff recommends approval of the rezoning of 79 properties from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-1)
This recommendation specifically excludes the following 3 properties:
 - a. 800 Blk New York Street, Stanley Schaake
 - b. 801 New Jersey, Mastercraft Corp
 - c. 826 Rhode Island, Slough, James, A.

2. ITEM 10Bi: Staff recommends approval of the rezoning of **22 21** properties from RM24 (Multi-Dwelling Residential) District to RM12D (Multi-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-2a).

ITEM 10Bii: Staff recommends approval of the rezoning of 1 property, located at 715 New York Street, from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District based on:

- a. **The Lesser Change Table in Section 20-1303(c) of the Development Code, and**
- b. **the conversion of the property to a single-family residence.**

Staff recommends forwarding this item to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-2b).

3. ITEM 10C: Staff recommends approval of the rezoning of 10 properties from RSO (Single-Dwelling Residential – Office) District to RS5 (Single-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-3).
4. ITEM 10D: Staff recommends approval of the rezoning of 2 properties from RSO (Single-Dwelling Residential – Office) District to RM12D (Multi-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-4).
5. ITEM 10E: Staff recommends approval of the rezoning of 1 property, **located at 627 Connecticut Street**, from RSO (Single-Dwelling Residential – Office) District to **RM24 (Multi-Dwelling Residential) RS5 (Single-Dwelling Residential) District based on:**
 - a. **The Lesser Change Table in Section 20-1303(c) of the Development Code, and**

b. the conversion of the property to a single-family residence.
Staff recommends forwarding this item to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-5).

6. ITEM 10F: Staff recommends approval of the rezoning of **4** properties from CS (Commercial Strip) District to RS5 (Single-Family Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-6).

This recommendation specifically excludes the following 2 properties:

- a. 305 E 7th Street, Phyllis Payne
- b. 747 New Jersey, Domino LC

7. ITEM 10G: Staff recommends approval of the rezoning of 1 property from CS (Commercial Strip) District to RM12D (Multi-Dwelling Residential) District and forwarding this item to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-7).

KEY POINTS

- City Commission initiated the rezonings at their December 6, 2016 meeting.
- The subject area is developed with a variety of residential land uses including *Detached Dwellings, Duplexes, and Multi-Dwelling Structures*.
- The subject area contains multiple zoning districts including RSO (Single-Dwelling Residential - Office), CN1 (Inner Neighborhood Commercial), and CS (Commercial Strip) Districts; however, a large portion of the subject area is zoned RM24 (Multi-Dwelling Residential) District.
- The intent of the rezoning is to align residential land uses with a corresponding zoning district.

ASSOCIATED CASES/OTHER ACTION REQUIRED

No associated active cases

OTHER ACTION REQUIRED:

- City Commission approval of rezonings and adoption of ordinances.
- Publication of rezoning ordinances.

PLANS AND STUDIES REQUIRED

- | | | |
|---|--------|----------------------------|
| • <i>Traffic Study</i> | Public | Not required for rezoning. |
| • <i>Downstream Sanitary Sewer Analysis</i> | | Not required for rezoning. |
| • <i>Drainage Study</i> | | Not required for rezoning. |
| • <i>Retail Market Study</i> | | Not required for rezoning. |

PUBLIC COMMENT

General inquiries from the public regarding scope of the proposed rezoning requests as well as, discussions with specific property owners regarding their disapproval of the proposed rezoning as it relates to their property (Attachment C).

ATTACHMENTS

1. Attachment A :
Legal Description List
2. Attachment B 1-7:
Zoning Case Maps
3. Attachment C :
Public Comment List

Project Summary:

On December 6, 2016, the City Commission initiated the rezoning of multiple properties in the East Lawrence neighborhood, identified as the "subject area" in Figure 1. This area is generally bound by 9th Street to the south, Rhode Island Street to the west, various streets to the east but no farther than the alley between New Jersey Street and Pennsylvania Street, and the Kansas River to the north.

The initial rezoning request was made by representatives of the East Lawrence Neighborhood based on a desire to protect the existing residential character of the neighborhood. Many of the residential land uses within the subject area contain *Detached Dwellings* (single-family homes); however, the zoning associated with the majority of these properties does not accurately align with their existing land use. With the exception of one lot*, all the residential properties in the subject area are zoned RM24 (Multi-Dwelling Residential), RSO (Single-Dwelling Residential – Office), or CS (Commercial Strip) Districts. The intent of the proposed rezonings is to rezone these residential properties to a zoning district that better corresponds with the existing use.

*The property at 833 Connecticut contains a *Detached Dwelling*. The City Commission approved a request (Z-12-00147) to rezone the property from CS District to RS5 District on November 13, 2012 (Ordinance 8818).

The scope of the rezoning initiated by the City Commission includes:

1. Rezoning *Detached Dwellings* in the RM24, RSO, and CS Districts to the RS5 District.
2. Rezoning *Duplexes* in the RM24, RSO, and CS Districts to the RM12D District.
3. Including a provision with the rezoning ordinance that rental properties within the RS5 District would have a three year period to comply with the 3 unrelated occupant standard of the RS5 District (reduced from 4 in the RM24 District).
4. Directing staff to submit nonconforming lots to the Board of Zoning Appeals for lot size and setback variance considerations.
5. Registering known *Accessory Dwelling Units* as legal nonconforming uses.

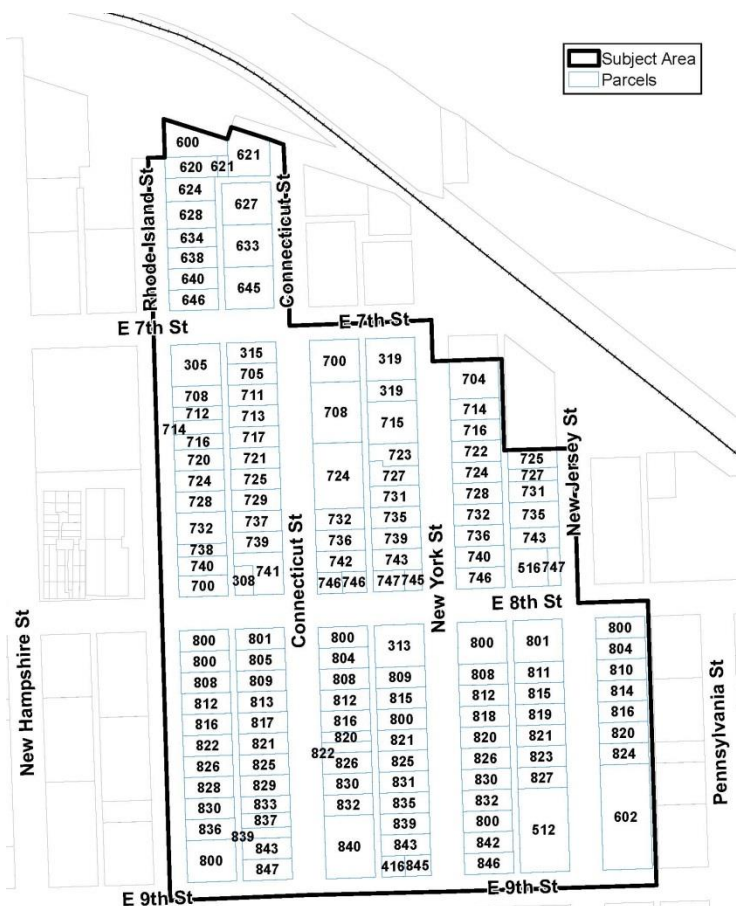


Figure 1. Subject area outlined in black.

REVIEW & DECISION-MAKING CRITERIA

1. CONFORMANCE WITH THE COMPREHENSIVE PLAN

The following sections of *Horizon 2020* relate to these proposed rezonings (staff comments are in red):

Chapter 5 – Residential Land Use:

- Strategies: Residential Development
“The character and appearance of existing residential neighborhoods should be protected and enhanced.” (page 5-1)
- Goal 3: Neighborhood Conservation
Policy 3.2 Protect Existing Housing Stock
 - a. Preserve existing dwelling units. (page 5-15)

The purpose of the proposed rezonings is to protect the existing land uses developed in the neighborhood. The residential development in the subject area includes detached dwellings as well as, duplexes and multi-family structures. The existing zoning, however, provides an opportunity for the neighborhood to be developed with more intense uses than those that currently exist in the neighborhood, thus changing the character of the neighborhood. The requests propose to rezone properties so that the existing land use aligns with a corresponding zoning district. The result would reduce potential for denser development and will protect the character of the neighborhood.

- Neighborhood Concept
Mixed Housing Types: “Different types, styles, sizes, densities, and price ranges should be incorporated.” (page 5-2)

The area is developed with a mixture of housing types. The area contains detached dwellings, duplexes, and multi-family structures, and the proposed zoning reflects those uses. A property that currently contains a *Duplex* use would be zoned RM12D District. Likewise, a property with a *Multi-Dwelling Structure* use would retain its zoning of RM24 District. As such, these properties will be able to maintain these uses in the future and the neighborhood will not lose the variety of housing types that exist in it today.

- Low-Density Residential Development
“Low-density residential development, reflecting a density of six or fewer dwelling units per acre, would continue to be the predominant land use in the city. While this classification includes densities that would encompass duplex and some townhouse development, emphasis is placed on single-family detached development.” (page 5-4)

The subject area is developed with primarily low-density development. However, properties in this area that contain low-density residential development are zoned either RM24 District, RSO District, or CS District (with the exception of 833 Connecticut as noted in the Project Summary above). Rezoning the properties that contain low-density residential development to a zoning district that aligns with the existing land use will protect the character of the neighborhood and retain low density uses as the predominate land use in the area.

Staff Finding – The proposed rezonings conform to goals and policies in Chapter 5: Residential Land Use.

2. ZONING AND LAND USES OF NEARBY PROPERTY, INCLUDING OVERLAY ZONING

The existing zoning within and surrounding the subject area is shown in Figure 2 below. The zoning districts within the subject area are color coded to aid identification.

The zoning districts surrounding the subject property include:

- GPI (General Public and Institutional Use) District
- GPI-UC (General Public and Institutional Use-Urban Conservation Overlay) District
- IG (General Industrial) District
- IG-UC (General Industrial-Urban Conservation Overlay) District
- OS (Open Space) District
- CD-UC (Downtown Commercial District-Urban Conservation Overlay) District
- RS5 (Single-Dwelling Residential – 5,000 square feet) District
- RS7 (Single-Dwelling Residential – 7,000 square feet) District
- RM12 (Multi-Dwelling Residential – 12 dwelling units per acre) District
- CN2 (Neighborhood Commercial Center) District

Figure 3 provides information on the land uses within and surrounding the subject area. The subject area is surrounded by downtown Lawrence to the west, automotive uses and the Lawrence train depot to the northeast, various commercial and industrial uses to the east, and residential uses to the south.

Staff Finding – The zoning surrounding the subject area is compatible with the proposed zoning within the subject area because the intent of the rezoning is to match existing land uses with a corresponding zoning district. The rezoning does not represent a change to the existing land uses.

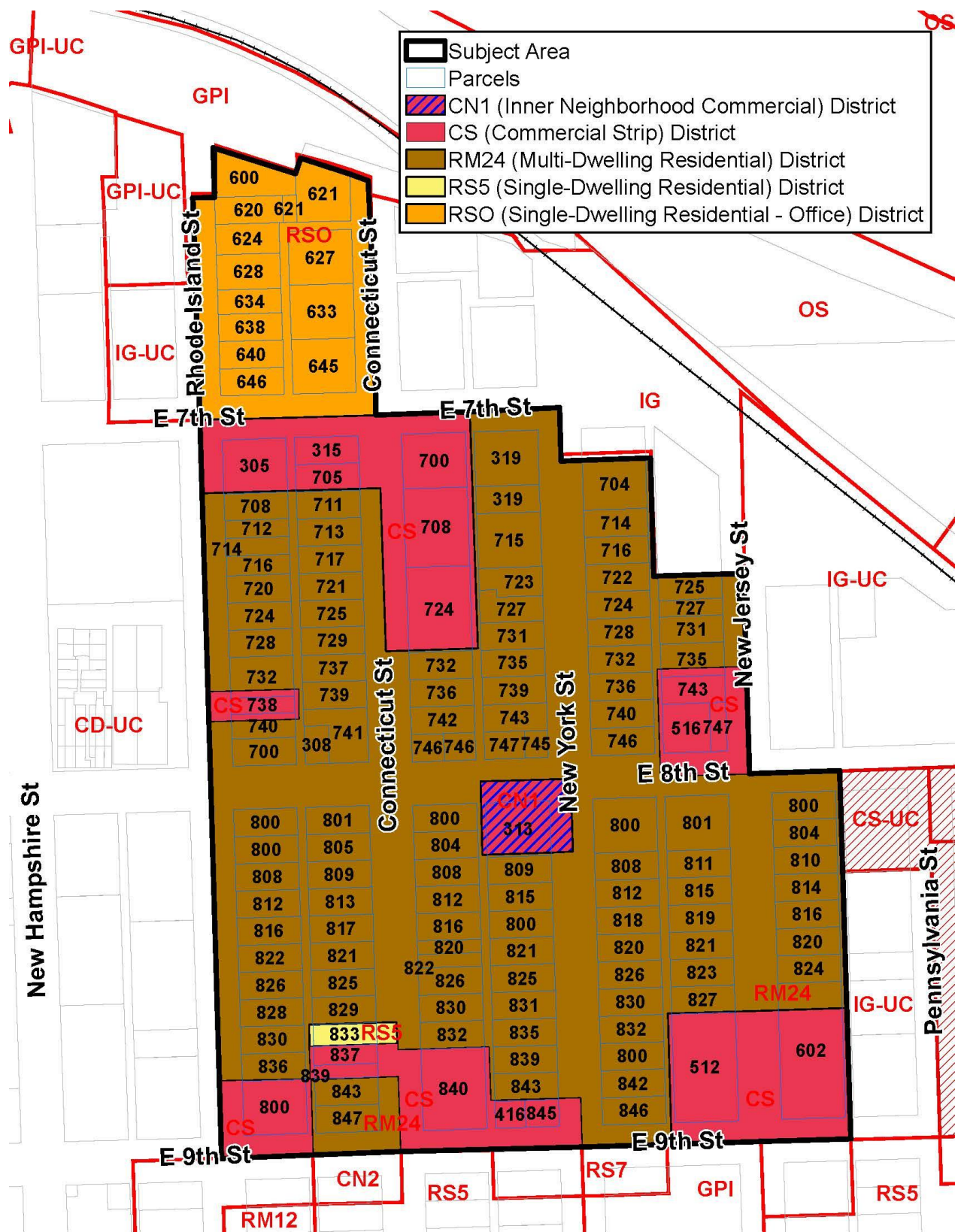
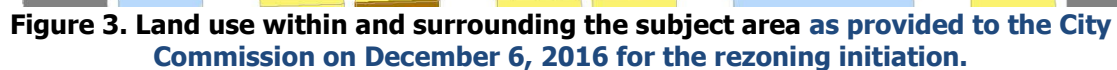


Figure 2. Existing Zoning within and surrounding the subject area



3. CHARACTER OF THE AREA

Existing Land Uses

The subject area is a residential neighborhood with some commercial uses located near street intersections and along Connecticut Street. A breakdown of the residential uses found in each of the zoning districts is provided below.

RM24 District		
Housing Type	Number of Properties	Percentage
<i>Detached Dwelling</i>	79	69%
<i>Duplex</i>	22	20%
<i>Multi-Dwelling Structure</i>	8	7%
Vacant	4	4%
Total	113	100%

RSO District		
Housing Type	Number of Properties	Percentage
<i>Detached Dwelling</i>	8	67%
<i>Duplex</i>	2	17%
<i>Multi-Dwelling Structure</i>	1	8%
Vacant	1	8%
Total	12	100%

CS Zoning District		
Housing Type	Number of Properties	Percentage
<i>Detached Dwelling</i>	5	56%
<i>Duplex</i>	1	11%
<i>Multi-Dwelling Structure</i>	0	0%
<i>Non-Ground Floor Dwelling*</i>	2	22%
Vacant	1	11%
Total	9	100%

*The *Non-Ground Floor Dwelling* use is permitted in the CS District, therefore the CS zoning associated with these properties is not proposed to change.

Historic Environs

The subject area was principally developed between the 1850s and the 1920. As such, it is a historic area with six properties listed on the Lawrence Register, and a National Register Historic District located on Rhode Island Street (the North Rhode Island Historic District). As a result, the majority of the properties in the area are included in the local environs of one of the listed

properties or are located within the National Register District. For the affected properties, review by the Historic Resources Administrator or Commission is required prior to issuance of any City permits.

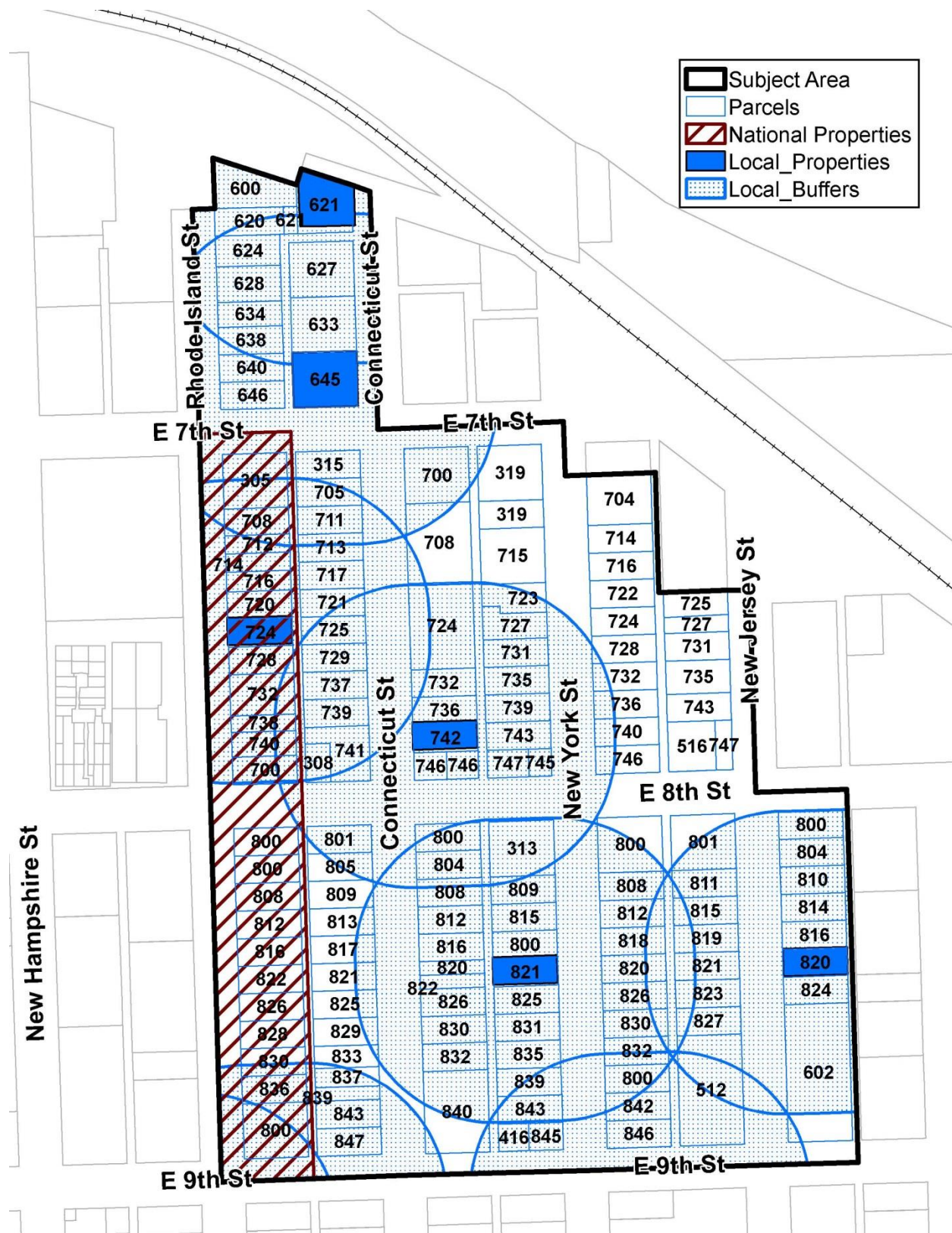


Figure 4. Historic environs located in the subject area

Staff Finding – The East Lawrence Neighborhood was principally developed between the 1850s and the 1920s, with renovations and new development throughout the history of the neighborhood. The established neighborhood is developed with single-family, multi-family, and commercial uses. The rezonings are consistent with the existing land development in the subject area.

4. PLANS FOR THE AREA OR NEIGHBORHOOD, AS REFLECTED IN ADOPTED AREA AND/OR SECTOR PLANS INCLUDING THE PROPERTY OR ADJOINING PROPERTY

There are two plans that have been created for the East Lawrence neighborhood. The first plan, the *East Lawrence Neighborhood Plan*, was adopted by the Lawrence-Douglas County Planning Commission on December 19, 1979. This plan was created to guide development in the neighborhood. The plan designates the majority of the East Lawrence neighborhood for low density residential development.

Chapter 2 of the Plan lists general goals and policies as well as those related to land use and transportation. The first general goal listed states “To maintain and rehabilitate East Lawrence as a low to medium density residential neighborhood that provides affordable housing for low and moderate income families and individuals.” In the Land Use section, the first goal listed states, “Lessen the impact of high and medium intensity land uses (commercial, offices, and high density residential) on low density residential areas.” In the Land Use Policies section, the Plan also discusses evaluating the present zoning classifications to determine whether a zoning change should be initiated.

The second area plan, the *East Lawrence Neighborhood Revitalization Plan*, was adopted by the City Commission on November 21, 2000. The plan states that it is “not a land use plan but a preservation and social action strategy to maintain features that are most important to the homeowners, property owners, business owners, and tenants.” The plan does not discuss rezoning as a potential implementation option; however, it does recommend the creation of a task force that would work with the City to limit illegal conversions of single-family houses into multi-family.

Staff Finding – The proposed rezonings are consistent with the *East Lawrence Neighborhood Plan* and the *East Lawrence Neighborhood Revitalization Plan*.

5. SUITABILITY OF SUBJECT PROPERTY FOR THE USES TO WHICH IT HAS BEEN RESTRICTED UNDER THE EXISTING ZONING REGULATIONS

The subject area is an established neighborhood developed with a large number of detached dwellings. The detached dwellings that are currently zoned RM24 and CS Districts are considered a nonconforming use because the *Detached Dwelling* use is not a permitted use in those districts. The existing land uses in the subject area were established many years before the adoption of the Land Development Code and the existing zoning classification. Rezoning the properties with the *Detached Dwelling* use to the RS5 District will correct the nonconforming use issues for those properties.

The proposed rezoning also corrects nonconforming land use issues in the CS District. There are some *Detached Dwelling* and *Duplex* uses currently zoned CS within the subject area. These residential uses are not permitted within this zoning district; therefore the rezonings could correct these nonconformities.

Staff recommends that the following properties not be included in the proposed rezonings for the specific reason listed below.

Z-17-00098; RM24 to RS5

- **800 Blk New York Street**

The property owner inquired about the possibility of developing the vacant lot with a duplex in 2015. The property owner submitted a Design Review application on December 9, 2016 and the Historic Resource Commission approved the application at their February 16, 2017 meeting. The owner showed intent to develop the property with a *Duplex* use prior to initiation of the rezoning, and has begun the development review process; therefore staff recommends denial of the proposed rezoning to RS5 District for this property and recommends that the site retain its RM24 designation.

- **801 New Jersey Street**

The property owner has expressed the desire to develop this property with a multi-family use. The property is located along the E 8th Street corridor and is adjacent to medium to high intensity land uses. To the west of the property is a 5 dwelling unit multi-family structure and duplex structures are located to the east. There are also commercial uses located on the north side of E 8th Street. Given the surrounding land uses, multi-family zoning is appropriate for this property. Staff recommends denial of the proposed RS5 zoning for this property and recommends that the site retain its RM24 designation.

- **826 Rhode Island**

Development of this property for a *Duplex* use has begun. A demolition permit for the existing structure was issued in February 8, 2017 and a building permit for the *Duplex* use was issued on March 3, 2017. If the property were rezoned to RS5 District, the zoning would not align with the new *Duplex* use; therefore staff recommends denial of the proposed RS5 zoning for this property and recommends that the site retain its RM24 designation.

Z-17-00103; CS to RS5

- **305 E 7th Street**

In the Initiation Memo provided to the City Commission on December 6, 2016, staff recommended that this property be zoned to RS5 District based on the existing residential structure on the property. However, through discussions with the property owner, staff discovered that the proposed zoning recommendation was made in error. Aside from the residential structure, there is also a second structure on the property that contains a commercial business. Therefore, the proposed RS5 zoning would not be suitable because it would create a nonconforming use for the commercial structure. It is appropriate that the property maintain its CS zoning because of the existing commercial land use and the adjacent commercial zoning of the properties to the east and west. The residential structure should be registered as a nonconforming use. Staff recommends denial of the proposed rezoning to RS5 District for this property and recommends that the site retain its CS designation.

- **747 New Jersey Street**

This property contains a residential use but is adjacent to commercial uses to the west and north, and industrial uses to the east. The property is under the same ownership as the adjacent property to the west, which contains a commercial use and is retaining its commercial zoning. The property owner indicated that they would like to maintain the CS zoning for the property at 747 New Jersey Street to allow for expansion of the existing commercial business in the future, if needed. Given the intent of the owner, the surrounding land uses, and the

size of the parcel (approximately 2700 square feet), staff recommends denial of the proposal to zone the property to the RS5 District and recommend that the site retain its CS designation.

This section may be updated prior to the Planning Commission meeting as staff continues to hear from property owners who provide a more detailed explanation of their existing land use.

Staff Finding – Excluding the five properties discussed above, the properties within the subject area are suitable for the proposed rezonings. The rezonings will result in districts that are aligned with existing uses.

6. LENGTH OF TIME SUBJECT PROPERTY HAS REMAINED VACANT AS ZONED

The area was principally developed between the 1850s and 1920, with renovation and new development occurring throughout the history of the neighborhood. The neighborhood was primarily developed with low density development, with some commercial and multi-family development also occurring.

Six parcels in the subject area are vacant and the remaining have primarily been used for residential uses or neighborhood commercial uses at one time.

Staff Finding: Use of the properties within the subject area has been consistent since the initial neighborhood development timeframe.

7. EXTENT TO WHICH REMOVAL OF RESTRICTIONS WILL DETRIMENTALLY AFFECT NEARBY PROPERTIES

Approval of the rezonings would protect the surrounding area from high-density residential development. This offers protections to nearby property owners, as well as the entire East Lawrence neighborhood. The rezonings would preserve the existing character of the neighborhood.

Approval of the rezonings would also remedy the nonconforming land uses that exist for the properties currently zoned RM24 that contain the *Detached Dwelling* use. Nonconforming land uses in the CS District would also be corrected.

Staff Finding – The purpose of the rezonings is to align the existing land uses in the subject area with a corresponding zoning district. The character of the neighborhood will be preserved through the rezonings. There should be minimal detrimental effects on nearby properties.

8. THE GAIN, IF ANY, TO THE PUBLIC HEALTH, SAFETY AND WELFARE DUE TO THE DENIAL OF THE APPLICATION, AS COMPARED TO THE HARDSHIP IMPOSED UPON THE LANDOWNER, IF ANY, AS A RESULT OF DENIAL OF THE APPLICATION

Evaluation of these criteria includes weighing the benefits to the public versus the benefits for the owners of the subject properties. Benefits are measured based on the anticipated impacts of the proposed rezonings on the public health, safety, and welfare.

If the rezonings were denied, the subject area would retain its predominately multi-family zoning classification. With a large portion of the subject area currently zoned RM24 District, there is an opportunity for higher density redevelopment in the area. Existing structures could be demolished and lots consolidated to accommodate larger infill projects. This could potentially lead to a change in the character of the neighborhood.

Staff Finding – Denial of the rezonings would have no public benefit as few negative impacts to the public health, safety, and welfare are expected. Approval of the rezonings would preserve the character of the neighborhood.

PROFESSIONAL STAFF RECOMMENDATION

There are existing nonconforming land uses and nonconforming lots that will be corrected through the rezonings. There are also some nonconforming land uses, nonconforming lots and occupancy limit issues that will be created. Further explanation is provided below.

EXISTING NONCONFORMITIES

Nonconforming Land Uses

The existing nonconforming land uses include properties that contain a *Detached Dwelling* use that are currently zoned RM24 District or CS District. Also, properties containing a *Duplex* use in the CS District are nonconforming land uses.

Nonconforming Lots

Many properties zoned RM24 District are nonconforming lots because their lot area does not meet the minimum lot area requirements for the RM24 District (6,000 square feet). The subject area is platted as Original Townsite, Oread Addition and the principal lot area size is 5,850 square feet (50' X 117').

CREATED NONCONFORMITIES

Nonconforming Land Uses

Rezoning properties with the *Detached Dwelling* use to the RS5 District will correct the nonconforming land use issue, with the exception of two properties that contain *Accessory Dwelling Units* (ADU). The RS5 District does not permitted ADUs.

Staff attempted twice to amend the code to allow ADUs in the RS5 District but was met with opposition from neighborhood groups. Therefore, staff would not recommend changing the code to accommodate this condition. Instead, staff recommends maintaining those uses as nonconforming in the RS5 District by registering their use. Under the current code, the use would cease if the structures are damaged past 60% of their fair market value.

Nonconforming Lots

The rezoning of properties from RM24 to RS5 will correct the majority of the nonconforming lot issues. The majority of the lots will meet the minimum lot area requirements of 5,000 square feet. Of the 97 properties included in the RS5 zoning cases, all but 13 would meet the minimum lot area requirement.

There are three nonconforming lot issues associated with the properties proposed to be zoned RM12D. First, the minimum lot area requirement for the RM12D District is 6,000 square feet. Of the 25 properties that would be rezoned to the RM12D District, 21 of the properties would not meet this requirement. Second, these same properties also do not meet the minimum lot width requirement of the RM12D District, which is 60 feet. Third, the 21 nonconforming lots do not have the lot area to support the density of the *Duplex* use. The lot area per dwelling unit required for the RM12D District is 3,630 square feet, while the majority of the parcels would have a lot area per dwelling unit of 2,925 square feet.

To remedy these created nonconforming lots, staff recommends administrative submission of the nonconforming lots to Board of Zoning Appeals for considerations of lot area, lot width, and

lot area per dwelling units. The variances granted by the Board of Zoning Appeals would remain with the land. There would not be a loss of nonconforming status if the property was sold or the existing structure were damaged or demolished.

Occupancy Limits

Per Section 20-601(d) of the Development Code, the maximum number of unrelated occupants per dwelling unit permitted in an RM district is 4, while the maximum number permitted in an RS district is 3. There are currently 32 active rental licenses in the subject area associated with *Detached Dwellings*. Rezoning these properties to the RS5 district will lower the occupancy limits from 4 unrelated occupants to 3 and will potentially reduce income for these owners. There is precedent for reducing occupancy. In 2001, the city reduced occupancy limits in the RS districts from 4 unrelated occupants to 3 and provided three years for owners to comply with the new standard.

Staff recommends the inclusion of a provision with zoning ordinance for a 3-year period to comply with occupant standard of RS5.

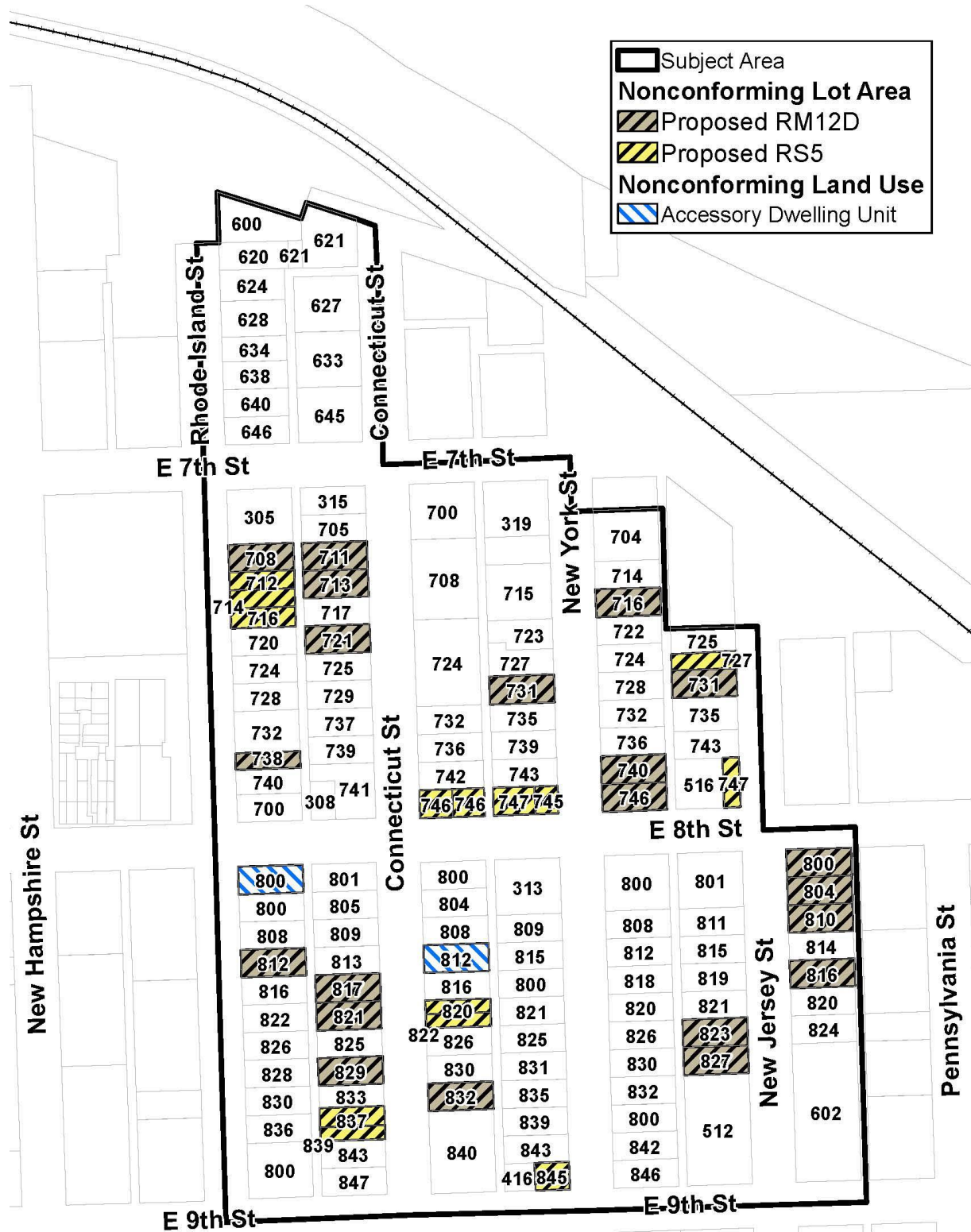


Figure 5. Nonconforming Land Use and Lots Created with Proposed Rezonings

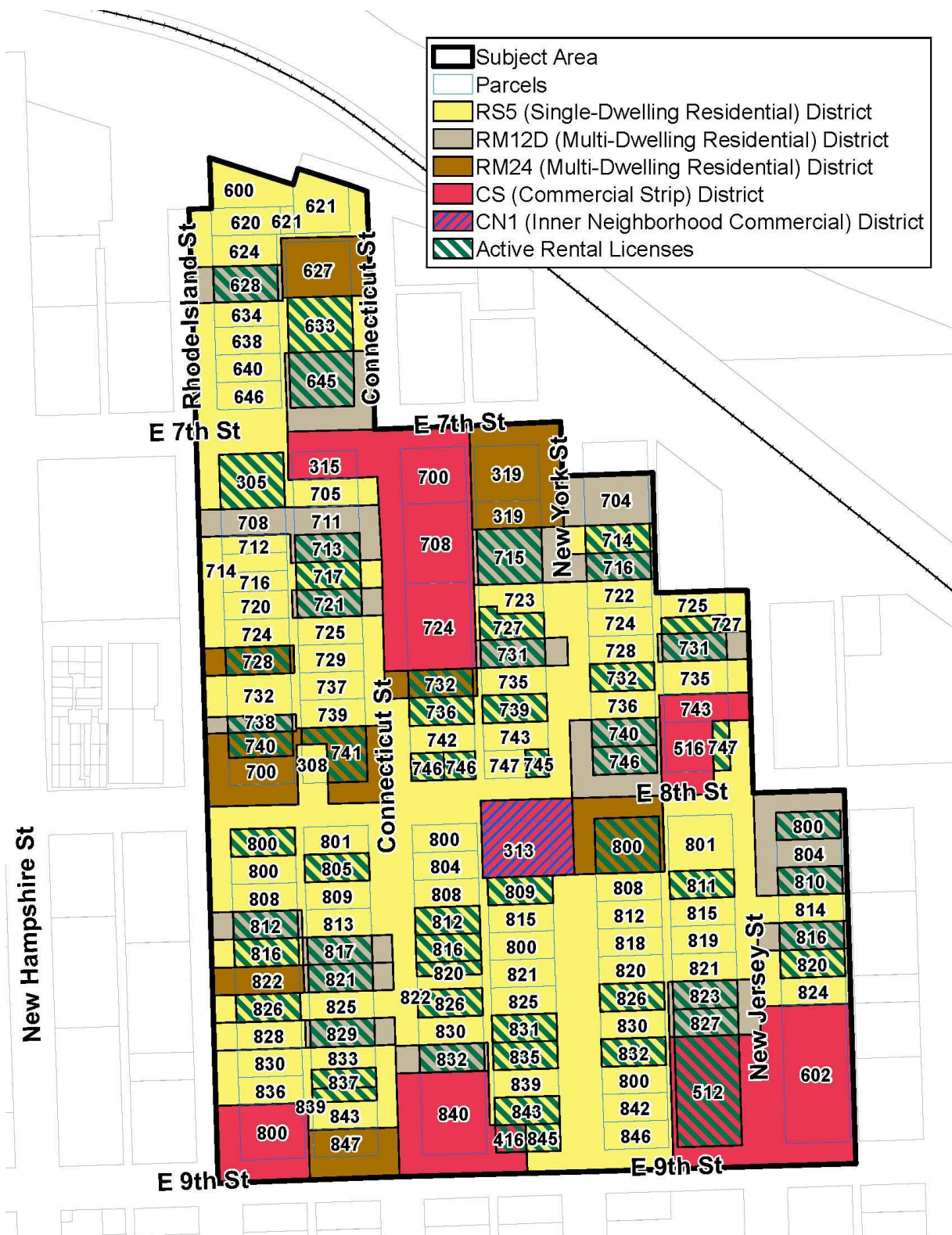


Figure 6. Active rental licenses (as of March 9, 2017) and proposed zoning

STAFF RECOMMENDATION: Staff recommendations for items 10A-10G are listed below.

1. ITEM 10A: Staff recommends approval of the rezoning of 79 properties from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District and

forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-1)

This recommendation specifically excludes the following 3 properties:

- a. 800 Blk New York Street, Stanley Schaake
- b. 801 New Jersey, Mastercraft Corp
- c. 826 Rhode Island, Slough, James, A.

2. ITEM 10Bi: Staff recommends approval of the rezoning of **22 21** properties from RM24 (Multi-Dwelling Residential) District to RM12D (Multi-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-2a).

ITEM 10Bii: Staff recommends approval of the rezoning of 1 property, located at 715 New York Street, from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District based on:

- b. **The Lesser Change Table in Section 20-1303(c) of the Development Code, and**
- c. **the conversion of the property to a single-family residence.**

Staff recommends forwarding this item to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-2b).

3. ITEM 10C: Staff recommends approval of the rezoning of 10 properties from RSO (Single-Dwelling Residential – Office) District to RS5 (Single-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-3).
4. ITEM 10D: Staff recommends approval of the rezoning of 2 properties from RSO (Single-Dwelling Residential – Office) District to RM12D (Multi-Dwelling Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-4).
5. ITEM 10E: Staff recommends approval of the rezoning of 1 property, **located at 627 Connecticut Street**, from RSO (Single-Dwelling Residential – Office) District to **RM24 (Multi-Dwelling Residential) RS5 (Single-Dwelling Residential) District based on:**
 - d. **The Lesser Change Table in Section 20-1303(c) of the Development Code, and**
 - e. **the conversion of the property to a single-family residence.****Staff recommends forwarding this item to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-5).**
6. ITEM 10F: Staff recommends approval of the rezoning of **4** properties from CS (Commercial Strip) District to RS5 (Single-Family Residential) District and forwarding these items to the City Commission with a recommendation for approval based on the findings of fact found in this staff report (Attachment B-6).

This recommendation specifically excludes the following 2 properties:

- a. 305 E 7th Street, Phyllis Payne
- b. 747 New Jersey, Domino LC

- [illegible]

Figure 7. Proposed rezoning as provided in initiation memo

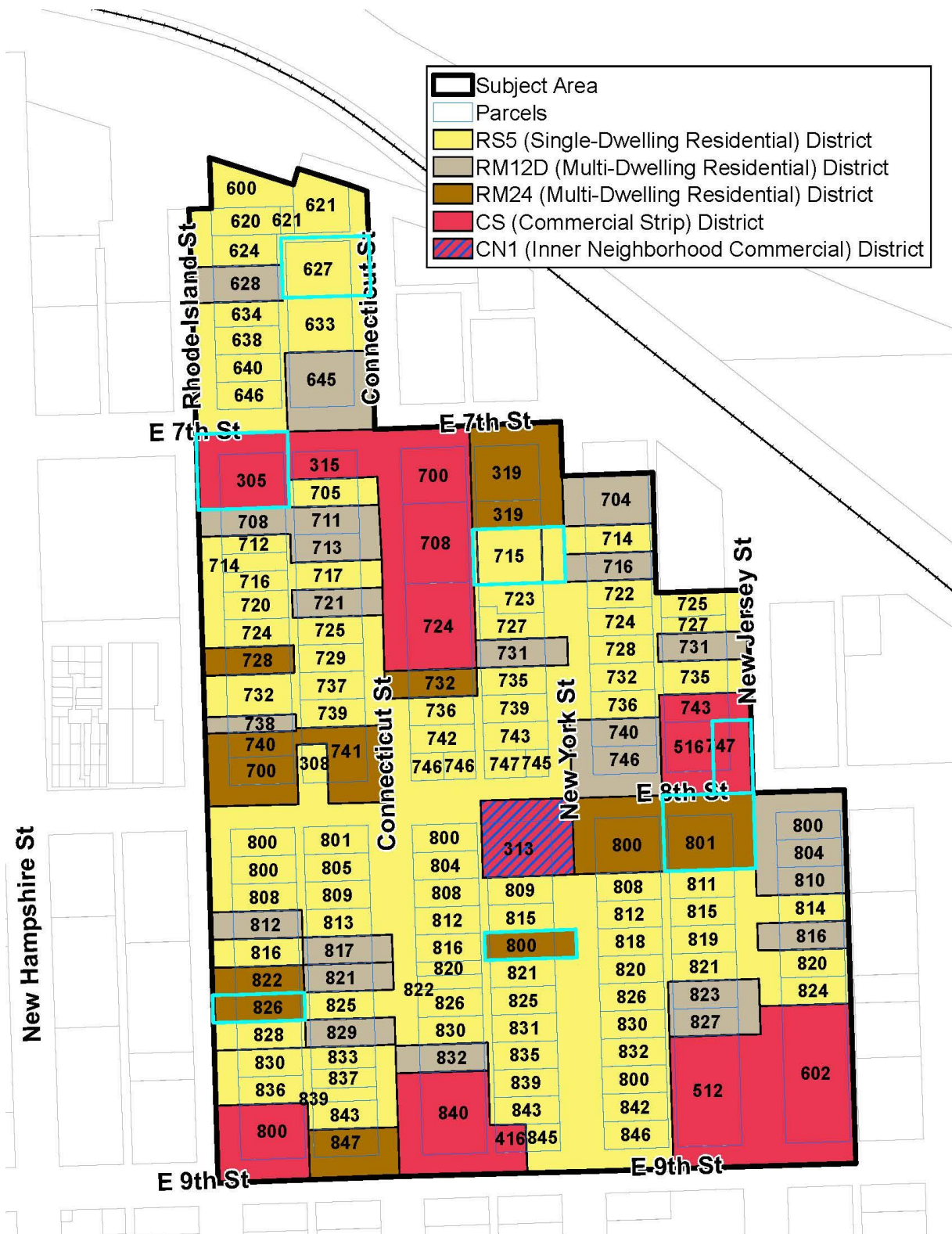


Figure 8. Revised proposed zoning
Properties outlined in blue are the exceptions listed in the Staff Recommendations (pg 2)



City of Lawrence

CITY MANAGER'S OFFICE

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CITY COMMISSION

MAYOR
LESLIE SODEN

COMMISSIONERS
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN
MIKE AMYX

June 6, 2017

The Board of Commissioners of the City of Lawrence met in regular session at 5:45 p.m., in the City Commission Chambers in City Hall with Mayor Soden presiding and Vice Mayor Boley, Commissioner Amyx, Commissioner Herbert and Commissioner Larsen present.

A complete video recording of this meeting is available on the City's website at www.lawrenceks.org/agendas.

A. RECOGNITION/PROCLAMATION/PRESENTATION:

1. Proclaim Friday, June 9, 2017 as Relay for Life Day.

B. CONSENT AGENDA: 6:25

Commissioner Larsen requested removal of items 11, 12, and 13 for a separate vote.

Commissioner Amyx requested removal of item 8 for a separate vote.

Moved by Vice Mayor Boley, seconded by Commissioner Amyx, to approve the consent agenda as below. Motion carried unanimously.

1. Approve City Commission meeting minutes from 05/16/17.
2. Receive minutes from various boards and commissions:

Lawrence Douglas County Housing Authority meeting of 04/24/17

Mental Health Board meeting of 03/28/17

Parks and Recreation Advisory Board meeting of 05/09/17

Planning Commission meetings of 03/15/17 and 04/24-26/17

Public Health Board meeting of 03/20/17

Senior Resource of Douglas County Advisory Board meetings of 04/25/17 and 03/28/17

Social Services Funding Advisory Board meetings of 04/26/17 and 05/18/17

3. Approve claims and payroll in the amount of \$7,837,463.29 to 445 vendors.
4. Approve licenses as recommended by the City Clerk's Office.

Drinking Establishment	Expires
Slim Chickens Restaurant American Slims Iowa St. LLC 2412 Iowa St.	New



The Roost The Roost LLC 920 Massachusetts St.	05/31/17
Leroys Lawrence 2013 LLC 729 New Hampshire St.	06/09/17
Bullwinkles Tom and Pete LLC 1344 Tennessee St.	06/17/17

5. Approve appointments as recommended by the Mayor.

Electrical Code Board of Appeals: Reappoint Alben Stilley and Robert Heacock to additional terms that would expire 03/31/20. Appoint John Delfeder to a term that would expire 03/31/20 and Michael Wessel to fill an unexpired term which expires 03/31/18.

Social Services Funding Advisory Board: Appoint Lea Roselyn to a term that expires 08/31/18.

6. Bid and purchase items:

- a) Award Bid No. B1642, for the purchase of two (2) Ford F550 Trucks and spreaders for the Streets Division of Public Works, to Laird Noller Ford, in the amount of \$103,164.
- b) Award Bid No. 1735, Project No. UT1702 – 10th Street – Arkansas Street to Illinois Street and Maine Street – 10th Street to Fambrough Drive Waterline Replacement, to Banks Construction, LLC in the amount of \$368,939.20, and authorize the City Manager to execute the construction contract.

7. Adopt on second and final reading, the following ordinances:

- a) Ordinance No. 9354, rezoning (Z-17-00083) approximately .464 acre from RSO (Single-Dwelling Residential-Office) District to RM32 (Multi-Dwelling Residential) District, located at 1816 and 1822 W. 24th Street.
- b) Ordinance No. 9355, rezoning (Z-17-00087) approximately .52 acre from RM12 (Multi-Dwelling Residential) District and RS5 (Single-Dwelling Residential) District to CS (Strip Commercial) District, located at 508 Michigan.
- c) Ordinance No. 9356, allowing the sale, possession and consumption of alcohol in the public right-of-way on Friday, August 11, 2017 and Saturday, August 12, 2017 from 4:00 p.m. to 11:59 p.m. in the 100 block of E. 8th Street for the Sandbar “birthday bash” block party event.
- d) Ordinance No. 9357, establishing no parking on both sides of George Williams Way, from 6th Street north to Rock Chalk Parkway (private street) and establishing no parking on both sides of Rock Chalk Drive from George Williams Way to E. 902 Road.

- e) Ordinance No. 9358, allowing the sale, possession, and consumption of alcohol in the public right-of-way during the “2017 Live on Mass” event to be held on Saturday, June 24, 2017, from 11:00 a.m. – 11:00 p.m. in the 1000 block of Massachusetts Street.
 - f) Ordinance No. 9348, allowing for the sale, possession, and consumption of alcohol in the public right-of-way during the “2017 Live on Mass” event to be held Sunday, July 2, 2017, from 11:00 a.m. – 11:00 p.m. in the 1000 block of Massachusetts Street.
- 8. **REMOVED FOR SEPARATE VOTE:** Accept dedication of right-of-way associated with Final Plat, PF-17-00162, for Fambrough Addition, located at 1101 Mississippi. Submitted by Landplan Engineering, for the University of Kansas, property owner of record.
 - 9. Approve Special Event Permit, SE-17-00254, for grand opening of Taking Root at 1501 Learnard Avenue on Saturday, June 17, 2017 between the hours of 5:00 p.m. and 8:00 p.m. Submitted by Sunrise Green LLC, property owner of record.
 - 10. Concur with the following recommendation from the Transportation Commission:
 - a) To deny the request for traffic calming on Prescott Drive between 8th Street/Goldfield Street and Harvard Road (TC item #3A; denied 9-0 on 4/3/17).
 - b) To deny the request for traffic calming on Kensington Road between 25th Terrace and 27th Street (TC item #3B; denied 9-0 on 4/3/17).
 - 11. **REMOVED FOR SEPARATE VOTE:** Receive VanTrust application for the Catalyst Program and set a public hearing date of July 11, 2017 for consideration of the Catalyst Program incentive package.
 - 12. **REMOVED FOR SEPARATE VOTE:** Authorize the purchase of Block 1, Lot 9, and the donation of Tract A, in the Burroughs Creek 2nd Addition Subdivision from Struct/Restruct, LLC, in the amount of \$58,000, for preservation of the majestic bur oak tree and addition of open park land to Brook Creek Park
 - 13. **REMOVED FOR SEPARATE VOTE:** Authorize the City Manager to execute a Lease Agreement for the lease of 2.5 miles of dark fiber in the City’s conduit, running between Wakarusa Drive and Iowa Street on 6th Street, with Community Wireless Communications Co., d/b/a Wicked Broadband.
 - 14. Authorize the Mayor to sign a Subordination Agreement for Mary Ann Frevert, 805 Locust Street.

Items removed for a separate vote:

- 8. Accept dedication of right-of-way associated with Final Plat, PF-17-00162, for Fambrough Addition, located at 1101 Mississippi. Submitted by Landplan Engineering, for the University of Kansas, property owner of record.

Moved by Commissioner Amyx, seconded by Vice Mayor Boley, to accept dedication of right-of-way associated with Final Plat, PF-17-00162, for Fambrough Addition, located at 1101 Mississippi. Motion carried unanimously.

11. Receive VanTrust application for the Catalyst Program and set a public hearing date of July 11, 2017 for consideration of the Catalyst Program incentive package.

Britt Crum-Cano, Economic Development Coordinator, presented the staff report.

Moved by Commissioner Larsen, seconded by Commissioner Herbert, to receive VanTrust application for the Catalyst Program and set a public hearing date of July 11, 2017 for consideration of the Catalyst Program incentive package. Motion carried unanimously.

12. Authorize the purchase of Block 1, Lot 9, and the donation of Tract A, in the Burroughs Creek 2nd Addition Subdivision from Struct/Restruct, LLC, in the amount of \$58,000, for preservation of the majestic bur oak tree and addition of open park land to Brook Creek Park.

Mark Hecker, Assistant Director Parks and Recreation, presented the staff report.

Moved by Commissioner Larsen, seconded by Vice Mayor Boley, to defer authorization of the purchase of Block 1, Lot 9, and the donation of Tract A, in the Burroughs Creek 2nd Addition Subdivision from Struct/Restruct, LLC, in the amount of \$58,000, for preservation of the majestic bur oak tree and addition of open park land to Brook Creek Park. Motion carried unanimously.

13. Authorize the City Manager to execute a Lease Agreement for the lease of 2.5 miles of dark fiber in the City's conduit, running between Wakarusa Drive and Iowa Street on 6th Street, with Community Wireless Communications Co., d/b/a Wicked Broadband.

Randy Larkin, Senior Assistant City Attorney, presented the staff report.

Moved by Commissioner Larsen, seconded by Commissioner Amyx, to authorize the City Manager to execute a Lease Agreement for the lease of 2.5 miles of dark fiber in the City's conduit, running between Wakarusa Drive and Iowa Street on 6th Street, with Community Wireless Communications Co., d/b/a Wicked Broadband. Motion carried unanimously.

C. PUBLIC COMMENT:

Nicole Allensworth addressed the Commission regarding stricter texting and driving laws.

Steven Watts addressed the Commission to request written correspondence be included in agenda packets and minutes.

Brendy Latare addressed the Commission to request the existing stop signs at 18th and Indiana Street be retained.

D. REGULAR AGENDA ITEMS:

1. **Conduct public hearing regarding a benefit district for 6th Street and Queens Road and consider adopting Resolution No. 7209, establishing the benefit district and ordering the improvements to the intersection of 6th Street and Queens Road.**

Charles F. Soules, Director of Public Works, presented the staff report.

Moved by Commissioner Amyx, seconded by Commissioner Herbert, to open the public hearing. Motion carried unanimously.

The Commission took a 10-minute break at 8:00 p.m.

Moved by Mayor Soden, seconded by Commissioner Amyx, to close the public hearing. Motion carried unanimously.

Moved by Mayor Soden, seconded by Commissioner Larsen, to defer adoption of Resolution No. 7209 setting out the finding and ordering the construction of Queens Road from 6th Street to Eisenhower Drive and the construction of improvements to the intersection of 6th & Queens Road; and, direct staff to look at alternate methods of assessment and funding options for increasing the City's level of participation. Motion carried unanimously.

The Commission took a break at 8:55 p.m.

2. **Consider approving rezoning of multiple properties in East Lawrence to align the properties' current use with the zoning districts that contain the appropriate density and intensity standards to support the uses. Please note: The properties to be rezoned are in an area of the East Lawrence neighborhood, generally bound by 9th Street to the south, Rhode Island Street to the west, various streets to the east but no farther than the alley between New Jersey Street and Pennsylvania Street, and the Kansas River to the north. This item received a hearing before the Planning Commission with notice to all affected properties and to owners within 400 feet of the affected properties. Initiated by City Commission on 12/6/16. (PC Item 10; approved 10-0 on 4/26/17)**
 - a) **Rezone 79 properties (Z-17-00098) from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9359, rezoning (Z-17-00098) 79 properties from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District.**
 - b) **Rezone 21 properties (Z-17-00099A) from RM24 (Multi-Dwelling Residential) District to RM12D (Multi-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9360, rezoning (Z-17-00099A) 21 properties from RM24 (Multi-Dwelling Residential) District to RM12D (Multi-Dwelling Residential) District.**
 - c) **Rezone one (1) property (Z-17-00099) from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9366, rezoning one (1) property (Z-17-00099) from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District.**

- d) Rezone 10 properties (Z-17-00100) from RSO (Single-Dwelling Residential-Office) District to RS5 (Single-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9361, rezoning (Z-17-00100) 10 properties from RSO (Single-Dwelling Residential-Office) District to RS5 (Single-Dwelling Residential) District.
- e) Rezone two (2) properties (Z-17-00101) from RSO (Single-Dwelling Residential-Office) District to RM12D (Multi-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9362, rezoning (Z-17-00101) two (2) properties from RSO (Single-Dwelling Residential-Office) District to RM12D (Multi-Dwelling Residential) District.
- f) Rezone 627 Connecticut (Z-17-00102) from RSO (Single-Dwelling Residential-Office) District to RS5 (Single-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9363, rezoning 627 Connecticut from RSO (Single-Dwelling Residential-Office) District to RS5 (Single-Dwelling Residential) District.
- g) Rezone four (4) properties (Z-17-00103) from CS (Strip Commercial) District to RS5 (Single-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9364, rezoning (Z-17-00103) four (4) properties from CS (Strip Commercial) District to RS5 (Single-Dwelling Residential) District.
- h) Rezone 738 Rhode Island (Z-17-00104) from CS (Strip Commercial) District to RM12D (Multi-Dwelling Residential) District. Adopt on first reading, Ordinance No. 9365, to rezone (Z-17-00104) 738 Rhode Island from CS (Strip Commercial) District to RM12D (Multi-Dwelling Residential) District.

Commissioners declared Ex Parte Communications related to this item.

A protest petition was not submitted for this application.

Becky Pepper, Planner, presented the staff report.

Moved by Mayor Soden, seconded by Commissioner Larsen, to approve East Lawrence rezonings (Z-17-00098, Z-17-00099A, Z-17-00099B, Z-17-00100, Z-17-00101, Z-17-00102, Z-17-00103, Z-17-00104); and, adopt on first reading, Ordinance No. 9359, Ordinance No. 9360, Ordinance No. 9366, Ordinance No. 9361, Ordinance No. 9362, Ordinance No. 9363, Ordinance No. 9364, and Ordinance No. 9365 with the addition of adding to Ordinance No. 9359 and Ordinance No. 9366, related to the rezoning of properties from RM24 to RS5, the condition that occupancy for unrelated persons be reduced from 4 to 3 after a time period of 3 years from the effective date of the ordinance. Aye: Mayor Soden, Vice Mayor Boley and Commissioner Larsen. Nay: Commissioner Amyx, Commissioner Herbert. Motion carried.

The Commission took a break at 10:15 p.m.

Moved by Mayor Soden, seconded by Commissioner Herbert, to defer item 7 and item 8. Motion carried unanimously.

3. Receive the 2016 Financial Audit report.



City of Lawrence

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CITY MANAGER

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CITY COMMISSION

MAYOR
LESLIE SODEN

COMMISSIONERS
STUART BOLEY
MATTHEW J. HERBERT
LISA LARSEN
MIKE AMYX

June 20, 2017

The Board of Commissioners of the City of Lawrence met in regular session at 5:45 p.m., in the City Commission Chambers in City Hall with Mayor Soden presiding and Vice Mayor Boley, Commissioner Herbert and Commissioner Larsen present.

A complete video recording of this meeting is available on the City's website at www.lawrenceks.org/agendas.

A. RECOGNITION/PROCLAMATION/PRESENTATION:

1. None.

B. CONSENT AGENDA:

Mayor Soden requested removal of items 10 and 13 for a separate vote.

Moved by Vice Mayor Boley, seconded by Commissioner Larsen, to approve the consent agenda as below with the exception of items 10 and 13. Motion carried unanimously.

1. Approve City Commission meeting minutes from 06/13/17.
2. Receive minutes from various boards and commissions:

Affordable Housing Advisory Board meeting of 04/17/17
3. Approve claims and payroll in the amount of \$6,700,069.00 to 262 vendors including a payment to Garney Companies Inc. for \$1,209,475.89.
4. Approve licenses as recommended by the City Clerk's Office.

Retail Liquor	Expires
Barleys Retail Liquor Barleys Retail Liquor LLC 1805 W 2 nd St.	06/12/17
Caterer	Expires
Cider Gallery LLC Cider Gallery LLC 810 Pennsylvania St.	07/05/17

5. Bid and purchase items:



- a) Award Bid No. B1738 – Outdoor Aquatic Center Pool Painting, to J.F. McGivern, Inc., in the amount of \$137,845.
 - b) Approve change order in the amount of \$101,345.31 to Sunflower Paving Inc. for work performed on Project No. PW1503 - Bob Billings Parkway, Kasold Drive to K-10 Corridor Traffic Improvements.
 - c) Approve change orders for private property I/I repairs associated with Project No. UT1305 - Rapid Inflow and Infiltration Reduction Program, increasing the existing purchase orders by a maximum of \$120,000 per pre-qualified plumbing contractor.
 - d) Authorize the expenditure of \$165,000 from the Eagle Bend Golf Course fund balance for the construction of the first two phases of the Eagle Bend Pro Shop Addition (2017 CIP# PR1708) and direct staff to sign a partnership agreement with the Kansas Golf Association and Eagle Bend Golf Course.
6. Adopt on first reading Ordinance 9373 pertaining to seat belts and the fines associated with failure to wear a seatbelt.
7. Adopt on second and final reading, the following ordinances:
- a) Ordinance No. 9359, rezoning (Z-17-00098) 79 properties from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District.
 - b) Ordinance No. 9360, rezoning (Z-17-00099A) 21 properties from RM24 (Multi-Dwelling Residential) District to RM12D (Multi-Dwelling Residential) District.
 - c) Ordinance No. 9366, rezoning one (1) property (Z-17-00099) from RM24 (Multi-Dwelling Residential) District to RS5 (Single-Dwelling Residential) District.
 - d) Ordinance No. 9361, rezoning (Z-17-00100) 10 properties from RSO (Single-Dwelling Residential-Office) District to RS5 (Single-Dwelling Residential) District.
 - e) Ordinance No. 9362, rezoning (Z-17-00101) two (2) properties from RSO (Single-Dwelling Residential-Office) District to RM12D (Multi-Dwelling Residential) District.
 - f) Ordinance No. 9363, rezoning 627 Connecticut from RSO (Single-Dwelling Residential-Office) District to RS5 (Single-Dwelling Residential) District.
 - g) Ordinance No. 9364, rezoning (Z-17-00103) four (4) properties from CS (Strip Commercial) District to RS5 (Single-Dwelling Residential) District.
 - h) Ordinance No. 9365, to rezone (Z-17-00104) 738 Rhode Island from CS (Strip Commercial) District to RM12D (Multi-Dwelling Residential) District.
8. Approve a request to rezone, Z-17-00157, approximately 8.566 acres from PRD (Planned Residential Development) District to RM15 (Multi-Dwelling Residential) District, located at 2115 Exchange Court. Submitted by Paul Werner Architects on behalf of Southwind Capital LLC, property owner of record. Adopt on first reading, Ordinance No.

9367, rezoning (Z-17-00157) approximately 8.566 acres from PRD (Planned Residential Development) District to RM15 (Multi-Dwelling Residential) District, located at 2115 Exchange Court. (PC Item 3; approved 8-0 on 5/24/17)

9. Approve a Special Event Permit, SE-17-00272, for a temporary parking area at 6200 W. 6th Street to accommodate the 2017 USATF Junior Olympics National Championship from July 22, 2017 through July 30, 2017 between the hours of 6:00 a.m. to 7:00 p.m. Submitted by Lawrence Sports Corporation with permission from Kentucky Place, LC; Tanglewood, LC; JDS Kansas, LC; Venture Properties, Inc.; Scotsdale Properties, LC; Tat Land Holding Company, LC; Sojac Land Company, LC, property owners of record.
10. **REMOVED FOR SEPARATE VOTE:** Receive a request to annex, A-17-00265, approximately 95.442 acres for the proposed KTen Crossing project, located at 3500 Iowa Street, and, refer the request to the Lawrence-Douglas County Planning Commission for consideration and recommendation and authorize the City Manager to give statutory notice to Westar Energy of the City's intent to annex the subject property.
11. Accept dedication of easements and rights-of-way, and the vacation of portions of existing access easements, associated with Minor Subdivision, MS-16-00549, located at 545 Wakarusa Drive, 565 Wakarusa Drive, and 4950 W. 6th Street. Submitted by TreanorHL on behalf of 6Wak Land Investments LLC, property owner of record.
12. Receive update on final reconciliation and payment related to the 31st Street construction project (CIP No. 18P075) from Haskell Avenue to O'Connell Road.
13. **REMOVED FOR SEPARATE VOTE:** Approve submission of Transportation Alternative Applications to the Kansas Department of Transportation for the 19th and Iowa pedestrian and bicycle underpass and Safe Routes to School Phase II.
14. Approve a Street Event Permit for the Lawrence Field Day Festival event, on Friday, July 14, 2017, from 4:00 p.m. – 11:59 p.m., on the sidewalk from 1016 Massachusetts Street to 1040 Massachusetts Street. Adopt on first reading, Ordinance No. 9372, allowing for the sale, possession, and consumption of alcohol in the public right-of-way during the event.
15. Authorize the City Manager to execute licenses for use of city properties as part of the Common Ground Program community gardening program to: Beau Stude (12th & Oregon), Denise Ditomasso (739 Illinois), and Aimee Polson (John Taylor Park -7th & Walnut).

Items removed for a separate vote;

10. Receive a request to annex, A-17-00265, approximately 95.442 acres for the proposed KTen Crossing project, located at 3500 Iowa Street, and, refer the request to the Lawrence-Douglas County Planning Commission for consideration and recommendation and authorize the City Manager to give statutory notice to Westar Energy of the City's intent to annex the subject property.

Scott McCullough, Planning Director, presented the staff report.

Moved by Vice Mayor Boley, seconded by Commissioner Herbert, to receive a request to annex, A-17-00265, approximately 95.442 acres for the proposed KTen Crossing project, located at 3500 Iowa Street, and, refer the request to the Lawrence-Douglas County Planning Commission for consideration and recommendation and authorize the City Manager to give statutory notice to Westar Energy of the City's intent to annex the subject property. Aye: Vice Mayor Boley, Commissioner Herbert, Commissioner Larsen. Nay: Mayor Soden. Motion carried 3-1.

13. Approve submission of Transportation Alternative Applications to the Kansas Department of Transportation for the 19th and Iowa pedestrian and bicycle underpass and Safe Routes to School Phase II.

David Cronin, City Engineer, presented the staff report.

Moved by Vice Mayor Boley, seconded by Commissioner Larsen, to approve submission of Transportation Alternative Applications to the Kansas Department of Transportation for the 19th and Iowa pedestrian and bicycle underpass and Safe Routes to School Phase II; and, direct staff to work with the University of Kansas on a shared funding plan for the pedestrian and bicycle underpass. Motion carried unanimously.

C. PUBLIC COMMENT:

John Blosick addressed the City Commission to commend the staff at Sports Pavilion Lawrence.

William McCauley addressed the Commission to inquire about the draft proposal for skydiving and parachute activities at Lawrence Municipal Airport and the Aviation Advisory Board.

Brad Gibson addressed the Commission regarding Safe Routes to School in the East Lawrence Neighborhood and the Neighborhood Revitalization District.

Michael Almon addressed the Commission regarding the City Manager's report.

Ted Boyle addressed the Commission regarding the North Lawrence pump station.

Dan Dannenberg addressed the Commission regarding the status of the City Auditor position and to recommend the City engage an external forensic audit firm.

Jeremy Roth addressed the Commission regarding the candidates for the Chief of Police position.

Frank Jansen addressed the Commission to acknowledge the month of Ramadan.

D. REGULAR AGENDA ITEMS:

1. **Consider approving the design concept for E. 9th Street, from New Hampshire to Pennsylvania Street, and consider authorizing staff to negotiate a design contract with Bartlett & West.**

Dave Cronin, City Engineer, presented the staff report.

**ITEM NO. 5 PARKING VARIANCE FOR A MIXED USE STRUCTURE; 1346 OHIO STREET
[JSC]**

B-17-00641: A request for a variance as provided in Section 20-1309 of the Land Development Code of the City of Lawrence, Kansas, 2018 edition. The request is for a variance from Article 9, "Parking, Loading and Access," requiring a minimum number of off-street parking spaces to be provided from a required 120 spaces to 1 space. The property is located at 1346 Ohio Street. Submitted by Paul Werner Architects, on behalf of D&D Rentals of Lawrence, L.L.C., property owner of record.

B. REASON FOR REQUEST

Applicant's Request – "On behalf of our client, we are requesting a variance from the parking requirement of the Land Development Code. The owner is preparing to repair, develop, or re-develop this property, and due to the property size there is no feasible way to provide parking for this structure. We are requesting this variance as our first step in the development process, as we know this property will have to go through several reviews before we are able to move forward (i.e. site planning, possible SUP, ODG Review, possible HRC). We are starting with the parking variance, because without this variance proceeding with any kind of project at this site will be very difficult."

Staff Note: The applicant provided a memo for this project instead of submitting answers to the questions for the five requisite conditions that must be met for a variance to be approved. Staff has attempted to place the sections of the memo that best addresses into the requisite condition into the staff report. The complete memo is attached as part of the Board's packet.

This proposed project would expand the existing Bar or Lounge Use currently operating at 1340 Ohio Street (Jayhawk Café) by connecting and entering into the existing congregate residence southerly adjacent at 1346 Ohio Street. The reason for this variance request is that the renovation and expansion of the existing uses, that expands the bar or lounge use on the first and second floors of the new proposed structure and will provide a 2-bed apartment and two studio apartments, must provide the code required off-street parking associated with those uses. This proposed project is required to provide 120 vehicular parking spaces for these uses.

C. ZONING AND LAND USE

Current Zoning & Land Use:

1346 Ohio Street: MU-UC (Mixed Use - Urban Conservation Overlay: Oread Neighborhood Design Overlay) District; Congregate Living

1340 Ohio Street: MU-UC (Mixed Use - Urban Conservation Overlay: Oread Neighborhood Design Overlay) District; Eating & Drinking Establishments: Bar or Lounge; Jayhawk Café.

Surrounding Zoning and Land Use:

MU-UC (Mixed Use - Urban Conservation Overlay: Oread Neighborhood Design Overlay) District to the east and south; multi-dwelling residential structures.

RM32-UC (Multi-Dwelling Residential - Urban Conservation Overlay: Oread Neighborhood Design Overlay) and MU-UC (Mixed Use - Urban Conservation Overlay: Oread Neighborhood Design Overlay) District to the north; multi-dwelling residential structures.

MU-UC (Mixed Use - Urban Conservation Overlay: Oread Neighborhood Design Overlay) District and RM32-UC (Multi-Dwelling Residential - Urban Conservation Overlay: Oread Neighborhood Design Overlay) District to the west; multi-dwelling residential structures and The Wheel.

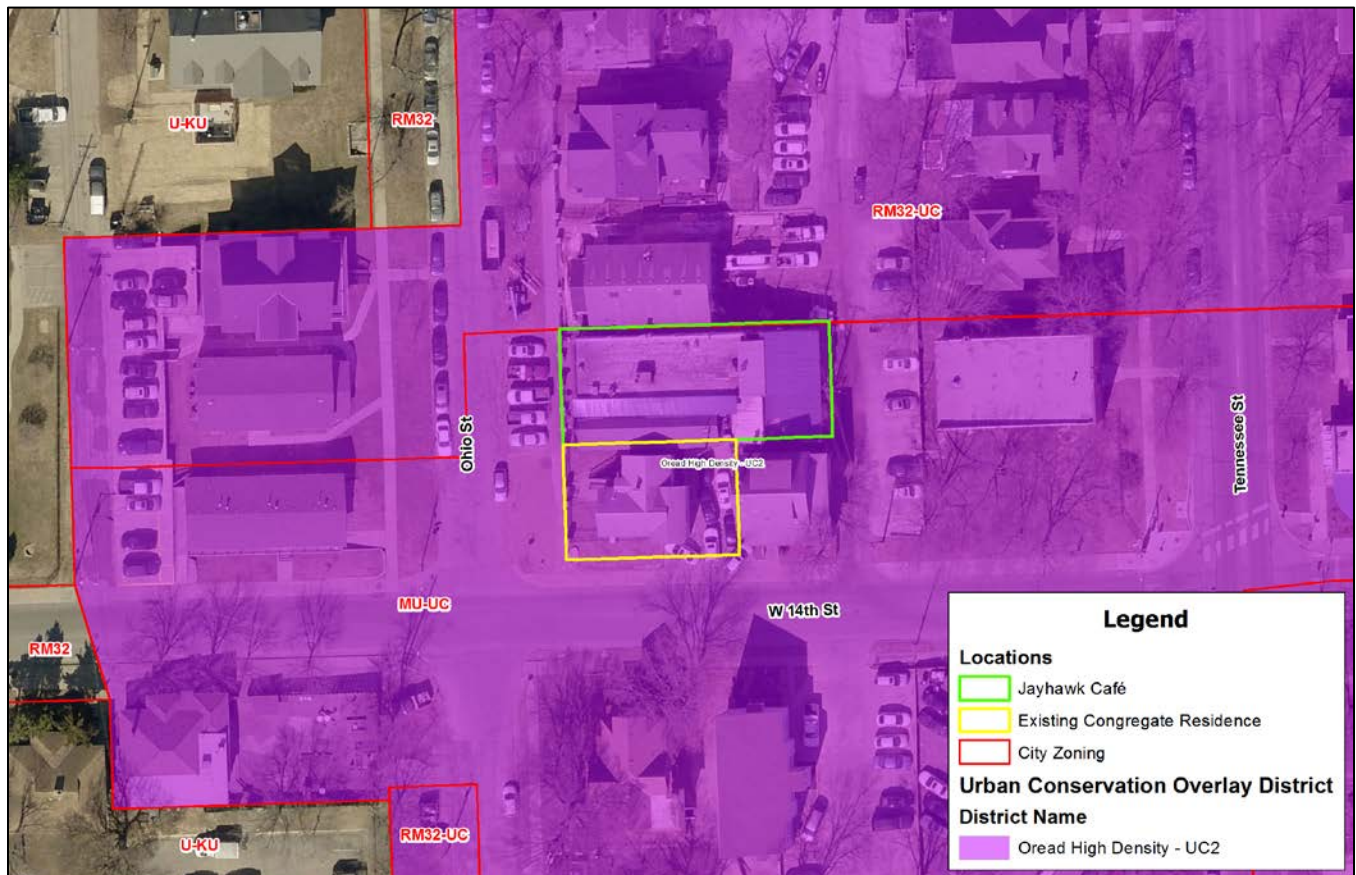


Figure 1: Zoning & Overlay District Map

D. ZONING ORDINANCE REQUIREMENTS

Section 20-902, "Off-Street Parking Schedule A," sets the minimum number of required parking spaces based on the uses occupying the building. Based on the proposed uses for the project, 120 spaces are required to be provided. The applicant proposes to provide 1 space.

Use Category	Requirement	Amount	Parking Total
Congregate Living	1 per Bedroom	4 Bedrooms + 1 Guest	5
Bar or Lounge Use			
Patrons	1 per 3 persons based on maximum occupancy	320 People	107
Employees	Employees on Largest Shift	8 Employees	8
Total			120

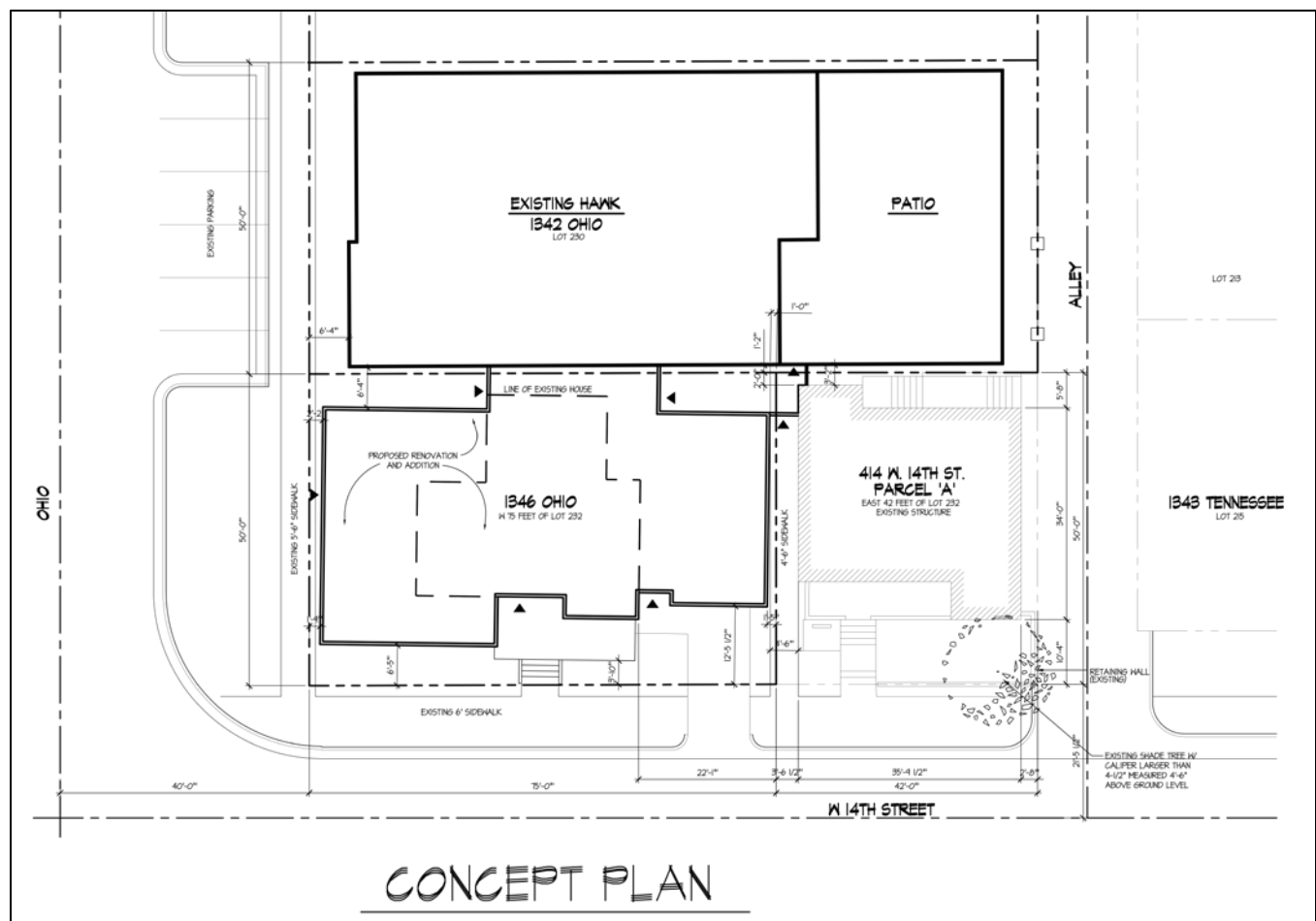


Figure 2: Concept Plan (Submitted by Applicant)

E. SPECIFIC ANALYSIS

Section 20-1309(g)(1) in the Land Development Code lists the five requisite conditions that must be met for a variance to be approved.

1. The variance request arises from such conditions which are unique to the property in question and not ordinarily found in the same zone or district; and are not created by an action or actions of the property owner or applicant.

Applicant response: *"The owner of 1346 Ohio also owns 1340 Ohio (The Jayhawk Café), or more commonly referred to as The Hawk. The owner would like to expand the current business. This expansion would include the complete renovation and addition of 1346 Ohio. In order to renovate and expand the existing structure at 1346 Ohio, the design would have to be reviewed and approved by the Historic Resources Committee, as well as meet the Oread Design Guidelines. We have discussed this project, and the process, with Lynne Zollner and she is in agreement with us that it is appropriate to continue with our Board of Zoning Appeals (Parking Variance) application prior to the HRC review for the design of the building. Essentially, if there is no parking variance, there is no project to review."*

The variance originates from the applicant seeking to expand an existing commercial use (Bar or Lounge) at 1340 Ohio Street into the property currently constructed as a congregate living residence at 1346 Ohio Street. The concept plan provided by the applicant shows the bar use currently at 1340 Ohio Street expanding into the first and a portion of the second floor of the new proposed structure. It would include 2 studio apartments, and one 2-bed apartment on the second and third floors.

The Jayhawk Café/Hawk (Eating & Drinking Establishments: Bar or Lounge Use) was permitted via a Special Use Permit in 2010 (SUP-9-5-10). This Special Use Permit was automatically granted when the property was rezoned from RM32 to the MU district at the owner's request. The property at 1346 Ohio Street was also rezoned from RM32 to the MU district under the same application. The current use has existed at 1340 Ohio Street since 1987 (N-8-2-87) when the use was originally approved by the Lawrence City Commission on [August 25th, 1987](#) for an expansion of this use. 1346 Ohio Street is currently a congregate residence, which is a permitted use in the MU zoning district, but does not have an approved site plan on file for this particular use.

It should be noted that the requirement the property be mixed use is not due to the Oread Neighborhood Design Overlay District as is indicated in the applicant's memo. Instead, the requirement for a mixed-use development is a requirement of the MU base zoning district. The rezoning to the MU district was initiated by the owner and completed in 2010, making these properties conforming, at which time the automatic Special Use Permit was granted for the existing bar use at 1340 Ohio Street. Expanding the Bar or Lounge use would require the approval of a new Special Use Permit by the City Commission.

The MU District's purpose is:

is primarily intended to permit a variety of land uses together in one or more Structures on a site including governmental, retail, office, public and Community Facilities, institutional, religious, and residential uses in a pedestrian-oriented and transit-oriented setting. Retail and service uses that attract and generate foot traffic are encouraged to be located at ground level along the Public Frontage. Development in the Mixed Use District shall include both residential and nonresidential uses. (§20-224(a))

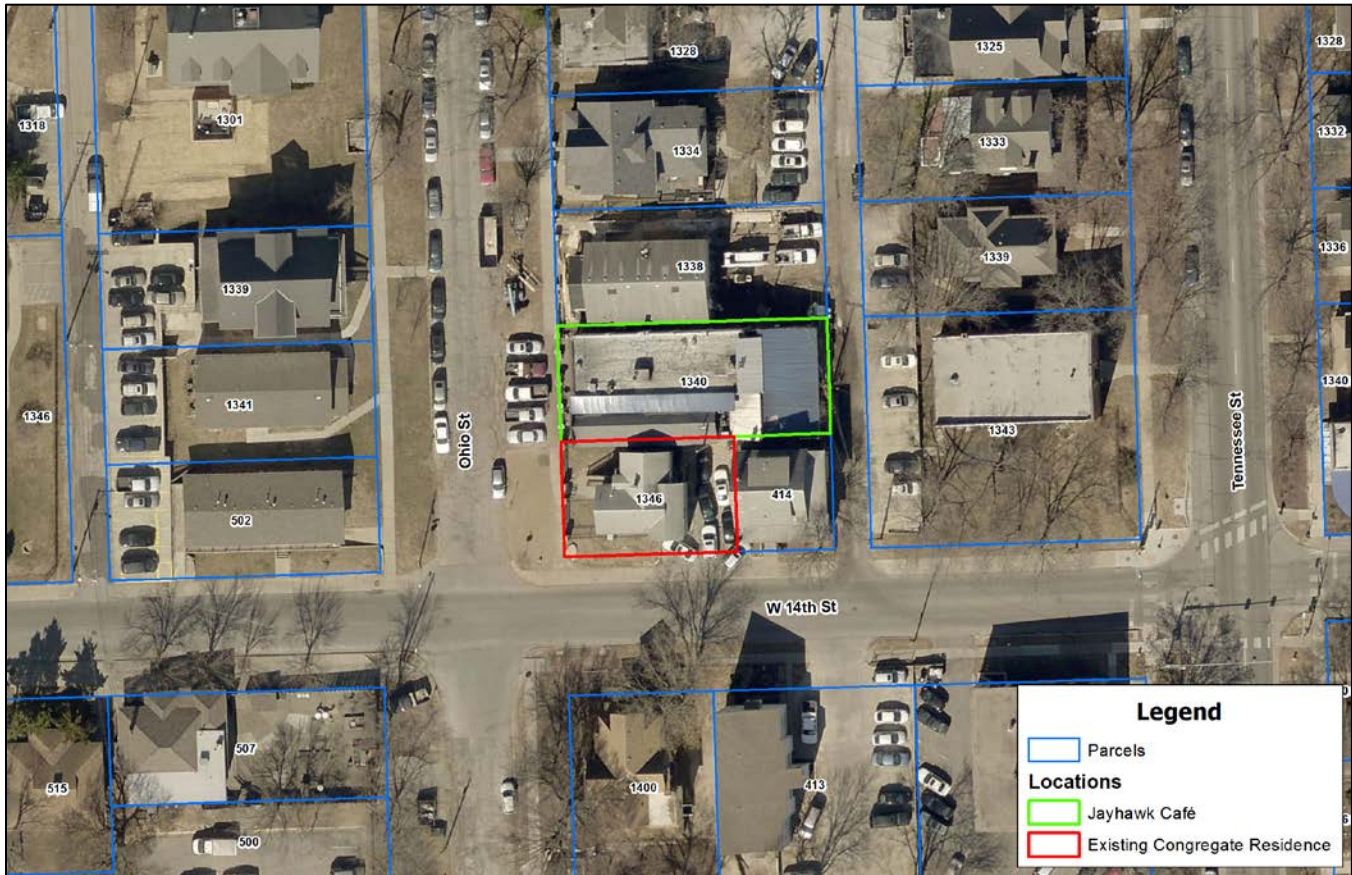


Figure 3: Subject Properties

The variance request is to reduce the parking from the 120 required parking spaces to 1 parking space, which would be provided on-site in a proposed single car garage. The request for this variance is not due to a condition that is unique to the property in question and not ordinarily found in the same zone or district. In this instance, the variance is created by the applicant's action. The request for a variance singularly derives from the applicant's desire to expand the bar use from 1340 Ohio Street into the first and second floors of the proposed 1346 Ohio Street. While the MU Zoning District does not require the expansion or redevelopment of the existing properties, the action by the owner to expand the use does require the proposed expansion and the apartments in the renovated structure to comply with the required parking listed in Article 9 of the Land Development Code.

One of the unique factors of this property is the inability for the use and the parking to expand within the site or within the general area. The proposed work on the building will expand the total building footprint of both properties, but does not expand the land controlled by this development. Also unique to this site is the surrounding traffic pattern. Situated close to the University of Kansas, and along one of the primary pedestrian and transit corridors for the University, this location has historically capitalized on this pattern to mainly serve and attract clientele who arrive at this location by means other than by driving principally.

Staff believes that the combination of the site's location, its inability to expand or reasonably modify to accommodate an additional 120 parking spaces, and the reuse of the existing structure for a use in accordance with those permitted within the Land Development Code may constitute a unique condition.

However, intensifying the use and increasing the parking demand is an action being undertaken by the property's owner, directly creating the need for the variance.

2. That the granting of the variance will not adversely affect the rights of adjacent property owners or residents.

Applicant response: "This renovation will also allow for additional exits to be provided at the existing Jayhawk Café, mainly on the lower level and back patio. This should be seen as a vast improvement on safety. The addition at 1346 Ohio will also include plans for a small kitchen area. Selling food should also be seen as an improvement to the business and the neighborhood."

In staff's opinion, the requested variance would not adversely affect the rights of adjacent property owners or residents. Notice was provided to property owners within 400 foot of the subject property informing them of the application filed by the property owner. As of the time this report was written, staff has been contacted by several surrounding property owners expressing concerns or objections to the applicant's request. Copies of the correspondence received for this application have been attached to this staff report.

While not a right, the convenience of surrounding property owners and tenants may be affected if patrons do drive and have to park along the adjacent residential streets. Parking in this area has been studied as part of both the [2013 Oread Neighborhood Parking Study](#) and the recent [draft 10-Year Parking Operations and Development Plan](#). The draft Parking Operations and Development Plan specifically notes, "In the Oread, the large number of people living in each residence means that there is not enough space on-street to physically accommodate the number of resident cars" (p.23). This plan also states, "In general, demand for on-street parking around KU's campus appears to have increased when comparing the January 2017 observations to the observations performed as part of the EPA study of the Oread neighborhood in March 2013" (P.24). Additionally, the study notes, "Businesses that operate in these primarily-residential neighborhoods have different parking needs than the residents" (p. 22).

The report remarks that there are indications of parking in the surrounding neighborhoods increasing in recent years, stating that the, "increase in demand for on-street parking is likely due to several factors, including increased residential density in the neighborhoods, growth in the campus's student and employee populations, large increases in the prices of KU parking permits, and the loss of on-campus parking spaces to new development, among others" (p. 23). Given the parking limitations in this area, and the proposed intensity increase of the Eating & Drinking Establishments: Bar or Lounge use, staff believes that the findings may be equally applicable in this area given that a 119 space deficit would be created in this instance.

3. That the strict application of the provisions of this chapter for which variance is requested will constitute unnecessary hardship upon the property owner represented in the application.

Applicant response: "The parking required for this structure would be 121 spaces. This is calculated by 320 occupants divided by 3, which equals 107. Add an estimated 8 employees and 3 apartments (6 spaces) you get a total of 121 spaces. We are requesting a parking variance to provide zero parking spaces for this project, although the current schematic design does include one enclosed parking garage for one of the tenants."

A strict application of the parking requirements in this case would not constitute an unnecessary hardship. The stated purpose of the district is to permit development that includes both residential and nonresidential uses (Section 20-224(a)). The use of the structure for both the Bar / Lounge use and varying residential uses are permitted in the MU Zoning District. The zoning district allows for a variety of land uses to be located within the same structure, specifically encouraging retail uses that attract and generate foot traffic to be located at ground-level along public frontages. The proposed configuration of the structure would meet this requirement.

One of the key components of MU District developments is the attraction and generation of foot traffic as a unique difference than other zoning districts within the Land Development Code. Other districts typically prioritize attracting vehicular traffic as the principal means of arrival to a destination, while the MU District prioritizes foot traffic. Even so, the Land Development Code does require that parking be supplied to support the associated uses. The code provides relief, in the form of Development Bonuses, if certain conditions are met.

An unnecessary hardship must be due to an exceptional condition or application of the Land Development Code that is specific to the property, not due to the general zoning district requirements, or the broader context of the area/neighborhood. Such irregular characteristics might arise, for example, from the size or shape of the lot, topography, or water features on a site. Merely demonstrating some hardship is insufficient to satisfy the Land Development Code's unnecessary hardship definition. The owner's request to expand the use may be impacted by the request to provide parking, and may be a hardship for that particular site, but it does not rise to a level of being an unnecessary hardship. The requirement for providing parking is consistently applied throughout all zoning districts, and the Land Development Code does provide options for potentially seeking shared and off-site parking, subject to meeting the conditions and requirements of that section.

4. That the variance desired will not adversely affect the public health, safety, morals, order, convenience, prosperity, or general welfare.

Applicant response: *"Expansion of The Hawk would also reduce the amount of congestion at the intersection of 14th and Ohio that is created by patrons waiting in line to get in. The more people we can get inside, the less people loitering outside."*

In staff's opinion, granting the requested variance may create an adverse effect upon the public health, safety, morals, order, convenience, prosperity or general welfare. While some vehicular traffic would be reasonably anticipated, the location principally serves the surrounding university population. This location is situated to take advantage of foot traffic from the University of Kansas and surrounding student housing residences. A 119 space request is a significant reduction and could impact on-street parking throughout the surrounding area. While ride sharing may be an option for some portion of the patrons, it is also reasonable to expect others will continue to drive their own vehicles to the premises. Without some on-site parking for both the residents and the bar patrons, the parking load would be completely shifted to being provided via on-street parking throughout the surrounding area.

While the majority of the required parking associated with this variance request would be in support of the bar or lounge use, a small portion would provide parking for the residential component of this proposed project. In staff's opinion, the merit to ridesharing does not have the same weight and effect for residential uses. As proposed, the residents would not have dedicated off-street parking spaces as

the Land Development Code requires. Comparable to the bar or lounge use, this would shift the parking burden from the property onto the public streets. Depending on the time of day, residents of these units may have to park a considerable distance away from the property due to the activity of the bar or lounge use.

5. That granting the variance desired will not be opposed to the general spirit and intent of this chapter.

Applicant response: *"It may seem unrealistic to have zero parking spaces for this project, but the reality is that this establishment serves primarily University of Kansas students, and those students do not drive to bars anymore. This is evidenced by the attached article written in the Lawrence Journal World on December 7, 2017 naming The Hawk as the Number 1 Uber destination in Kansas. We should encourage the student population to utilize these services such as Uber, Lyft, Taxis, and Safe Ride to get to and from drinking establishments such as The Hawk. Also, a large number of the patrons that come to the Hawk live in the Oread Neighborhood, and therefore walk to the business. We feel that by not providing parking, we are encouraging patrons to get a ride as opposed to driving. The fact is, The Hawk, The Wheel, and Bullwinkle's already have an established population without parking. We do not feel that adding on to the existing business, without providing parking will have a negative impact on the current parking situation in the Oread Neighborhood."*

In staff's opinion, the degree of the variance requested would be opposed to the general spirit and intent of the Land Development Code. The location of this site is conducive to foot traffic as it is already a key pedestrian thoroughfare for existing University and area foot traffic. Given the proximity to the University of Kansas, the higher-occupancy student housing in the surrounding area, and the reasonably close transit connections, staff believes a portion of the site's customers will be within walking distance. However, staff believes it is also reasonable to assume that some visitors will drive to this property.

The MU zoning district provides an opportunity for an applicant to reduce the required parking amounts besides seeking a parking variance from this Board. The development bonus section of the Land Development Code was created as an incentive-based tool to permit an increase in the allowable development potential of a MU zoned property in exchange for helping the community achieve goals as stated in the [Lawrence/Douglas County Comprehensive Land Use Plan](#). It may be possible for this site to utilize the bonus section to apply for a reduction in the minimum parking requirement as provided in Section 20-1108(m)(4). The evaluation and consideration for possible reductions would be completed as part of the review of the Special Use Permit expansion, which may find that the site could be eligible for development bonuses as outlined in Section 20-1108(l). Therefore, it is possible that the required level of parking reduction may not be fully necessary based on other possible reductions.

This site also will need to complete other parts of the planning approval process, which may include replatting, seeking Planning Commission and City Commission's approval for an expansion of the Special Use Permit, completing a Use of Right-of-Way Agreement with the City for parking located along Ohio Street presently, and seeking a Certificate of Appropriateness from the Historic Resources Commission for compliance with the Oread Neighborhood Design Guidelines.

At the time this area was rezoned to the MU district, there was an expectation of this district's application along 14th Street to provide a coordinated expansion or redevelopment where a balanced parking approach would be provided. This proposed project intensifies the bar or lounge use, exacerbating the

documented parking deficit identified in this area. A reduction of this magnitude would further constrain on-street parking throughout both this area and the greater neighborhood.

The MU district does not excuse a property from providing its required parking; however, it does grant broad allowances to provide it within a reasonable distance to the property through a variety of options. The Code promotes properties to employ the shared parking provisions in Section 20-909 to satisfy their associated required off-street parking amounts. These parking areas are required to be located within the site area of the Mixed Use development and within 1,320 feet of any use for which it is designated to provide parking. All uses within Mixed Use development, except Detached Dwellings on Individual Lots, are encouraged to share parking rather than provide parking on a use-by-use basis on individual properties. This also alludes to the intention of a broader, overall redevelopment within the MU zoned area to provide the parking as part of a larger scheme. The applicant has not indicated any discussions or efforts to satisfy the required off-street parking via this option at this time.

Additionally, the Land Development Code permits on-street parking to be counted toward the minimum off-street parking requirements for a mixed use property per Section 20-902. (Section 20-1108(k)(1)(i)) While this is a possibility, the issue is with the amount and magnitude extending beyond the general area and current MU district. This also is partially incongruent with the stated purpose of the MU district, which states, "Development in the Mixed Use District shall include a mixture of residential and nonresidential uses together in one Structure or in separate Structures, designed to form a pedestrian-Scale environment." (Section 20-1108(e)) It should also be noted that angled parking currently located within the Ohio Street right-of-way in front of 1340 Ohio Street may not have the required agreements to be located within the City's right-of-way. The current parking, and any proposed angled parking within the right-of-way, will need to obtain the required approvals to potentially be included within the required parking counts. It is important to note that parking within the rights-of-way cannot be dedicated to a single-user or property.

Conclusions:

Staff's analysis of this variance application finds the request does not meet all five conditions set forth in Section 20-1309(g)(1) of the Land Development Code that the Board must find existing to grant a variance.

Recommendation:

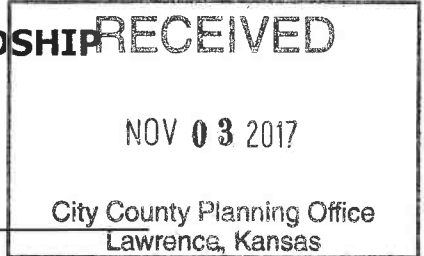
Staff recommends denial of the parking variance based upon the findings in the staff report concluding that the request does not meet the five conditions outlined in Section 20-1309(g)(1).



City of Lawrence
Douglas County
PLANNING & DEVELOPMENT SERVICES

**Lawrence Douglas County
Metropolitan Planning Office**
6 East 6th Street, P.O. Box 708, Lawrence, KS 66044
(785) 832-3150 Fax (785) 832-3160
<http://www.lawrenceks.org/pds/>

**APPLICATION FOR
VARIANCE FROM UNNECESSARY HARDSHIP**



OWNER INFORMATION

Name(s) D & D Rentals of Lawrence LLC
Contact Jon Davis
Address PO Box 706
City Lawrence State Kansas ZIP 66044
Phone (785) 840-4599 Fax (____) _____
E-mail jdavis@sunflower.com Mobile/Pager (____) _____

APPLICANT/AGENT INFORMATION

Contact Paul Werner
Company Paul Werner Architects
Address 123 W 8th Street, Suite B2
City Lawrence State Kansas ZIP 66044
Phone (785) 832-0804 Fax (785) 832-0890
E-mail paulw@paulwernerarchitects.com Mobile/Pager (785) 979-2243
Pre-Application Meeting Date _____ Planner _____

PROPERTY INFORMATION

Present Zoning District MU-UC Present Land Use Multi-Family
Proposed Land Use To Be Determined
Legal Description (*may be attached*) Ohio Street, West 75 Feet of Lot 232, Lawrence, Douglas County, Kansas
Address of Property 1346 Ohio
Total Site Area 3750 sq ft +/-
Number and Description of Existing Improvements or Structures One multi-family structure

B-17-00641



6 East 6th Street, P.O. Box 708, Lawrence, KS 66044
(785) 832-3150 Fax (785) 832-3160
<http://www.lawrenceks.org/pds/>

On behalf of our client, we are requesting a variance from the parking requirement of the Land Development Code. The owner is preparing to repair, develop, or re-develop this property, and due to the property size there is no feasible way to provide parking for this structure. We are requesting this variance as our first step in the development process, as we know this property will have to go through several reviews before we are able to move forward (i.e. site planning, possible SUP, ODG Review, possible HRC). We are starting with the parking variance, because without this variance proceeding with any kind of project at this site will be very difficult.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



UNNECESSARY HARDSHIP CRITERIA

The Board of Zoning Appeals may approve a zoning variance if it finds that all of the following criteria have been met. The Development Code places the burden on the applicant to show that an application complies with such criteria. Please respond to each criterion to the best of your knowledge. (Attach additional sheets if needed.)

- 1. That the variance request arises from such conditions which are unique to the property in question and not ordinarily found in the same zoning or district and are not created by action(s) of the property owner or applicant:**

Please see attached memo.

- 2. That granting the variance would not adversely affect the rights of adjacent property owners or residents:**

Please see attached memo.



3. That strict application of the provisions of this chapter for which the variance is requested would constitute unnecessary hardship upon the property owner represented in the application:

Please see attached memo.

4. That the variance desired would not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare:

Please see attached memo.



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5. That granting the variance desired would not be opposed to the general spirit and intent of the Development Code:

Please see attached memo.

SIGNATURE

I/We, the undersigned am/are the **(owner(s))**, **(duly authorized agent)**, **(Circle One)** of the aforementioned property. By execution of my/our signature, I/we do hereby officially apply for variances as indicated above.

Signature(s):  Date 11-3-2017

Date _____

Date _____

STAFF USE ONLY

Application No. _____

Date Received _____

BZA Date _____

Fee \$ _____

Date Fee Paid _____

MEMORANDUM

FROM : Paul Werner
RE : 1346 Ohio – BZA Application
DATE : September 27, 2017

1. That the variance request arises from such conditions which are unique to the property in question and not ordinarily found in the same zoning or district and are not created by action(s) of the property owner or applicant:

There are several factors that affect this property and are causing us to apply for a parking variance. For starters, the building is located on a very small lot, and has never had the ability to provide adequate parking. The property has primarily had a residential use, although the property is zoned MU.

We feel that the size of the lot, the current MU zoning, the proximity to campus, and the new Oread Design Guidelines make for a ‘unique’ set of conditions. It is our opinion that the BZA should be the first board to address this property, and once a parking variance is approved, we can move forward with exploring other options for the site. These options could include a complete renovation of the building, or a new structure/use.

2. That granting the variance would not adversely affect the rights of adjacent property owners or residents:

Currently there are essentially zero parking spaces that comply with City requirements for this site, so a renovation or re-construction would not affect the adjacent property owners. If we choose to pursue a new structure, we anticipate a project that is more of a commercial and therefore actually lower the impact of required parking and provide services to existing neighboring residents.

3. That strict application of the provisions of this chapter for which the variance is requested would constitute unnecessary hardship upon the property owner represented in the application:

Strict application of the development code would essentially not allow for any improvements to be made to this property. Even if the owner were to try and repair the existing structure, we anticipate that we would have to make it larger to be able to make it more efficient and feasible, and comply with the new Oread Design Guidelines. Since currently there is not adequate parking

provided for this site, it seems reasonable to issue a parking variance for other uses for the site.

4. That the variance desired would not adversely affect the public health, safety, morals, order, convenience, prosperity or general welfare:

We do not believe that the variance will affect the public in any way. The immediate area surrounding this property is commercial use, and due to the small size of the lot, the HRC, and the Oread Design Guidelines, we cannot physically build a project large enough on the site to have an affect on the public.

5. That granting the variance desired would not be opposed to the general spirit and intent of the Development Code:

We do not believe that a parking variance for this site is opposed to the general spirit of the Development Code. We foresee repairing or replacing the existing structure with a design that meets the MU zoning and the Oread Design Guidelines. Meeting those two factors would seem to be more in the spirit of the Development Code than providing a few parking spaces in a high-density area. This small lot could serve as an excellent example of how in-fill development requiring no parking, and serves the surrounding area residents and can be used to create new uses in existing areas.



PROPERTY OWNERSHIP LIST CERTIFICATION

As required by Article 13, Section 20-1301(q) of the Development Code, the applicant is responsible for providing certified Ownership information (including names and mailing addresses) of all real property owners within a defined radius from the subject property. The Planning Department is required by the Development Code to use the submitted Ownership list to mail notice of the public hearing to surrounding property owners regarding this Application.

Ownership Information

The applicant is responsible for providing certified Ownership information. Current Ownership information shall be obtained from the Douglas County Clerk. Ownership information will be considered current if it is **no more than 30 days old** at the time an application is submitted to the Planning Department.

Radius of Notification

The Ownership list shall include the record Owner of the subject property and all Owners of property located within 400 feet of the subject property. If the subject property is adjacent to the City limits the area of notification shall be extended to at least 1,000 feet into the unincorporated area.

A map of the "Radius of Notification" can be obtained **at the Applicant's request** at the Planning Office. The map indicates ownership of each property and can be used to check the accuracy and completeness of the Ownership List. The map will be supplied **at the Applicant's expense. Allow 10 business days** to receive the map.

THE FOLLOWING IS TO BE COMPLETED AND SUBMITTED BY THE APPLICANT.

I certify that I have read and understood the above information and that the submitted Ownership list:

1. was a) obtained from and b) certified by the Douglas County Clerk,
2. is current (**no more than 30 days old**), and
3. includes all property owners within the required notification radius of the subject property.

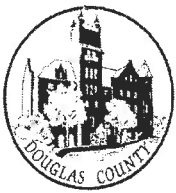
Signature

Date

11-3-2017

Printed Name

Paul Werner



JAMIE SHEW
DOUGLAS COUNTY CLERK
1100 Massachusetts
Lawrence, KS 66044

Marni Penrod-Chief Deputy Clerk
Heather Dill-Deputy Clerk Elections

November 3, 2017

A CERTIFIED PROPERTY OWNERSHIP LIST WITHIN 400 FT OF 1346 OHIO ST
(U02066). 11/03/2017. REQUESTED BY TIFFANY ASHER OF PAUL WERNER
ARCHITECTS.

JOHN R. NICHOLS
DOUGLAS COUNTY CLERK'S OFFICE
1100 MASSACHUSETTS ST
LAWRENCE, KS 66044

785-832-5147

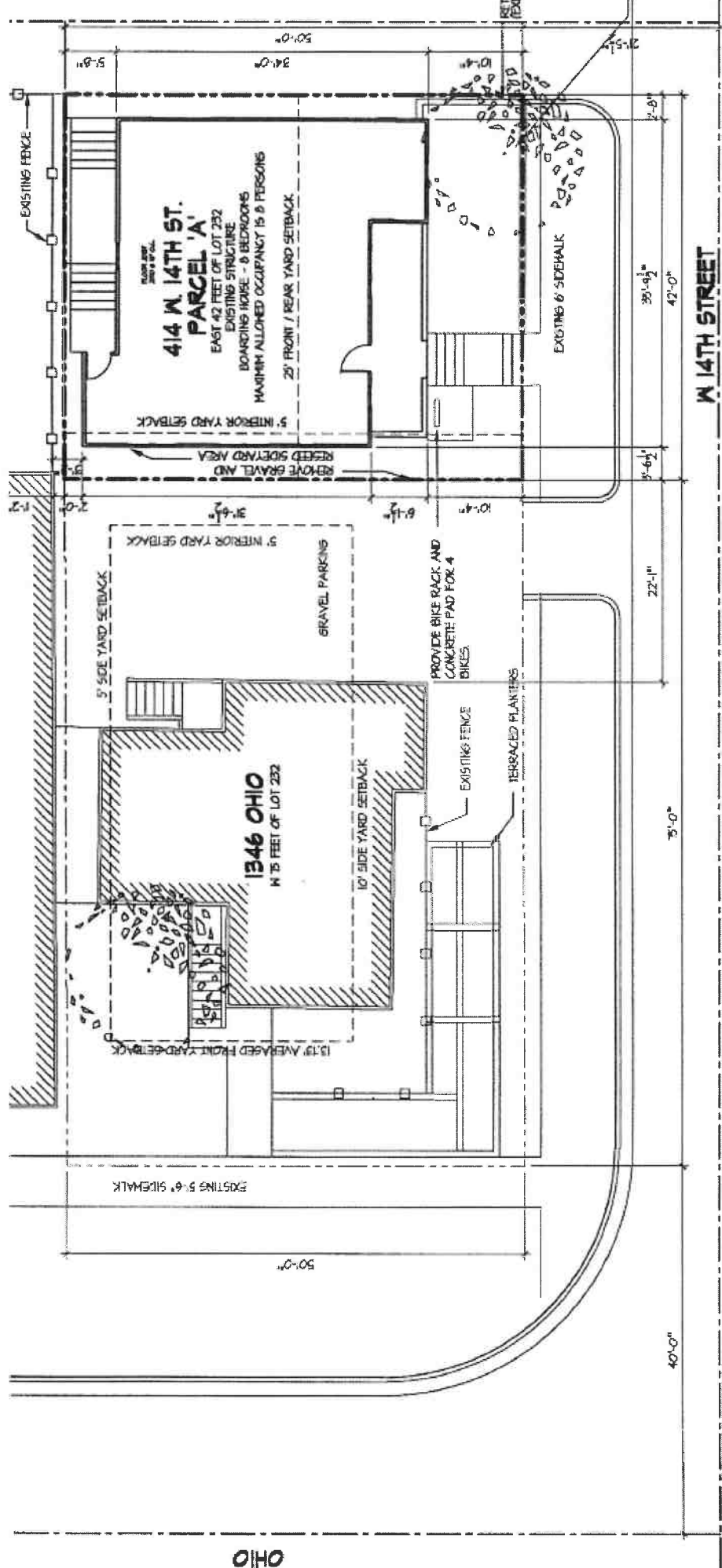
jnichols@douglas-county.com

Douglas County Real Estate Division
County Clerk's Office. I do hereby certify
the Property Ownership listed hereto, to be
true and accurate.

POL WITHIN 400 FT OF 1346 OHIO ST (U02066)



JOINPIN	SYS/CALACRES	owner1	owner2	owner3	address	city	state	zip	plate	PID	Quickrefid	situs
067-36-0-40-05-003.00-0	3.83835752	BOARD OF REGENTS OF THE STATE OF KANSAS			1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U04579-01	023-067-36-0-40-05-003.00-0	R8354	1335 LOUISIANA ST
067-36-0-40-07-001.00-0	1.97313052	UNIVERSITY OF KANSAS			1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U03733-01B	023-067-36-0-40-07-001.00-0	R8370	1404 ALUMNI PL DR
079-31-0-30-25-001.00-0	1.21612015	UNIVERSITY OF KANSAS	BOARD OF REGENTS OF THE STATE OF KANSAS		1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U02041-01A	023-079-31-0-30-25-001.00-0	R16391	1301 OHIO ST
079-31-0-30-25-002.00-0	1.01836315	BOARD OF REGENTS OF THE STATE OF KANSAS			1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U02166A	023-079-31-0-30-25-002.00-0	R16392	1300 LOUISIANA ST
079-31-0-30-26-005.00-0	0.13428576	SLOUGH JAMES A			PO BOX 763	LAWRENCE	KS	66044	U02045	023-079-31-0-30-26-005.00-0	R16408	1308 OHIO ST
079-31-0-30-26-021.00-0	0.25516087	SOMERSET PROPERTIES LLC			13912 SE 47TH ST	BELLEVUE	WA	98006	U01844A	023-079-31-0-30-26-021.00-0	R16426	1311 TENNESSEE ST
079-31-0-30-26-006.00-0	0.13428626	PEAR MAN PROPERTIES LLC			1501 KASOLD DR	LAWRENCE	KS	66047	U02047	023-079-31-0-30-26-006.00-0	R16409	1312 OHIO ST
079-31-0-30-27-006.00-0	0.13438745	AMARAN MITHRA	AMARAN ARJUN		4820 W 137TH ST	LEAWOOD	KS	66224	U01850	023-079-31-0-30-27-006.00-0	R16434	1316 TENNESSEE ST
079-31-0-30-26-020.00-0	0.13429742	FELTON ERIC A	SCHMIDT THERESA A		1315 TENNESSEE ST	LAWRENCE	KS	66044	U01849	023-079-31-0-30-26-020.00-0	R16425	1315 TENNESSEE ST
079-31-0-30-26-006.01-0	0.13428562	MUNSCH ROBERT D			PO BOX 1851	LAWRENCE	KS	66044	U02049	023-079-31-0-30-26-006.01-0	R16410	1316 OHIO ST
079-31-0-30-27-007.01-0	0.13439314	ABALAN SOFIANA J O	HAMILTON TIMOTHY D		13131 W 100TH ST	LENEXA	KS	66215	U01852A01	023-079-31-0-30-27-007.01-0	R337134	1324 TENNESSEE ST
079-31-0-30-26-019.00-0	0.13429729	CS PROPERTY MANAGEMENT LLC			1230 NEW YORK ST	LAWRENCE	KS	66044	U01851	023-079-31-0-30-26-019.00-0	R16424	1319 TENNESSEE ST
079-31-0-30-26-007.00-0	0.13428526	CAMPUS CHRISTIAN INC			1320 OHIO ST	LAWRENCE	KS	66044	U02052	023-079-31-0-30-26-007.00-0	R16411	1320 OHIO ST
079-31-0-30-26-018.00-0	0.13429775	KUPPER RICHARD B	KUPPER BONNIE S		437 W 104TH ST APT D	KANSAS CITY	MO	64114	U01853	023-079-31-0-30-26-018.00-0	R16423	1321 TENNESSEE ST
079-31-0-30-26-008.00-0	0.13428532	BACKUS ANTHONY S	MCCORKLE BARBARA B		1736 LOUISIANA ST UNIT A	LAWRENCE	KS	66044	U02055	023-079-31-0-30-26-008.00-0	R16412	1324 OHIO ST
079-31-0-30-25-002.03-0	0.50856656	UNIVERSITY OF KANSAS			1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U02173A	023-079-31-0-30-25-002.03-0	R16393	1318 LOUISIANA ST
079-31-0-30-27-017.00-0	0.13431806	ROBERTS PATRICK H	ROBERTS STACY A		9527 CEDAR ST	OVERLAND PARK	KS	66207	U01651	023-079-31-0-30-27-017.00-0	R16446	1329 KENTUCKY ST
079-31-0-30-27-008.00-0	0.13438862	KELJON OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U01856	023-079-31-0-30-27-008.00-0	R16436	1328 TENNESSEE ST
079-31-0-30-26-017.00-0	0.13429753	FUNDERBURK ASHLEY J			548 MARKET ST UNIT 30307	SAN FRANCISCO	CA	94104	U01855	023-079-31-0-30-26-017.00-0	R16422	1325 TENNESSEE ST
079-31-0-30-26-009.00-0	0.1342854	BACKUS ROBERT			1736 LOUISIANA ST	LAWRENCE	KS	66044	U02058	023-079-31-0-30-26-009.00-0	R16413	1328 OHIO ST
079-31-0-30-27-016.00-0	0.13431859	BOULDER REAL ESTATE LLC			PO BOX 454	LAWRENCE	KS	66044	U01653	023-079-31-0-30-27-016.00-0	R16445	1333 KENTUCKY ST
079-31-0-30-27-009.00-0	0.13438872	HEARN SERINA A			1941 MASSACHUSETTS ST	LAWRENCE	KS	66046	U01858	023-079-31-0-30-27-009.00-0	R16437	1332 TENNESSEE ST
079-31-0-30-26-016.00-0	0.13429691	KELJON OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U01857	023-079-31-0-30-26-016.00-0	R16421	1333 TENNESSEE ST
079-31-0-30-26-010.00-0	0.13428523	CRIMSON PROPERTIES LLC			PO BOX 442109	LAWRENCE	KS	66044	U02060	023-079-31-0-30-26-010.00-0	R16414	1334 OHIO ST
079-31-0-30-27-015.02-0	0.13431832	BACKUS ANTHONY S	MCCORKLE BARBARA B		1736 LOUISIANA ST UNIT A	LAWRENCE	KS	66044	U01655	023-079-31-0-30-27-015.02-0	R16444	1337 KENTUCKY ST
079-31-0-30-27-010.00-0	0.13439038	REH LLC			605 UPPER MILL HEIGHTS DR	SALINA	KS	67401	U01860	023-079-31-0-30-27-010.00-0	R16438	1336 TENNESSEE ST
079-31-0-30-26-015.00-0	0.13429742	CARTER MANAGEMENT LC	C/O GAGE MANAGEMENT LLC		2201 W 25TH ST STE R	LAWRENCE	KS	66047	U01859	023-079-31-0-30-26-015.00-0	R16420	1339 TENNESSEE ST
079-31-0-30-26-011.00-0	0.13428528	COLE RENTALS LLC			1617 BURNING TREE DR	LAWRENCE	KS	66047	U02062	023-079-31-0-30-26-011.00-0	R16415	1338 OHIO ST
079-31-0-30-25-008.00-0	0.13512329	HDD OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U02061	023-079-31-0-30-25-008.00-0	R16397	1339 OHIO ST
079-31-0-30-25-005.00-0	0.50855464	UNIVERSITY OF KANSAS	BOARD OF REGENTS OF THE STATE OF KANSAS		1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U02176A	023-079-31-0-30-25-005.00-0	R16394	1346 LOUISIANA ST
079-31-0-30-27-015.01-0	0.13432384	FUNDERBURK ASHLEY J			548 MARKET ST UNIT 30307	SAN FRANCISCO	CA	94104	U01657	023-079-31-0-30-27-015.01-0	R16443	1341 KENTUCKY ST
079-31-0-30-27-011.00-0	0.26878985	SORRENTINO INVESTMENTS LLC			26710 W SHADOW CIR	OLATHE	KS	66061	U01862	023-079-31-0-30-27-011.00-0	R16439	1340 TENNESSEE ST
079-31-0-30-26-014.00-0	0.26860405	TK PROPERTY'S LLC			8002 SWARNER DR	LENEXA	KS	66219	U01861A	023-079-31-0-30-26-014.00-0	R16419	1343 TENNESSEE ST
079-31-0-30-26-012.00-0	0.13428731	HDD OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U02064	023-079-31-0-30-26-012.00-0	R16416	1340 OHIO ST
079-31-0-30-25-007.00-0	0.13512407	HDD OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U02063	023-079-31-0-30-25-007.00-0	R16396	1341 OHIO ST
079-31-0-30-27-014.00-0	0.09184238	ABW INVESTMENT 1315 LLC			9238 LEE BLVD	LEAWOOD	KS	66206	U01660	023-079-31-0-30-27-014.00-0	R16442	1345 KENTUCKY ST
079-31-0-30-27-013.00-0	0.04248228	KRZANOWSKY ANDREW M	KRZANOWSKY DYANA L		4111 DOOLITTLE DR	LAWRENCE	KS	66049	U01659	023-079-31-0-30-27-013.00-0	R16441	310 W 14TH ST
079-31-0-30-26-013.02-0	0.04820789	D & D RENTALS OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U02067	023-079-31-0-30-26-013.02-0	R16418	414 W 14TH ST
079-31-0-30-26-013.01-0	0.08607969	D & D RENTALS OF LAWRENCE LLC			PO BOX 706	LAWRENCE	KS	66044	U02066	023-079-31-0-30-26-013.01-0	R16417	1346 OHIO ST
079-31-0-30-25-006.00-0	0.13512337	OREAD VILLAS LLC			PO BOX 442109	LAWRENCE	KS	66044	U02065	023-079-31-0-30-25-006.00-0	R16395	502 W 14TH ST
079-31-0-30-35-002.00-0	0.08125032	GARCIA ROBERT			3100 S 7TH ST	KANSAS CITY	KS	66103	U04343	023-079-31-0-30-35-002.00-0	R16585	305 W 14TH ST
079-31-0-30-35-003.00-0	0.1622435	HILL MARK S TRUSTEE	MCMMASTER M ROSALIE TRUSTEE		PO BOX 1581	LAWRENCE	KS	66044	U04350	023-079-31-0-30-35-003.00-0	R16586	1400 TENNESSEE ST
079-31-0-30-37-001.00-0	0.13075233	GORMAN AMANDA L			PO BOX 442109	LAWRENCE	KS	66044	U03720	023-079-31-0-30-37-001.00-0	R16605	507 W 14TH ST
079-31-0-30-36-001.00-0	0.22956914	DIC HOLDINGS LLC			PO BOX 1797	LAWRENCE	KS	66044	U03702	023-079-31-0-30-36-001.00-0	R16601	1403 TENNESSEE ST
079-31-0-30-37-002.01-0	1.00127572	UNIVERSITY OF KANSAS			1450 JAYHAWK BLVD RM 245	LAWRENCE	KS	66045	U03717B	023-079-31-0-30-37-002.01-0	R334656	500 BLK W 14TH ST
079-31-0-30-36-002.00-0	0.20086908	DIC HOLDINGS LLC			PO BOX 1797	LAWRENCE	KS	66044	U03703	023-079-31-0-30-36-002.00-0	R16602	413 W 14TH ST
079-31-0-30-36-003.00-0	0.1434787	WAKARUSA PARTNERS	C/O GAGE MANAGEMENT		2201 W 25TH ST STE R	LAWRENCE	KS	66047	U03704	023-079-31-0-30-36-003.00-0	R16603	1400 OHIO ST
079-31-0-30-35-016.00-0	0.13524488	KUPPER RICHARD B	KUPPER BONNIE S		437 W 104TH ST APT D	KANSAS CITY	MO	64114	U04344	023-079-31-0-30-35-016.00-0	R16600	1407 KENTUCKY ST
079-31-0-30-35-004.00-0	0.26972725	NASCO PROPERTIES INC			1100 W CERMAK RD STE B141	CHICAGO	IL	60608	U04348A	023-079-31-0-30-35-004.00-0	R16587	1406 TENNESSEE ST
079-31-0-30-35-015.00-0	0.13524477	CHERRY HILL PROPERTIES LLC			4716 KILLARNEY CIR	LAWRENCE	KS	66047	U04345	023-079-31-0-30-35-015.00-0	R16599	1411 KENTUCKY ST
079-31-0-30-36-004.01-0	1.57160255	ALPHA NU BETA THETA PI HOUSE ASSN			10307 E WINDEMERE ST	WICHITA	KS	67226	U03705B	023-079-31-0-30-36-004.01-0	R16604	1425 TENNESSEE ST
079-31-0-30-35-005.00-0	0.13485173	HIMMELBERG MARY P TRUSTEE			507 PIONEER RD	LAWRENCE	KS	66049	U04347	023-079-31-0-30-35-005.00-0	R16588	1414 TENNESSEE ST
079-31-0-30-35-006.00-0	0.13428567	CRIMSON PROPERTIES LLC			PO BOX 442109	LAWRENCE	KS	66044	U03701	023-079-31-0-30-35-006.00-0	R16589	1416 TENNESSEE ST
079-31-0-30-37-006.00-0	0.51480935	FREE STATE MANAGEMENT LLC			2005 RIVIERA CT	LAWRENCE	KS	66047	U03706	023-079-31-0-30-37-006.00-0	R16610	1423 OHIO ST
079-31-0-30-37-003.00-0	0.3841815	COMPTON HOLDINGS LC	C/O FIRST MANAGEMENT INC		PO BOX 1797	LAWRENCE	KS	66044	U03707A	023-079-31-0-30-37-003.00-0	R16607	1430 LOUISIANA ST
079-31-0-30-35-007.00-0	0.13429084	CRIMSON PROPERTIES TWO LLC			PO BOX 442109	LAWRENCE	KS	66044	U03700	023-079-31-0-30-35-007.00-0	R16590	1420 TENNESSEE ST
079-31-0-30-37-005.00-0	0.28913593	COMPTON HOLDINGS LC	C/O FIRST MANAGEMENT INC		PO BOX 1797	LAWRENCE	KS	66044	U03713	023-079-31-0-30-37-005.00-0	R16609	1433 OHIO ST
079-31-0-30-37-002.02-0	0.14859295	K U ENDOWMENT ASSN			PO BOX 928	LAWRENCE	KS	66044	U03717C	023-079-31-0-30-37-002.02-0	R337063	515 W 14TH ST
079-31-0-30-37-002.00-0	0.07527536	RGAPTS LLC			PO BOX 928	LAWRENCE	KS	66044	U03717A	023-079-31-0-30-37-002.00-0	R16606	525 W 14TH ST
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**Lawrence Douglas County
Metropolitan Planning Office**

6 East 6th Street, P.O. Box 708, Lawrence, KS 66044
(785) 832-3150 Fax (785) 832-3160
<http://www.lawrenceplanning.org>

OWNER AUTHORIZATION

I, **Jon Davis on behalf of D & D Rentals of Lawrence, L.L.C.**, hereby referred to as the "Undersigned", being of lawful age, do hereby on this 5 day of April, 2018, make the following statements to wit:

1. I the Undersigned, on the date first above written, am the lawful owner in fee simple absolute of the following described real property:

OHIO STREET, WEST 75 FEET OF LOT 232, LAWRENCE, DOUGLAS COUNTY, KANSAS

2. I the undersigned, have previously authorized and hereby authorize **Paul Werner Architects** (Herein referred to as "Applicant"), to act on my behalf for the purpose of making application with the Planning Office of Lawrence/Douglas County, Kansas, regarding **1346 Ohio, Lawrence, Kansas** (common address), the subject property, or portion thereof. Such authorization includes, but is not limited to, all acts or things whatsoever necessarily required of Applicant in the application process.
3. It is understood that in the event the Undersigned is a corporation or partnership then the individual whose signature appears below for and on behalf of the corporation or partnership has in fact the authority to so bind the corporation or partnership to the terms and statements contained within this instrument.

IN WITNESS THEREOF, I, the Undersigned, have set my hand and seal below.

Owner [Signature]

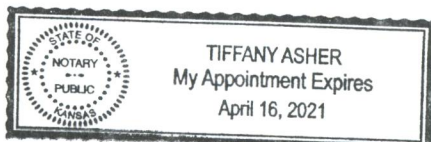
Owner _____

STATE OF KS
COUNTY OF DO

The foregoing instrument was acknowledged before me on this 5 day of April, 2018,
by Jon Davis

My Commission Expires: 04.16.21

[Signature]
Notary Public





**Lawrence Douglas County
Metropolitan Planning Office**

6 East 6th Street, P.O. Box 708, Lawrence, KS 66044
(785) 832-3150 Fax (785) 832-3160
<http://www.lawrenceplanning.org>

OWNER AUTHORIZATION

I, **Jon Davis on behalf of HDD of Lawrence, L.L.C.**, hereby referred to as the "Undersigned", being of lawful age, do hereby on this 5 day of April 2018, make the following statements to wit:

1. I the Undersigned, on the date first above written, am the lawful owner in fee simple absolute of the following described real property:

OHIO STREET, LOT 230, LAWRENCE, DOUGLAS COUNTY, KANSAS

2. I the undersigned, have previously authorized and hereby authorize **Paul Werner Architects** (Herein referred to as "Applicant"), to act on my behalf for the purpose of making application with the Planning Office of Lawrence/Douglas County, Kansas, regarding **1340 Ohio, Lawrence, Kansas** (common address), the subject property, or portion thereof. Such authorization includes, but is not limited to, all acts or things whatsoever necessarily required of Applicant in the application process.
3. It is understood that in the event the Undersigned is a corporation or partnership then the individual whose signature appears below for and on behalf of the corporation or partnership has in fact the authority to so bind the corporation or partnership to the terms and statements contained within this instrument.

IN WITNESS THEREOF, I, the Undersigned, have set my hand and seal below.

Owner

Owner

STATE OF KS
COUNTY OF DE

The foregoing instrument was acknowledged before me on this 5 day of April, 2018,
by Jon Davis.

My Commission Expires: 04-16-21



Notary Public



MEMORANDUM

FROM : Paul Werner
RE : 1346 Ohio – Parking Variance (PWA 216-720)
DATE : February 1, 2018

Please consider the following information in regards to our Parking Variance application for 1346 Ohio.

The owner of 1346 Ohio also owns 1340 Ohio (The Jayhawk Café), or more commonly referred to as The Hawk. The owner would like to expand the current business. This expansion would include the complete renovation and addition of 1346 Ohio.

In order to renovate and expand the existing structure at 1346 Ohio, the design would have to be reviewed and approved by the Historic Resources Committee, as well as meet the Oread Design Guidelines. We have discussed this project, and the process, with Lynne Zollner and she is in agreement with us that it is appropriate to continue with our Board of Zoning Appeals (Parking Variance) application prior to the HRC review for the design of the building. Essentially, if there is no parking variance, there is no project to review.

Per the Oread Design Guidelines, the project must be designed for mixed-use zoning. The proposed addition on 1346 Ohio will be designed for a drinking/eating establishment with an occupant load of 320, as well as three apartments. We do not think that mixed-use is appropriate for this specific project due to the fact that we are renovating an existing house as opposed to building a new concrete structure; i.e. HERE Building, Downtown Mixed-Use Buildings. However, it is a requirement, so we will manage it.

This renovation will also allow for additional exits to be provided at the existing Jayhawk Café, mainly on the lower level and back patio. This should be seen as a vast improvement on safety. The addition at 1346 Ohio will also include plans for a small kitchen area. Selling food should also be seen as an improvement to the business and the neighborhood.

The parking required for this structure would be 121 spaces. This is calculated by 320 occupants divided by 3, which equals 107. Add an estimated 8 employees and 3 apartments (6 spaces) you get a total of 121 spaces. We are requesting a parking variance to provide zero parking spaces for this project, although the current schematic design does include one enclosed parking garage for one of the tenants.

It may seem unrealistic to have zero parking spaces for this project, but the reality is that this establishment serves primarily University of Kansas students, and those students do not drive



to bars anymore. This is evidenced by the attached article written in the Lawrence Journal World on December 7, 2017 naming The Hawk as the Number 1 Uber destination in Kansas. We should encourage the student population to utilize these services such as Uber, Lyft, Taxis, and Safe Ride to get to and from drinking establishments such as The Hawk. Also, a large number of the patrons that come to the Hawk live in the Oread Neighborhood, and therefore walk to the business. We feel that by not providing parking, we are encouraging patrons to get a ride as opposed to driving. The fact is, The Hawk, The Wheel, and Bullwinkle's already have an established population without parking. We do not feel that adding on to the existing business, without providing parking will have a negative impact on the current parking situation in the Oread Neighborhood.

Expansion of The Hawk would also reduce the amount of congestion at the intersection of 14th and Ohio that is created by patrons waiting in line to get in. The more people we can get inside, the less people loitering outside.

We look forward to discussing this with you further.

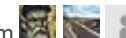
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3 comments from



TOWN TALK

with chad lawhorn

[@clawhorn_ljw](#)

The top Uber destination in Kansas is in Lawrence; here's a hint, it serves beer

**Posted by Chad Lawhorn**

December 7, 2017 at 11:40 a.m.

ADVERTISEMENT

Lawrence is known for many things: A basketball shrine. A downtown that evokes Norman Rockwell. An island of blue progressives in a sea of red conservatives. But, of course, if you want to peer into the soul of a community, there is really only

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way to do it: Check where we Uber. Apparently, Lawrence's soul is thirsty.

Uber recently released information about top destinations in each state in 2017. **According to a recent article by USA Today**, the top destination in Kansas, indeed, was in Lawrence. It was . . . the Jayhawk Cafe, at 13th and Ohio.

Readers from across the country may think that sounds like such a quaint little university shop. By all means, if you have visitors in town, send them down to the Jayhawk Cafe and tell them to order a double latte. They are likely to get at least half of that order. Those of us in Lawrence know the Jayhawk Cafe really isn't a cafe at all. Rather, it is better known as The Hawk, one of the most raucous college bars in Lawrence, which, **at times**, has had an unfortunate reputation as an underage gathering spot.



The Jayhawk Cafe sits at the corner of 13th and Ohio streets, Thursday, Dec. 7, 2017. by [Nick Krug](#)

So think of that for a moment: The place that Uber drivers go most often in the state of Kansas is a college bar in the Oread neighborhood. (By the way, the bar is surrounded by student housing. I wonder how many times an Uber driver just takes someone across the street.) It should be noted that the Uber figures did exclude airports, transit stations and convention centers, although I rather doubt that the Topeka airport could compete with The Hawk.

Lawrence is not alone in having a robust Uber bar scene. There were at least 10 states where a bar was the top Uber destination. (My favorite was Arkansas' JJ's Grill & Chill in Fayetteville. The photo used by USA Today showed what looked to be a fairly empty building with a Porta-John out front. So, put an asterisk next to that one. Its popularity may be more about Arkansas plumbing.)

In case you are wondering about our neighbors, Nebraska's most popular destination was a Lincoln bar, Barry's Bar & Grill. And, all kidding aside, obviously if Uber is helping people not drink and drive, that is a valuable thing. Maybe there should be more states where a bar should be the top Uber destination.

As for other neighbors, Busch Stadium in St. Louis was the top Missouri destination. Coors Field in Denver was tops in Colorado. The River Spirit Casino in Tulsa was the No. 1 spot in Oklahoma. And while I know Iowa doesn't technically border us, I have to pass theirs along: the Iowa State Fairgrounds in Des Moines.

I'm confused about what constitutes a good night out in Iowa (unless there is a tractor pull every night at the fairgrounds, in which case this would make perfect sense.) More than likely, though, I'm just confused. Uber constantly baffles me. It calls itself a "ride sharing service," yet despite some pretty strong hints, I've never once gotten the driver to pay his half of the fare.

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Lawrence, KS: This Brilliant Company Is Disrupting A \$200 Billion Industry



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by Taboola



MEMORANDUM

FROM : Paul Werner
RE : 1346 Ohio – Parking Variance (PWA 216-720)
DATE : April 2, 2018

This memo is in response to the email received from Jeff Crick dated February 5, 2018:
1346 Ohio Street (B-17-00641)

- *Owner Authorizations for HDD of Lawrence, L.L.C. and D&D Rentals of Lawrence, L.L.C.*
Please see the attached owner authorization forms.
- *If you're expanding the existing bar use in 1340 Ohio Street into 1346 Ohio Street, the property ownership list should also include both properties*
Please see the attached property ownership list.
- *Information providing the existing design occupancy load for each structure and the current use for each structure*
The existing occupancy load for:
1340 Ohio - 929 Occupants
1346 Ohio – 8 Residents
- *Information indicating the new occupancy load and use types for the new structure(s) so we can calculate the amount of parking required by code and the reduction being requested*
As noted in our previous memo, and noted on the attached concept plan, we are estimating a parking requirement of 120 spaces, with 1 space being provided. (Please see attached concept plan.)

- *A concept drawing showing how the site(s) will be modified and/or connected. If they are to be combined or modified as a package, please include both sites on the same drawing*

The concept plan shows how we will renovate the existing house at 1346 Ohio, construct an addition, connect it to 1340 Ohio, and provide safer egress to 14th and Ohio. (Please see the attached concept plan.)

LEGAL DESCRIPTION:

THE WEST 75 FEET OF LOT 232, IN GREAD ADDITION, CITY OF LAWRENCE, DOUGLAS COUNTY, KANSAS. 50X75

PROJECT SUMMARY:

- 1.1 CURRENT ZONING: MU-UC
- 1.2 PREVIOUS USE: NON CONFORMING CONGREGATE RESIDENCE
- 1.3 PROPOSED USE: MIXED USE, RESIDENTIAL/COMMERCIAL
- 1.4 LAND AREA: 0.086 ACRES (3,750 SQ. FT. +/-)
- 1.5 DENSITY ZONED: MU-UC BASED ON SIZE, ORIENTATION AND SETTING.

PARKING INFORMATION:

- 4.1 PARKING REQUIRED: 1 SPACE PER 1 BEDROOM + COMMERCIAL OF 1/3 OCC. + EMPLOYEES.
- 4.2 4 RESIDENTIAL + (320/3)=107 COMMERCIAL + 8 EMPLOYEES + 1 VISITOR
120 SPACES REQUIRED, 1 SPACE PROVIDED,
- 4.3 DRIVES AND PARKING AREAS: MINIMUM 4" - 4,000 PSI REINFORCED CONCRETE

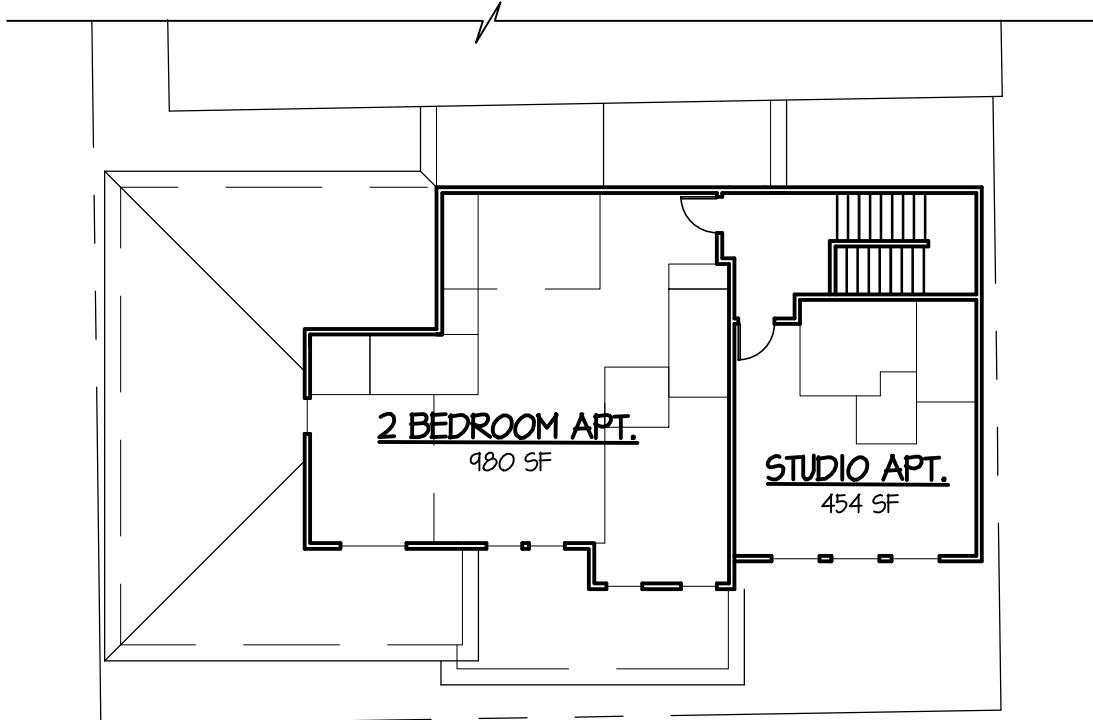
IMPERVIOUS SURFACE SUMMARY:

PROJECT SITE: 0.086 ACRES (3,750 SQ. FT. +/-)

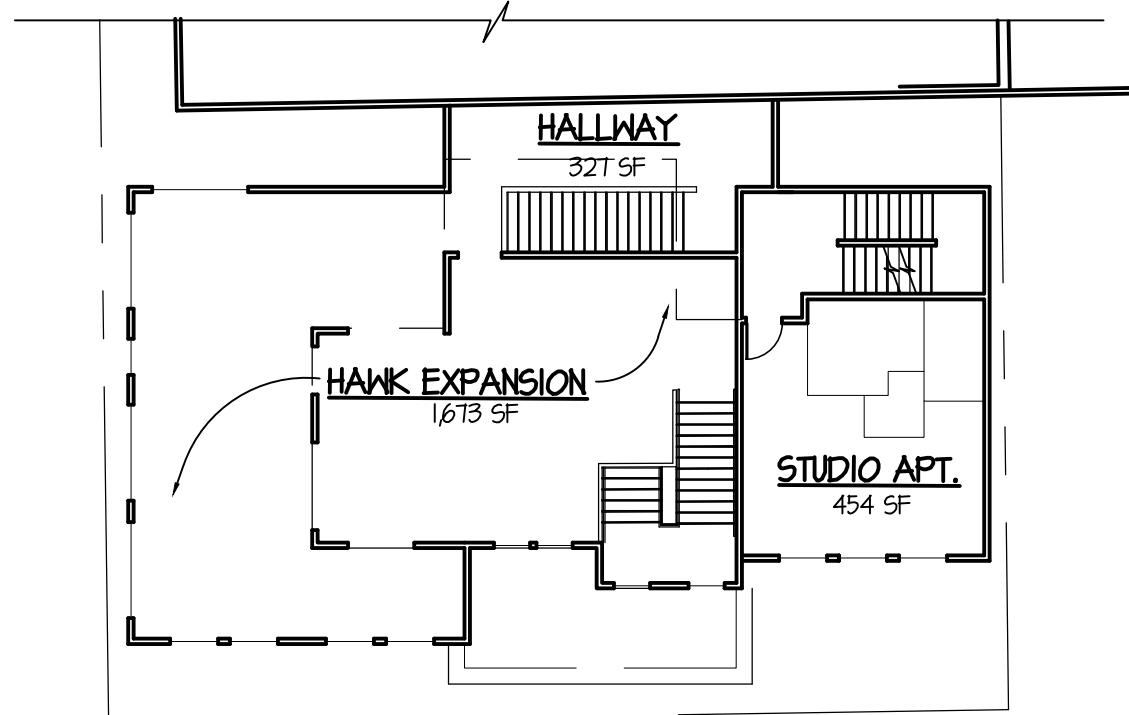
	EXISTING CONDITIONS:	PROPOSED CONDITIONS:
LAND AREA	SQ. FT. 8	SQ. FT. 8
BUILDING FOOTPRINT:	3,750 100	3,750 100
PAVEMENT AREAS:	992 26	2,814 75
TOTAL IMPERVIOUS:	1,442 38	481 13
TOTAL PERVIOUS:	2,434 65	3,300 88
	1,316 35	450 12

EXISTING CONDITIONS

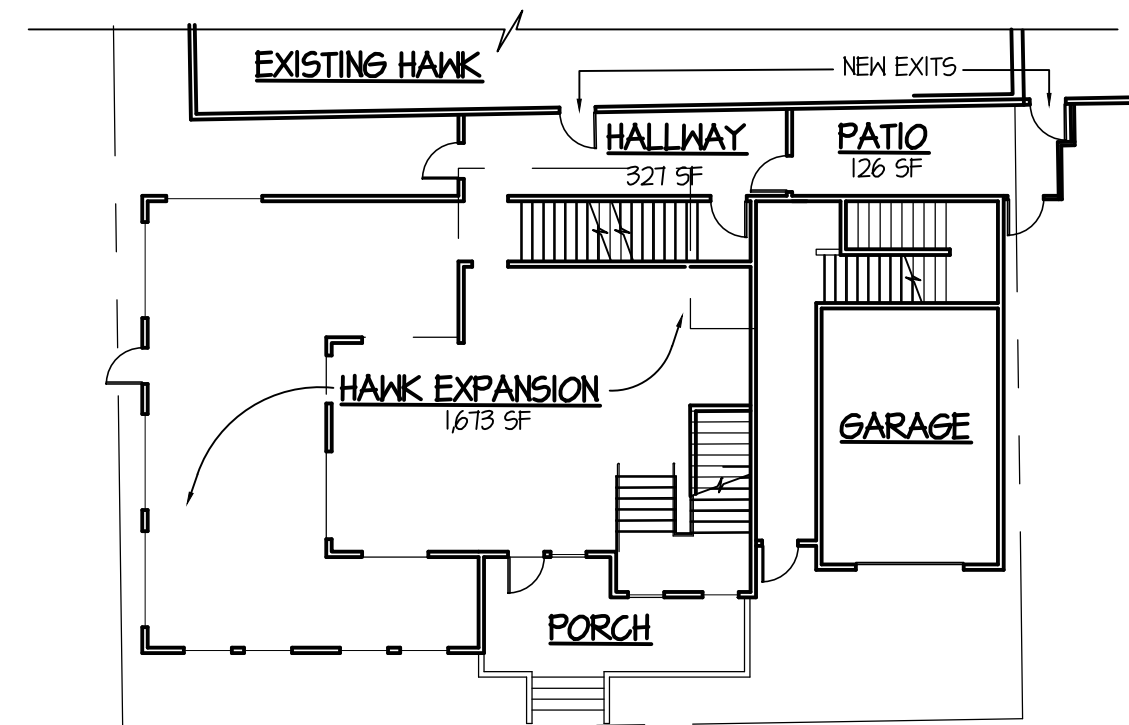
6.1 OHIO STREET WEST 75 FT OF LOT 232, NON CONFORMING CONGREGATE RESIDENCE



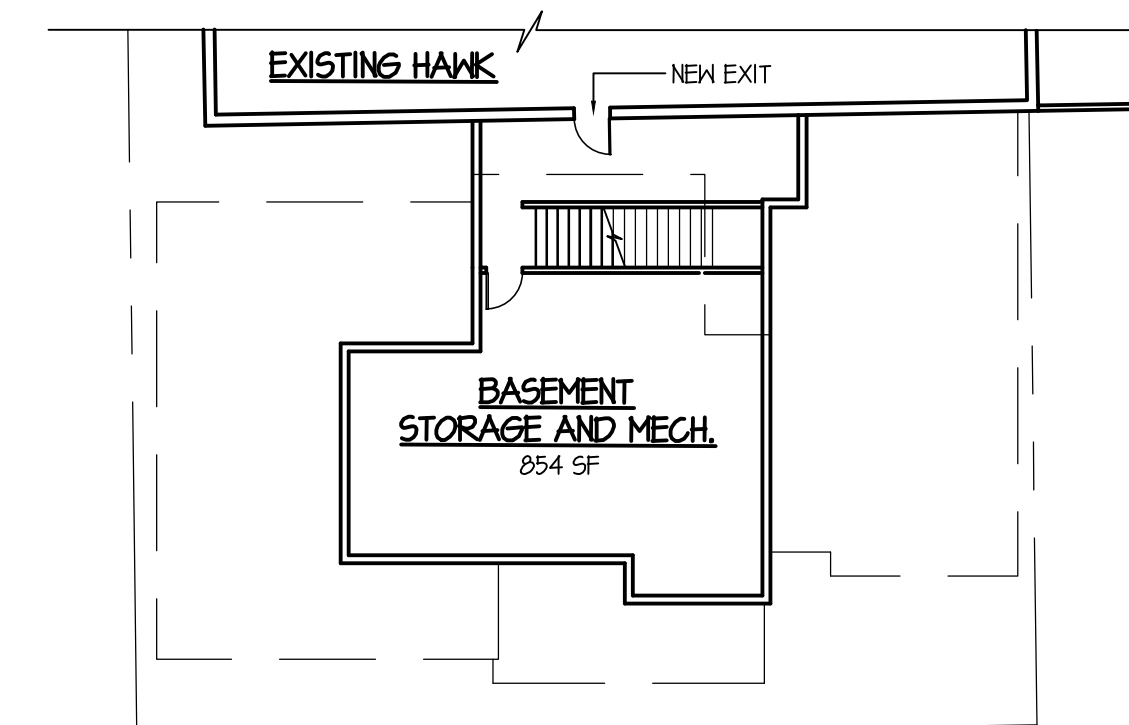
3RD FLOOR PLAN
SCALE: 1/16" = 1'-0"



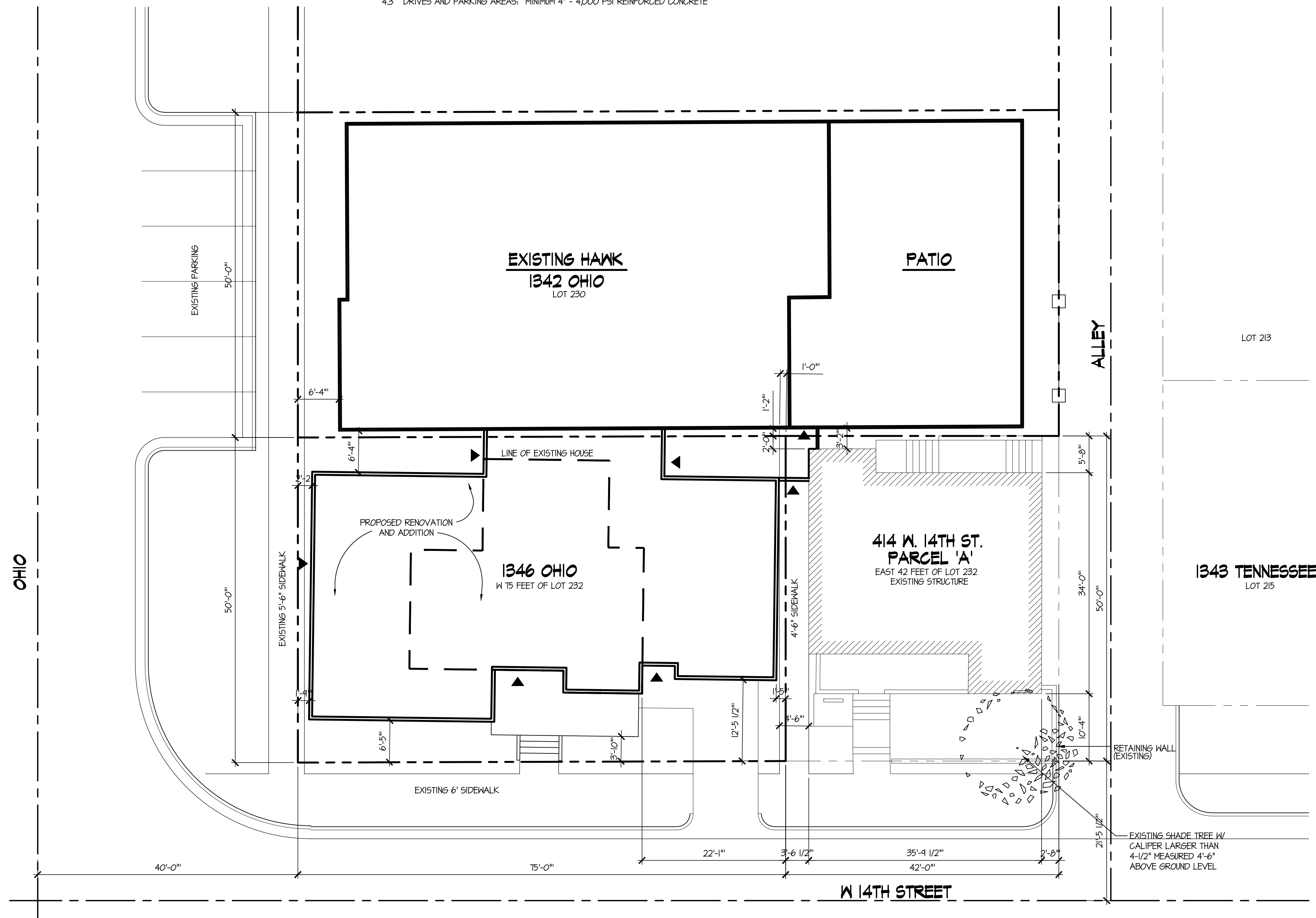
2ND FLOOR PLAN
SCALE: 1/16" = 1'-0"



1ST FLOOR PLAN
SCALE: 1/16" = 1'-0"



BASEMENT
SCALE: 1/16" = 1'-0"



CONCEPT PLAN

SITE PLAN
SCALE: 1" = 10'-0"

PRELIMINARY DOCUMENTS

Approved and Released	Case No. _____
	Approval Date: _____
	Release Date: _____
	Planner: _____
	City of Lawrence Douglas County Asst./Director: _____

Final Report

10 Year Operational &
Development Plan

for the

City of Lawrence, KS



Submitted June 2017

DESMAN
Design Management

20 N Clark
4th Floor
Chicago, IL 60602
312.263.8400

www.DESMAN.com

10-YEAR PARKING OPERATIONS AND DEVELOPMENT PLAN

LAWRENCE, KANSAS

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1. EXECUTIVE SUMMARY

Prior to the completion of the *10-Year Parking Operations and Development Plan*, the City of Lawrence had never before conducted a thorough review and assessment of its entire parking operation. For this reason, the City retained DESMAN to perform an in-depth analysis of public parking in the Downtown District, as well as in the residential neighborhoods around the Downtown and the University of Kansas campus. The goal was to develop a plan for improving parking operations in order to address current challenges and to prepare for the impact of potential future development.

Downtown Lawrence has been developing rapidly, with hundreds of residential units permitted and constructed over the last 10 years, in addition to having various infill development projects underway and more on the horizon. The City recognized the need to prepare its parking system to handle this growth, while becoming more efficient and technologically advanced. Additionally, the growth of Downtown and the University made it necessary to address the impact that these two parking demand generators have on the surrounding neighborhoods, in order to maintain the quality of life of residents of the City.

During the process of formulating the *Parking Operations and Development Plan*, public input on parking in the city was gathered by a variety of means, including: sit-down discussions with various stakeholder groups, telephone calls with institutional stakeholders, public discussion at a meeting of the Lawrence City Commission, and an online survey accessible by residents of and visitors to Lawrence. This input informed many of the study findings and recommendations.

In addition to public input, parking utilization data was gathered with the help of City personnel. DESMAN also reviewed historical utilization and financial data, parking citation issuance and collection statistics, the City's Code requirements related to parking, as well as other data sources, in order to gain a thorough understanding of the existing parking operation and assets.

Based on the data collected, the stakeholder discussions and an analysis of existing and future parking supply and demand conditions, a significant number of key findings and issues were identified, including:

- Parking demand generated by downtown and the University of Kansas are overwhelming certain residential neighborhoods immediately bordering each area.
- There is not currently a shortage of parking in the whole of Downtown, however localized shortages do exist.
- Additional long-term parking spaces are needed in certain areas of Downtown to satisfy the demand for employee parking.
- The impact of future Downtown development on parking appears to be minimal over the next 10 years.
- Existing parking rates and violation fines do not generate sufficient revenue to fully-fund the operations and maintenance of the parking system.
- Operational and maintenance functions related to the parking system are scattered in several City departments with no one person in charge/overseeing the system.
- There are no provisions for overnight public parking permits for Downtown residents.
- Wayfinding to parking lots and garages off of Massachusetts Street and on the approaches to Downtown is weak, leading to many parking facilities being underutilized.

- Capital repair and equipment replacement costs are currently paid out of the parking fund or General Fund, as needed; there is no plan in place to cover long-term costs.

The recommended changes to the operations, management, policies, and physical assets which makeup the City's public parking system were developed by DESMAN, in consultation with the City. These changes are intended to address the current needs of Downtown Lawrence and the examined neighborhoods, as well as the anticipated needs of these areas over the next 10 plus years. While none of the recommended changes will, by themselves, remedy all of the existing or future parking-related issues, the goal was to make incremental improvements in order to delay or eliminate the need for additional structured parking facilities, to improve the experience of parking users and to address the concerns raised by the city's stakeholders.

Recommendation	Anticipated Cost	Anticipated Timeline for Implementation
Establish a head of the parking operation	\$55,000 - \$65,000	3 - 6 Months
PHASE I		
1. Eliminate the designation of on-street parking spaces for use only by the residents of one particular property	Nominal	3 Months
2. Forbid charter bus and other large vehicle parking within designated neighborhoods	Nominal	3 Months
3. Remove the 2-hour meters from the 300 block of W. 9th Street	Nominal	1 Week
4. Replace existing 5-hour meters with 10-hour meters	Nominal	1 Month
5. Change a number of 2-hour meters to 10-hour meters	Nominal	1 Month
6. Change 15- and 30-minute meters to 2-hour meters	Nominal	1 Month
7. Increase the cost of right-of-way (meter bagging) permits	Nominal	1 Month
8. Investigate the potential of adding parallel parking on the west side of Rhode Island Street	Nominal	1 Month
9. Establish a boot and tow policy to deal with habitual parking violators	Nominal	6 Months
10. Establish a residential permit parking policy for the city's neighborhoods	Nominal	3 Months
11. Review zoning ordinance requirements regarding downtown residential parking	Nominal	6 Months
12. Establish a reserve fund for parking	\$150,000	6 Months
13. Work with Douglas County to solve the parking issues at the Law Enforcement Center	Nominal	6 Months
14. Improve wayfinding signage from Massachusetts Street and major approaches to Downtown to surface parking lots and garages	\$5,000 - \$10,000	6 Months
PHASE II		
15. Add multi-space, pay-by-plate kiosks on-street, which would permit license plate enforcement, use of credit cards and cell phone payments	\$800,000 - \$900,000	12 Months
16. Add multi-space, pay-by-plate kiosks in the off-street parking facilities	\$160,000 - \$180,000	12 Months
17. Acquire license plate recognition software and vehicles to enforce on- and off-street parking	\$60,000	6 Months
18. Acquire software or develop a web portal allowing for online payment of parking violations and purchasing of monthly/annual parking permits	\$15,000 - \$25,000	12 Months
19. Increase the rate charged on Massachusetts Street from \$0.50/hr. to \$1.00/hr.	Nominal	1 Month
20. Increase the rate charged at 10-hour meters and 10-hour garage spaces to \$0.20/hr.	Nominal	1 Month
21. Increase permit rates from \$192/yr. to \$240/yr.	Nominal	1 Month
22. Increase initial fines for metered/timed parking violations to \$10.00 and on repeat offenders to \$100, with booting/towing automatically after 3 unpaid tickets	Nominal	1 Month
23. Establish a monthly (overnight) permit for downtown residents in one of the garages	Nominal	1 Month
24. Change existing parking ordinance relative to meter feeding	Nominal	2 Months
25. Restripe parking lots to increase the number of spaces	\$100,000	6 Months
26. Review lighting in all parking facilities and replace where appropriate with energy-efficient fixtures	TBD	TBD
27. Extend meter hours in active areas to 9PM on weekdays and Saturdays	Nominal	6 Months
28. Institute regular rate increases	Nominal	Every 3 - 4 Years
29. Implement demand management strategies	TBD	3 - 4 Years

2. INTRODUCTION

At the request of the City of Lawrence (“City”), DESMAN Inc. (“DESMAN”) was retained to assist the City with the development of a 10-year operational and development plan for the City’s parking system in the Downtown District (“Downtown”) and residential areas around the Downtown and the University of Kansas (“University” or “KU”) campus. According to the City, the motivation behind this project was the fact that a thorough review and assessment of the City’s entire parking operation had never been conducted, only a limited number of studies related to specific projects or smaller sub-areas of the city. The goal was to develop a plan for improving parking operations in order to address current challenges and to prepare for the impact of potential future development in Downtown.

As is common in many municipalities, management of various parking tasks in Lawrence has been assigned to various departments within the municipal government according to the perceived similarity of tasks within those departments. Parking planning and the development of new parking assets has been placed under Planning and Development Services, as this task is seen as an extension of that department’s natural mission and powers. The Public Works Department, which provides infrastructure, maintenance and engineering services for projects in the City, is responsible for maintenance of the parking facilities, as well as installation and maintenance of parking-related signage. Parks and Recreation maintains landscaping around the parking facilities, as well as sweeping, clearing snow and emptying trash. The Police Department is tasked with enforcement of parking regulations and parking meters repairs, while the Municipal Court, under the supervision of the City Attorney’s Office, handles adjudication of parking violations. While this distribution of workload may seem logical, it can lead to a lack of coordination among the different departments and the lack of an overall vision and long-term strategy for the City’s parking operation. In a similar fashion this distribution limits the potential to implement travel demand management measures.

Downtown Lawrence is developing rapidly, with hundreds of residential units being permitted and constructed over the last 10 years, in addition to infill development of formerly-vacant buildings and the prospects of a grocery store and a conference center on the horizon, among other projects. At this point, it is necessary for the City to prepare its parking system to handle this growth, in addition to becoming more efficient and technologically advanced. Finally, the growth of Downtown and the University has made it necessary to address the impact that these two parking demand generators are having on the surrounding neighborhoods, in order to maintain the quality of life of residents of the City.

To those ends, DESMAN worked in coordination with the City to understand the current parking system and operations, define the challenges facing the City, identify opportunities for improving the operations, and formulate implementable recommendations. In addition to reviewing historical performance data for the parking system and conducting observations of current parking activity, DESMAN held extensive discussions with City personnel affiliated with parking operations, as well as the Project Steering Committee, representatives of the University, and stakeholders from across the City. Stakeholder discussions were conducted over multiple days and included participants from the following groups:

- Downtown business owners and operators;
- Downtown residents;
- Owners and operators of event venues within the study area;
- Property developers, and;

- Residents and business owners from the neighborhoods within and immediately bordering the study area.

The following report presents the results of this work effort, which draws on existing data and City and community input, as well as best practices from the parking industry.

3. PUBLIC INPUT TO THE PROCESS

As is typical of our approach to this type of project, the first step toward developing a long-term plan for parking in Lawrence was to become intimately acquainted with the project study area through firsthand exploration of the area, review of prior and associated efforts, and in-depth discussions with City personnel and constituents. Once a basic understanding of market conditions was established, a series of discussions were had with concerned constituents and stakeholders, following a “listen-confirm-respond” format.

Throughout the public process, DESMAN engaged in a program of constant analysis and assessment, developing potential solutions to issues as they were identified and quantified, testing those in internal meetings with the city staff and steering committee members and then with stakeholders through the public engagement process. Those solutions which appeared to have viable support were then further refined, including preliminary cost/benefit assessments to quantify fiscal impact.

During the process of formulating the Parking Operations and Development Plan for the City of Lawrence, public input on parking in the city was gathered by a variety of means, including: sit-down discussions with various stakeholder groups, telephone calls with institutional stakeholders, public discussion at a meeting of the Lawrence City Commission, and an online survey accessible by residents of and visitors to Lawrence. Based on the input received, the following issues were identified for further study/consideration:

- A lack of long-term parking in certain areas of Downtown may be inhibiting employment growth
- New residential development in Downtown has led to parking issues in bordering neighborhoods, as a result of zoning code which does not require developments in the Downtown District to provide on-site parking
- Available parking spaces are frequently difficult to locate on/near Massachusetts Street, with meter feeding by owners/employees of businesses contributing to the lack of available parking
- Metered and timed parking is difficult/labor-intensive to enforce, given the City’s use of outdated technology
- Significant numbers of parkers frequently violate parking rules, resulting in nearly 100,000 parking citations issued annually
- KU students living near campus, as well as students, faculty, staff, and construction workers commuting to campus on a daily basis, often completely fill the available on-street parking spaces in the neighborhoods surrounding campus, making parking extremely difficult for other area residents
- Oread business owners are skeptical of the benefits of residential permit parking and worried about the potential downside for their businesses
- Lighting levels in some of the parking lots and the New Hampshire Garage make the facilities feel unsafe at times

- There is a desire among some citizens for a circulator bus in Downtown to make it easier for visitors and residents of the city to visit multiple destinations, without having to drive or to move their cars if they do drive
- Increasing residential density in the vicinity of Lot 8 has led to increasing conflicts with the Lawrence Farmers' Market, leading to calls to find a permanent home for the Market in a different Downtown location
- The City does not have a reserve fund established to fund future parking facility and equipment repair and replacement needs

The analysis and Plan which follow attempt to address the above issues, while factoring in observed levels of parking utilization and anticipated new development in Downtown.

Two issues for which recommendations have not been developed as part of this Plan are: 1) creation of a Downtown circulator bus and 2) establishment of a permanent location for the Lawrence Farmers' Market. In terms of improving the operation of the City's public parking assets, the lack of a clear geographical parking deficiency in Downtown, along with the potential cost of operating a circulator bus, led DESMAN to focus our efforts on developing other, more-effective and less-costly methods for improving public parking in Downtown Lawrence. Additionally, with the upcoming Downtown Master Plan set to tackle the issue of ideally locating the Lawrence Farmers' Market, it was determined that the focus of this effort should be on accommodating existing and future parking demand and not on selecting a specific location for the Market.

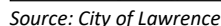
4. EXISTING CONDITIONS – DOWNTOWN

4.1 Study Area

The study area for this project was chosen based on the desire to evaluate and improve parking in both Downtown and the neighborhoods bordering Downtown and the KU campus. Downtown Lawrence has begun to experience the parking-related issues of a modern urban center, due to increasing density and development. As a result of this growth, as well as the ongoing growth of the University, the mostly-residential neighborhoods bordering these two areas have experienced increased parking demand on their residential streets. Given the impact that these high-growth areas have on the surrounding residential neighborhoods, it was necessary that the study area encompass these independent, but interconnected parts of the City.

In general, the study area is bounded by 6th Street on the north, Oregon Street on the east, 23rd Street on the south, and Iowa Street on the west, excluding both the University of Kansas campus and the Barker neighborhood. While these streets form the basic boundaries of the study area, there are deviations from this boundary which allow specific blocks to be included or excluded from this study.

Figure 1 shows the boundaries of the study area, as provided in the City's Request for Proposals for this project. In addition, this figure identifies the neighborhood associations located within the study area, the portions of the study area not organized into neighborhood associations and the boundaries of the KU campus.



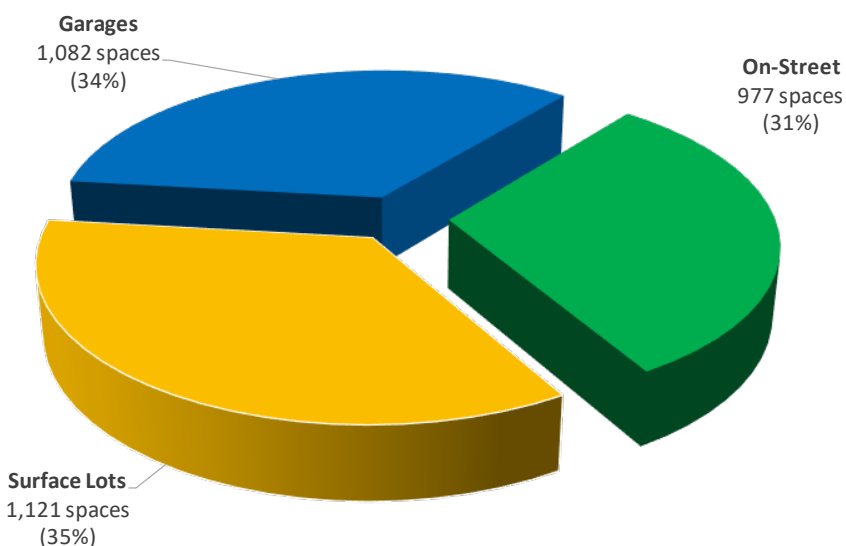
payment kiosks. Additionally, a number of these off-street parking facilities contain spaces that are dedicated for use only by certain groups, such as hotel guests and employees, private businesses, City vehicles, and County vehicles. When discussing the utilization of the public parking inventory, these dedicated spaces were excluded from the analysis.

In total, the existing supply of parking within the Downtown portion of the study area is 3,378 spaces, of which 3,180 spaces are available for public parking (977 on-street and 2,203 off-street). The breakdown of spaces is as follows:

- 982 On-Street Spaces (977 public)
- 1,127 Spaces in 16 Surface Lots (1,121 public)
- 1,269 Spaces in 3 Garages (1,082 public)

Figure 2 presents the breakdown of the public parking supply by type.

Figure 2 – Existing Public Parking Supply by Type



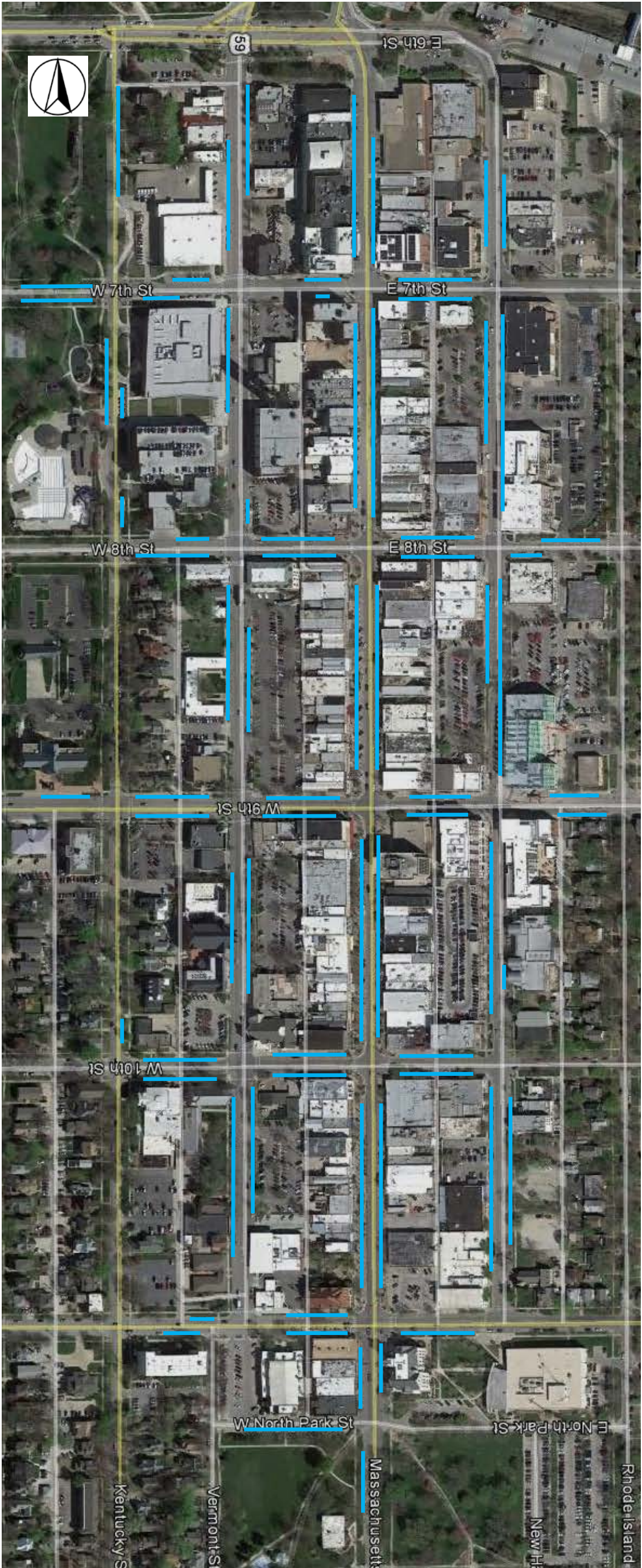
Source: DESMAN

4.2.1 On-Street Parking

On-street public parking in Downtown Lawrence is a combination of metered spaces, spaces signed for handicapped parking only, spaces reserved for City vehicles, one taxi parking space, and unmetered spaces. Each on-street parking meter controls one space and parking time can only be paid for with coins. Additionally, there are five different parking meter time limits: 15-minutes, 30-minutes, 2-hours, 5-hours, or 10-hours.

For ease of readability, **Figure 3** was created to show, generally, the locations of the on-street parking spaces in Downtown. The City produces a more detailed map which shows the locations of every parking space in Downtown Lawrence, including the associated parking restriction, which can be found in the Appendix to this document. Additionally, the full inventory of on-street parking spaces, by block and restriction, can also be found in the Appendix.

Figure 3 – On-Street Parking Supply



Source: DESMAN

As shown in the figure, on-street parking occupies nearly every block face in Downtown. Additional detail regarding the number of each type of on-street space is provided in **Table 1**.

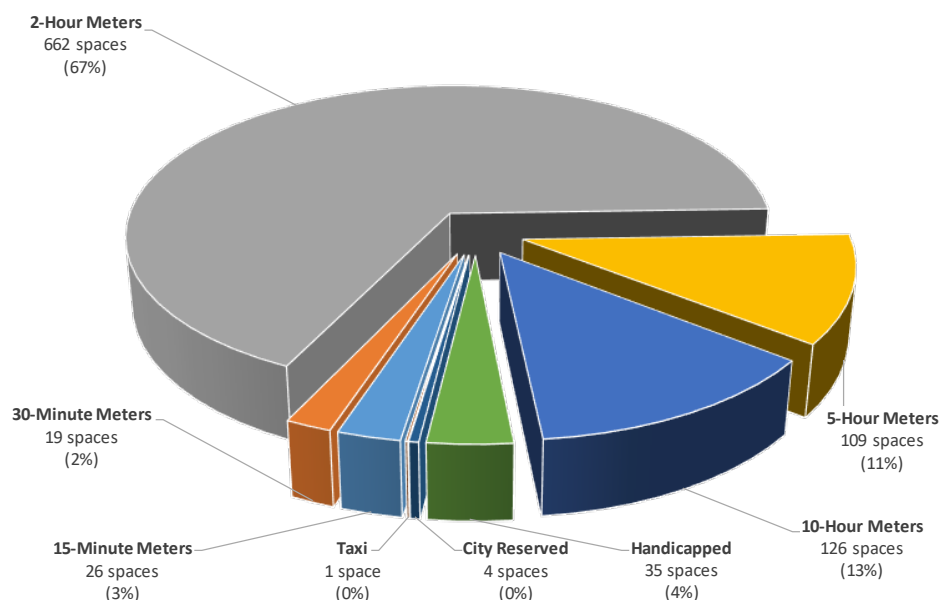
Table 1 – On-Street Parking Supply

Type of Space	Inventory
15-Minute Meters	26
30-Minute Meters	19
2-Hour Meters	662
5-Hour Meters	109
10-Hour Meters	126
Handicapped	35
Total Public Parking	977
City Reserved	4
Taxi	1
Total On-Street Parking	982

Source: DESMAN

Figure 4 shows the breakdown of on-street spaces by type and the percentage of each type of space.

Figure 4 – On-Street Spaces by Type



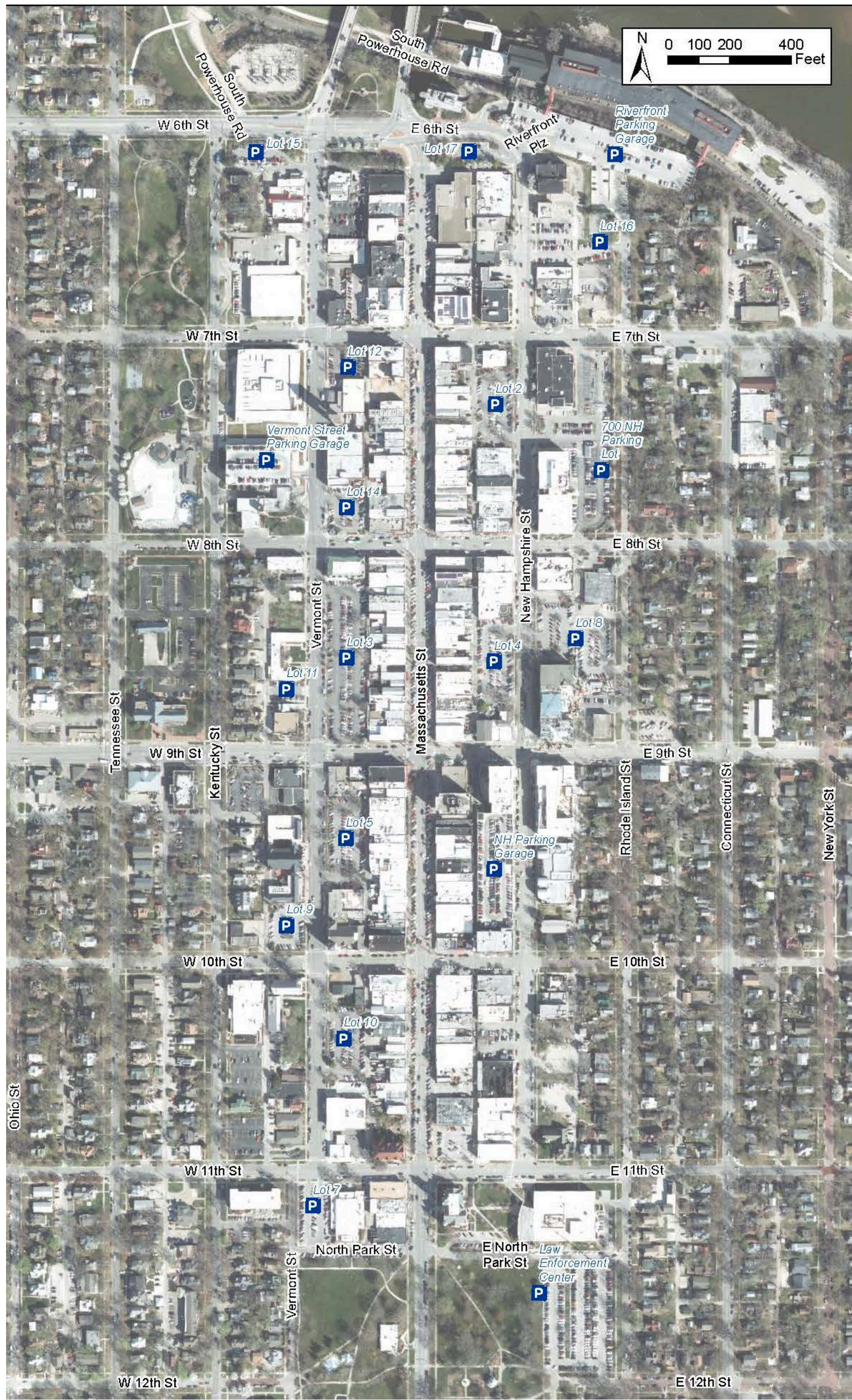
Source: DESMAN

Of the 982 on-street spaces examined in Downtown Lawrence, 897 spaces are controlled with a 2-, 5- or 10-hour meter, or about 91% of the total on-street spaces.

4.2.2 Off-Street Parking

Public off-street parking spaces are located in a combination of surface parking lots and garages, all of which are owned by the City, with the exception of the Law Enforcement Center Lot which is owned by Douglas County. In total, there are 2,199 off-street spaces available for public parking. **Figure 5** shows the locations of the off-street public parking supply in Downtown Lawrence.

Figure 5 – Off-Street Public Parking Supply



Source: City of Lawrence

Table 2 shows the total parking spaces in each facility, as well as detailed breakdowns of the public versus private spaces and the different types of spaces within each facility. The facility names in the table correspond to the map in Figure 5.

Table 2 – Off-Street Parking Supply

Facility Name	Total Parking Inventory	Private Parking Spaces				Total Public Parking Supply	Public Parking Spaces						
		Reserved Hotel	Hotel ADA	Reserved Private	City or County Reserved		2-Hour Meters	10-Hour Meters	ADA Spaces	2-Hour Free	10-Hour Free	2Hr/10Hr Free	10-Hour Paid ¹
Lot #2	71					71			2	69			
Lot #3	166					166			6	160			
Lot #4	85					85		16	3	66			
Lot #5	81					81			4	77			
Lot #7	46				1	45	8	34	3				
Lot #8	101					101		96	5				
Lot #9	38					38		36	2				
Lot #10	65					65		29	3	33			
Lot #11	21				2	19		17	2				
Lot #12	27					27			1	26			
Lot #14	36					36			2	34			
Lot #15	36					36		35	1				
Lot #16	43					43		43					
Lot #17	25					25	23		2				
700 New Hampshire Lot	61					61	10	25	4				22
Law Enforcement Center Lot	225				3	222	14		3		205		
New Hampshire Garage	489			13	11	465			16	90	132	102	125
Riverfront Garage	468	109	4		42	313			11	68		47	187
Vermont Street Garage	312			6	2	304			9	92	73		130
TOTALS	2,396	109	4	19	61	2,203	55	331	79	715	410	149	464

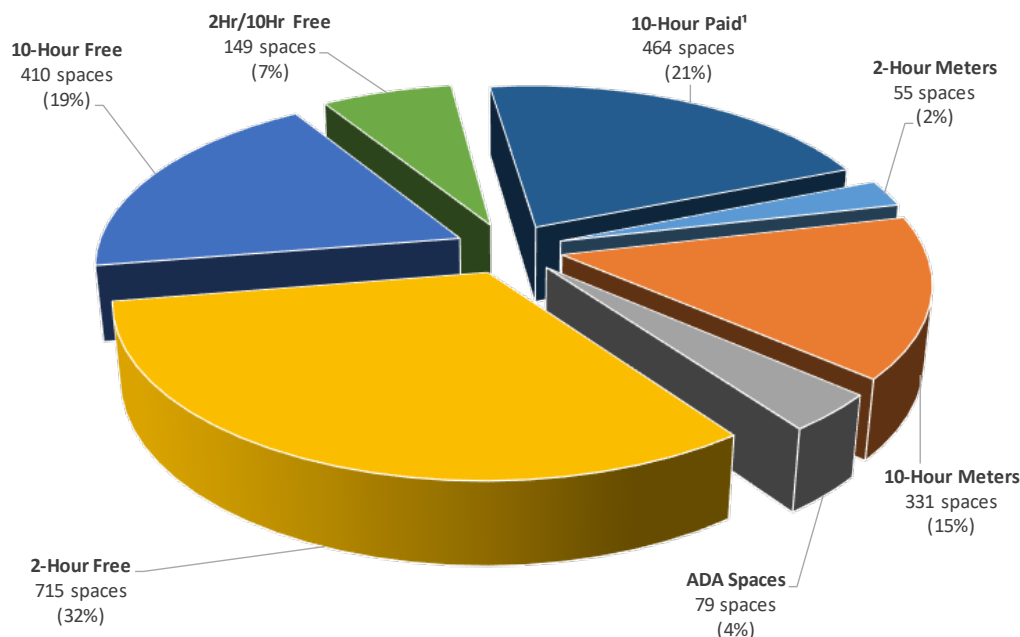
1) These spaces are for monthly permit holders or daily parkers using pay-by-space kiosks, depending on the facility.

Source: DESMAN

While there is a total of 2,396 parking spaces in the off-street facilities, 2,203 of those spaces are available for public use. The remaining 193 spaces are reserved for specific user groups, including the City and Douglas County, as well as private entities that have negotiated agreements with the City.

As shown in **Figure 6**, approximately 61% (1,353 of 2,203 spaces) of the public off-street spaces can be used for free, while the remaining 39% are paid spaces controlled by single-space meters or, in the case of 10-hour paid spaces in the parking garages, controlled by electronic pay-by-space payment kiosks or hangtag parking passes. In addition, not counting the Handicapped spaces, approximately 40% of the public off-street spaces are 2-hour spaces and 60% are 10-hour spaces.

Figure 6 – Public Off-Street Spaces by Type



Source: DESMAN

4.2.3 Private Parking

In addition to the 132 private parking spaces located in public parking facilities (shown in Table 2), the balance of the private parking spaces in Downtown are located in a number of small surface lots, as well as two small garages. In all cases, these private parking facilities are dedicated to specific user groups, typically employees and patrons of a particular business or religious institution or, in the case of the two parking garages, residents of a particular apartment building or hotel guests. In total, there are approximately 1,260 private surface lot spaces and 100 spaces in each of the two private garages.

Aside from these parking facilities that are dedicated to private uses, there is one surface parking lot in Downtown that was identified as being privately-owned, but allowing public parking. Located at the corner of Massachusetts Street and E. 11th Street, this 33-space surface lot allows monthly parking by permit only, at a cost of \$7.00 per month.

The City's detailed map of public parking (included in the Appendix) also shows the locations of the private parking spaces in Downtown.

4.3 Current Utilization of Parking

Parking utilization or occupancy is a common measure for determining the adequacy of a City's parking supply. By documenting the utilization of spaces during various periods of time, it is possible to determine the peak demand period and the extent to which different types of parking spaces are used. Ultimately, the analysis of existing parking demand can be used as the basis for evaluating the current adequacy of the parking supply, as well as the anticipated adequacy of the parking supply in the future, based on projected growth and development in Downtown Lawrence.

In order to develop an understanding of the parking demand conditions in Downtown Lawrence, occupancy surveys of public parking spaces, both on- and off-street, were conducted in December 2016 and January 2017. The December surveys were conducted by the City's Parking Control Officers on Wednesday the 14th, with the aim of documenting typical parking demand during the holiday season for a sampling of spaces; December parking demand tends to be significantly higher than typical peak demand periods in vibrant downtowns. January's occupancy surveys were conducted through a joint effort of the City and the Consultant on Wednesday the 25th. This day was identified by the City as characteristic of a typical day in Downtown Lawrence when KU is in session, not during the holidays or an exam week.

At the outset of this project, the City identified weekdays during normal business as the time when parking demand is at its peak and localized parking shortages occur in Downtown. As a result, in consultation with the City, it was determined that evening and weekend occupancy surveys were not necessary in order to gain an understanding of typical peak demand conditions. However, observations of evening parking activity were made throughout the course of this project, the results of which were factored into the recommendations for improving the City's parking operation.

4.3.1 January (Typical) Parking Utilization

The pattern of parking utilization on a weekday in most downtowns consists of increasing utilization in the morning toward a peak, typically between 10AM and 2PM, with a steady decline in utilization as the daytime moves to evening. Additionally, the peak day of the week is typically a Tuesday, Wednesday or Thursday, as more employees tend not to work on Mondays and Fridays than the other days of the week. In the case of Lawrence, per the City, the impact of the KU population on Downtown causes parking demand to peak when classes are in session. These factors guided the selection of the date and day of the week chosen for the Downtown Lawrence parking surveys.

On Wednesday, January 25th, 2017, occupancy surveys of the public parking spaces within the Downtown study area were conducted from 10AM to 11AM and 1PM to 2PM. These survey periods were chosen in consultation with the City, based on the typical patterns of utilization which occur on weekdays, in order to capture the peak demand periods.

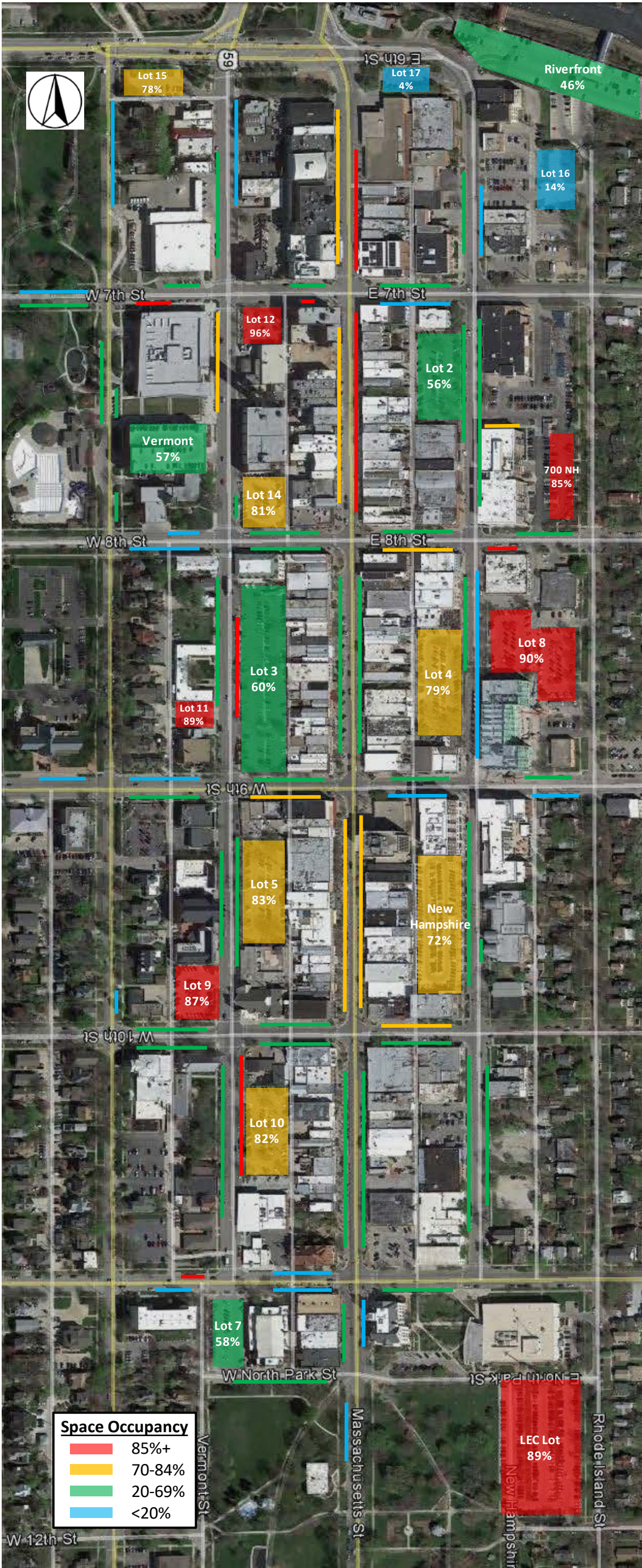
The survey data of utilization by parking facility and on-street block face for both the morning and afternoon peak periods is presented in **Figures 7 and 8**, respectively.

Figure 7 – Downtown Parking Utilization (AM Peak, 10AM-11AM), Wednesday, January 25th, 2017



Source: DESMAN; City of Lawrence

Figure 8 – Downtown Parking Utilization (PM Peak, 1PM-2PM), Wednesday, January 25th, 2017



Source: DESMAN; City of Lawrence

The off-street parking facilities and metered, on-street block faces were highlighted in the figures to indicate the percentage of spaces in each that were occupied at the time of the surveys: **RED** for 85% or more, **ORANGE** for 70-84%, **GREEN** for 20-69%, and **BLUE** for less than 20%. In the parking industry, parking facilities and systems are typically designed so that, even during peak demand periods, some percentage of the parking spaces remain empty. Ideally, during a typical peak demand period, 15% of the spaces in a facility or on-street remain available to accommodate new parkers. Maintaining an inventory of available spaces, even during the peak demand period, makes it easier for parkers to find a space, reduces the amount of time drivers spend searching for empty spaces and generally results in a more positive parking experience. This concept, referred to as “practical capacity”, refers to that point at which a parking facility or system has reached its functional limit and is unable to efficiently or safely accommodate additional parking demand.

As seen in Figure 7 above, during the morning survey period, lots 11, 12, and 15, as well as the Law Enforcement Center Lot and 700 New Hampshire Lot, experienced utilization of 85% or more of their parking spaces. Additionally, a number of block faces along Vermont Street, W. 7th Street and E. 8th Street were also highly utilized. While five additional off-street facilities were more than 70% occupied, the remaining surface lots, along with two of the three garages and nearly all of the remaining on-street, metered spaces were less than 60% occupied during the morning survey. Overall, the public parking supply within the Downtown study area was 52% occupied.

During the afternoon survey period (see Figure 8 above), lots 8, 9, 11, and 12, as well as the Law Enforcement Center Lot and 700 New Hampshire Lot, experienced utilization of 85% or more of their parking spaces. In addition to the Vermont Street, W. 7th Street and E. 8th Street block faces that were also highly utilized in the morning, the meters on two large block faces of Massachusetts Street were more than 85% occupied during the afternoon survey period. Also during this survey period, six off-street facilities were more than 70% occupied, as well as additional segments of Massachusetts, Vermont, 8th, 9th, and 10th streets. Overall occupancy of public parking reached 62% during the afternoon survey period. Both the morning and afternoon peak period survey data indicate that there is likely a perceived lack of parking in Downtown, as opposed to an actual lack of available spaces.

Table 3 presents the January survey data summarized by type of parking space.

Table 3 – Parking Space Occupancy by Space Type

Type of Space	Inventory	AM Occupancy	AM % Occ.	PM Occupancy	PM % Occ.
15-Minute Meters	26	1	4%	8	31%
30-Minute Meters	19	8	42%	6	32%
2-Hour Meters	717	225	31%	361	50%
5-Hour Meters	109	64	59%	65	60%
10-Hour Meters	457	315	69%	318	70%
Handicapped	114	22	19%	27	24%
2-Hour Free	715	385	54%	520	73%
10-Hour Free	410	339	83%	370	90%
2-/10-Hour Free	149	78	52%	86	58%
10-Hour Paid	464	229	49%	217	47%
TOTAL	3,180	1,666	52%	1,978	62%

Source: DESMAN

As shown in the table, the most highly occupied type of public parking space during both the morning and afternoon survey periods were the free 10-hour spaces, followed by the 10-hour metered spaces. These results suggest that, during the daytime on weekdays, the demand for long-term parking may warrant adjustments in the supply of parking spaces to provide more long-term spaces.

4.3.2 December (Holiday) Parking Utilization

In order to present a fair comparison between the January and December utilization data, **Table 4** shows the sample data from the afternoon of Wednesday, December 14th, side-by-side with the utilization data that same group of spaces gathered on the afternoon of Wednesday, January 25th.

Table 4 – Sample Peak Parking Utilization, December 14th, 2016 vs. January 25th, 2017

Location/Facility	Public Parking Inventory	DEC. 14 PM PEAK	DEC. 14 PM PEAK %	JAN. 25 PM PEAK	JAN. 25 PM PEAK %
700 Massachusetts (east)	37	32	86%	34	92%
700 Massachusetts (west)	36	35	97%	27	75%
800 Massachusetts (east)	36	21	58%	19	53%
800 Massachusetts (west)	36	20	56%	21	58%
900 Massachusetts (east)	37	25	68%	27	73%
900 Massachusetts (west)	36	26	72%	26	72%
Lot #2	71	64	90%	40	56%
Lot #3	166	135	81%	100	60%
Lot #4	85	69	81%	67	79%
Lot #5	81	44	54%	67	83%
Lot #8	101	70	69%	91	90%
New Hampshire Garage	465	318	68%	337	72%
Vermont Garage	304	201	66%	173	57%
	1,491	1,060	71%	1,029	69%

Source: DESMAN

When comparing the December and January utilization data, there is not a significant difference in the overall peak demand for this sample group of public parking spaces. In December, 71% (1,060 spaces) of the 1,491 spaces surveyed were occupied, while 69% (1,029 spaces) of the sample group of spaces were occupied in January.

Despite the fact that the December survey occurred during KU's Fall Semester final exams, the numbers indicate that there was not a decrease in the demand for parking in Downtown. This phenomenon could be attributable to increased demand from holiday shoppers counteracting the decrease in demand for parking from KU students, faculty and staff. Alternatively, these numbers could indicate that Downtown does not experience increased demand for parking during the holiday season and that the demand generated by the KU population remained steady during finals week. Given the fact that less than half of the public parking spaces in Downtown were surveyed in December 2016 and considering that this table compares only two days-worth of parking data, it is impossible to know why there was not the expected variation in the utilization of parking between the time periods.

4.4 Length of Stay and Turnover Observations

Utilization, the measure of the number of cars parked at a given time against the capacity of a facility or area, is one measure of activity within a parking system and provides insight into which facilities may be over- or underused. However, counting cars at a few fixed points in time provides no insight into the volume of vehicles coming in and out of a facility or area. With this type of survey, it is impossible to know if the utilization levels recorded in the field reflect hundreds of cars coming in and out of a facility or a smaller number of cars remaining parked for the entire day. Length of stay and turnover surveys provide this additional level of detail.

Length of stay and turnover of spaces is of particular concern in downtowns when analyzing curbside parking. On-street spaces are the most coveted, especially by first-time or infrequent visitors, as it allows parkers to locate a destination first, then park within sight of the establishment or institution which drew them downtown. Ensuring that on-street spaces are used by shorter-duration parkers (i.e. non-employees) will encourage turnover of these spaces, so that Downtown patrons and visitors can more easily find a parking space near their destination, be accommodated, and conduct commerce within the central business district.

In order to address concerns voiced by a number of stakeholders in Downtown Lawrence about employees of Downtown businesses parking all day in the most-convenient on-street spaces, sample length of stay and turnover surveys were conducted on Massachusetts Street. Each hour from 10AM to 2PM on the January survey day, the license plates of every vehicle parked along Massachusetts Street from E. 6th Street to South Park Street were recorded. This time period was chosen based on the rationale that, if vehicles were parking in the same space all day, they would be parked for the entire length of the survey period. This methodology made it possible to identify the specific vehicle parking in every space throughout the course of the day. The data was then analyzed to determine how many cars parked in each space during the survey day and how long each vehicle was parked in the space.

During the surveyed time period, a total of 690 vehicles parked in the 366 parking spaces on Massachusetts Street. The average duration of stay and turnover characteristics documented are presented in **Table 5**.

Table 5 – Duration of Stay and Turnover Observations (January 25th, 2017)

Street Segment (Side)	Inventory	Hours Parked per Car				Total Parked Cars	Average Duration (Hours)	Average Turnover
		1 Hour	2 Hours	3 Hours	4 Hours			
6th - 7th	57	100	13	3	1	117	0.84	2.05
7th - 8th	73	137	25	3	1	166	0.83	2.27
8th - 9th	72	114	10	1	1	126	0.89	1.75
9th - 10th	73	145	22	1	1	169	0.86	2.32
10th - 11th	70	85	10	2	1	98	0.85	1.40
11th - North Park	13	14	0	0	0	14	1.00	1.08
North Park - South Park	8	0	0	0	0	0	-	-
TOTALS	366	595	80	10	5	690	0.86	1.89

Source: DESMAN

The average vehicle remained parked for less than one hour (0.86 hours) and each space turned over an average of slightly less than two times (1.89 times). Additionally, of the 690 total parked cars, only 15

(~2%) remained parked beyond the 2-hour time limit imposed by the meters; only 5 cars (<1%) were parked in the same space for the entire survey period.

This data suggests that, despite assertions that employees of Downtown businesses park all day on Massachusetts Street, occupying the most-convenient parking spaces that should be serving customers, that may not actually be the case. However, it is important to keep in mind that this data represents only one day of parking activity and that all-day parking by employees may be an issue during other times of the year or on other days of the week.

5. EXISTING CONDITIONS – NEIGHBORHOODS

5.1 Areas of Focus

Aside from Downtown Lawrence, as shown previously in Figure 1, the study area for this project encompasses a number of neighborhoods surrounding Downtown and the University of Kansas campus. Specifically, the areas governed by the following neighborhood associations were examined during the course of this project:

- Centennial
- East Lawrence
- Hillcrest
- Old West Lawrence
- Oread Neighborhood
- Oread Residents
- Raintree
- University Heights
- University Place
- West Hills
- Westwood

There were also a number of areas within the larger study area that are not part of a neighborhood association, but were also examined during this project.

In speaking with City officials, as well as residents and other stakeholders of the various neighborhoods, in general, there appear to be two distinct groups within the study area: 1) the neighborhoods most impacted by activity in Downtown and 2) the neighborhoods most impacted by the activities of the University. Based on discussions, the parking issues experienced in the East Lawrence neighborhood have occurred as a result of increased Downtown development and revitalization, while the rest of the neighborhoods within the study area experience parking issues primarily related to University-generated parking demand.

Given the unique challenges facing both of these groups, the discussion and analysis presented below focuses separately on the East Lawrence neighborhood and the neighborhoods surrounding the KU campus.

5.2 East Lawrence

The East Lawrence neighborhood encompasses the area bounded generally by Rhode Island Street on the west, E. 15th Street on the south, Oregon Street on the east, and the Kansas River to the north; the southern end of the neighborhood extends farther west to Massachusetts Street, just south of the Downtown neighborhood. Directly bordering Downtown on the east and the south, East Lawrence is, for the most part, a residential area consisting primarily of single-family residences. Spread throughout the neighborhood are a number of places of worship, as well as New York Elementary School and Liberty Memorial Central Middle School. A limited number of businesses also operate in the neighborhood, with most of the activity concentrated north of E. 10th Street and east of Connecticut Street.

A significant proportion of the residential properties in the East Lawrence neighborhood do not have driveways leading to their garages or other parking spaces on their property. Access to off-street parking spaces is typically achieved using alleys that run parallel to the north-south streets, located behind the houses. In some instances, however, properties do not have any on-site parking spaces. For these residences, the only parking option within close proximity is the curb front area of the neighborhood's streets.

Historically, according to residents who attended the stakeholder interview sessions held at the beginning of this project, finding an available parking space on-street in front of or very near to a particular residence was typically not an issue. There were exceptions to this, such as during large events Downtown or KU sporting events, but, for the most part, open parking spaces could always be found. However, with increased development in Downtown over the past several years, many residents of the East Lawrence neighborhood have seen significant and consistent parking issues develop in their neighborhood.

The most significant issue identified by East Lawrence residents was a lack of available parking on several blocks of Rhode Island Street. According to the residents, Downtown workers and residents, along with construction crews working on projects on New Hampshire Street, park all day on Rhode Island, occupying all of the parking spaces from E. 6th Street to E. 9th Street; this area also experiences issues on weekend nights when restaurant and bar patrons park in the neighborhood and walk to their destinations. Additionally, parkers that cannot be accommodated in the Law Enforcement Center Lot, due to the lot's consistently high utilization, are forced onto the surrounding streets, often completely filling the spaces on Rhode Island between E. 11th and E. 12th streets.

Exhibits 1, 2 and 3 are photographs taken of several block faces of Rhode Island at 2:30PM on Wednesday, January 25th, 2017. These photographs show that nearly all of the parking spaces in these blocks are occupied, at a time of day when one would expect to see low levels of parking activity on this mostly-residential street.

Exhibit 1 – Rhode Island Street, Looking North from E. 8th Street



Source: DESMAN

Exhibit 2 – Rhode Island Street, Looking South from E. 8th Street



Source: DESMAN

Exhibit 3 – Rhode Island Street, Looking North from E. 12th Street



Source: DESMAN

It is worth noting that parking is only permitted on the east side of Rhode Island Street from E. 6th to E. 9th streets.

In addition to the above photographs, observations made over the course of this study confirmed that the on-street parking spaces on Rhode Island from E. 6th to E. 9th streets and E. 11th to E. 12th streets remain nearly 100% utilized throughout the day on weekdays. It was also indicated by several residents of the E. 6th to E. 9th section of Rhode Island that this level of utilization also occurs regularly on weekend evenings, likely the result of parking by Downtown residents and patrons of the Downtown's bars and restaurants.

Despite the localized parking problems on Rhode Island Street, both the residents of the East Lawrence neighborhood and independent observations of the area confirm that, at the present time, no other significant or widespread parking problems occur in this neighborhood on a regular basis. However, as development continues in Downtown, including several new projects currently under construction or in the planning phases immediately adjacent to East Lawrence, the parking problems currently experienced on Rhode Island Street are likely to push further into the East Lawrence neighborhood.

5.3 Neighborhoods Surrounding KU

The size and location of the KU campus means that several different neighborhoods border or are in close proximity to campus and are significantly impacted by the demand generated by the campus. The following neighborhoods are located within the study area and either directly border the KU campus and/or are impacted by the parking demand generated by KU:

- Westwood
- University Heights
- Raintree

- West Hills
- Hillcrest
- Oread
- Babcock
- University Place
- Centennial
- Schwegler

Each day during the school year, thousands of students, faculty, staff, and visitors come to the KU campus. While the campus itself contains over 13,500 parking spaces, parkers must purchase a permit or pay by the hour in order to park anywhere on campus. Alternatively, parking on the streets surrounding the campus is free. As a result, every school day, the residential streets in the neighborhoods surrounding KU, especially to the south and east of campus, fill with vehicles of people going to KU. This daily parking demand is in addition to residential parking demand from the neighborhoods themselves, with many residents forced to park on-street due to a lack of driveways in many of the neighborhoods. On the south side of campus, ongoing construction has not only eliminated on-campus parking spaces, but has also brought additional demand to campus in the form of construction workers, further exacerbating the problem.

Several of the neighborhoods surrounding campus, including University Heights, Westwood, Raintree, and West Hills, currently have parking restrictions in place on many of their streets which limit or prevent parking during the daytime on weekdays, while other streets or particular sides of the street are unrestricted. These restrictions help reduce some of the weekday, daytime parking issues experienced by the neighborhoods to the south, east and north of campus. Making the on-street restrictions workable for the residents of these neighborhoods is the fact that all or nearly all of the houses in these areas have dedicated driveways. However, the streets in these neighborhoods where parking is unrestricted experience the same high-demand conditions as other neighborhoods surrounding the University.

All of the neighborhoods in this area of the City are impacted by the unusually high volumes of vehicles generated by KU basketball and football games. These events bring enormous volumes of vehicles to the City, creating widespread parking issues.

In addition to the above parking issues, the stakeholder discussion revealed the following concerns related to parking in the neighborhoods surrounding the KU campus:

- In the Oread, the large number of people living in each residence means that there is not enough space on-street to physically accommodate the number of resident cars
- Businesses that operate in these primarily-residential neighborhoods have different parking needs than the residents
- On weekends, various types of vehicles, including boats and recreational vehicles, are parked on-street, especially in the neighborhoods to the northwest of campus
- As the number of residences that switch from owner-occupied to rental properties increases, it is likely that the parking problems will become worse as the number of people per residence increases
- There is concern that the new construction occurring on campus near Ousdahl Road and W. 19th Street does not include enough parking to accommodate the new demand that will be generated

- The cost of parking at the HERE Kansas project, immediately bordering campus to the north, results in parking demand generated by the project encroaching on free parking spaces on the surrounding streets
- Many properties in the Oread neighborhood have vehicles parked in the yard at various times of the day
- Even in neighborhoods where all or most of the properties have dedicated driveways and garages, the lack of available on-street parking creates issues for the residents when trying to schedule deliveries, arrange for landscaping work or other home improvements, host guests, etc.

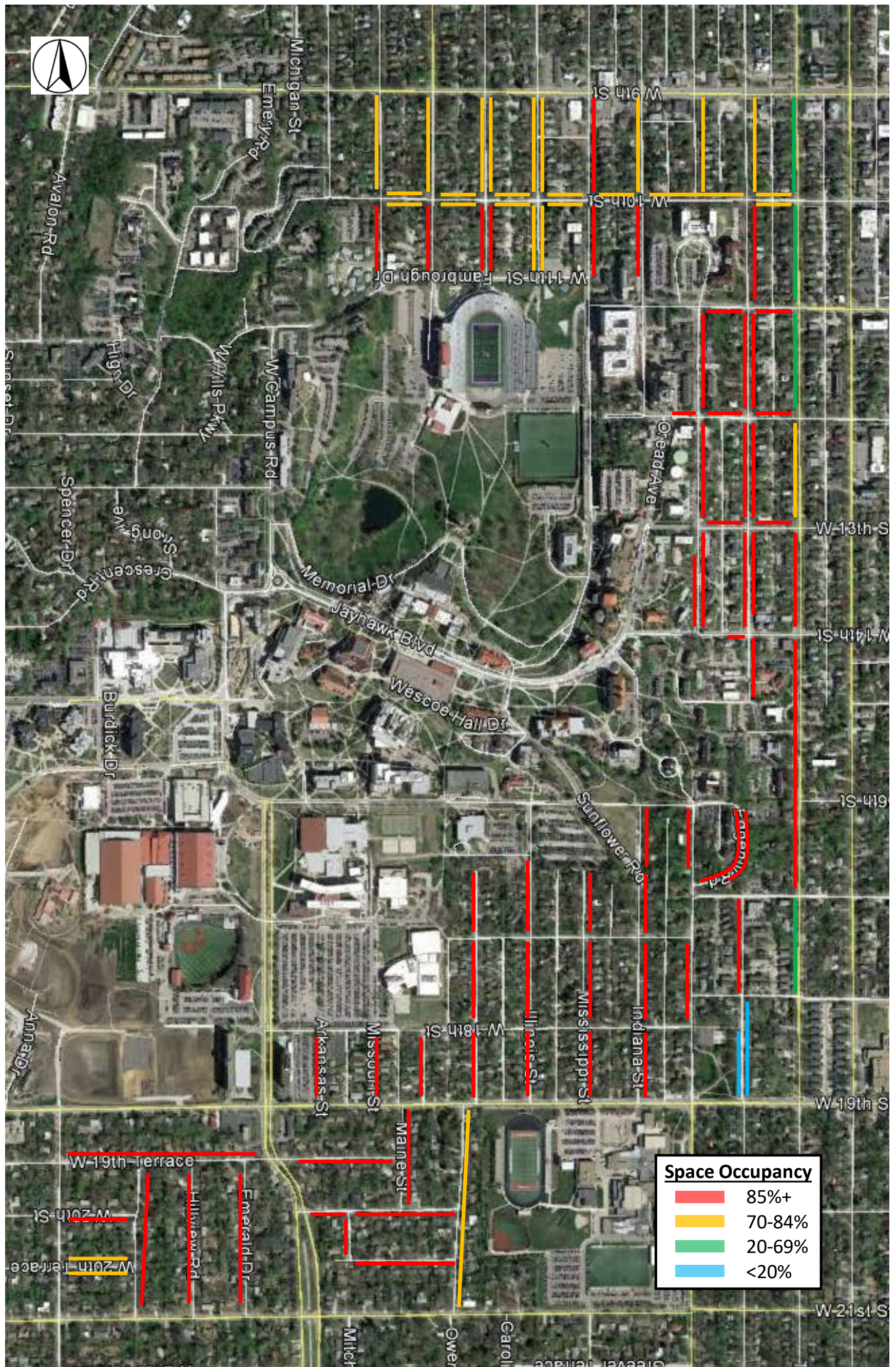
As part of the field work effort for this project, observations were conducted of the neighborhoods surrounding the KU campus during various times of the day. In order to narrow the area of focus for these observations, the DESMAN team received input from City staff and stakeholders, drove every street in the study area and identified the areas that appeared to have the greatest parking-related challenges, relative to other parts of the study area. The goal of these observations was to document the parking conditions in the neighborhoods most impacted by KU-generated demand, for comparison to the concerns voiced by the stakeholders and a previous study of the Oread neighborhood conducted in 2013 using a U.S. Environmental Protection Agency (“EPA”) grant. **Figure 9** presents the occupancy levels observed on the streets surrounding the KU campus in the Oread, Babcock, University Place, Centennial, and Schwegler neighborhoods, between 9AM and 10AM on Thursday, January 26th, 2017.

As shown in the figure, the streets most proximate to the KU campus where on-street parking is permitted were all highly occupied at the time of survey. Nearly every street segment directly adjacent to campus was greater than 85% occupied, with many of the street segments 100% occupied. As you move north, east or south, away from the campus, the on-street occupancy drops off. According to the neighborhood residents who attended the stakeholder discussion sessions, during KU’s academic year, this level of parking demand occurs nearly every weekday. While this figure is not intended to document every parking challenge in the entire study area, it is illustrative of the types of challenges faced in many of the neighborhoods surrounding KU.

In general, demand for on-street parking around KU’s campus appears to have increased when comparing the January 2017 observations to the observations performed as part of the EPA study of the Oread neighborhood in March 2013. This increase in demand for on-street parking is likely due to several factors, including increased residential density in the neighborhoods, growth in the campus’s student and employee populations, large increases in the prices of KU parking permits, and the loss of on-campus parking spaces to new development, among others.

For the residents of the neighborhoods surrounding KU whose homes do not have driveways or alley parking spaces, the daily influx of university parkers often makes finding an available parking space difficult or impossible, especially after 8AM or 9AM. Given the continued development of the south side of the KU campus, the increasing prevalence of rental housing in the neighborhoods immediately bordering the north, east and south sides of campus, and the fact that on-street parking in the neighborhoods is free, it is anticipated that parking issues will continue to plague the residents of these neighborhoods as long as the status quo is maintained.

Figure 9 – KU Neighborhood Parking Utilization (AM Peak, 9AM-10AM), Thursday, January 26th, 2017



Source: DESMAN

6. EXISTING PARKING OPERATION

Historically, the management and operation of Lawrence's parking system has been assigned to various departments within the municipal government. The current division of labor is based on the idea that different departments within the City are responsible for tasks which are similar to the tasks necessary to operate public parking. Therefore, instead of creating a separate Parking Department, many different departments each take responsibility for a small piece of the parking operation, with no central oversight, aside from the City Manager's Office and City Commission.

6.1 Oversight

The City of Lawrence operates under a "council-manager" government form, where the "council" (in Lawrence, the City Commission) is the elected governing body responsible for the legislative functions of the municipality, such as establishing policy, passing ordinances, voting appropriations, and developing an overall vision, while the "manager" is appointed by and provides advice to the "council", oversees the administrative operations of the city and implements city ordinances.

In terms of parking in Lawrence, the City Commission adopts parking-related ordinances and changes to existing ordinances, while the City Manager ensures that any new ordinances or changes to existing ordinances are implemented. Policy decisions are considered by the City Commission, based on input from the City Manager's Office, assigned City staff and outside experts. While the decisions made by the Commission have a direct effect on how public parking is operated, there is typically no involvement by the Commission in the day-to-day operation or management of parking.

6.2 Management

As the City's chief administrator, the City Manager is responsible for, among other things, management oversight of the City's public parking assets. In Lawrence, while the City Manager is ultimately responsible for carrying-out parking-related decisions made by the City Commission, many of the day-to-day operational responsibilities are delegated to other departments in the City. All of the various departments which handle some aspect of the parking operation then report back to the City Manager.

Parking planning and the development of new parking assets is primarily a function of Planning and Development Services. The Public Works Department is responsible for maintenance of the parking facilities, as well as installation and maintenance of parking-related signage. Parks and Recreation maintains landscaping around the parking facilities. The Police Department is tasked with enforcement of parking regulations and parking meter repairs, while the Municipal Court, under the supervision of the City Attorney's Office, handles adjudication of parking violations. Finally, the Finance Department is responsible for all financial aspects of the parking operation.

While this distribution of tasks may be logical and adequately serve the needs of the community, there is no single point of contact in the City for long-term parking planning and operational oversight, outside of the City Manager's Office. As Downtown Lawrence continues to evolve and the parking supply becomes more constrained both downtown and in the City's other neighborhoods, the fragmentation in the parking operation could lead to a lack of coordination among the different departments, making it difficult to effectively and quickly address parking issues which may arise.

6.3 Enforcement

Enforcement of metered and timed public parking spaces both on-street and in the surface lots and garages is performed by five (5) full-time Parking Control Officers (“PCOs” or “Officers”), housed under the Technical Services Division of the Administrative Bureau of the Police Department. The Manager of these Officers is also responsible for 1 Parking Control Technician who repairs and maintains the parking meters, 3 Animal Control Officers, and 12 School Crossing Guards at 21 crossing locations. In addition to enforcing parking regulations at the City’s parking spaces, these Officers also enforce the use of 108 metered parking spaces adjacent to and serving the privately-owned HERE Kansas mixed use development located at 1111 Indiana Street.

At present, the PCOs walk designated routes throughout Downtown and visually verify that occupied single-space meters are paid between the hours of 9:30AM and 6:00PM, Monday – Saturday, or that vehicles display valid City parking passes. Officers also ensure that designated spaces in the City’s garages are paid, by comparing data from the multi-space payment kiosks to parked vehicles. For timed parking spaces, the PCOs use chalk to mark the tires of parked vehicles, in order to ensure that they do not park in excess of the posted time limits. Finally, each day, one PCO in a vehicle enforces the spaces on the periphery of Downtown and also the single-space parking meters surrounding HERE Kansas. After enforcement ceases at 6:00PM, the PCO’s return to the Law Enforcement Center where they are based, to complete their end of day reports.

If a vehicle is found to be parked in violation of the City’s overtime parking ordinance, PCOs use a handheld computer to create and issue a citation in the amount of \$5.00 that is placed under the front windshield wiper of the vehicle. If the same vehicle continues to remain parked without payment, additional citations can be issued on the same vehicle. Vehicles that have 5 or more citations outstanding within 30 consecutive days will be issued a Habitual Violator citation in the amount of \$75.00.

Based on conversations with the PCOs, their Manager and other City staff, as well as observations of the PCOs performing their duties, in general, there is diligent enforcement of parking violations in Lawrence. At the same time, PCOs were also seen to be helpful to people unfamiliar with metered parking in Downtown and were not overzealous in their desire to write as many parking citations as possible.

6.4 Parking Violation Processing

Parkers who receive a parking citation currently have 10 days to pay the fine, prior to the assessment of an additional \$15.00 penalty. At present, there are 26 payment drop boxes located throughout Downtown where cash or check payments of parking citations can be made. If someone fails to pay within the 10 days, additional notification and billing processes are done by the Municipal Court in order to attempt to compel payment of the fine by the violator.

Municipal Court Clerks, in addition to their other duties, are responsible for processing parking citation payments, billing violators who have not paid their citations, and managing the official processes necessary to issue warrants for habitual parking violators. Based on conversations with the Municipal Court, much of the work of the Court Clerks is done manually and the sheer volume of parking violations makes it difficult to resolve issues with the most frequent parking violators. Additionally, it was indicated that the lack of significant penalties for habitual parking violators (e.g. vehicle booting and towing, registrations holds, etc.) means that these people often go largely unpunished.

6.5 Parking Fees and Fines for Violations

Fees are collected for parking on-street and in certain surface lots using single-space parking meters; handicapped spaces do not require payment. As noted previously, there are five different parking meter time limits in Downtown, each generally associated with a different color pole on which the meter is mounted or different color hood on the top of the parking meter. **Table 6** breaks down the total number of metered parking spaces in Downtown by time limit, as well as indicating the color of each pole/meter, the rate charged for each time limit, and the corresponding hourly parking rate.

The 10-hour rate of \$1.00 shown in the table also applies to the 442 paid parking spaces in the City's parking garages.

Table 6 – Current Metered Parking Rates

Meter Time-Limit	Meter Color	# of Meters	Parking Cost for Time-Limit	Hourly Parking Cost
15 Minutes	Yellow	26	\$0.25	\$1.00
30 Minutes	Red	19	\$0.25	\$0.50
2 Hours	Bronze/Brown	717	\$1.00	\$0.50
5 Hours	Dark Green	109	\$0.50	\$0.10
10 Hours	Black	457	\$1.00	\$0.10
Total Single-Space Meters		1,328		

Source: DESMAN

As shown in the table, the City of Lawrence currently charges from \$0.10 to \$1.00 per hour for metered parking, with all parking meters enforced from 9:30AM to 6:00PM, Monday – Saturday, excluding City holidays. In general, the rates charged at the City's parking facilities and for metered on-street parking have not increased since at least 2009; the rates for 5- and 10-hour parking have not increased since 2001. Based on research from cities identified as similar to Lawrence, on-street metered parking rates in the benchmarked communities average around \$1.00 per hour.

In addition to using coins to pay for parking at the City's parking meters, vehicles displaying a valid parking pass are also permitted to park at 10-hour meters without inserting coins. These passes, which cost \$192 per year (\$16 per month) or \$50 per quarter, can be used for parking at any 10-hour meter in Downtown (on- or off-street), as well as in all of the City's parking garages.

The parking fine history is summarized in **Table 7**. Although there has been a gradual increase from \$1.00 to \$5.00 for overtime violations and corresponding increases in habitual violator fines, the \$5.00 overtime fine provides very little incentive to pay the meter. It is clear from the number of tickets issued that, despite the effective enforcement operation, many people are willing to take a chance on not getting ticketed because the penalty is relatively low.

Table 7 – Parking Fine History

Parking Fine History			
Effective Date	Overtime	Habitual Violator	Failure to pay within 10 days
Prior to 1996	\$1.00	N/A	\$10.00 (up to \$100)
1997	\$2.00	\$15.00	\$10.00 (up to \$100)
2004	\$2.00	\$50.00	\$10.00 (up to \$100)
2009	\$3.00	\$50.00	\$15.00 (up to \$100)
2016	\$5.00	\$75.00	\$20.00 (up to \$100)

Source: DESMAN

6.6 Historical Parking Violation Issuance

The number of tickets issued at the City’s parking meters and timed parking spaces each year between 2013 and 2016 are summarized in **Table 8**. As shown in the table, the number of tickets has remained relatively constant over the last four years, despite the fact the fine for an overtime parking violation increased by more than 65% in 2016.

Table 8 – Historical Volume of Overtime Parking Violations Issued

Year	# of Tickets Issued
2013	100,869
2014	94,390
2015	102,141
2016	96,672
Average	98,518

Source: City of Lawrence

If the City enforces paid and timed parking regulations an average of 304 days per year (no Sundays and no City holidays), based on the ticket volumes presented in the above table, an average of 324 tickets are written per day or about 65 tickets by each full-time Parking Control Officer.

Given the size of the City’s parking system, the annual volume of parking citations issued is extraordinarily high. In other municipalities, it is typical for the average enforcement officer to issue perhaps 30 – 40 violations per day. These ticket volumes indicate that either the \$5.00 fine for parking violations is too low or that drivers do not have an adequate disincentive against parking illegally, such as a program of vehicle booting or towing.

6.7 Historical Financial Performance of the Parking System

The revenue generated by the parking system and expenses associated with operating and maintaining the system for the calendar years 2014 – 2017 is shown in **Table 9**. The 2016 revenue reflects only 11 months of actual data, with the twelfth month projected, while all of 2017 has been projected.

As shown in the table, revenue has grown slightly over the last four years, with most of the growth coming from Overtime Parking. This growth makes sense, due to the fact that the cost of an overtime parking violation increased from \$3.00 to \$5.00 in the second half of 2016.

On the expense side, from 2014 through 2016, operating expenses fell each year. However, the 2017 budget assumes that the cost of parking meter maintenance will increase and that the parking system will contribute \$150,000 toward the repayment of the debt associated with the construction of the New Hampshire and Vermont Street garages.

It should be noted that, despite the fact that revenues from the parking system are expected to be used for debt repayment in 2017, the amount reflected in the table does not account for the entire debt service payment. According to information provided by the City, over the next several years, debt service payments will average about \$1.1MM annually.

Table 9 – Financial Performance of the Parking System, 2014 - 2017

Revenue Source	Actual 2014	Actual 2015	Projected 2016	Projected 2017
Meters	\$ 610,048	\$ 617,730	\$ 620,000	\$ 626,000
Overtime Parking	\$ 497,275	\$ 582,057	\$ 590,000	\$ 702,000
Riverfront Garage	\$ 44,990	\$ 37,357	\$ 30,000	\$ 30,000
New Hampshire Garage	\$ 11,468	\$ 11,009	\$ 12,000	\$ 12,000
Vermont Street Garage	\$ 7,025	\$ 12,380	\$ 10,000	\$ 10,000
Parking Permits	\$ 116,498	\$ 79,995	\$ 116,000	\$ 116,000
Interest on Investments	\$ -	\$ 230	\$ 1,000	\$ 1,000
Miscellaneous	\$ -	\$ 221	\$ -	\$ -
Total Revenue	\$ 1,287,304	\$ 1,340,979	\$ 1,379,000	\$ 1,497,000
Expense Source				
Municipal Court - Operations	\$ 167,292	\$ 161,903	\$ 209,736	\$ 216,302
Police - Enforcement	\$ 398,918	\$ 381,582	\$ 456,732	\$ 420,676
Capital Outlay - Meters	\$ -	\$ -	\$ 64,000	\$ 99,000
Police - Security Patrol	\$ 316,982	\$ 294,927	\$ 304,692	\$ 331,496
Public Works - Maintenance	\$ 226,270	\$ 212,451	\$ 199,755	\$ 365,503
Parks and Rec. - Maintenance	\$ 210,844	\$ 223,264	\$ -	\$ -
Capital Outlay - Maintenance	\$ 23,370	\$ -	\$ 15,000	\$ -
Parking Debt ¹	\$ -	\$ -	\$ -	\$ 150,000
Total Expenses	\$ 1,343,675	\$ 1,274,127	\$ 1,249,915	\$ 1,582,977
Revenue - Expenditures	\$ (56,372)	\$ 66,852	\$ 129,085	\$ (85,977)

1) This amount is not the total debt service payment for the parking garages. The total parking-related debt service payment in 2017 is approximately \$1.1MM.

Source: City of Lawrence

Based on the historical financial information provided by the City, the parking system currently generates either a small operating profit or small operating loss, depending on the year. If you were to factor in the entire debt service obligation associated with the parking system, the City's loss from the parking operation is projected to be slightly over \$1MM in 2017.

7. FUTURE DOWNTOWN PARKING DEMAND

7.1 Anticipated Future Development

Discussions with stakeholders and City staff revealed a number of potential developments which will likely influence parking demand in Downtown Lawrence. The list of projects, provided in **Table 10**, shows that the first development, construction of a 74-bed residential building at 800 New Hampshire, is currently under construction and set to be completed in 2017.

The projects that could be identified vary dramatically in size and type, with plans for a large conference center and hotel, as well as several hundred units of residential development.

Table 10 – Anticipated Future Development in Downtown Lawrence

Anticipated Year of Completion	Type of Development	Location	Size	Units	Existing Parkers Displaced	Parking Added	Net Parking	Anticipated Demand ¹	Anticipated Surplus/ (Shortfall)	Anticipated Parking Location(s)
2017	Residential (Pachamamas site)	800 New Hampshire	74	Beds	0	0	0	56	(56)	?
2019	Former Border's Book Store - Grocery Store	700 Blk of N.H.	50000	Sq. Ft.	0	255	255	230	25	N/A
	Former Border's Book Store - Residential	700 Blk of N.H.	80	Rental						
2020-2021	Journal Mixed-Use	600 Blk of Mass.	Unknown		0	?	?	?	?	?
2020-2023	Conference Center	600 Blk of Mass.	30000	Sq. Ft.	0	Plans Include Garage to Satisfy Project Demand		N/A	0	N/A
	Conference Center - Hotel	600 Blk of Mass.	150	Rooms	0					
Unknown	Allen Press Residential/Mixed-Use	1100 Blk of Mass.	400	Beds	20	200	180	200	(20)	N.H. Garage
2027	Vermont Place - Residential	800 Blk of Vermont	12	Condos	0	22	22	55	(33)	Vermont Garage/ Lot 3
	Vermont Place - Commercial/Retail	800 Blk of Vermont	7788	Sq. Ft.						
	Vermont Place - Office	800 Blk of Vermont	6504	Sq. Ft.						

1) Based on the Urban Land Institute parking demand factors, adjusted for local conditions.

Source: City of Lawrence; Various Development Entities

7.2 Near – Term Impact of Development on Future Parking Supply and Demand

In addition to the potential locations and types of developments, Table 10 also shows the number of parking spaces to be added as part of each project, the number of existing parkers displaced and the anticipated parking surplus or deficit resulting from each project. As you can see from the table, it is anticipated that the conference center/hotel project will include a parking garage component that will satisfy the demand generated by the development itself. As that project is not expected to displace existing parkers, there should be no effect on the supply and demand conditions in Downtown. Additionally, current plans for the former Border's Book Store site in the 700 block of New Hampshire Street indicate that there will be a net gain of 25 parking spaces when that project is completed.

The three projects with the potential to create additional parking demand that cannot be accommodated by the planned new parking supply are the Pachamamas residential development, the mixed-use project at the former Allen Press site and the Vermont Place project. In addition to the Pachamamas development, which does not include parking, the two other projects, despite building parking, are expected to generate more parking demand than the projects themselves can accommodate.

Given the existing lack of long-term parking spaces in the immediate vicinity, the Pachamamas development will likely have the greatest impact of these three projects on the supply of public parking in Downtown. For this reason, several of the recommendations presented later in this report were designed specifically to address the additional demand generated by this project and other residential developments, as well as the existing need for more long-term parking spaces in this area of Downtown.

Based on the location of the Allen Press project and the fact that the demand is anticipated to come from residents, it is anticipated that the 20 surplus parkers generated by this project can be accommodated in the New Hampshire Garage. The 33 surplus parkers generated by the Vermont Place project have several parking options in close proximity, including Lot 3 and the Vermont Street Garage.

Despite the fact that additional development is planned for Downtown Lawrence over the next 10 years, given the current availability of public parking spaces and the proposed sizes and locations of the developments, it is anticipated that the City's existing supply of public parking should be more than adequate to satisfy the potential future demand for parking, if the recommendations contained in this plan are implemented.

7.3 Long – Term Impact of Development on Future Parking Supply and Demand

As Downtown Lawrence continues to develop, the City should have a definitive policy regarding the provision of downtown parking. Historically, the City has provided parking for downtown developments. With the advent of more residential parking, the use of City lots for residential parking has created a conflict with parking for existing office employees. The policy should articulate how to handle future projects. We suggest a thorough discussion of the issue by the City Commission, including the following:

- Should the City continue to provide parking for new developments, particularly residential? If so, how does the City manage the conflict between residential and office parkers?
- The City could provide a monthly permit for residential parkers, but only in one of the available garages. This would eliminate the conflict with employees for surface parking spaces.
- The City could continue to provide for non-residential parking, but require residential parking on-site.
- The City could require any development on current public parking lots to replace those spaces and provide parking for new uses.
- The City could require any development not providing on-site parking to pay a "fee-in-lieu" which would go to the parking fund to support the development of additional parking facilities. However, to be effective the fee has to be equivalent to the cost to build structured parking spaces.
- If the City is going to continue to provide parking for non-residential uses downtown, occupancy levels will need to be monitored and coordination with the Planning Department will be necessary in order to anticipate the need for additional parking in time to develop new facilities.

8. CONCLUSIONS AND SUMMARY OF ISSUES

Based on the data collected, the stakeholder discussions and the analysis performed, the following is a list of the key issues to be addressed in the Operations and Development Plan. As best as possible, the issues are grouped by category and correspond to the recommendations presented later in the Plan.

1. Parking Demand

- a. Parking demand generated by downtown and the University of Kansas are overwhelming certain residential neighborhoods immediately bordering each area.

- b. There is not a shortage of parking when looking at the Downtown as a whole, but localized shortages do exist.
- c. Demand for parking in several areas of Downtown and for particular types of parking spaces is very high, while other areas and types of spaces are not in high demand; in particular, there is demand for more long-term spaces and fewer short-term spaces.
- d. Based on currently-available development plans, the impact of future Downtown development on parking appears to be minimal over the next 10 years.
- e. Over the long-term, if the City continues the policy of providing most of the parking downtown, there will be a need for additional facilities, unless demand for parking is reduced. There are a number of transportation demand management techniques which may be used to reduce parking demand in Downtown Lawrence.

2. Rates

- a. The current parking rates do not place a high enough premium on parking at the best/most desirable spaces.
- b. There are too many parking meter time limit categories, making enforcement more cumbersome.
- c. The existing parking rates and violation fines do not generate sufficient revenue to fully-fund the operations and maintenance of the parking system.
- d. The current cost of a right-of-way permit (meter bag) of \$1.00 is not sufficient to cover the cost of the manpower required to bag the meter, nor does it take into account the potential lost meter revenue during the time the meter is bagged.

3. Operations

- a. The enforcement of parking violations is diligently executed, but highly labor intensive.
- b. The two-headed meter arrangement on Massachusetts Street is confusing to motorists.
- c. Paid and timed parking is only enforced until 6:00PM, despite extensive nighttime activity in Downtown.
- d. Operational and maintenance functions related to the parking system are scattered in several City departments with no one person in charge/overseeing the system.
- e. The labor-intensive nature of violation processing makes it difficult/impossible for the Municipal Court to effectively handle the volume of violations currently issued.

4. Policy

- a. There are no provisions for overnight public parking permits for Downtown residents.
- b. Fines for parking violations are too low to deter a significant number of violators.
- c. The punishment for repeat violators of the City's parking regulations is minimal, with no boot and tow program in place.
- d. Wayfinding to parking lots and garages off of Massachusetts Street and on the approaches to Downtown is weak, leading to many parking facilities being underutilized.
- e. Payments for fines cannot be made online or with credit cards until 10 days after issuance.
- f. Parking violation payment drop boxes have been the target of theft in the past.
- g. Employers and employees are frustrated by the lack of long-term parking options and spaces being occupied by Downtown residents by the time employees arrive in the morning.
- h. Historically, the City has provided all parking in Downtown, but that policy is being questioned by some residents.

- i. Some of the parking requirements in the City's zoning ordinance are higher than typical in other municipalities.
 - j. Charter buses are parking on Rhode Island and other streets in and around Downtown after dropping off passengers, occupying a significant number of parking spaces for long periods of time.
5. Functional
- a. Existing parking lot layouts can be improved to increase the number of available parking spaces in certain facilities.
 - b. Lighting levels are low in many parking lots and at least one garage (New Hampshire Garage), raising safety concerns for some users.
6. Technology
- a. All of the City's parking meters currently accept only coins; no other payment options exist for daily parkers.
 - b. Credit cards are only accepted for payment of parking time in the Vermont Street Garage, the other two garages are cash-only.
 - c. Handhelds currently used by the Parking Control Officers have ongoing operational issues and make the process of enforcing more difficult/time-consuming.
 - d. All enforcement is currently performed manually, including chalking of tires in time-limited parking spaces.
7. Future Capital Repair/Replacement
- a. Capital repair and equipment replacement costs are currently paid out of the parking fund or General Fund, as needed; there is no plan in place to cover long-term costs.

9. OPERATIONS, MANAGEMENT, POLICY, AND PHYSICAL IMPROVEMENT RECOMMENDATIONS

9.1 Purpose of Recommendations

The recommendations which follow were developed by DESMAN, in consultation with the City, in order to address each of the issues identified throughout the course of this study. The recommended changes to the operations, management, policies, and physical assets which makeup the City's public parking system are intended to address the current needs of Downtown Lawrence and the examined neighborhoods, as well as the anticipated needs of these areas over the next 10 plus years. While none of the recommended changes will, by themselves, remedy all of the existing or future parking-related issues within the study area, the goal is to make incremental improvements in order to delay or eliminate the need for additional structured parking facilities, to improve the experience of parking users and to address the concerns raised by the city's stakeholders.

9.2 Timing of Recommendations

While the impacts of the recommended changes can be predicted to a certain extent, a number of the changes that are being proposed have the potential to impact the public parking system in unknown ways. For instance, increasing the supply of long-term parking spaces by replacing 2-hour meters with 10-hour

meters may satisfy the existing demand for employee parking, reducing the need to reconfigure existing surface parking lots to add capacity. However, it is possible that changing parking meter durations may only satisfy a portion of the long-term parking demand, making parking lot reconfigurations or other changes necessary to address the remaining long-term demand.

Due to the uncertainty around the impact that these recommendations will have on the current and future parking dynamics within the study area, the proposed implementation timetable has been designed to allow time for the impacts of the changes to be felt, before additional changes are made to the system. In our experience, this approach is more successful than attempting to implement all of the recommended changes at one time and dealing with any unintended consequences in a piecemeal way. Hopefully, this will allow changes to the parking system to be made in a methodical way, avoiding a situation where the City spends resources on recommendations that do not result in an improved parking operation or must walk back a change that had an unintended, negative consequence.

In addition to factoring in how one recommendation will affect others, the implementation schedule also takes into account the complexity and cost of implementing each recommendation. The simpler and less costly recommendations are proposed to be implemented immediately or in the short-term, while the more complex and expensive recommendations are assumed to be implemented over the course of the next several years. This was done so that time and money are not spent unnecessarily on expensive and complex solutions, when simpler and less costly solutions could successfully address existing and future public parking issues in Lawrence.

9.3 Anticipated Cost of Implementation

For each of the recommended changes or improvements, an anticipated cost has been provided for use in the City's budgeting process. While the actual costs of implementing the recommendations will likely vary somewhat from these figures, these planning level cost estimates are intended to provide the City with an idea of the financial commitment associated with each recommendation. That cost, along with the potential benefits of each recommendation, will allow for an objective comparison of the merits of each proposed recommendation. Similarly, some of the recommendations such as rate increases, will generate revenue. We have also attempted to identify the magnitude of that revenue increase.

9.4 Recommendations

As mentioned above, once implemented, certain of the recommendations have the potential to reduce or eliminate the need for other, potentially costlier and more complicated changes to the parking operation. For this reason, the recommendations have been broken-down into two phases. The Phase I recommendations are seen as the least costly and most easily implementable, while the Phase II recommendations will require more significant capital outlays and/or more planning in order for implementation to be successful. Presented at the end of the detailed recommendations, **Table 11** provides a brief summary of each recommendation, along with its anticipated cost and anticipated implementation timeframe.

In addition to the two phases of implementation, there is one recommendation which, in our opinion, needs to be addressed prior to any changes being made to the current parking operation: the selection of an existing staff member or the hiring of an outside person to be in charge of all aspects of the parking operation. *However, the Phase I recommendations have been designed to be implementable by existing*

City staff while a head of the parking operation is identified, if the City desires to begin making operational changes immediately.

9.4.1 Designate a Head of the Parking Operation

As noted previously, various departments within the City are responsible for overseeing the operation, management and maintenance of public parking in Lawrence. As a result, prior to this study, there has not been a focus on long-range strategic planning as it relates to parking. In order for the public parking system to transition from where it is today, to a modern and well-run system which satisfies the needs of all of the various parking user groups, both now and in the future, there must be a person at the City whose main focus is parking and related demand management strategies. Having one person as the head of the parking operation will also help ensure that the subsequent recommendations presented in this plan are successfully implemented. While many of the functions that will be performed by the head of the parking operation could be performed by existing City staff, based on our interactions with existing City personnel, no one currently handling any aspect of the parking operation has the time to devote solely to this undertaking or has all of the required skills necessary.

The head of the parking operation should be made accountable for the overall performance and operations of the on- and off-street parking assets and programs including:

- Coordinating and trouble-shooting enforcement unit staffing and deployment and meter collections;
- Coordinating the execution of in-house equipment service and facility maintenance needs;
- Managing outside contractor services;
- Supervising and auditing permit issuance and sales;
- Planning and implementing parking system programs;
- Analyzing and reporting system revenue and expenditures with and under the direction of the Finance Department;
- Serving as a key advisor to the City Commission and Parking Committee concerning operations and management of the parking system and programs;
- Coordinating parking system support with sponsors of special events;
- Coordinating parking and transportation demand management strategies with other agencies in the area;
- Acquiring and implementing new technology;
- Identifying new meter locations;
- Reviewing parking rates and recommending adjustments;
- Training, deploying, supervising, and evaluating parking staff;
- Tracking, auditing and forecasting system revenues and expenditures;
- Ensuring that enforcement is conducted consistently and fairly;
- Ensuring facilities are kept clean, safe and well maintained;
- Facilitating proactive and responsive marketing, sales and public information initiatives;
- Troubleshooting day-to-day problems quickly and effectively;
- Researching and promoting the implementation of “Best Industry Practices” for the program;
- Serving as the “parking expert” as local planning and economic development strategies and plans are being studied;
- Monitoring significant variances in the availability of parking supply and customer demand to ensure that assets are optimally serving the community;

- Developing the process and format for producing an annual report for the program;
- Developing standards for good customer service and accommodations, and;
- Improving, updating and maintaining the City's parking website.

The person in charge of public parking in the City should be someone who, ideally, has experience running a small- to medium-sized municipal parking operation or a large, private parking operation, is familiar with best parking management and enforcement practices and is willing to act as the driving force behind the proposed system enhancements. It is recommended that this person be dedicated solely to parking, focused on improving the City's existing parking system and planning for and implementing improvements to the system as the Downtown and the City's other neighborhoods continue to evolve in the future. If an existing City staff person is moved into this role or if someone is hired who does not have the required experience in parking, that person should be required to obtain the Certified Administrator of Public Parking (CAPP) credential within six (6) months of being hired. However, given the magnitude of the task, it will take some period of time to integrate all of the existing responsibilities under one umbrella.

In addition to hiring/designating a head of the parking operation, consideration should be given to how parking operations could be coordinated between the City and KU. From a user's perspective, parking in Lawrence should be seamless between University- and City-owned spaces. This might involve joint purchasing and co-branding metered spaces ("Park Lawrence"), and could evolve into joint enforcement and other operations.

Estimated Cost to Implement: \$55,000 – \$65,000, annual salary (not including benefits)

Estimated Timeframe: 3 – 6 Months

9.4.2 Phase I Recommendations

- (1) ***Eliminate the designation of on-street parking spaces for use only by the residents of one particular property.*** At present, three property owners in the city have on-street parking spaces directly in front of their houses assigned by ordinance and signed for the use of their property only (1109 Ohio, 1647 Edgehill and 1649 Edgehill). These carveouts were done to satisfy the demands of these two particular property owners. However, reserving the public right-of-way for use by a single residence is not only bad policy, it also sets a precedent that other property owners can look to when demanding their own reserved on-street space. Often times, these spaces sit empty, while every other on-street space in the vicinity is occupied, given the locations of these two spaces near the KU campus.

It is recommended that, as soon as possible or at the latest when the current owners of these properties no longer reside in their houses, the restrictions on these spaces be removed from the City Code and this policy not be repeated in the future.

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)

Estimated Timeframe: 3 Months

- (2) ***Forbid charter bus and other large vehicle parking within designated neighborhoods.*** According to residents of East Lawrence and the neighborhoods surrounding KU, charter buses used by music groups performing in Lawrence and other large vehicles such as boats, trailers, etc., are often parked on city streets that do not have parking restrictions, occupying significant numbers of parking spaces.

This is particularly problematic in the neighborhoods where on-street parking is in high demand and used by residents who do not have driveways or other off-street spaces at their disposal. In most instances, this type of long-term storage of vehicles could be done outside of these high demand areas, ideally in underutilized City parking lots or on vacant parcels, with a specific location or locations designated by the City.

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)

Estimated Timeframe: 3 Months

- (3) **Remove the 2-hour meters from the 300 block of W. 9th Street.** The five (5) meters on the north side of this street segment serve little purpose and are very poorly utilized; at no time during the occupancy surveys were any of these spaces occupied. The businesses in the area provide an ample supply of parking for customer use. Removing the meters will reduce the time and effort it takes to enforce and collect coins deposited in these meters, while also reducing maintenance costs associated with keeping the meters functioning.

Estimate Cost to Implement: Nominal (minimal staff time)

Estimated Timeframe: 1 Week

- (4) **Replace existing 5-hour meters with 10-hour meters.** While the 5-hour meters were well utilized during the occupancy surveys (~60% peak occupancy), there is no additional benefit to this length of stay versus a 10-hour meter. Both types of meters charge the same \$0.10/hour rate and 10-hour parking is currently the most highly-desirable duration of parking in Downtown (~70% peak occupancy for 10-hour meters and ~90% peak occupancy for 10-hour free spaces). Replacing the 5-hour meters with 10-hour meters will both increase the supply of the most desirable duration parking space and simplify on-street enforcement.

Estimated Cost to Implement: Nominal (minimal staff time and materials)

Estimated Timeframe: 1 Month

- (5) **Change a number of 2-hour meters to 10-hour meters.** As stated previously, occupancy surveys revealed that, in the Downtown as a whole, there is greater demand for long-term parking than short-term parking. In discussions with the City and downtown business owners, it was stated that long-term parking is lacking in certain areas during normal business hours. Changing the 2-hour on-street meters in the 600, 700 and 800 blocks of New Hampshire Street, the 200 blocks of E. 8th and E. 9th streets and the east side of the 600 block of Vermont Street to 10-hour meters will help alleviate or will eliminate any actual or perceived shortages of long-term parking in these areas of Downtown. In all, this change would result in the creation of 98 additional 10-hour parking spaces.

The blocks of New Hampshire Street where this change is proposed are also served by Lot 2 and Lot 4, both of which provide 2-hour free parking, both of which were observed to have significant excess capacity. Conversely, the 10-hour and unrestricted spaces on and near these blocks are typically very highly utilized.

The 600 block of Vermont Street is served by 2-hour meters on both the east and west sides of the street, with the east side only 7% occupied and the west side less than 50% occupied during the survey periods. Additionally, Lot 15, which is located adjacent to this street segment and contains

10-hour meters, was 86% and 78% utilized during the morning and afternoon survey periods, respectively. These findings suggest a shortage of long-term spaces and an excess of short-term spaces in this area.

Estimated Cost to Implement: Nominal (minimal staff time and materials)

Estimated Timeframe: 1 Month

- (6) ***Change 15- and 30-minute meters to 2-hour meters.*** Enforcing very short duration parking is extremely challenging. It is difficult for enforcement personnel to consistently monitor 15- and 30-minute metered parking spaces, while also maintaining a regular schedule of enforcement for 2-, 5- and 10-hour spaces. Fewer time restrictions should result in increased efficiency of the City's PCOs, without sacrificing parking availability; utilization of the 15- and 30-minute meters was observed to peak at 31% and 42%, respectively. This change would also yield 21 additional 2-hour spaces on Massachusetts Street (an increase of more than 6%), where the existing 2-hour meters are very well utilized throughout the course of the day.

Estimated Cost to Implement: Nominal (minimal staff time and materials)

Estimate Timeframe: 1 Month

- (7) ***Increase the cost of right-of-way (meter bagging) permits.*** Providing a right-of-way (meter bagging) permit removes a public parking space from the available parking inventory, while also eliminating the potential for that space to generate revenue. Charging \$1.00 per space for this type of permit, regardless of the number of days the space remains unavailable, drastically undervalues this public asset. The cost of this type of permit should factor in not only the cost of the labor necessary to install and remove meter bags, as well as the initial cost of purchasing the meter bags themselves, but also the potential lost revenue from the meter. In many municipalities, the cost of temporarily taking a meter out of service can be many times the actual revenue-generating potential of that space, in order to discourage the practice.

It is recommended that the cost of a right-of-way permit be increased to at least \$5 per space, per day, in order to make the City whole for spaces that are temporarily taken out of service. Additionally, should the City choose to increase on-street parking rates as recommended, the cost of these permits should be increased proportionately.

Estimated Cost to Implement: Nominal (minimal staff time and materials)

Estimate Timeframe: 1 Month

- (8) ***Investigate the potential of adding parallel parking on the west side of Rhode Island Street.*** Based on input from community stakeholders and verified by first-person observation, the 10-hour and unrestricted parking spaces on- and off-street in the 700 and 800 blocks of New Hampshire Street (between New Hampshire and Rhode Island) are consistently some of the most highly utilized parking spaces in all of Downtown Lawrence. Occupancy of the parking spaces in Lot 8 and the 700 New Hampshire Lot reached 90% and 97% of capacity, respectively, on the day of the surveys. Additionally, the 10-hour on-street meters on these blocks, as well as the unrestricted on-street spaces along the east side of Rhode Island, were 100% occupied at various points throughout the survey day. Finally, with new development set to come online in both blocks in the near future, there is the potential for even greater parking demand in the area.

If the width of Rhode Island Street permits, factoring in the need for fire trucks to have access, there is the potential to add approximately 23 on-street parking spaces on the west side of the street in the 700 block. Based on the 30-foot width of the street, assuming 8-feet of width on each side of the street for parking, would yield 14-feet for the drive lane. Based on traffic planning and design best practices, this width should be sufficient to accommodate any fire department vehicle, while also calming the speed at which normal traffic travels down the street.

It should be noted that this change may have a negative impact on bicycle traffic, as the space available to accommodate both bikes and cars would be reduced.

Estimated Cost to Implement: Nominal (minimal staff time)

Estimated Timeframe: 1 Month

- (9) ***Establish a boot and tow policy to deal with habitual parking violators.*** Per conversations with the City's PCOs and Municipal Court staff, the existing fines for parking violations and other mechanisms currently in place do not adequately serve to deter habitual parking violators. A recent increase in the fine amount for a parking violation (from \$3 to \$5) has done nothing to curb the number of people parking illegally; the PCOs still issue and the Municipal Court clerks must still process nearly 100,000 parking citations annually. There is no policy in place, other than additional fines, to encourage habitual violators to either stop breaking the rules or to pay off their existing citations more quickly.

Implementing a policy of booting and towing vehicles that accumulate more than a certain number of parking citations within a certain time frame will encourage greater compliance with parking regulations and reduce the number of habitual violators. This is not intended to be punitive for the average citizen or visitor coming to Downtown. It is merely a method for ensuring that those people who do park at a meter pay for the time they are parked and those people who park in a time-restricted space to do not abuse their free parking privilege.

In order to reduce some of the potential backlash from those individuals with a large number of outstanding citations, an amnesty program could be established in the months before the boot and tow policy is implemented. Programs of this type typically offer to forgive outstanding citations in exchange for payment of a portion of the balance owed – perhaps 50% of the total. With tens of thousands of parking citations currently outstanding, this type of program could result in a one-time windfall for the City.

A sample boot and tow policy is included in the Appendix of this report, to be used by the City as a template for developing a policy specific to the needs of Lawrence and the laws of Kansas. We would further recommend that the definition of a *habitual violator* be changed from the current 5 offenses in a 30-day period to 3 offenses in a 30-day period (City Code 17-417).

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)

~\$100 per wheel lock; contract out towing services to a private company

Estimated Timeframe: 6 Months

- (10) ***Establish a residential permit parking policy for the city's neighborhoods.*** Input from the residents of various neighborhoods throughout Lawrence indicate a strong desire by many to implement areas

of parking for residents only. In particular, the neighborhoods surrounding the University of Kansas and the East Lawrence neighborhood experience significant spikes in parking demand at various times, particularly on weekdays during the daytime and some evenings, as well as during large events. This influx of demand, coupled with a lack of driveways at a large majority of houses in some neighborhoods, means the streets are completely full of vehicles for many hours of the day. In addition, any spaces that do become vacant are quickly filled, making it very difficult for residents to run errands, drop children off at school, etc., and find an available space once they return home. Around KU, the on-street parking problem is exacerbated by the fact that many houses which were originally built as single-family homes are now multi-unit buildings, housing many more driving-aged residents than originally intended – more cars are now vying for the same amount of space.

While a resident permit parking policy is not intended to assign individual on-street parking spaces to each residence or deal with the issues associated with large events, the goal is to accommodate resident parking within a reasonable walking distance of each residence (1-2 blocks) and to push KU students/faculty/staff into KU's on-campus parking areas and Downtown parking demand into the City's public parking spaces. Members of the KU population driving to work or class on a daily basis should be parking in spaces on-campus, but currently refuse to do so because on-street parking in many neighborhoods is free and unrestricted. Similarly, residents and employees in Downtown choose to park in the East Lawrence neighborhood (particularly along Rhode Island Street), in order to avoid paying for parking or having to conform to the City's parking time limits.

Implementing a residential permit parking program will have a positive impact on the volume of outside parkers using parking spaces on residential streets. However, it is unlikely that this type of program will be a cure-all for the parking problems in some of the City's neighborhoods. Particularly in the neighborhoods bordering the KU campus, the sheer number of car owners residing in each property means that there is likely not enough curb-side space to accommodate all of the vehicles on each street. Instead, a residential permit parking program will establish zones within which residents of that zone may park – this does not mean that residents will always be able to find a parking space on the street where they live. In order to accomplish this, a hard cap on the number of vehicles each residence is permitted to park would be necessary and even that is no guarantee that all of the vehicles could be accommodated.

DESMAN is not recommending that the City establish resident permit parking on any particular streets or in any particular neighborhoods. Instead, the policy framework presented in the Appendix details the process by which a neighborhood can request that resident permit parking be implemented in a particular area. The adoption of the policy is the responsibility of the City, but the implementation of resident permit parking should be based on the will of the residents of the various neighborhoods. Additionally, the permit costs outlined in this policy are designed to be revenue neutral.

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)
Estimated Timeframe: 3 Months

- (11) **Review zoning ordinance requirements regarding downtown residential parking.** Parking for land uses in the Downtown District is not required in the zoning ordinance. Historically, parking has been provided by the City. With the increase in residential units Downtown, a conflict is developing between residential and office parking needs.

Resident parking is most appropriate in off-street facilities where vehicles can be conveniently parked when not in use. If this concept is not going to be acceptable to residential developers, the alternative would be to require developers to provide residential parking as part of their projects or contribute to a parking fund to assist the City in building structured parking. Consideration should be given to establishing a provision for Downtown residential parking, either an absolute standard, fee in lieu or contracting for existing available parking. If a parking requirement is not imposed, provisions need to be made for overnight parking for residential users in City facilities.

Estimated Cost to Implement: Nominal (minimal staff time)

Estimated Timeframe: 6 Months

- (12) ***Establish a reserve fund for parking.*** Parking garages, surface parking lots, parking meters, signage, and all of the various other physical assets that form a parking system and enable a parking operation to work have a cost associated with them and will require replacement at some point in the future. Building new parking spaces, maintaining existing spaces and replacing equipment can all require significant capital outlays which, at present, come from the City's General Fund or through debt financing. Due to the significant burden that these large and irregular expenses can place on a city's finances, it is good practice to set aside money in a reserve fund to help offset these future costs.

As the parking system does not currently generate profits on a consistent basis, perhaps the City can divert a portion of the annual payment from the developer of the HERE Kansas project to the reserve fund. Ideally, the City should be setting aside at least \$75/space per year for the parking garage spaces and \$25/space per year for the surface lot and on-street spaces.

Estimated Cost to Implement: \$150,000/year, based on existing parking inventory

Estimated Timeframe: 6 Months

- (13) ***Work with Douglas County to solve the parking issues at the Law Enforcement Center.*** The high demand for parking created by the Law Enforcement Center means that the Law Enforcement Center Lot is consistently well utilized (over 92% occupied on the survey day), with additional vehicles spilling onto the surrounding residential streets. In addition, on court days when a large number of jurors come to the Center, County employees whose shifts start after 8:30AM have difficulty finding a space. Despite the fact that the City controls only the 14 metered spaces in the Law Enforcement Center Lot, the City would benefit from working with the County on ways to add parking capacity, particularly as new development begins to occur on the south end of Massachusetts Street.

It is recommended that the City collaborate with Douglas County on a plan to use the County's former Public Works Building at 13th Street and Massachusetts Street for overflow parking on jury days. Additionally, in coordination with the County, an attempt should be made to negotiate an agreement with Trinity Lutheran Church to allow City/County parking in their parking lot on weekdays, when church demand is typically low. Jurors can be notified of these two alternate parking locations prior to arriving at the Law Enforcement Center, in order to reduce the congestion that occurs in the LEC Lot and the confusion related to where to find available parking. Additionally, these locations have the potential to accommodate public parking during large events in Downtown.

Estimated Cost to Implement: Nominal; however, the Church may require some form of payment or donation for use of their spaces

Estimated Timeframe: 6 Months

- (14) **Improve wayfinding signage from Massachusetts Street and major approaches to Downtown to surface parking lots and garages.** Additional signage is needed to direct drivers from Massachusetts Street to available spaces in City facilities both east and west of Massachusetts. Drivers cruise Massachusetts looking for on-street parking, while garage and surface lot spaces are typically readily available. Five well located signs on Massachusetts in each direction between 6th and 11th streets would direct motorists to City parking facilities. The signs could be as simple as a “P” with an arrow or could include the name of the facility with an arrow. In most cases the signs could be placed on existing light poles to minimize costs.

Estimated Cost to Implement: Nominal (\$5,000 - \$10,000)

Estimated Timeframe: 6 Months

9.4.3 Phase II Recommendations

- (15) **Add multi-space, pay-by-plate kiosks on-street, which would permit license plate enforcement, use of credit cards and cell phone payments.** The replacement of on-street meters with pay-by-plate, multi-space meters, should be a priority. A pay-by-plate system associates a parker’s license plate number with the amount of parking time paid for, as opposed to a single-space meter system where an enforcement person must visually verify that payment has been made by looking at the parking meter itself. A consumer-friendly parking system provides several means of payment, including cash, credit card and cell phone. Although there is a substantial cost to implement, pay-by plate systems reduce coin collection costs, improve enforcement, potentially reduce violations and tickets, and can increase meter revenue by up to 25%. Payment by cell phone enables drivers to add time to their meter, rather than risk a violation. Additionally, eliminating single-space meter poles would improve the streetscape in Downtown. One or two meter poles in each block could be retained and repurposed for bicycle parking.

It is estimated that 100 kiosks would be needed to replace the existing 946 single-space, on-street parking meters in Downtown. Consideration should also be given to coordination with KU on developing a seamless “Park Lawrence” system.

Estimated Cost to Implement: \$800,000 to \$900,000

Estimated Timeframe: 12 Months

- (16) **Add multi-space, pay-by-plate kiosks in the off-street parking facilities.** The replacement of existing meters in surface lots and multi-space kiosks in the garages would improve customer service and improve enforcement. It is estimated that 20 kiosks would be required to replace the existing equipment in all of the facilities.

Estimated Cost to Implement: \$160,000 to \$180,000

Estimated Timeframe: 12 Months

- (17) **Acquire license plate recognition software and vehicles to enforce on- and off-street parking.** The implementation of pay-by-plate metered parking will enable enforcement using license plate recognition (LPR) software. We recommend that two vehicles be acquired and outfitted with LPR hardware and software for use by the City's PCOs. The LPR equipment can also be used to enforce time limits in the surface lots and garage and may eventually be used to enforce neighborhood parking restrictions.

Estimated Cost to Implement: \$60,000

Estimated Timeframe: 6 Months

- (18) **Acquire software or develop a web portal allowing for online payment of parking violations and purchasing of monthly/annual parking permits.** The ability to use credit cards for the payment of fines and purchasing permits is an essential convenience for customers. While citation recipients can currently use a credit card to pay once a late fee has been assessed, they are not permitted to pay for a basic \$5.00 citation online. It is time to eliminate the 20+ pay boxes on the street and replace them with an on-line system, in conjunction with the existing payment window at the Municipal Court office. Although there are costs associated with implementing and running an on-line system, there are labor savings in processing checks which help to offset these costs. The parking payment portal should be coordinated with the City's existing on-line payment portal to minimize costs.

Estimated Cost to Implement: \$15,000 - \$25,000

Estimated Timeframe: 12 Months

- (19) **Increase the rate charged on Massachusetts Street from \$0.50/hr. to \$1.00/hr.** It is recommended that meter rates be increased for the spaces on Massachusetts Street from \$0.50 to \$1.00 per hour. This should be done in conjunction with the introduction of credit card enabled meters. The spaces on Massachusetts Street are the City's most productive and most highly utilized and, as such, should be more expensive than less convenient spaces. The increased parking rate is intended to encourage longer-term and more price-sensitive parkers to use spaces along Vermont and New Hampshire streets, as well as to encourage turnover of the most desirable spaces in Downtown. Additionally, compared to the on-street parking rates charged in comparable municipalities (presented in the Appendix), the rates charged at the City's meters are on the very low end of the spectrum.

Given the popularity of the destinations on Massachusetts Street and the proposed cost to park of \$1.00/hour, it is anticipated that a majority of parkers will still choose spaces on Massachusetts if they are available, as opposed to parking farther away at a lower cost. Based on the current annual revenue generated by the parking meters on Massachusetts Street, it is anticipated that this parking rate increase could yield at least \$300,000 in additional revenue annually.

Estimated Cost to Implement: Nominal (minimal staff time)

Estimated Timeframe: 1 Month

- (20) **Increase the rate charged at 10-hour meters and 10-hour garage spaces to \$0.20/hr.** The current fee for 10-hour paid parking of \$1.00 equates to a cost of \$0.10 per hour. A fee this low neither covers the City's cost to provide parking, nor any incentive for Downtown patrons to consider alternative transportation modes. The proposed rate of \$0.20 per hour (\$2.00 per day) is intended to continue to provide a low-cost option for Downtown employees and visitors, while also allowing

the City to fund future parking improvements. Again, this rate increase is recommended to be done in conjunction with the introduction of credit card enabled meters.

Based on existing revenue generated by the paid 10-hour spaces in Downtown (non-permit revenue), it is anticipated that the proposed parking rate increase could generate an additional \$100,000 annually.

Estimated Cost to Implement: Nominal (minimal staff time)

Estimated Timeframe: 1 Month

- (21) **Increase permit rates from \$192/yr. to \$240/yr.** Current Downtown parking permit rates are the equivalent of less than \$1.00 per day. It is recommended that the rate be increased to \$240 per year, or approximately \$1.00 per day. While a slight increase over the current rate, this permit will continue to provide Downtown employees a low-cost parking option.

Based on existing revenue generated through the sale of parking permits, this change is projected to generate an additional \$25,000 annually.

Estimated Cost to Implement: Nominal (minimal staff time)

Estimated Timeframe: 1 Month

- (22) **Increase initial fines for metered/timed parking violations to \$10.00 and on repeat offenders to \$100, with booting/towing automatically after 3 unpaid tickets.** In the parking industry, it is a best practice to price overtime/non-payment parking violations at 10 to 15 times the hourly cost of parking. This pricing structure is intended to encourage payment of the meters and compliance with time limit regulations. If the fine for a violation is too low, parkers are more likely to take their chances on receiving a violation, as opposed to paying for the time they are parked or moving their vehicles within the posted time limit. If the parking rate on Massachusetts Street is increased to \$1.00 per hour, as recommended, then the fine amount for overtime/non-payment violations should be increased in order to maintain the proper cost ratio.

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)

Estimated Timeframe: 1 Month

- (23) **Establish a monthly (overnight) permit for downtown residents in one of the garages.** With the recent growth in residential units in the Downtown District and no requirement for downtown land uses to provide parking, the need for overnight parking for downtown residents has become evident. Technically, parkers are currently not permitted to park for more than 48-hours consecutively in free City spaces, although this is not generally enforced. Additionally, parking is permitted in metered spaces without payment after 6PM and prior to 9:30AM. Because of these two circumstances, as employees arrive to Downtown, it is often the case that long-term parking spaces throughout the city are still occupied by Downtown residents.

In an attempt to alleviate this situation, it is recommended that a residential permit be created to allow for overnight vehicle storage in the lower level of the Riverfront Garage for a nominal fee (perhaps \$25/year). The intent of this type of permit is to minimize the conflict between residential and office parking users, which is evident in several of the downtown lots.

In order to provide further incentive for residents to use this program, it may also be necessary to institute “No Parking” regulations in several long-term lots between the hours of 5AM and 9:30AM, except for parkers who have a regular Downtown parking permit. This policy would still allow employees to park in long-term spaces more proximate to the activity centers in Downtown, while preventing non-permit holding residents from using the spaces until the parking meters are active.

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)

Estimated Timeframe: 1 Month

- (24) ***Change existing parking ordinance relative to meter feeding.*** At present, it is illegal to extend a parking session at a metered space beyond the posted time limit. The goal of this policy is to prevent people from remaining parked in the same space all day, reducing availability for other potential parkers. However, based on observations of parking activity in Downtown Lawrence, the practice of meter feeding does not appear to be a widespread issue. As noted previously, even for the most desirable spaces on Massachusetts Street, only about 2% of the 690 vehicles observed parking remained parked at a space for longer than the posted 2-hour limit.

As new technology is implemented which will allow parkers to more easily pay for their parking time, parkers should be given the option to extend their parking stay one additional period beyond the posted time limit. For instance, a person parking at a 2-hour meter would be permitted to remain parked in the same space for up to a total of 4 hours, assuming they pay for their full parking time. This change in policy will help prevent parkers from feeling rushed to complete their business in Downtown for fear of receiving a parking citation, if they must stay longer than originally planned. Conversely, the proposed increased parking rates should limit any potential abuse of this policy.

Estimated Cost to Implement: Nominal (minimal staff and City Attorney time)

Estimated Timeframe: 2 Months

- (25) ***Restripe parking lots to increase the number of spaces.*** One of the easiest ways to increase the parking supply in a downtown is to improve the efficiency of the layouts of existing parking lots. This can be accomplished by restriping existing lots to increase the number of spaces. Without compromising safety or functional geometry, we analyzed the layouts of four (4) of the most heavily utilized surface parking lots in Downtown: lots 3, 8, 14, and the Law Enforcement Lot). Based on these analyses, increases in efficiency ranging from 8% to 25% were identified. In total, reconfiguring and restriping could increase the number of spaces in these four lots by 87 total spaces. This is equivalent to an increase of about 4% in the supply of off-street public parking in Downtown.

In some cases, if these parking lots were reconfigured as proposed in the layouts presented in the Appendix, there would be a reduction in the total amount of landscaping, in violation of current City Code. We do recognize that providing sufficient landscaping and tree cover is both required by Code and desired by the citizens of Lawrence, in order to provide residents and visitors a more pleasant experience when coming to Downtown. The proposed reconfigurations of these surface parking lots are intended to stave off the need to build more structured parking in the future and can be adjusted to include the landscaping and tree cover required by the current City Code. However, if the density of Downtown and the associated parking demand increases to a point where additional parking capacity is an absolute necessity, consideration should be given to modifying the existing Code in reference to parking lot design on a case-by-case basis.

If this recommendation is implemented, the reconfiguration/restriping could be phased to coincide with regular maintenance of the lots and the installation of pay-by-plate kiosks, in order to reduce costs.

Estimated Cost to Implement: ~\$100,000

Estimated Timeframe: 6 Months

- (26) **Review lighting in all parking facilities and replace where appropriate with energy-efficient fixtures.** Energy-efficient lighting fixture prices have decreased significantly in recent years. Coupled with incentives from electric utilities, there is little reason to delay upgrading lighting in parking facilities, where those upgrades have not already been completed or are not already planned. Additionally, customer service and patron safety can be improved through lighting enhancements. For these reasons, it is recommended that all facilities be surveyed to determine the need for and cost to upgrade lighting.

Estimated Cost to Implement: TBD

Estimated Timeframe: TBD

- (27) **Extend meter hours in active areas to 9PM on weekdays and Saturdays.** Given the high activity levels in downtown Lawrence in the evenings on both weekdays and Saturdays, it is recommended that meter enforcement be extended until 9PM. The extended enforcement hours will enable the system to capture revenue from patrons of the City's many bars and restaurants. The primary cost associated with extending the hours of enforcement will be for additional PCOs or extended hours by the current PCOs. However, with the implementation of pay-by-plate technology, the number of PCOs required to enforce the City's current parking regulations and hours of enforcement should be reduced significantly. Enforcement personnel shifts could then be adjusted to cover the additional three (3) hours of enforcement each day, at little to no additional cost.

From a revenue perspective, if only 25% of the existing 707 on-street metered parking spaces that cost at least \$0.50/hour are occupied an additional 2 hours a day, 3 days a week, that would represent an additional \$26,000 in revenue annually, not including citation revenue.

Estimated Cost to Implement: Nominal

Estimated Timeframe: 6 Months

- (28) **Institute regular rate increases.** One of the most difficult parts of managing a parking system is convincing the public and governing entities of the value of regularly increasing parking rates. Because it is difficult politically, the decision to increase rates is generally deferred until financial need dictates. For this reason, it is recommended that regular rate increases be part of the City's plan of operation in the future. These increases should at least keep pace with cost of living increases. A ten percent increase in rates and fine amounts every 3 – 4 years would provide a relatively painless way to keep the parking system solvent, as salaries and other costs increase.

Estimated Cost to Implement: Nominal

Estimated Timeframe: 3 – 4 years

(29) **Implement demand management strategies.** Before investing in additional structured parking in the downtown, consideration should be given to implementing efforts to reduce parking demand for employees and residents. There are a number of techniques readily available to reduce parking demand. A few of the more popular are:

- No longer provide free parking for City/County employees and/or begin providing transit benefits
- Implement an employee transit pass program for downtown and/or City/County employees
- Provide bicycle parking and other Infrastructure and amenities such as showers and lockers
- Encourage carpooling by reserving the best, most convenient parking for carpoolers
- Offer tax advantaged (pre-tax) incentives for City/County workers who use transit
- Develop a bike share program citywide and/or at certain locations Downtown
- Encourage “Walk There or Bike There” campaigns

Estimated Cost to Implement: TBD

Estimated Timeframe: 3 – 4 years

Table 11 – Parking Operations and Development Plan Recommendations

Recommendation	Anticipated Cost	Anticipated Timeline for Implementation
Establish a head of the parking operation	\$55,000 - \$65,000	3 - 6 Months
PHASE I		
1. Eliminate the designation of on-street parking spaces for use only by the residents of one particular property	Nominal	3 Months
2. Forbid charter bus and other large vehicle parking within designated neighborhoods	Nominal	3 Months
3. Remove the 2-hour meters from the 300 block of W. 9th Street	Nominal	1 Week
4. Replace existing 5-hour meters with 10-hour meters	Nominal	1 Month
5. Change a number of 2-hour meters to 10-hour meters	Nominal	1 Month
6. Change 15- and 30-minute meters to 2-hour meters	Nominal	1 Month
7. Increase the cost of right-of-way (meter bagging) permits	Nominal	1 Month
8. Investigate the potential of adding parallel parking on the west side of Rhode Island Street	Nominal	1 Month
9. Establish a boot and tow policy to deal with habitual parking violators	Nominal	6 Months
10. Establish a residential permit parking policy for the city's neighborhoods	Nominal	3 Months
11. Review zoning ordinance requirements regarding downtown residential parking	Nominal	6 Months
12. Establish a reserve fund for parking	\$150,000	6 Months
13. Work with Douglas County to solve the parking issues at the Law Enforcement Center	Nominal	6 Months
14. Improve wayfinding signage from Massachusetts Street and major approaches to Downtown to surface parking lots and garages	\$5,000 - \$10,000	6 Months
PHASE II		
15. Add multi-space, pay-by-plate kiosks on-street, which would permit license plate enforcement, use of credit cards and cell phone payments	\$800,000 - \$900,000	12 Months
16. Add multi-space, pay-by-plate kiosks in the off-street parking facilities	\$160,000 - \$180,000	12 Months
17. Acquire license plate recognition software and vehicles to enforce on- and off-street parking	\$60,000	6 Months
18. Acquire software or develop a web portal allowing for online payment of parking violations and purchasing of monthly/annual parking permits	\$15,000 - \$25,000	12 Months
19. Increase the rate charged on Massachusetts Street from \$0.50/hr. to \$1.00/hr.	Nominal	1 Month
20. Increase the rate charged at 10-hour meters and 10-hour garage spaces to \$0.20/hr.	Nominal	1 Month
21. Increase permit rates from \$192/yr. to \$240/yr.	Nominal	1 Month
22. Increase initial fines for metered/timed parking violations to \$10.00 and on repeat offenders to \$100, with booting/towing automatically after 3 unpaid tickets	Nominal	1 Month
23. Establish a monthly (overnight) permit for downtown residents in one of the garages	Nominal	1 Month
24. Change existing parking ordinance relative to meter feeding	Nominal	2 Months
25. Restripe parking lots to increase the number of spaces	\$100,000	6 Months
26. Review lighting in all parking facilities and replace where appropriate with energy-efficient fixtures	TBD	TBD
27. Extend meter hours in active areas to 9PM on weekdays and Saturdays	Nominal	6 Months
28. Institute regular rate increases	Nominal	Every 3 - 4 Years
29. Implement demand management strategies	TBD	3 - 4 Years

Source: DESMAN

APPENDIX 1: DOWNTOWN LAWRENCE PARKING MAP



<http://lawrenceks.maps.arcgis.com/apps/Legend/main/index.html?appid=2f6028a0f5e64ed4b8a3fc0f0210b2e3>

APPENDIX 2: DOWNTOWN PARKING SPACE INVENTORY BY BLOCK AND TYPE

Location	15 min meters	30 min meters	2 hour meters	5 hour meters	10 hour meters	Handi spaces	2 hour free	10 hr spaces	2hr/10hr combo	10 hour Free	Reserve Hotel	Hotel Handi	Reserved Private	City Reserved	Taxi	Totals
600 Kentucky (east)					10											10
700 Kentucky (east)					12											12
700 Kentucky (west)					8											8
900 Kentucky (east)			3													3
600 Vermont (east)			14			1										15
600 Vermont (west)		6	11													17
700 Vermont (east)				2												2
700 Vermont (west)			10			2										12
800 Vermont (east)				18												18
800 Vermont (west)			16	5												21
900 Vermont (east)			6	13		1										20
900 Vermont (west)			2	12		2										16
1000 Vermont (east)					15											15
1000 Vermont (west)			2	20												22
600 New Hampshire (east)			7		1											8
600 New Hampshire (west)			8													8
700 New Hampshire (east)			28			1										29
700 New Hampshire (west)			6	10												16
800 New Hampshire (east)			18	3		2										23
800 New Hampshire (west)	1		8	4		1										14
900 New Hampshire (east)			3													3
900 New Hampshire (west)			4	12												16
1000 New Hampshire (east)			5	6	9	1										21
1000 New Hampshire (west)			4	4	6	1										15
600 Massachusetts (east)	2		27			1										30
600 Massachusetts (west)	2		24			1										27
700 Massachusetts (east)	2		34			1										37
700 Massachusetts (west)	2		33			1										36
800 Massachusetts (east)	2		33			1										36
800 Massachusetts (west)	2		33			1										36
900 Massachusetts (east)	2		34			1										37
900 Massachusetts (west)	2		33			1										36
1000 Massachusetts (east)	2		31			1										34
1000 Massachusetts (west)	2		33			1										36
1100 Massachusetts (east)			6													6
1100 Massachusetts (west)	1		6													7
1200 Massachusetts (west)			7			1										8
7th E 100 blk (north)	2		6													8
7th E 100 blk (south)			7			1										8
7th W 100 blk (north)			7													7
7th W 100 blk (south)			1													1
7th W 200 blk (north)		13														13
7th W 200 blk (south)					4											4
7th W 300 blk (north)					9											9
7th W 300 blk (south)					9											9
8th E 100 blk (north)			8													8
8th E 100 blk (south)			7			1										8
8th E 200 blk (north)			3		3											6
8th E 200 blk (south)					2											2
8th W 100 blk (north)			8													8
8th W 100 blk (south)			9													9
8th W 200 blk (north)			4													4
8th W 200 blk (south)			8													8
9th E 100 blk (north)			5			1									1	7
9th E 100 blk (south)			5													5
9th E 200 blk (north)			4											4		8
9th E 200 blk (south)	2		2													4
9th W 100 blk (north)			8			1										9
9th W 100 blk (south)			8													8
9th W 200 blk (north)			7													7
9th W 200 blk (south)			8													8
9th W 300 blk (north)			5													5
10th E 100 blk (north)			8													8
10th E 100 blk (south)			7			1										8
10th W 100 blk (north)			7			1										8
10th W 100 blk (south)			6													6
10th W 200 blk (north)					7											7
10th W 200 blk (south)					5											5
11th E 100 blk (south)			5			4										9
11th W 100 blk (north)			5			1										6
11th W 100 blk (south)			7													7
11th W 200 blk (north)					2											2
11th W 200 blk (south)					4											4
North Park W 100 (south)			8		20	1										29
LEC Lot			14			3				205				3		225
Lot #2						2	69									71
Lot #3						6	160									166
Lot #4					16	3	66									85
Lot #5						4	77									81
Lot #7			8		34	3								1		46
Lot #8 WEST					48	3										51
Lot #8 EAST					48	2										50
Lot #9					36	2										38
Lot #10					29	3	33									65
Lot #11					17	2								2		21
Lot #12						1	26									27
Lot #14						2	34									36
Lot #15					35	1										36
Lot #16					43											43
Lot #17			23			2										25
700 New Hampshire Lot			10		25	4		22								61
NH Garage-Basement						3			102				13	8		126
NH Garage-1st floor (main)						7	90							3		100
NH Garage-2nd floor						3		125								128
NH Garage-3rd floor (top)						3				132						135
Riverfront Garage (top)						11	68				109	4				192
Riverfront Garage (Ramp)									47							47
Riverfront Garage (bottom)								187						42		229
Vermont Garage -4th floor										73						73
Vermont Garage -3rd floor						1		71								72
Vermont Garage-2nd floor						1	34	37								72
Vermont Garage-1st floor						7	58									65
Vermont Garage-basement								22					6	2		30
	26	19	717	109	457	114	715	464	149	410	109	4	19	65	1	3,378
											hotel/res/moped/taxi/bus/emergency/loading					(198)
											Total Usable Spaces					3,180

APPENDIX 3: SAMPLE BOOT AND TOW ORDINANCE

Moving, impoundment of vehicles; sale of impounded vehicles, and immobilization of vehicles

- (1) *Unlawful standing.* Any police officer who finds a vehicle standing upon a street or highway in violation of this chapter may move the vehicle or require the driver or other person in charge of the vehicle to move it to a position off the roadway.
- (2) *Unattended vehicle on street, highway, bridge or tunnel.* Any police officer may remove or cause to be removed to the nearest vehicle pound or other place of safety any unattended vehicle unlawfully left standing upon any street, highway, bridge, causeway or in any tunnel.
- (3) *Impoundment and immobilization.* Any police officer, parking enforcement officer, or parking management service, as defined in _____ may remove or cause to be removed to the nearest vehicle pound or other place of safety any vehicle found upon a highway when:
 - a. Report has been made that the vehicle has been stolen or taken without the consent of its owner;
 - b. The person in charge of the vehicle is unable to provide for its custody or removal;
 - c. The person driving or in control of the vehicle is arrested for an alleged offense for which the officer is required by law to take the person arrested before a proper magistrate without unnecessary delay;
 - d. The vehicle is stopped, except when traffic congestion makes movement impossible, on a controlled access highway which is a part of the national system of interstate and defense highways, for more than eight hours, unless the vehicle constitutes a traffic hazard, in which case it may be removed immediately; or
 - e. The vehicle is without a current license tag, current registration or the proper inspection sticker.
 - f. The vehicle is immobilized through the use of a vehicle immobilization device as defined at section _____ of the City of Lawrence Code of Ordinances, and all associated tickets, fees and fines have not been paid in full to the City of Lawrence within 24 hours of immobilization.
- (4) *Authority to sell; notice.* When any vehicle is left on the streets and it becomes necessary for the department of police to take charge of the vehicle in order to preserve the safety of travel on the streets and the department of police does take charge of the vehicle and removes the vehicle and places the vehicle in storage, the vehicle shall be safely kept for 60 days. If after 60 days the vehicle shall be unclaimed by a person making the necessary proof of title, the police chief shall, for two days, put an advertisement in the newspaper in which the city's advertisements are published, describing the vehicle to be sold and giving such information about the vehicle as will put the owner or other persons having knowledge thereof in possession of the facts, stating that the property is in the police chief's possession or control and that, at the expiration of 20 days, it will be exposed for sale. The advertisement shall also state the time and place the vehicle shall be sold and that the proceeds shall be turned in to the city treasury. However, the advertisement shall also state that, within 20 days of the last advertisement provided for in this subsection, any person making satisfactory proof of title or any person who shall claim title to the vehicle shall have the right to request a hearing before the police chief or the police chief's designee to establish, by evidence,

proof of title to the vehicle claimed. Upon request for a hearing, the police chief or the police chief's designee shall, within ten days, set a time and place for the hearing and shall notify the person claiming title to the vehicle of the hearing.

- (5) *Conduct, record of sale.* At the time named in the notice pursuant to subsection (d) of this section, the police chief or some officer authorized by the police chief, shall proceed to the place where the vehicle is stored and expose the vehicle for sale and sell the vehicle to the highest bidder for cash. A record shall be kept of such sale showing each vehicle sold, with a description corresponding to the advertisement, the name of the purchaser and the amount received therefor.
- (6) *Disposition of proceeds.* The police chief shall turn the proceeds of the sale into the parking fund of the city, keeping such a record thereof as may serve to identify the vehicle with the proceedings required in this section. The city manager is authorized to pay to a wrecker or storage garage which has an agreement or contract with the city the towing and storage fees on impounded vehicles or the sales price of the impounded vehicle, if such should be less than the towing and storage fees.
- (7) *Police use of vehicles.* The vehicles which have been processed for sale at public auction, as provided by this section, may, in the discretion of the police chief, be utilized by the department of police for a period not to exceed 90 days before being subjected to sale, as otherwise provided by this section.
- (8) *Immobilization of vehicles.* Any sworn police officer or parking enforcement officer may cause a vehicle to be immobilized if the vehicle has been issued a minimum of three (3) unsatisfied delinquent parking tickets. The charge for the immobilization of vehicles under this section shall not exceed \$50.00 per day for the removal of the vehicle immobilization device or devices. Neither the city nor its parking management service shall have liability for any damage, vandalism or theft of any immobilized vehicles.

APPENDIX 4: SAMPLE RESIDENTIAL PERMIT PARKING ORDINANCE

Legislative Purpose.

It is the legislative purpose of the Commission of the City of Lawrence to assist, when feasible, residents of areas of the City who suffer adverse effects from vehicular congestion resulting from the existence of limited numbers of curbside parking spaces and large numbers of non-residents competing with residents for curbside parking spaces and/or from parking regulations designed to control the flow of vehicles which ultimately work a hardship on residents of such areas. The adverse conditions include, but are not limited to, hazardous traffic conditions, air pollution, excessive noise and refuse, unreasonable burdens in gaining access to residences, reduced traffic safety, reduced pedestrian safety, particularly for children and senior citizens, blocked fire lanes and fire hydrants, reduced efficiency in the movement of emergency vehicles, and general reduction in the quality of life. It is the further intent of the Commission to encourage the use of mass transportation and other alternate modes of transportation.

Definitions.

For the purpose of this Chapter:

- (a) *Residential permit parking zone* means a contiguous area no less than three (3) blocks in size where curbside parking on public streets is limited to vehicles properly displaying a parking permit authorized by this Chapter between the hours of 6:00 A.M. and midnight from Monday through Saturday, except on legal holidays.
- (b) *Block* means one or both sides of any street between street intersections, dependent upon whether or not parking is legally permitted on one or both sides of the street.
- (c) *Parking permit* means either a resident parking permit or a guest parking permit authorized by this Chapter.
- (d) *Vehicle* means an automobile, motorcycle, motor-driven cycle, or van or passenger utility vehicle intended primarily for personal use and not exceeding twenty-two (22) feet in length.
- (e) *Leased vehicle* means a vehicle owned by a leasing business which is being provided to an individual through a leasing contract. A vehicle leased from one individual to another individual is not a leased vehicle for purposes of this Chapter.
- (f) *Company car* means a car, the vehicle registration of which reflects that it is owned by a corporation. A privately-owned car used by an individual for company business is not a company car for purposes of this Chapter.
- (g) *Temporary student resident* means a person enrolled full time in a college, university, trade or business school, residing in a permit parking zone for an academic term, whose vehicle is registered to his/her permanent address.

Designation of Permit Parking Zones.

- (1) The Commission may by Ordinance designate residential permit parking zones when it determines that residents of the proposed permit parking zone are adversely affected by entry into the area and curbside parking by non-residents in motor vehicles and/or by parking regulations in effect which are designed to control use of curbside parking but work a hardship on area residents, only if all of the following conditions are met:

- (a) At least one resident of each of at least sixty percent (60%) of the dwelling units has completed a formal petition for designation of the block as a residential permit parking block.
 - (b) A parking study determines that at least twenty-five percent (25%) of the vehicles parked in the proposed residential permit zone during the time periods requested for the permit are not owned by residents of the proposed zone.
 - (c) A parking study determines that at least eighty-five percent (85%) of available on-street parking in the proposed residential permit zone is occupied at any time during the time periods requested for the permit.
 - (d) At least eighty percent (80%) of the occupied frontage, at ground level, of each block in the proposed residential permit parking zone is in use for residence purposes.
- (2) Where permit parking zones abut, an overlapping zone shall be created, to extend one block into each of the abutting zones, in which permits from either of the abutting zones shall be valid.
- (3) Subject to the approval of the City Commission, residential permit parking zones created pursuant to this Chapter shall be revoked upon occurrence of both of the following conditions:
 - (a) A petition requesting revocation of part or all of the residential permit parking zone, signed and dated by one resident of each of at least fifty-one percent (51%) of the dwelling units in the zone, is submitted to the City Clerk. If the petition requests revocation of only part of a residential permit parking zone, the size of the remaining zone must still meet the three-block minimum size requirement for a residential permit parking zone, and;
 - (b) A parking study determines that less than seventy-five percent (75%) of available on-street parking in the residential permit parking zone, or part thereof sought to be revoked, is occupied during the time periods that parking is restricted.
- (4) When a residential permit parking zone is created pursuant to this Chapter, the zone must remain in force for a minimum of twenty-four (24) consecutive months before it becomes eligible to be revoked under the provisions of subsection (3) of this Section

Posting of Signs.

- (1) Upon designation of Commission of a permit parking zone, the Public Works Department shall erect signs which shall be of such a character as to inform an ordinarily observant person of the restrictions.
- (2) Upon erection of the necessary signs, parking in the residential permit parking zone shall be restricted to only vehicles displaying valid resident or visitor parking permits or to a vehicle parked legally for up to fifteen (15) minutes in a twenty-four (24) hour period if its hazard indicator lights are flashing.
- (3) Upon creation, revocation or modification of a residential permit parking zone pursuant to this Chapter, the Public Works Department shall install, remove or modify the pertinent parking zone signage, as appropriate.

Issuance of Resident Parking Permits.

- (1) Subject to the provisions of this Section, the City Clerk's Office shall issue one (1) resident parking permit for the vehicle described in the application to an applicant who has submitted a completed permit application and an annual permit fee of fifteen dollars (\$15.00) for the first vehicle in a household; thirty dollars (\$30.00) for the second vehicle in a household; seventy-five dollars (\$75.00) for the third vehicle in a household; and one hundred dollars (\$100.00) for the fourth or more vehicles in a household; provided, however, that in determining the number of vehicles in a household, the Clerk's Office shall not count motorcycles or motor-driven cycles; and provided, further, that the annual fee for each motorcycle or motor-driven cycle shall be fifteen dollars (\$15.00).
- (2) Resident parking permits shall remain valid for a period of one calendar year, at the end of which time the applicant must pay the prescribed annual fee in order to renew the permit.
- (3) Except as provided in subsection (4) of this Section, no resident parking permit shall be issued for a vehicle when its owner and principal operator does not reside within the permit parking zone for which the resident parking permit is sought.
- (4) Except as provided in subsection (4) of this Section, no resident parking permit shall be issued for a vehicle when the applicant is not the owner and/or principal operator of that vehicle.
- (5) The provisions of subsections (1), (2) and (3) of this Section may be waived when an applicant establishes to the satisfaction of the City Clerk's Office that he or she is a resident of the permit parking zone for which a permit is sought, that he or she is the principal operator of the motor vehicle for which a permit is sought, and that the vehicle is either a leased vehicle or a company car supplied to the applicant by his or her employer for general use.
- (6) Notwithstanding the previous subsections (1), (2), (3), and (4) of this Section, the City Clerk's Office shall not issue a Resident Parking Permit to any applicant when that applicant has three (3) or more unpaid parking violation fines, until such fines are paid or until the applicant has entered into a payment agreement satisfactory in its terms to and with the Municipal Court for the payment of the unpaid fines.

Transfer of Resident Parking Permits.

- (1) Upon submission by the holder of a resident parking permit of a transfer fee of five (\$5.00) dollars and a permit transfer application, the City Clerk's Office shall issue a new resident parking permit to the applicant for transfer to a qualifying vehicle.
- (2) The transfer of a resident parking permit shall not affect its expiration date.

Issuance of Guest Parking Permits.

- (1) Upon request of a resident parking permit holder and submission of the appropriate fee, the City Clerk's Office shall issue to the applicant guest parking permits valid for one calendar day for use by a bona fide guest of the applicant or by a person doing business with the applicant.
- (2) The first ten (10) guest parking permits issued to a resident parking permit holder in any calendar year will be provided free-of-charge, with subsequent quantities of guest parking permits priced as follows:
 - (a) Five dollars (\$5.00) for fifteen (15)

- (b) Ten dollars (\$10.00) for thirty (30)
- (c) Fifteen dollars (\$15.00) for forty-five (45)
- (3) Guest parking permits not used during the calendar year shall not be valid during the next calendar year and the fee paid for such unused permits shall not be refundable.
- (4) The City Clerk's Office shall have the right to limit the number of guest parking permits issued to a household at any single purchase, or in any period of time during the calendar year, or in total during any calendar year.

Use of Resident Parking Permits and Guest Parking Permits.

- (1) All resident parking permits and guest parking permits shall be displayed in or on vehicles in the manner prescribed by the Police Department.
- (2) A parking permit shall not guarantee or reserve a space within a permit parking zone. A parking permit shall not authorize the stopping, standing, or parking of any vehicle in such places and during such times as the stopping, standing, or parking is prohibited or set aside for specific types of vehicles. A parking permit shall not excuse the observance of any traffic regulation.
- (3) Whenever the holder of a parking permit, or the vehicle for which the permit was issued no longer fulfills one or more of the applicable provisions of this Ordinance, the holder shall surrender the parking permit in the manner prescribed by the City Clerk's Office.
- (4) Until its expiration, surrender, or revocation, a parking permit shall remain valid for such time as the holder continues to reside within the same permit parking zone.
- (5) A parking permit shall be valid only in the permit parking zone for which it is issued except in the case of overlapping zones as set forth in subsection (2) of Section "Designation of Permit Parking Zones" of this Chapter.
- (6) For the purposes of this Chapter the person to whom a resident parking permit is issued shall be deemed its holder and shall be responsible for the use or misuse of any parking permit issued to him or her.
- (7) No vehicle shall display any ticket, tag, handbill, or other writing simulating or in imitation of a residential parking permit or temporary parking permit.

Rules and Regulations.

- (1) The City Clerk's Office, Public Works Department and Police Department shall promulgate rules and regulations relating to their respective obligations to implement and enforce the provisions of this Chapter.
- (2) When promulgating rules and regulations, the City Clerk shall make every reasonable effort to devise methods to preserve the integrity of the permit parking system.

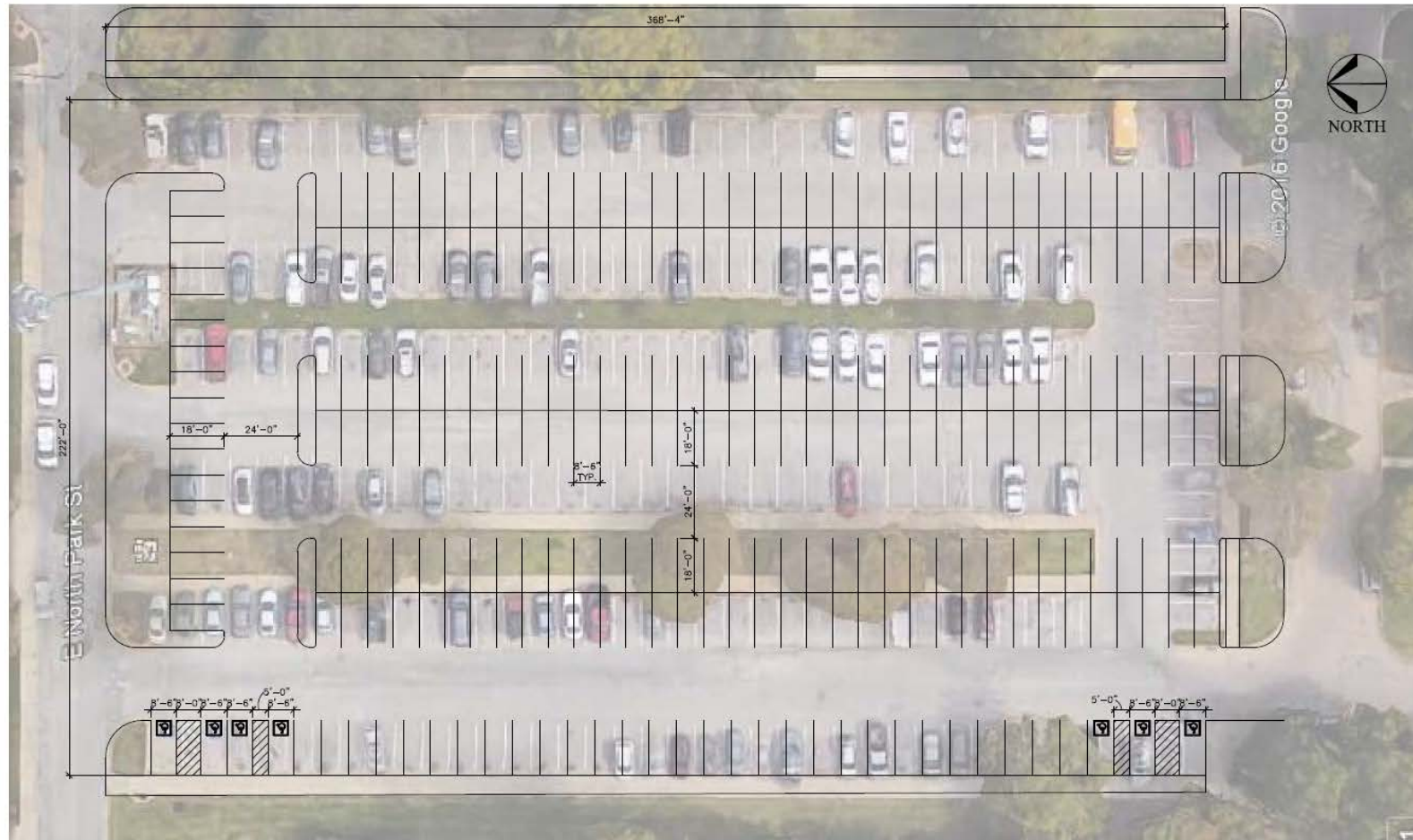
Penalty.

- (1) Any person violating any provision of this Chapter shall be subject to revocation of his or her permit and, upon summary conviction, be fined one hundred dollars (\$100.00) for each violation together with the costs of prosecution.

APPENDIX 5: CHARACTERISTICS OF PUBLIC PARKING IN COMPARABLE MUNICIPALITIES

City	State	Population	Number of Metered Spaces	Number of Lots	Number of Garages	Off-Street (Hourly)	Off-Street (Daily Max)	Garage (Monthly)	Surface Lot (Monthly)	On-Street (Hourly)	On Street Hours of Operation	Overtime Meter Fee	Late Payment Fee	Duration Before Late Fee
Austin	Texas	885,400	>3,000	36	27	\$5.00+\$2.50/hour	\$21	\$180	N/A	\$1.00-\$1.20	Mon-Wed 8AM-6PM, Thurs-Fri 8AM-12AM, Sat 11AM-12AM	Varies	30% of original	Varies
Bloomington	Indiana	82,575	-	4	3	\$0.50-\$1.00 1st 3 hrs free certain facilities	\$4.50-\$10.00	\$40-\$76	N/A	\$1.00	Mon-Sat 9AM-9PM	\$20	\$40	14 Days
Missoula	Montana	69,122	135	2	2	\$1.00	\$9.00	\$65-\$75	\$35-\$55	\$1-\$2 plus \$0.50 each hour	Mon-Fri 9AM-5PM	\$5-\$20	\$5-\$20	30 Days
Manhattan	Kansas	56,143	0	0	0	time limits only	time limits only	N/A	N/A	N/A	Mon-Fri 8AM-5PM	\$15	\$10-\$25	3 Days
Kansas City	Missouri	467,007	1,500	3	9	\$3.00-\$4.00	\$12.00-\$15.00	\$55-\$120	\$40	\$1.00	Varies by Meter	Varies	Varies	15 Days
Evanston	Illinois	75,570	1,769	25	3	\$1.00-\$3.00 1st hr free	\$13.00	\$85	\$50-\$85	\$1.00	Mon-Sat 8AM-9PM	\$40	\$35	10 Days
Iowa City	Iowa	71,591	1,142	3	5	\$0.75-\$1.00 1st hr free certain facilities	\$18.00-\$24.00	\$85	\$85	\$0.75-\$1.50	Mon-Sat 8AM-6PM	\$7-\$25	\$5	30 Days
Boulder	Colorado	103,166	-	5	5	\$1.25-\$2.50	\$55.00	\$137	\$70-\$80	\$1.25	Mon-Sat 9AM-7PM	\$15	\$15	14 Days
Morgantown	West Virginia	30,666	2,202	9	4	\$0.75-\$1.25	\$7.50	\$50-\$70	None	\$0.75-\$1.00	Mon-Sun 12AM-12PM	\$5	\$5	10 Days
Corvallis	Oregon	55,298	>600	7	0	Permit Only	Permit Only	N/A	\$20-\$25	\$0.25-\$1.50	Mon-Sat 9AM-5PM	\$10	\$5	10 Days

APPENDIX 6: SAMPLE PARKING LOT RECONFIGURATIONS/RESTRIPING



March 2017

Law Enforcement Parking Lot
263 Spaces (+42 Spaces)
Lawrence, KS





February 2017

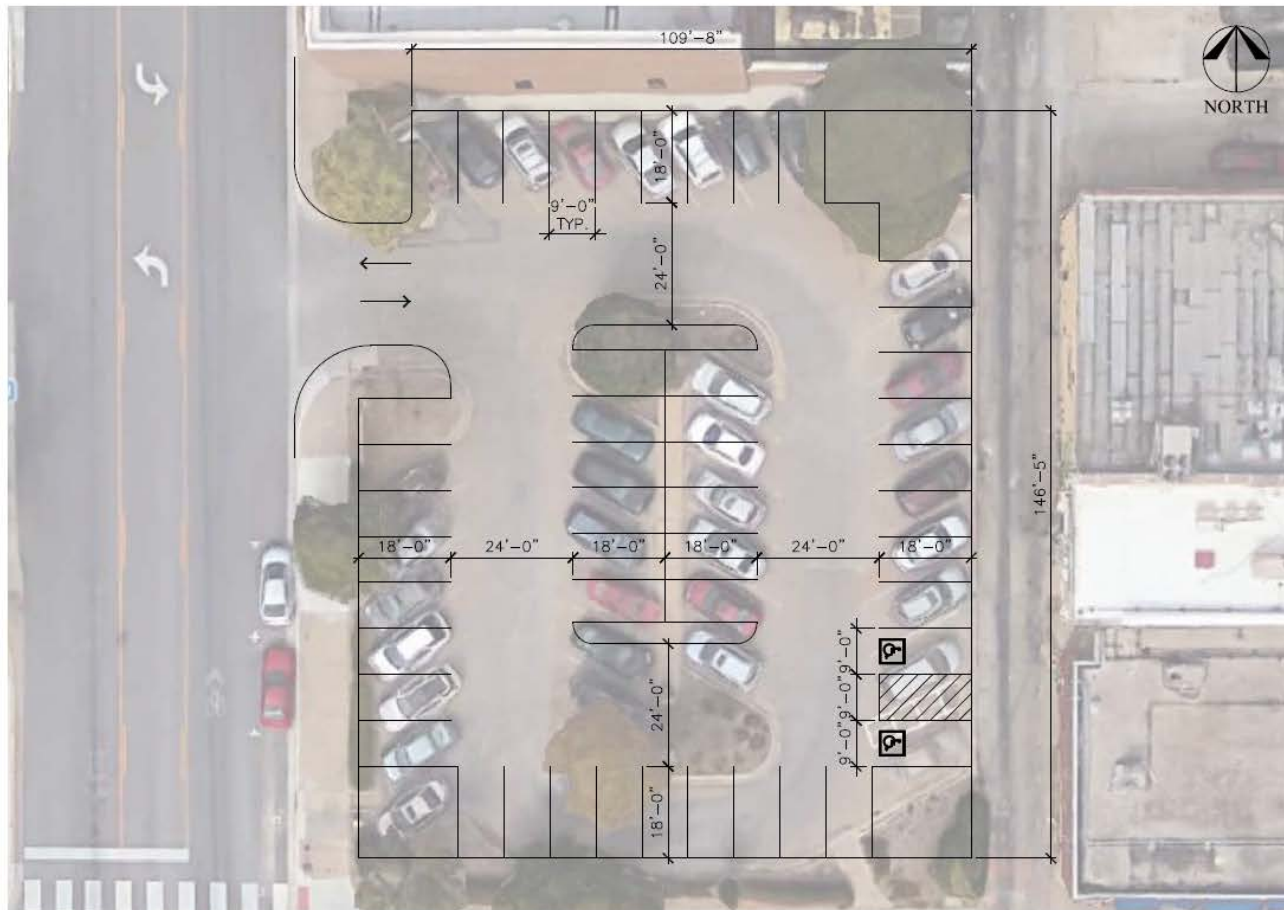
DESMAN
Design Management



February 2017

Parking Lot 8
119 Spaces (+18 Spaces)
Lawrence, KS





February 2017

Parking Lot 14
48 Spaces (+12 Spaces)
Lawrence, KS





Parking Audit Workshop City of Lawrence, Kansas

Next Steps Memorandum
April 2013



Smart Growth

BUILDING BLOCKS FOR
SUSTAINABLE COMMUNITIES

1. INTRODUCTION

The U.S. Environmental Protection Agency (EPA) selected the City of Lawrence, Kansas, for a Building Blocks for Sustainable Communities technical assistance award. This technical assistance helped Lawrence audit parking issues occurring adjacent to the University of Kansas (KU) campus in an area centered on the Oread Neighborhood. This memorandum describes the workshop activities held on April 17, 2013, and focuses on the outcomes of the workshop and next steps that the community may undertake as a result of this technical assistance. EPA Contractor Vickie Jacobsen, of Charlier Associates, Inc., led the workshop in partnership with local citizens and staff from the city and EPA. Specific outcomes of the workshop included a list of strategies designed to address high levels of parking demand in this neighborhood while increasing mobility for students and residents of the neighborhood.

2. WORKSHOP EVENTS

The technical assistance took place during a day-long workshop held at the Carnegie Library. In advance of the workshop, city staff conducted a parking audit, which included an inventory of parking spaces in the Oread Neighborhood and three separate field counts of parking utilization. The workshop started with a site walk of the Oread neighborhood. The day continued with a series of working meetings with targeted stakeholders to discuss the issues and opportunities related to parking, including reducing the demand for parking and coordinating efforts with the KU campus. In the evening, the results of the stakeholder group discussion were presented to the general public, including many neighborhood residents. Throughout the day, approximately 50 local community participants engaged in the activities. Following the public meeting, the technical assistance team met with city staff briefly to summarize the outcomes and strategies for inclusion in this memo.

3. KEY ISSUES + STRATEGIES

The Oread Neighborhood is a fairly large neighborhood—over 239 acres—and is primarily residential with some institutional uses, including student housing, and a few neighborhood commercial uses, including restaurants and bars. The neighborhood is located between the KU Campus and Downtown Lawrence. The primary issue identified in the City's application to the Building Blocks for Sustainable Communities program was on-street "spill-over" parking demand from KU in this residential neighborhood. Long-term residents of the Oread neighborhood must compete with students—both residents and commuters—for the on-street parking. The parking audit conducted in preparation for this workshop was designed to better understand the location and intensity of the problem. The workshop then focused on methods to reduce the demand on the parking supply and to thereby reduce conflicts between long-term residents and students.

Over time, the residential density of this neighborhood has increased, and the supply of parking has not increased at a matching rate. The neighborhood has many multi-family residential units in this neighborhood—both apartment buildings and homes that have been converted to multi-family. Some homes have accessory parking lots on-site, but the lots frequently do not provide enough spaces to meet existing parking requirements—one space per bedroom. These "under-parked" residences create additional demand for on-street parking. Other homes have no on-site parking at all, which is frequently a result of the historic, early 20th century nature of the homes. In other cases, the topography of Mount Oread prevents on-site parking, and alleys, which commonly supply some residential parking, are not feasible on all blocks due to the slope.

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Audit Area

The audit area's boundaries did not directly match the Oread Neighborhood boundaries. Instead, the audit area attempted to capture the interaction between two potential sources of "spillover" parking demand, KU and downtown. KU was expected to be contributing to the heavy demand for parking, but the project team wanted to confirm, through the audit, that the high rates of on-street parking were not also due to spillover from the downtown. Therefore, the audit focused on certain blocks immediately adjacent to campus with the primary focus on the blocks north of 14th Street. In addition, the audit area extended to include a portion of the downtown, including Massachusetts Street (the primary downtown corridor), that is directly adjacent to the neighborhood. In total, 214 block-faces were each surveyed three times.

The audit included all on-street parking supplies within the audit area and three public parking lots located near the downtown area. The audit did not include off-street parking provided on private property, in part because of the difficulty in determining the exact supply through observation (many cars are parked in tandem when at full capacity) and in part because of time constraints associated with conducting the audit in advance of the scheduled workshop.

The Audit Results

The Parking Utilization Audit was conducted on three days in March of 2013, including two Tuesdays (March 5 and 12) and one Saturday (March 9). All surveys were done at mid-day, between approximately 11am and 1pm. The Tuesday survey time was selected because it aligned with peak classroom attendance figures, as determined by KU staff. A Saturday survey was included to demonstrate expected off-peak parking demand, when classes were not in session. By surveying when classes were not in session, the audit differentiated high rates of demand that are associated with student commuters (Tuesday) from high rates of demand associated with residents (both students and long-term residents).

Type of Parking	Supply	Parking Utilization Averages		
		Tuesday March 5 th	Saturday March 9 th	Tuesday March 12 th
On-Street	939	53%	52%	52%
Off-Street	182	84%	65%	91%
Combined	1121	58%	55%	59%

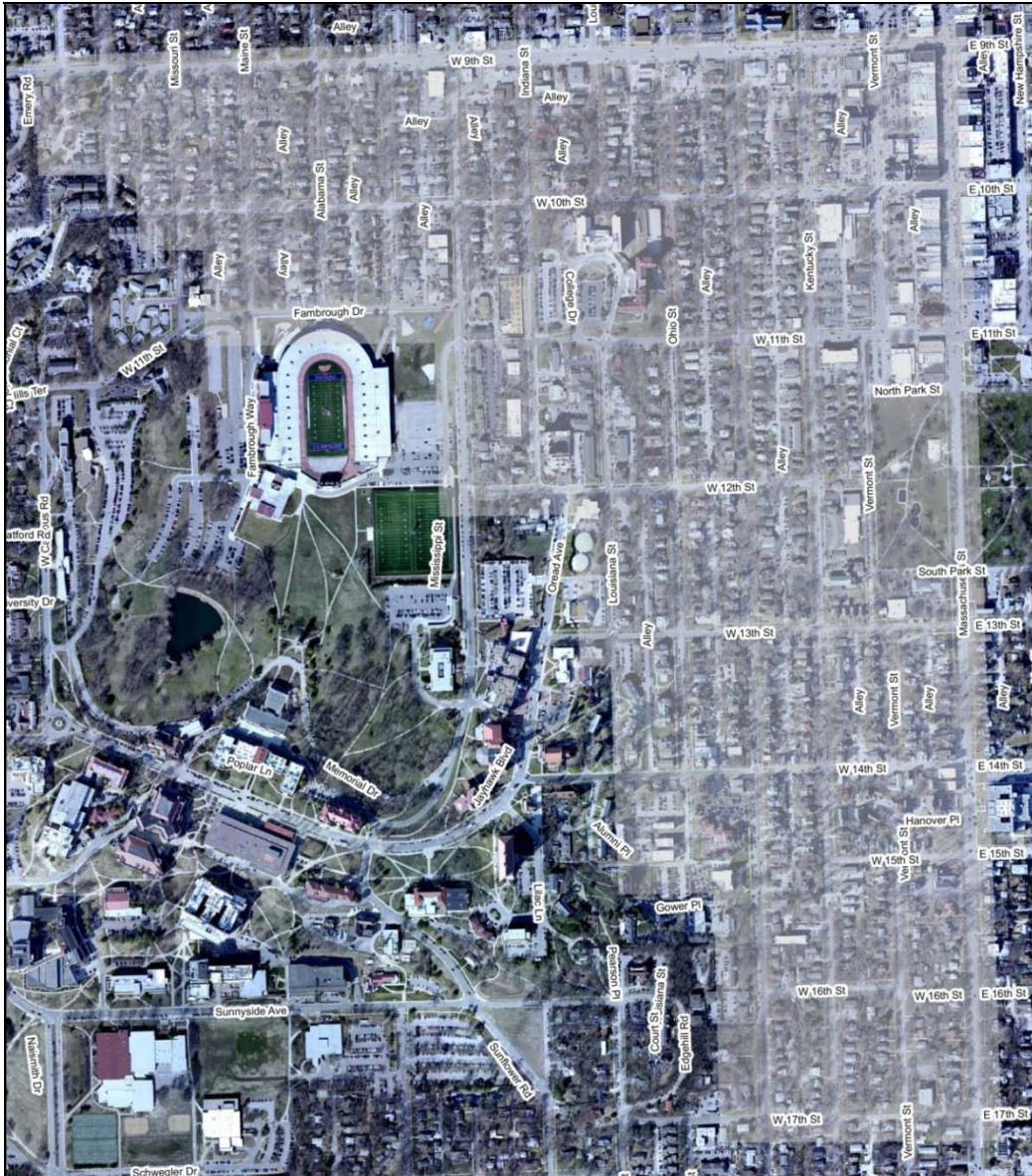
Utilization rates averaged across the entire audit area were relatively low with pockets of higher utilization. Very high utilization rates occurred on the blocks adjacent to the eastern side of the University at mid-day. High rates of utilization occur on blocks near the campus on the weekend as well. Some contributing factors

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might be the high population density in that area and a shortage of associated on-site parking, the lack of alleys in which to park, and the presence of a hotel and its employees.



The area included in the audit is shown by the shaded area above. It does not overlap directly with the Neighborhood Plan boundary. It also includes a portion of the Downtown area.

Also noteworthy were the very high rates of utilization in the free public parking lots adjacent to the downtown. Although not the issue that instigated the City's application, the City could consider monitoring these lots to ensure that parking management is adequately serving the downtown businesses. Increasing rates of turn-over may become an objective for the downtown area in the mid-term. Utilization maps from each of the audits are included in the Appendix.

Strategies to Address Parking Issues in the Oread Neighborhood

The workshop discussions focused on ways the City and Oread neighborhood can help meet residents' transportation needs while relieving some of the pressure on the existing parking supply. Workshop participants and city staff identified three key takeaways from the audit results and workshop discussions.

- First, supporting a variety of transportation options will reduce reliance on automobiles and, thus, the need for parking.
- Second, implementing a parking management program can help protect residents' access to parking while achieving other neighborhood goals.
- Third, KU and its surrounding neighborhoods have a symbiotic relationship; improved collaboration will be essential to many of the potential solutions.

I. Encourage and Support Transportation Options

Because adding significant parking supply in this neighborhood is neither desirable nor feasible, workshop participants were interested in strategies that reduced the demand for parking. Such strategies include the creation of a “complete neighborhood” in which all or most of the essential services for residents are within a convenient walking or biking distance, reducing the need to own a car. By reducing the need for cars and, thus, for parking, this approach would result in a neighborhood that functions better for both the current density of residents and for any additional density proposed in the future. The proximity to campus and downtown positions this neighborhood well to become a place where people, including students, can live comfortably and conveniently without a car.

Support efforts to make the Oread Neighborhood a more complete neighborhood. Residents identified a desire to have a more complete neighborhood, one that has many or all of the needed daily goods and services within it or within walking distance. By having fresh produce, pharmacies, banks, and other service and retail amenities within walking distance, more student residents could leave their cars at home, reducing the demand on the existing parking supply.

The City and KU might consider surveying students to determine what they would need to go without their cars. Some residents identified proximity to a grocery store and perhaps other meal options, such as on-campus dining, as a critical shortage for students living off-campus. There may be some value in understanding whether students in this neighborhood could benefit from a campus meal plan in order to meet a primary and daily need while reducing reliance on cars. See Section *III: Improve Collaboration between the City and KU*, for more ideas on gathering information from students.

Continue improvements to the pedestrian network. The recently-completed 12th Street Lighted Walkway, with pedestrian crossing signals at Kentucky and Tennessee Streets, is an excellent example of the type of infrastructure that makes walking more attractive, convenient and safe. In addition to adding pedestrian crossings at appropriate intersections, filling any gaps in the sidewalk network will further encourage pedestrian trips. Both private property owners and the City can work to fill these sidewalk gaps. The strategy is one that can be applied city-wide to maximize the number of trips to campus on-foot.

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The 12th Street lighted walkway (left) is an excellent example of improvements that will encourage pedestrian access to and from campus by making the trip safer, attractive and more convenient. There may be other similar opportunities, such as improving the function and attractiveness of the staircase (right), located along Louisiana Street, between 12th and 13th.

Increase transit access from within the neighborhood. Some residents suggested that although campus transit serves the western portion of the neighborhood, the eastern portion may be under-served with transit routes. If residents of the neighborhood had reliable, convenient, safe, and attractive transit access that delivers them to key destinations, such as shopping and employment centers, they would have less need for their cars.

Monitor, support and expand the car-share program. The KU Campus recently added four vehicles from a car-share program, which provides short-term car rentals to the campus community. In addition, the City recently added a reserved car-share parking space to one of the downtown lots. As usage of the car-share program increases, it may be appropriate to add a car-share location to the Oread, such as in lots associated with the Scholarship Halls. Expansion of this program would enable students to not bring a private car to school at KU because they will have access to a car when they need one.

Develop parking requirements that support the Oread Neighborhood Plan. The current neighborhood zoning code and parking requirements are sometimes used to discourage what some residents consider inappropriate development that is not in keeping with the historic character of the neighborhood. At the same time, many residents seem to recognize that a certain amount of new development and density is appropriate in this neighborhood due to its proximity to both the KU campus and Downtown Lawrence. The Oread Neighborhood Plan, adopted in 2010, articulates strategies and goals for the neighborhood, including an overlay district that would allow increased density at certain locations, design guidelines for infill development and operational strategies to improve neighborhood issues such as trash collection.

Parking requirements for private property can be a controversial and complex topic. On one hand, off-street parking can alleviate some of the parking pressure in this neighborhood. On the other hand, there is often not adequate space to provide on-site parking for every residential unit, and large parking lots would negatively impact the walkability and aesthetics of the neighborhood. By ensuring that parking requirements are flexible

and accurate, the zoning code can reconcile these competing concerns. Here are some things to keep in mind when evaluating potential parking requirements:

1. As new residential development is reviewed, consider programs and features of the property that would simultaneously encourage walking, bicycling and transit and discourage car-ownership. Encouragement strategies would include high degrees of access to bus stops, secure bicycle parking; discouragement programs may include the unbundling of residential parking, with landlords renting parking spaces separately from residential units. When these programs are in place, parking requirements can likely be reduced.
2. Ensure that development standards and parking requirements allow and encourage the zoning and densities proposed in the Oread Neighborhood Plan. The City is in the process of developing design guidelines that will help ensure that new development, particularly with increased density, is in keeping with the character of the neighborhood. This may include reduced parking requirements, to prevent large surface parking lots and the associated impacts but this can only be successful if on-street parking is also managed appropriately. However, lowered parking requirements should not be an excuse for inappropriate development, in terms of both design and density. Those decisions should be guided by the Oread Neighborhood Plan and parking requirements should be flexibly applied to facilitate the desired outcome. Appropriate sites for increased density include those: located within convenient walking distance of campus; adjacent to transit stops and existing multi-family housing and on streets with higher traffic volumes and high degrees of pedestrian friendliness including highly connected and complete sidewalk networks.

University campuses and the neighborhoods that surround them often require strategies that are typical to urban areas because of the unique demand for access and residential proximity to campus. If the Oread Neighborhood embraces this more urban model, the increased demand to live in this neighborhood along with a managed parking supply in conjunction with improved transit, bicycling and pedestrian infrastructure, will mean that parking requirements should gradually decrease. The City's parking minimums that are currently required could eventually become parking maximums allowed, such as those in many urban centers.

Encourage New On-Site Parking to Take Advantage of Topography. There are recently-built examples in the Oread Neighborhood of multi-family residential units that have incorporated on-site parking in underground garages, which is made feasible by the topography in this neighborhood. This type of solution should be considered and encouraged in new development whenever possible to increase the parking supply without adversely affecting the walkability and character of the neighborhood.

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Demand for parking and in some cases, on-site parking requirements can have negative impacts on the aesthetics and function of the neighborhood. Extended driveways can put pedestrians at increased risk. Careful attention to appropriate on-site parking requirements that support transportation choices may help create desired outcomes over time.

II. Implement a Comprehensive Parking Management Program.

The KU campus experiences heavy parking demand and therefore is highly-managed with permitted (and paid) parking lots. This has created a spill-over effect into the adjacent neighborhood, where students find free, unrestricted parking. The City might want to consider increasing management of their parking supply to help mitigate this spillover. Increasing management could have the added benefit of helping KU; commuters might be more likely to pay to use the KU facilities if their free options become more limited.

Gather additional data. The issues affecting this neighborhood are complex, and the data collected during this audit suggest that spill-over KU commuter parking is not the only parking issue. Under-parked high-density residential also seems to be playing a role in the on-street parking utilization rates, as shown in the Saturday survey.

To better understand the range and complexity of the issues, the City, with campus support, might conduct additional parking utilization audits in the summer months and perhaps again in the fall to confirm the findings described here. The City may also want to consider whether the current audit area is the most instructive and whether some streets might be added or removed. For more information on additional data, see *Consider implementing parking time limits and a residential parking permit (RPP) program* below.

Maximize on-street parking. Some workshop participants suggested that there are streets within the neighborhood that could be reconfigured to allow on-street parking on both sides of the street, rather than just

on one side of the street. Where adequate right-of-way exists and traffic volumes and speeds allow, on-street parking should be maximized. For example, the right-of-way at 11th between Tennessee and Kentucky is wide enough to add on-street parking, if the added parking would have more value than the left-turn lane. Studying the traffic and turning volumes at this intersection would help the City understand the feasibility of replacing the turning lane with on-street parking.

Consider implementing parking time limits and a residential parking permit (RPP) program.

Parking in the Oread Neighborhood is currently unrestricted and free, which encourages both residents and non-residents to park on-street. To protect high-demand on-street parking for residents and discourage use by non-residents, many communities employ a residential parking permit program that can include two major layers of regulation. The first layer is to implement parking time limits for on-street parking within a designated area. The second layer is to offer residential parking permits to residents of that designated area; the permits exempt their vehicle from the time restriction.

Creation, administration, and management of an RPP program in the Oread Neighborhood would require attention to specific details, described below.

1. Assess the desire by the residents for an RPP program. An RPP program provides many advantages to residents and can make the neighborhood more attractive. The City will want to educate residents about RPP programs and survey the population to gauge community support, prior to moving forward.
2. Gather additional data to understand the details about the on-site parking supply, particularly on blocks with high utilization rates and high densities of residents. The most accurate method would be to conduct a field count, but the City could also collect data via electronic or paper surveys. This data will help the City determine the number of on-street permits needed and/or allowed for each property, calculated by using the total number of bedrooms less the number of on-site parking spaces.
3. Conduct additional audit data that includes turnover information (monitoring of license plates) which provide data regarding how long vehicles are parked on a given day. This would inform the timed restrictions on parking. For example, if the typical “commuter” car is parked for three or more hours, a two-hour timed restriction may be adequate, as this time-frame would allow residents to receive daytime visitors or services without the use of a permit, but would prevent commuters from leaving their cars in the neighborhood for an extended period. However, if the typical car is parked for two-hours or less, the timed restrictions may need to be shorter in duration, such as 90-minutes, which would be slightly less convenient for residents’ visitors but more effective in discouraging commuter parking. The City may ask the neighborhood organization for any previous-collected data on parking turn-over.

Some residents suggested that making (all) on-street parking illegal between certain hours, for example 9am to 11am, would prevent the undesired commuter parking and make enforcement easier by requiring one enforcement patrol, rather than two. The trade-off for reduced enforcement is that, except for vehicles with residential permits, no vehicles—neither visitors nor those providing services to private homes—could park legally in the neighborhood during that time period. There would need to be strong neighborhood support for such restrictions.

1. Determine the appropriate boundary for both the timed restrictions and the residential permit program. If the entire neighborhood is not included, the City risks pushing the parking problem onto neighboring streets. However, there are blocks within the audit area that did not experience significant utilization during the audit times; these blocks may or may not be appropriate to include in an RPP program. The City will want to undertake additional study and consultation with residents to better understand whether an RPP is considered an asset or a drawback for residents in the areas with lower utilization rates.
2. Determine the number of on-street parking spaces that are available; this can serve as the maximum number of permits to issue. By using the on-street parking supply data collected from this audit and including additional areas not counted in the audit, the City can get a fairly accurate number of on-street parking spaces available. The City can then make permits available for some percentage of the total number of available spaces.
3. The City will need to distribute permits strategically. The high number of multi-family residential renters will add complexity to the management and distribution program. If the number of permits is limited at each address, the property owner or manager may be a more appropriate recipient of the permits. Student permits, distributed with slightly modified vehicle registration requirements, could expire in shorter time-frames. This can help mitigate issues relating to high rates of residential turn-over.
4. Determine the appropriate duration for time limits and appropriate times during which the time limit regulations are in effect. Make sure the limits achieve the desired goal of discouraging the use of residential parking by commuters to KU.
5. The City may also choose to use the RPP program as a tool in conjunction with an expanded rental licensing program or compliance with other code violations. When landlords come to claim their permits, the City could withhold the parking permits if there are existing code violations.
6. Build in a monitoring program to ensure intended outcomes are met; and to identify any unintended outcomes, such as increased parking demand (“spillover”) in another area. An effective parking permit program requires routine monitoring, including tracking the number of violations and looking for high levels of spill-over parking outside the boundaries of the RPP program.
7. The costs of administering an RPP program are often covered by a nominal fee for each permit provided. Another option, made possible through the above monitoring program, would be to sell a limited number of permits to commuters at a higher, market rate. This could off-set costs to residents, but this is only possible when excess on-street capacity remains and residents support the idea.

Enable RPP programs citywide, with a formal process and thresholds. The area around KU may be an appropriate place for the first RPP program in Lawrence, but creating a formal process—with data gathering requirements and thresholds—will allow the City to better justify decision-making in the future should other neighborhoods request RPP programs.

Plan for increased enforcement. The police department is currently enforcing parking regulations in the Oread Neighborhood. Current parking regulations are mostly limited to specific no-parking zones, such as near

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intersections, fire hydrants, driveways, and sidewalks. The only time limit in place is 48-hours, and this violation is generally only enforced when somebody files a complaint.

By moving to a more thorough management program, the neighborhood will need more frequent enforcement, which might not be feasible under the current system, given that police officers have many other demands on their time. When parking management and enforcement become more rigorous, communities often choose to operate enforcement out of code enforcement departments, rather than the police department.

Set appropriate parking violation fines. If timed restrictions are put into place in the Oread Neighborhood, it is important that the fines be high enough to discourage violations. Otherwise, the restrictions will not have the intended effect. Currently, overtime parking fines at meters in Downtown are low (\$3) and may not be rigorous enough to discourage violations. Other types of parking violations, such as parking adjacent to a fire hydrant, is a \$55 fine citywide. It may be appropriate to align parking fines in the Oread Neighborhood with those on campus, which are between \$25 and \$50. There may also be potential for expanding the computerized enforcement program, currently used only in the Downtown district, to include escalating fines for repeat violators by allowing enforcement officers to connect to a database of violations and scale the fine according to the frequency of violations. This program can be a very effective enforcement tool, by isolating repeat offenders (“scofflaws”) without being punitive to first-time offenders.

Monitor progress. Whatever strategies the City chooses to employ, careful monitoring programs, such as parking utilization audits, are essential to understand if programs and policies are having the intended effects. Carefully designed and routinely-conducted monitoring programs will provide city staff with decision-making criteria and help them to modify programs appropriately.

Unbundle residential parking. This strategy is for use by private-property owners. If the city decides to move forward with a residential permit parking program, it may be appropriate in the future, for the owners of rental properties to “unbundle” private parking spaces from monthly rents. “Unbundling” refers to renting parking spaces as a separate item from a rental apartment and is a strategy used in cities to reduce the demand for parking, both on- and off-street, while supporting residents who live without a car. By isolating the cost of parking, renters may choose not to pay for a parking space, which might encourage students not to bring a car to campus. This strategy is for use by the private sector and should not require action by the City.

III. Continue Collaboration between the City and KU.

All the strategies described in this memo will be best implemented in a collaborative effort between City staff and KU representatives. The Oread Neighborhood, while technically off-campus, is an important resource for KU, housing many students and serving as the eastern gateway to campus. The historic neighborhood is also home to permanent residents. Policies, regulations, and incentive programs can be coordinated to achieve the desired, mutually-beneficial outcomes. A joint multimodal committee dedicated to mobility issues, with representatives similar to the stakeholder group gathered for this workshop, could be created to oversee and continue making progress on issues relating to parking and parking management. In addition to coordinating on the strategies discussed above, which would largely be led by the City, KU representatives might take the lead on the next few strategies.

Improve understanding of student travel needs. Many workshop participants made suggestions about the types of land uses that should be added to the Oread Neighborhood to make it more convenient to live a

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multimodal lifestyle, such as convenient grocery options and even pre-prepared meals offered at campus buildings. However, the most accurate information about needs would be gathered from students directly in a formalized survey. The use of Smartphone applications, such as voluntarily uploading travel information and/or the use of travel needs surveys or travel diaries for students living both on and off campus, could inform decisions about transit service, neighborhood planning and barriers to travel.

Continue to promote walking, bicycling and transit use to, from and on campus. Information for students, faculty, and visitors to campus should promote multimodal transportation options at every opportunity. This includes information provided on campus maps, on tickets, in admission materials, and on websites. Many university campuses are encouraging the use of these modes through various creative means, in an effort to mitigate the need to ever build more parking on campus. For example, the University of California at Davis' goBike! Program provides member students with access to secure bicycle parking (digitally-monitored with student ID) and access to bike tool and air stations, which has helped support a bicycle culture among students. This can also be as simple as changing the order in which travel options are described in brochures or having campus website links to transit information, car-share programs, and bicycle maps more often than to parking lot maps.



The campus lot near the Lied Center is often under-used on weekdays. Setting appropriate permit prices could encourage more efficient use of this lot and other existing on-campus parking supplies.

Support access to campus parking lots, while discouraging traffic through campus. As traffic circulation through campus is studied in the future, efforts should be made to make access to parking available as soon as a vehicle arrives on campus. The circulation of vehicles through campus as commuters search for parking has negative effects on both transit service schedules and the safety and convenience of walking. To the extent possible, vehicles should be parking as soon as they approach and/or arrive on campus, reducing the vehicle miles traveled (and congestion) on campus.

One workshop participant questioned why Oread Neighborhood residents are not allowed to purchase permits to park on the KU campus. Since the Workshop, the reason for this has been articulated by KU staff. The Parking and Transit Department is a tax-exempt organization. The sale of parking permits to non-university related parties would be considered business income and violate their tax-exempt status. For this reason, the University is unable to sell permits to residents of the Oread Neighborhood who are not affiliated with the University as faculty, staff or students.

Adjust the funding structure of the parking and transit system to align with desired outcomes.

The current funding system for KU Parking and Transit may have conflicting goals, which will prevent the outcomes desired by KU, its students, the Oread neighborhood, and the greater Lawrence community.

Over the long term, KU will want to be sure that the funding mechanism for transit encourages its use, rather than merely “affording” it. The current funding structure involves using some portion of revenues from parking permit sales to subsidize campus transit, which prioritizes the sale of parking permits over the use of transit. They already have invested in a large supply of parking and each new parking expansion weakens transportation by other modes (walking, bicycling, and transit). Transit is primarily funded from student fees, which must be approved each year by the Student Senate and have not increased sufficiently to support the program. Workshop participants discussed the possibility of increasing the fee by a pre-determined percentage each year to help alleviate the issue of under-funded budgets for parking and transit. By having a predictable increase each year, students would be able to easily account for this fee in their budgets.

When parking and transit fees cannot be raised adequately through the Student Senate, campus staff must raise revenue by other means, which is resulting in a significant increase in parking permit prices. This may be an appropriate strategy, but these price increases were based on the need to fill a funding gap rather than being based on the level of demand for the permits in specific lots. The resulting increase risks discouraging the purchase of on-campus parking permits, which may exacerbate the spill-over parking issue on residential streets near the campus—and as a secondary effect, reduce the funding available for transit. Many college campuses vary the price of parking permits for areas with higher demand for parking, simultaneously discouraging car commuting and encouraging other modes for commuting to those more central, high-demand areas. The pricing structure could instead aim to make better use of the ample existing, less-central parking lots. For example, if on-campus parking demand can shift to make better use of the Lied Center Lot, it could redistribute on-campus parking in a way that alleviates pressures on adjacent neighborhoods. The parking lot adjacent to the Stadium is another example of an under-utilized asset. Efforts to encourage use of this lot, through reduced permit prices and increased publicity regarding shuttle service for example, could alleviate similar parking pressures as well.

4. ACTIONS/ TIMEFRAMES/ RESPONSIBILITIES

To move these ideas from the brainstorming stage to implementation, workshop participants may want to empower champions who will convey the knowledge they gained from the technical assistance out to the community and begin to address the community's needs on a comprehensive and consistent basis. Toward that end, the workshop involved several key community representatives who defined the next step action items listed in the table below. These actions reflect ideas generated from the workshop process. The pursuit of these actions is fully at the discretion of the local participants and the constituents they represent and serve.

Action	Purpose	Lead Entities	Timeframe
A. Codes, Policies and Programs			
Study RPP programs in peer communities such as Boulder, CO, and Madison, WI, to learn more about implementation details and management issues.	Benefit from the experiences of other university towns with RPP programs.	City Staff	3-6 months
Promote and monitor the car-share program; expand as appropriate.	Provide convenient access to cars for those who choose not to own one.	Joint Multimodal Committee (see below)	6-12 months
Survey residents of the Oread Neighborhood to understand the support for an RPP program; identify key management issues to address initial concerns.	Understand the level of community support for an RPP program.	City Staff	6 months
Encourage more secure bicycle parking at multi-family residential units, such as bike lockers.	Formalize and legitimize bicycle parking and travel; improve aesthetics.	City Commission with Staff support	6-12 months
Adopt and implement citywide rental licensing program in conjunction with potential RPP program.	Eliminate excess parking demand created by unlicensed (illegal) residential units.	City Commission and City Staff	6-12 months
Enable flexible parking requirements in the proposed overlay district for the Oread Neighborhood; encourage new development to take	To ensure that the Oread Neighborhood Plan can be implemented with parking requirements that respond to each proposed	City Staff and City Commission	6-18 months

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Action	Purpose	Lead Entities	Timeframe
advantage of topography when providing parking.	development and to multimodal improvements in the area.		
Collect additional parking audit data, such as turnover, to understand the time restrictions that will be required to have the desired impact.	Provide a clear picture of the parking issues in the neighborhood; ensure that the restrictions will help resolve them.	City Staff with neighborhood support	1 year
B. Physical Infrastructure			
Conduct a sidewalk gap analysis; encourage private property owners to repair damaged and build missing sidewalks; enable a cost-sharing program as appropriate.	Promote pedestrian activity to, from, and within the Oread Neighborhood.	City Staff	90-120 days
Examine opportunities to add on-street parking within the neighborhood.	Increase the supply of on-street parking; can also help to control traffic speeds.	City Staff with neighborhood support	6-12 months
Formalize pedestrian connections to campus.	Promote pedestrian activity in appropriate locations to and from campus.	KU and City Staff, or Joint Multimodal Committee	On-going
C. Interagency Coordination and Stakeholder Partnerships			
Create a joint 'multimodal committee' that includes representatives from KU, City Staff, and neighborhoods adjacent to the University.	Continue collaboration, coordination and promotion on issues relating to mobility, including transit, parking, enforcement, bicycling, car-sharing, and pedestrian activity.	City Staff, KU Staff with support from neighborhood organizations and other advocacy groups	60 days and meet regularly
Gather information from students, via Smartphones or other survey means, about travel needs and travel modes.	Understand how and why students are traveling; inform decisions about transit service and desired	Joint Multimodal Committee	6-18 months

Building Blocks for Sustainable Communities

Parking Strategies

Next Steps

Action	Purpose	Lead Entities	Timeframe
Assess how well those travel needs are being met by existing transit and transportation network.	neighborhood uses that could reduce travel demand by students.		

5. APPENDIX

- **Additional Resources**

- U.S. EPA Building Blocks for Sustainable Communities:
<http://www.epa.gov/dced/buildingblocks.htm>
- U.S. EPA Green Infrastructure Program: <http://water.epa.gov/infrastructure/greeninfrastructure/>

Building Blocks for Sustainable Communities

Parking Strategies

Next Steps

- **Workshop Photographs**



Workshop participants tour the Oread Neighborhood.



EPA Region 7 Administrator, Karl Brooks, addresses participants during the public meeting portion of the Parking Audit Workshop.

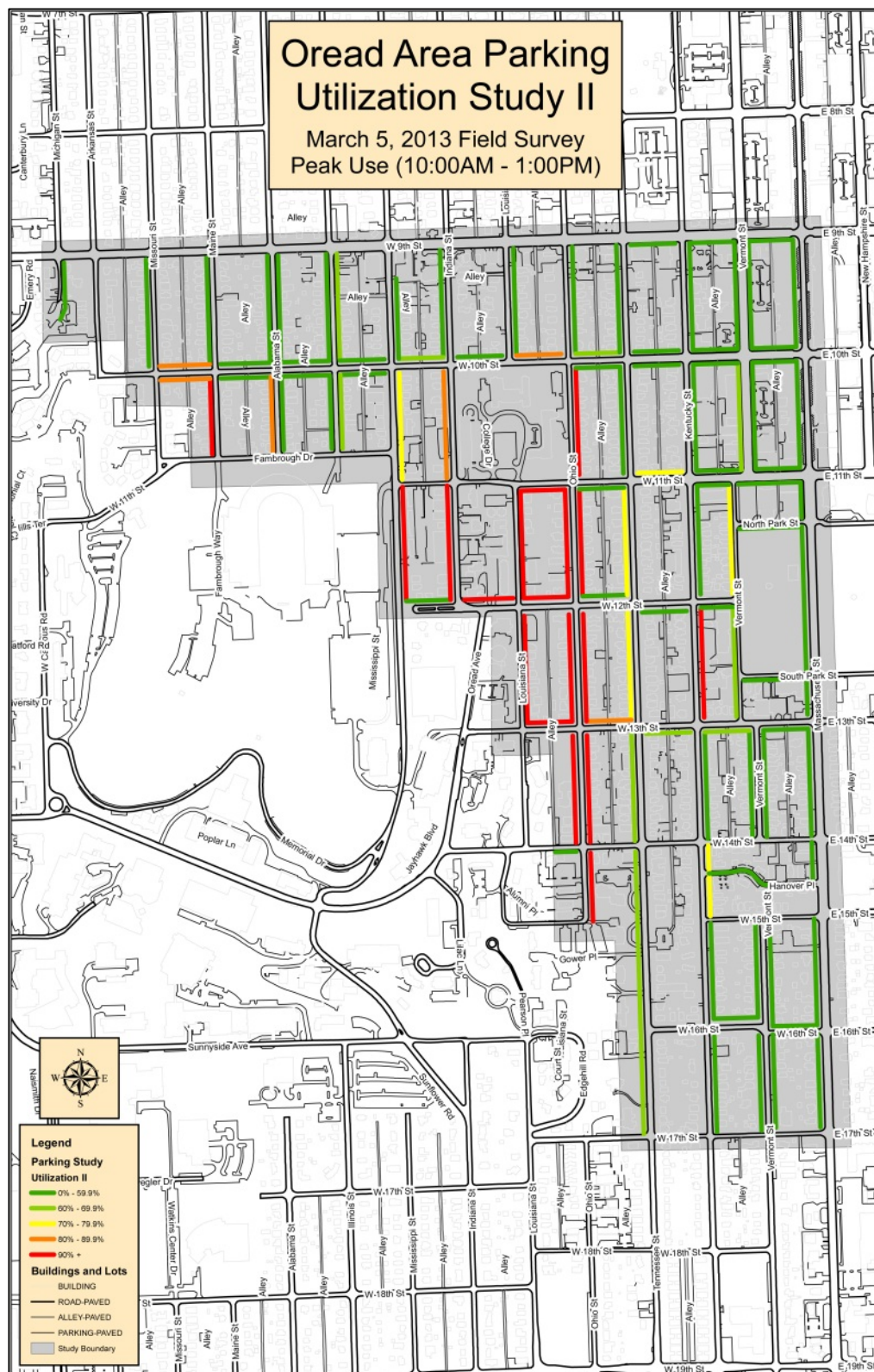
Building Blocks for Sustainable Communities

Parking Strategies

Next Steps

- Parking Utilization Maps**

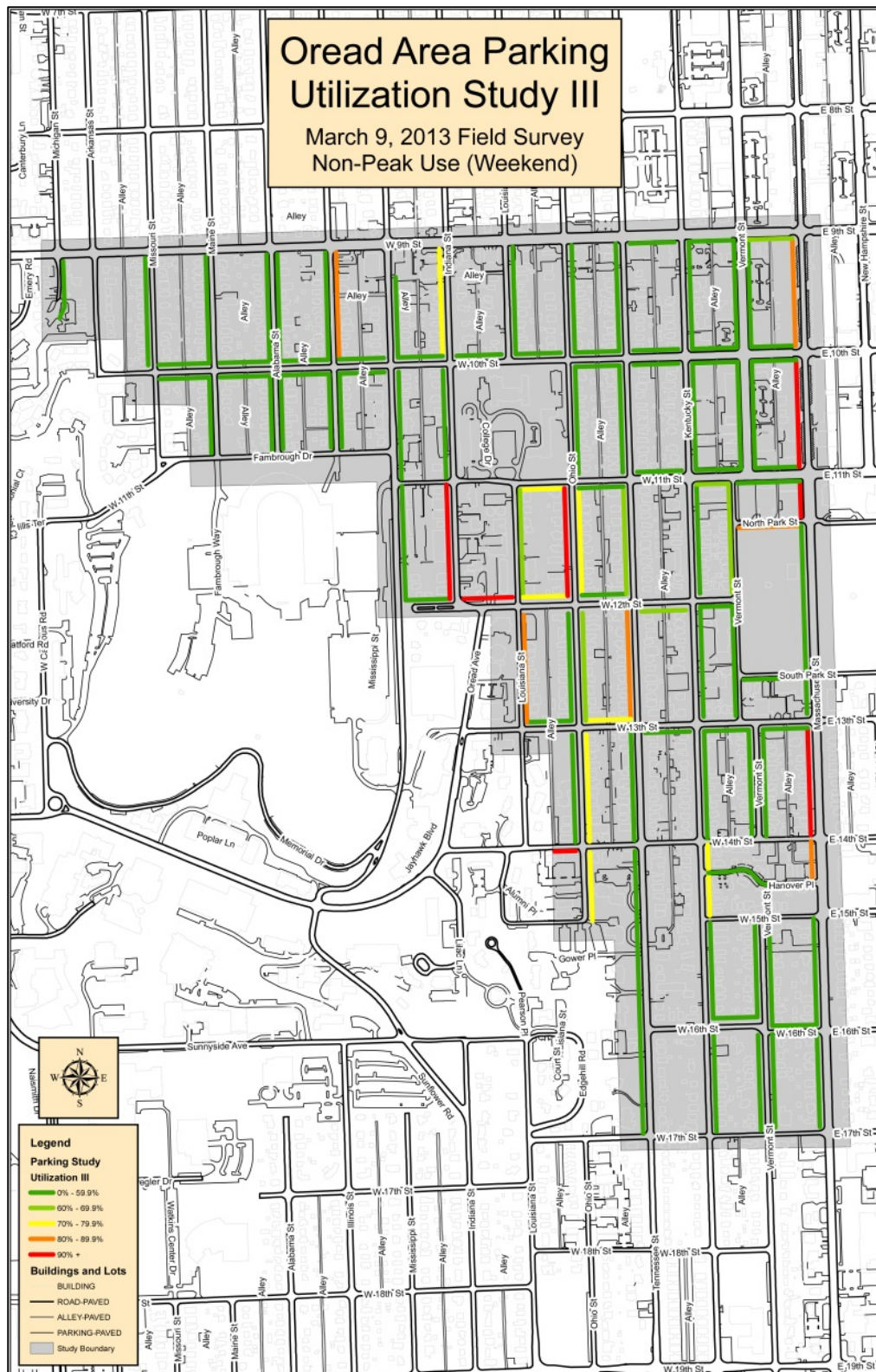
The parking utilization maps here show weekday and weekend audit data. The highest rates of utilization, 90% and above, are shown in red. The blocks neighboring the campus do indicate high levels of parking demand during times of peak classroom attendance but the weekend parking utilization rates are still significant, indicating that issues other than commuter parking are playing a role.



Building Blocks for Sustainable Communities

Parking Strategies

Next Steps



-----Original Message-----

From: Bob Garcia [mailto:bobo20202@yahoo.com]

Sent: Tuesday, April 17, 2018 9:15 AM

To: Jeff Crick <jcrick@lawrenceks.org>

Cc: Bob <bobo20202@yahoo.com>

Subject:

Hi Jeff

4/17/2018

I just got through talking with you on the phone. My name is Robert Garcia and I have a property at 12th and Ohio and 14th and Tennessee which might be why you sent me the notice. I find it hard to believe that someone would request to go from 120 parking spaces to 1 parking space. I originally thought this was a misprint. I believe in the further development of our neighborhoods but preservation is important too. The use for this area, in my opinion, has been and will continue to be student housing and that is not realistic to coexist with families. However parking is an essential part of the student experience as a lot of students have cars or friends who want to visit who have cars, and going from 120 spaces to 1 space would only infringe on existing neighbors rights and the neighbors who would be served by such a variance. Thank you for your time and listening to my opinion.

Bob Garcia