

## ORDINANCE NO. 9772

AN ORDINANCE OF THE CITY OF LAWRENCE, KANSAS,  
REPEALING EXISTING CHAPTER 20, ARTICLE 9 AND  
ENACTING, IN ITS PLACE, CHAPTER 20, ARTICLE 9 OF THE  
CODE OF THE CITY OF LAWRENCE, KANSAS, 2018 EDITION,  
AND AMENDMENTS THERETO, PERTAINING TO PARKING,  
LOADING, AND ACCESS.

BE IT ORDAINED BY THE GOVERNING BODY OF THE CITY OF LAWRENCE, KANSAS:

**SECTION 1.** Existing Chapter 20, Article 9, of the Code of the City of Lawrence, Kansas, 2018 Edition, and amendments thereto, is hereby repealed in its entirety, it being the intent of the Governing Body that Section 2 of this Ordinance supersede it.

**SECTION 2.** The Code of the City of Lawrence, Kansas, 2018 Edition, and amendments thereto, is hereby amended by adding Chapter 20, Article 9, which reads as follows:

### ARTICLE 9. PARKING, LOADING, AND ACCESS

#### 20-901 GENERAL

**(a) Purpose**

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

**(b) Applicability**

- (1)** The standards of this section apply to the parking of vehicles within the City of Lawrence. The storage of Recreational Vehicles (RVs) and trailers is regulated by Chapter 9, Article 6 of the City Code.
- (2)** New Development  
Unless otherwise expressly stated, the standards of this article shall apply to all new Structures built and all new uses established on a property in all Zoning Districts.
- (3)** Enlargements and Expansions  
Unless otherwise expressly stated, the standards of this article shall apply whenever an existing Building or use is enlarged or expanded to include additional Dwelling Units, Floor Area, seating capacity, employees or other units of measure used for establishing off-street parking and loading requirements.
- (4)** Nonconforming Parking

Parking that was established legally, but that no longer complies with the standards of the Development Code, is considered 'nonconforming' provided the building or property has not been unused or vacant for a period of 24 continuous months or more.

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

(5) **Loss of Nonconforming Status**  
Nonconforming parking associated with a Building or property that has been unused or vacant for 24 contiguous months or more is no longer considered nonconforming, and all parking requirements must be met if the former use commences or the building or use are changed, expanded, or enlarged.

(c) **Use of Required Off-Street Parking Spaces**  
Required off-street Parking Spaces are to be used solely for the parking of licensed motor vehicles in operating condition.

(1) Required off-street Parking Spaces may not be used for the display of goods for sale or lease or for long-term storage of vehicles, boats, truck trailers, motor homes, campers, Mobile Homes, Manufactured Homes, or components thereof, or Building materials unless approved with a site plan or special event permit.

(d) **General Parking Requirements**

(1) Required Parking Spaces shall be provided in accordance with the appropriate schedule in Section 20-902 except when:

(A) The requirements are waived by the Planning Director for good cause shown as part of Site Plan approval in accordance with Section 20-1305 or part of Special Use Permit approval in accordance with Section 20-1306,

(B) The requirements are decreased or increased by the City Commission with Development Plan approval in accordance with Section 20-701(i); or

(C) A variance from the parking requirements is granted by the Board of Zoning Appeals based on the criteria in Section 20-1309.

(2) The number of Parking Spaces required in the parking schedules represents a range rather than a minimum or maximum amount. The amount of Parking Spaces provided per use may range as noted below

with the exception of uses listed in the Residential Use Group in Section 20-902, which are required to provide the full number of Parking Spaces.

(A) Range of 90% to 150% for parking areas with up to, and including, 15 spaces

(B) Range of 90% to 120% for parking areas with between 16 and 25 spaces (inclusive).

(C) Range of 90% to 110% for all other parking areas

(3) When parking is provided in excess of 110% of the requirement in Section 20-902, the impacts of the increased Impervious Surface shall be mitigated through use of storm drainage Best Management Practices (BMPs) as provided in the City's adopted BMP manual. [Mid-America Regional Council and American Public Works Association Manual for Best Management Practices for Stormwater Quality – Sept. 2003 October 2012 and subsequent updates].

(A) Detached Dwellings, Residential Design Manufactured Homes, Attached Dwellings, Duplexes, and Group Homes, Limited, (in general, uses that are exempt from the site planning requirement) shall be exempt from the requirement to mitigate excess parking with the use of storm drainage Best Management Practices.

(e) **Exemption for CD District**

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

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

Parking requirements for uses listed in Sections 20-902 or 20-903 of this Development Code shall be applied when establishing minimum requirements for new developments, expansions or enlargements, or change of use or occupancy in established Planned Development Districts identified in Section 20-222.

(g) **Issuance of Certificates of Occupancy**

No certificates of occupancy shall be issued unless the development is in compliance with these parking requirements.

(h) **Rules for Calculating Parking and Loading Requirements**

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

(1) **Multiple Uses**

Unless otherwise approved, Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses with the following exceptions:

- (A) The amount of parking required may be reduced when the uses have staggered peak operating hours, provided the Shared Parking standards of Section 20-907 are met;
- (B) Required parking may be provided off-site, provided the Off-Site Parking standards in Section 20-907 are met;
- (C) Parking may be calculated for a commercial development with multiple tenant suites (commonly referred to as a 'strip center') using Schedule A, Section 20-902(a) for each individual use or using the following standards:
  - (i) The parking requirement for a use that is not included in the *Eating and Drinking Establishment* use category in Section 20-403 shall be calculated utilizing Schedule B (Section 20-902(b)).
  - (ii) The parking requirement for a use that is included in the *Eating and Drinking Establishment* use category in Section 20-403 shall be calculated based on Schedule A (Section 20-902(a)).
  - (iii) The parking requirement for a use in any individual pad site Building (without multiple tenant suites) shall be based on Schedule A (Section 20-902(a)).

**(2) Fractions**

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

**(3) Area Measurements**

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

**(4) Occupancy- or Capacity-Based Standards**

For the purpose of calculating parking requirements based on employees, students, residents or occupants, calculations are to be based on the

greatest number of persons working on any single shift, the maximum enrollment, the maximum number of lawful residents/occupants permitted on the property, or the maximum fire-rated capacity based on the building's design, whichever is applicable

**(5) Bench Seating**

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

**(6) Unlisted Uses**

Upon receiving a development application for a use not specifically listed in an off-street parking schedule, the Planning Director shall apply the off-street parking standard specified for the listed use that the Planning Director deems most similar to the proposed use or the requirements of off-street parking Schedule D, Section 20--902.

20-902

**OFF-STREET PARKING SCHEDULES**

**(a) Schedule A**

Off-street Parking Spaces for Schedule A uses shall be provided in accordance with the following standards with the range of variation noted in Section 20-901(d) except for uses within the Residential Use Group. Variances outside of this range require the variance/waiver measures noted in Section 20-901(d)(2) and provision of parking above this range are subject to stormwater mitigation measures noted in Section 20-901(d)(2).

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
RESIDENTIAL USE GROUPS		
HOUSEHOLD LIVING		
Accessory Dwelling Unit	See 20-534 for standards	Short-Term: None  Long-Term: None
Attached Dwelling	2 per Dwelling Unit	
Cluster Dwelling		
Detached Dwelling	1 per bedroom	
Duplex		
Manufactured Home	2 per Dwelling Unit	
Manufactured Home, Residential-Design		
Mobile Home	2 per Dwelling Unit (1 may be located in common area)	
Mobile Home Park		
Multi-Dwelling Structure	1 per bedroom, plus 1 per 10 units (visitors and guests)	Short Term: 1 space per 20 bedrooms (Minimum of 2)  Long Term: 1 space per 6 bedrooms (Minimum of 2)
Non-Ground Floor Dwelling	1 per bedroom	None
Work/Live Unit	1 per Dwelling Unit	
Zero Lot Line Dwelling	2 per Dwelling Unit	
Home Occupation, Type A or B	See 20-537 for standards	

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
GROUP LIVING		
Assisted Living	1 per assisted living unit plus 1 per employee on largest shift	Short Term: 1 space for each 20,000 square feet of Building area (Minimum of 2)  Long Term: 1 space for each 20 employees (Minimum of 2)
Congregate Living	1 per bedroom [2]	Short Term: 1 per 15 occupants (Minimum of 2)
Dormitory and Scholarship Halls	0.75 per lawful occupant	
Fraternity and Sorority Houses	1 per lawful occupant plus 1 per 10 occupants for visitor spaces	Long Term: 1 per 4 Occupants (Minimum of 2)
Group Home, General	1 per employee plus 0.5 space per bedroom	None
Group Home, Limited	2 per Dwelling Unit	
PUBLIC AND CIVIC USE GROUPS		
COMMUNITY FACILITIES		
Adult Day Care	1 per employees plus 4 spaces	Short Term: None  Long Term: 1 per 5 employees (Minimum of 2)
College / University	Per Schedule D	Short Term: 1 per 5 students  Long Term: 1 per 20 students (Minimum of 2)
Cultural Center / Library	1 per 500 square feet	Short Term: 1 per 2,500 square feet (Minimum of 2)  Long Term: 1 per 10,000 square feet (Minimum of 2)
Day Care Center	1 per employee plus 4 spaces	Short Term: 0  Long Term: 1 per 4 employees (Minimum of 2)
Day Care Home, Class A	1 per 1.5 employees	None
Day Care Home, Class B		
Detention Facilities	per Schedule D (Section 20-903)	Short term: 1 per 20 occupants based on maximum occupancy (Minimum of 2)  Long term: 1 per 20 employees (Minimum of 2)
Event Center, Small	1 per 3 occupants at maximum design occupancy, including staff	Short Term: 1 per 500 square feet (Minimum of 4)  Long Term: None
Event Center, Large	1 per 4 occupants at maximum design occupancy, including staff	Short Term: 1 per 500 square feet (Minimum of 4)  Long Term: None

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
Lodge, Fraternal and Civic Assembly	1 per 500 square feet	Short Term: 1 per 2000 square feet (Minimum of 4) Long Term: None
Postal Service	per Schedule D (Section 20-903)	Short Term: 1 per 2000 square feet of Building area (Minimum of 2) Long Term: 1 per 20 employees (Minimum of 2)
Public Safety	per Schedule D (Section 20-903)	Short Term: 1 per 2000 square feet of Building area (Minimum of 2) Long Term: 1 per 20 employees (Minimum of 2)
School, Grades Elementary and Middle School	1 per each employee	Short Term: 1 per 5 students (Minimum of 4) Long Term: 1 per 25 students (Minimum of 2)
Grades High School	1 per each employee + 1 per 3 students	Short Term: 2 per 25 students (Minimum of 2) Long Term: 1 per 25 students (Minimum of 2)
Active Funeral and Interment	1 per vehicle used in the business, plus 1 per employee on largest shift, plus 1 per 4 seats of sanctuary, chapel, or gathering area	Short Term: 2 Long Term: 1 per 20 employees (Minimum of 2)
Passive Funeral and Interment	per Schedule D (Section 20-903)	None
Temporary Shelter	1 per 1.5 employees	Short Term: 1 per 20 beds/occupants (Minimum of 4) Long Term: 1 per 6 beds/occupants (Minimum of 2)
Social Service Agency	1 per 300 square feet	Short Term: 1 per 3000 square feet of Building area (Minimum of 4) Long Term: 1 per 10,000 square feet of Building area (Minimum of 2)
Community Meal Program	1 per 1.5 employees + 1 per 5 seats	Short Term: 1 per 10 seats (Minimum of 4) Long Term: 1 per 20 employees (Minimum of 2)
Utilities, Minor	1 space or 1 per employee on largest shift, whichever is larger	Short term 1 per 15 employees (Minimum of 2)
Utilities and Service, Major	1 per employee on largest shift	Long Term: 1 Per 25 employees (Minimum of 1)

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
<b>MEDICAL FACILITIES</b>		
Community Mental Health Facility	For overnight facilities: 1 per 3 beds, plus 1 per 300 square feet for non-sleeping unit areas, plus 1 per employee on largest shift  For daytime only facilities: 1 per 300 square feet, plus 1 per employee on largest shift.	Short Term: 1 per 25 employees (Minimum of 2)  Long Term: 1 per 10,000 square feet (Minimum of 2)
Extended Care Facilities, General and Limited	1 per 3 beds plus 1 per employee based on largest shift	Short Term: 1 per 20,000 square feet of Building area (Minimum of 2)  Long Term: 1 per 10 beds (Minimum of 2)
Health Care Office; Health Care Clinic	1 per 300 square feet of Building area plus 1 per employee on largest shift	Short Term: 1 per 20,000 square feet of Building area (Minimum of 2)  Long Term: 1 per 20 employees (Minimum of 2)
Hospital	1 per 3 beds plus parking for additional uses plus 1 per employee on largest shift	Short Term: 1 per 20,000 square feet of Building area (Minimum of 2)  Long Term: 1 per 10 beds (Minimum of 2)
Outpatient Care Facilities	1 per 300 square feet plus 1 per employee on largest shift	Short Term: 1 per 20,000 square feet of Building area (Minimum of 2)  Long Term: 1 per 20 employees (Minimum of 2)
<b>RECREATIONAL FACILITIES</b>		
Active Recreation	Per Schedule D (Section 20-903)	Short Term: 1 per 10 auto spaces, (Minimum of 2)  Long term: 1 per 20 employees (Minimum of 2)
Entertainment & Spectator Sports, General	1 per 3 seats plus 1 per employee	Short Term: 1 per 10 seats (Minimum of 2)  Long term: 1 per 20 employees (Minimum of 2)
Entertainment & Spectator Sports, Limited	1 per 4 seats plus 1 per employee	Short Term: 1 per 10 seats (Minimum of 2)  Long term: 1 per 20 employees (Minimum of 2)
Participant Sports & Recreation, Indoor	1 per 400 square feet of customer/activity area	



Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
Participant Sports & Recreation, Outdoor	1 per 500 square feet of customer/activity area	Short Term: 1 per 4,000 square feet of customer/activity area (Minimum of 2)  Long Term: 1 per 20 employees (Minimum of 2)
Nature Preserve / Undeveloped	Per Schedule D (Section 20-903)	
Passive Recreation		
Private Recreation		
RELIGIOUS ASSEMBLY		
Campus or Community Institution	1 per 4 seats in sanctuary or principal worship or assembly space plus spaces required for permitted Accessory Uses	Short Term: 1 per 12 seats in sanctuary or principal worship space plus spaces required for permitted accessory uses (Minimum of 4)  Long Term: None, except as required for accessory uses
Neighborhood Institution		
COMMERCIAL USE GROUPS		
ANIMAL SERVICES		
Kennel	1 per 500 square feet plus 1 per employee on largest shift	Short Term: None
Livestock Sales	1 per 600 square feet	Long Term: 1 per 20 employees based on largest shift (Minimum of 2)
Sales and Grooming	1 per 300 square feet	Short Term: None  Long Term: 1 per 20 employees based on largest shift (Minimum of 2)
Veterinary	1 per 400 square feet	Short Term: None  Long Term: 1 per 20 employees based on largest shift (Minimum of 2)
EATING AND DRINKING ESTABLISHMENTS		
Accessory Bar	1 per 3 persons based on maximum design occupancy plus 1 per employee based on the largest shift	Short Term: 1 per 1,000 square feet of customer service area (Minimum of 2)
Accessory Restaurant	1 per 100 square feet of customer service area plus 1 per employee based on the largest shift	Long Term: 1 per 5,000 square feet (Minimum of 2)
Bar or Lounge	1 per 3 persons based on maximum design occupancy plus 1 per employee based on the largest shift	Short Term: 1 per 1,000 square feet of customer service area
Brewpub		

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
Fast Order Food	1 per 100 square feet of customer service area plus 1 per employee based on the largest shift	(Minimum of 2)
Fast Order Food, Drive-In		Long Term: 1 per 10,000 square feet of Building area (Minimum of 2)
Nightclub		
Private Dining Establishment	Per Section 20-539	Per Section 20-539
Restaurant, Quality	1 per 100 square feet of customer service area plus 1 per employee based on the largest shift	Short Term: 1 per 1,000 square feet of customer service area (Minimum of 2)  Long Term: 1 per 10,000 square feet of Building area (Minimum of 2)
OFFICE		
Administrative and Professional	1 per 300 square feet	Short Term: 1 per 5,000 square feet of Building area (Minimum of 2)
Financial, Insurance and Real Estate		
Payday Advance, Car Title Loan Business		Long Term: 1 per 10,000 square feet of Building area (Minimum of 2)
Other		
PARKING FACILITIES		
Accessory	None	Short Term: 1 per 10 vehicle spaces (Minimum of 4) unless the parking serves a particular use, then parking is determined by that use
Commercial		Long Term: None, unless the parking serves a particular use, then parking is determined by that use
RETAIL SALES AND SERVICE		
Building Maintenance Service	1 per 500 square feet	Short Term: None  Long Term: 1 per 10 employees based on largest shift (Minimum of 2)
Business Equipment Sales and Service	1 per 300 square feet	
Business Support Service	1 per 400 square feet	
Construction Sales and Service	1 per 500 square feet of Building area plus 1 space for each vehicle used in the business plus 1 space per acre of outdoor storage or assembly	
Food and Beverage Retail Sales	1 per 300 square feet	Short Term: 1 per 4,000 square feet of Building area (Minimum of 2)
Mixed Media Store	1 per 300 square feet	

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
Personal Convenience Services	1 per 300 square feet	Long Term: 1 per 10 employees based on largest shift (Minimum of 2)
Personal Improvement Services	1 per 200 square feet of Building area	Short Term: 1 per 3,000 square feet of Building area (Minimum of 2)  Long Term: 1 per 10 employees based on largest shift (Minimum of 2)
Repair Service, Consumer	1 per 400 square feet of Building area plus 1 per vehicle used in the business	Short Term: None  Long Term: 1 per 10 employees based on largest shift (Minimum of 2)
Retail Sales, General	per Schedule B (Section 20-902)	Short Term: 1 per 4,000 square feet of Building area (Minimum of 2)
Retail Establishment, Large		Long Term: 1 per 10,000 square feet of Building area (Minimum of 2)
Retail Establishment, Medium		
Retail Establishment, Specialty		
SEXUALLY ORIENTED BUSINESSES		
Sexually Oriented Media Store	1 per 300 square feet of Building area	Short Term: 1 per 4,000 square feet of Building area (Minimum of 2)
Physical Sexually Oriented Business		Long Term: 1 per 10 employees based on largest shift (Minimum of 2)
Sex Shop		
Sexually Oriented Theater	1 per 4 seats	Short Term: 1 per 10 seats (Minimum of 2)  Long term: 1 per 20 employees (Minimum of 2)
TRANSIENT ACCOMMODATION		
Bed and Breakfast	1 per guest room plus 1 per 1.5 employees	None
Campground	1 per camp space	None
Elderhostel	1 per guest room plus 1 per 1.5 employees	Short Term: 1 per 20 guest rooms (Minimum of 2)
Hotel, Motel, Extended Stay		Long Term: 1 per 200 guest rooms (Minimum of 2)
VEHICLE SALES AND SERVICE		
Cleaning (Car Wash)	2 plus Stacking Spaces per Section 20-904	None
Fleet Storage	1 per 1.5 employees	

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
Gas and Fuel Sales	1 per 300 square feet of Building area plus stacking as required in Section 20-904	Short Term: 1 per 4,000 square feet of Building area (Minimum of 4)  Long Term: 1 per 10 employees (Minimum of 2)
Truck Stop	1 per 300 square feet of Building area plus 1 per 100 square feet of customer service area for eating establishment areas plus stacking as required in Section 20-911	Short Term: None  Long Term: 1 per 10 employees (Minimum of 2)
Heavy Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Heavy Equipment Sales/Rental	1 per 5,000 square feet of open sales area plus 1 per 500 square feet of enclosed sales area plus 2 per service bay	
Inoperable Vehicles Storage	1 per 1.5 employees	
Light Equipment Repair	2 per service bay, not counting the bay or Access way to the bay	
Light Equipment Sales/Rental	1 per 5,000 square feet of open sales area plus 1 per 500 square feet of enclosed sales area plus 2 per service bay	
Recreational Vehicle and Boat Storage	1 per 25 storage spaces	
<b>INDUSTRIAL USE GROUPS</b>		
<b>INDUSTRIAL FACILITIES</b>		
Explosive Storage	per Schedule C (Section 20-902(c))	Short Term: None
Industrial, General		Long Term: The greater of 1 per 10,000 square feet of Building area or 1 per 20 employees (Minimum of 2)
Industrial, Intensive		
Laundry Service		
Maker Space, Limited	Per Schedule B (Section 20-902(b))	Short Term: Maker Spaces: 1 per 10 cars Other: None
Maker Space, Intensive	Per Schedule C (Per Section 20-902(c))	
Manufacturing and Production, Limited	per Schedule C (Section 20-902(c))	Long Term: 1 per 20 employees, or members/clients for maker spaces (Minimum of 2)
Manufacturing and Production, Technological		
Research Service	per Schedule C (Section 20-902(c))	
Scrap and Salvage Operation	1 per acre plus 1 per employee on largest shift	Short Term: None  Long Term: 1 per 20 employees, (Minimum of 2)

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
WHOLESALE, STORAGE AND DISTRIBUTION		
Exterior Storage	per Schedule C (Section 20-902(c))	Short Term: None
Heavy		Long Term: 1 per 20 employees (Minimum of 2)
Light		
Mini-Warehouse, Exterior or Self-Storage Containers	4 plus 1 per 100 rental spaces	Short/Long Term: None
Mini-Warehouse, Climate-Controlled	4 plus 1 per 25 rental spaces	None
Garage Condos	Schedule D	
OTHER USE GROUPS		
ADAPTIVE REUSE		
Designated Historic Property	As established at time of Special Use approval per Section 20-501	As established at time of Special Use approval per Section 20-501
Greek Housing Unit		
AGRICULTURE		
Agriculture, Crop	None	None
Agriculture, Large Animal		
Agriculture, Small Animal		
Farmers Market	per Schedule D (Section 20-902(d))	Short Term: 1 per 10 required vehicle spaces (Minimum of 2)  Long Term: none
On-Site Agricultural Sales	1 per employee on largest shift	None
Urban Farm	1 per employee on largest shift	Short Term: None  Long Term: 2
COMMUNICATIONS FACILITIES		
Amateur and Receive Only Antennas	None	None
Broadcasting Tower	1 space	
Communications Service Establishment	1 per 400 square feet of Building area	Short Term: 1 per 3,000 square feet of Building area (Minimum of 2)  Long Term: 1 per 20 employees ((Minimum of 2)
Telecommunications Antenna	None	None
Telecommunications Tower	1 space	
Satellite Dish	None	
MINING		

Use Category	Vehicle Parking Spaces Required	Bicycle Parking Spaces Required <sup>1</sup>
Mining	per Schedule D (Section 20-902(d))	None
<b>RECYCLING FACILITIES</b>		
Large Collection	per Schedule C (Section 20-902(c))	Short Term: None Long Term: 1 per 20 employees (Minimum of 2)
Small Collection		
Processing Center		
<b>Footnotes:</b>		
<p>[1] The full ratio applies up to a requirement of 50 long-term Bicycle Parking Spaces, long-term parking above 50 spaces is required at 50% the regular ratio.</p> <p>[2] Whenever a structure 4,500 gross square feet or larger as of April 28, 2012 on a property 8,775 square feet in size or less is renovated as a Multi-Dwelling Structure or Congregate Living use, parking shall be provided at the overall rate of 0.5 spaces per one (1) bedroom. For purposes of calculating the structure's gross square feet, the following shall be considered to be included and in existence at the time of making application for use of the parking standard:</p> <p>1. Finished and unfinished area that is able to comply with the Building code standard for livable space ceiling height without structural alterations, including the following:</p> <p>a. Attic space when it is accessed by a permanent stairway.</p> <p>b. Basement space.</p> <p>c. Enclosed space such as enclosed porches, sunrooms, and breezeways that are seasonal in nature and that may or may not be connected to the structure's heating, ventilation, and air conditioning system.</p>		

**(b) SCHEDULE B**

Off-street Parking Spaces for Schedule B uses shall be provided in accordance with the following standards with the range of variation noted in Section 20-901(d). Variations outside of this range require the variance/waiver measures noted in Section 20-901(d). Variations above this range are also subject to the stormwater mitigation measures noted in Section 20-901(d)(3).

Gross Floor Area (Sq. Ft.)	Off-Street Parking Spaces Required
1–45,000	1 per 300 square feet of customer service space plus 1 per employee on largest shift
45,001–100,000	150 plus 1 per 400 square feet of Gross Floor Area between 45,001 and 100,000 square feet
100,001 and above	288 plus 1 per 500 square feet of Gross Floor Area above 100,000 square feet

**(c) SCHEDULE C**

Off-street Parking Spaces for Schedule C uses shall be provided in accordance with the following standards with the range of variation noted in Section 20-901(d). Variations outside of this range require the variance/waiver measures noted in Section 20-901(d)(1). Variations above this range are also subject to the stormwater mitigation measures noted in Section 20-901(d)(2).

Gross Floor Area (Sq. Ft.)	Off-Street Parking Required		
		Warehousing Floor Area Manufacturing or Other Floor Area	Outdoor Storage Area
1-20,000	1 per vehicle used in the business plus	1 per 1,000 square feet [1]	1 per acre
20,001 – 120,000		20 plus 1 per 5,000 square feet above 20,000 square feet [1]	
120,001 and above		40 plus 1 per 10,000 square feet above 120,000 square feet [1]	
If business is employee intensive, parking may be based on ratio of employees		per 1.5 employees on largest shift [1]	

[1] Businesses which operate with shifts shall provide information to determine the number of Parking Spaces needed to accommodate employee overlap at shift change.

**(d) SCHEDULE D**

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

**(1) Standards**

Upon receiving a development application for a use subject to "Schedule D" standards, the Planning Director shall apply the off-street parking standard specified for the listed use that is deemed most similar to the proposed use, shall establish minimum off-street parking requirements, or may waive the parking requirements for very low intensity uses.

**(2) Parking Demand Study**

The Planning Director may require a parking demand study prepared by the applicant to assist in this decision.

**(A)** The study, if required, shall include estimates of parking demand based on recommendations of the Institute of Traffic Engineers (ITE), or other acceptable estimates as approved by the Planning Director, and include other reliable data collected from uses or combinations of uses that are the same as or comparable with the proposed use.

**(B)** Comparability will be determined by Density, Scale, bulk, area, type of activity, and location.

**(C)** The study shall document the source of data used to develop the recommendations.

20-903

**ACCESSIBLE PARKING FOR PEOPLE WITH DISABILITIES**

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

for technical provisions as outlined in ICC A117.1-2009, Accessible and Usable Buildings and Facilities.

**(a) Required Number of Accessible Parking Spaces**

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

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

**(b) Parking Requirements for Hospital Outpatient Facilities, Rehabilitation Facilities and Outpatient Physical Therapy Facilities**

**(1)** All hospital outpatient facilities that provide regular and continuing medical treatment without an overnight stay shall provide at least one accessible Parking Space, or spaces equal to ten percent (10%) of the total number of Parking Spaces provided, whichever is greater.

**(A)** Doctors' offices, independent clinics, or other facilities not located in hospitals are not considered hospital outpatient facilities for the purpose of requiring 10% of the total number of Parking Spaces to be accessible.

**(2)** All rehabilitation and outpatient physical therapy facilities that specialize in treating conditions that affect mobility impairments shall provide at least one accessible Parking Space, or spaces equal to 20% of the total number of Parking Spaces provided, whichever is greater.



- (A) Mobility impairments are conditions that require the use or assistance of a brace, cane, crutch, prosthetic device, wheel chair, or powered mobility aid; arthritic, neurological or orthopedic conditions that severely limit one's ability to walk; respiratory diseases and other conditions that may require the use of portable oxygen; and cardiac conditions that impose significant functional limitations.

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

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

- (1) Designated accessible Parking Spaces shall be provided for at least two percent (2%) of the Dwelling Units.
- (2) Designated accessible Parking Spaces shall be provided at facilities that serve accessible Buildings, such as swimming pools and clubhouses.
- (3) Additional designated accessible Parking shall be provided at the request of residents with disabilities, on the same terms and with the full range of choices that are provided for other residents of the project.
- (4) Designated accessible Parking Spaces shall comply with the 2010 ADA Standards for Accessible Design and subsequent revisions.

(d) **Exemptions**

Detached Dwellings, *Attached Dwellings*, Residential Design Manufactured Homes, Group Homes, Limited, and Duplexes which are exempt from the requirement to site plan are exempt from the requirements to provide accessible Parking Spaces. However, accessible parking shall be provided at the request of residents with disabilities.

(e) **Minimum Dimensions**

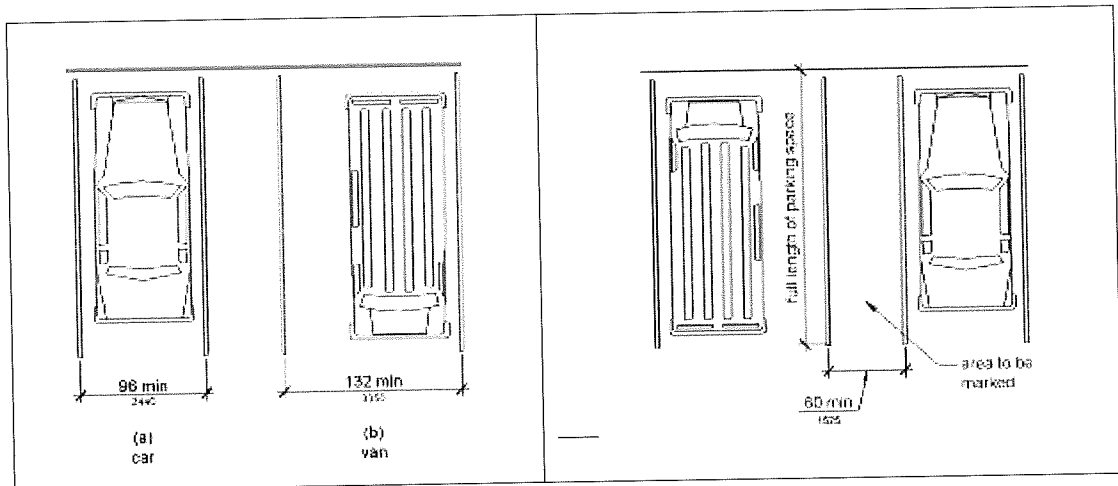
All Parking Spaces reserved for people with disabilities shall comply with the Parking Space dimensional standards below, and Access aisles shall be provided immediately abutting such spaces, as follows:

(1) **Car-Accessible Spaces**

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

(2) **Van-Accessible Spaces**

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



[https://www.ada.gov/2010ADASTandards\\_index.htm](https://www.ada.gov/2010ADASTandards_index.htm)

### (3) Access Aisles

- (A) Access aisles serving car and van Parking Spaces shall be a minimum of 60 inches (5 feet) wide.
- (B) Where the adjacent access aisle is a minimum of 96 inches (8 feet) wide, a van-accessible Parking Space shall be permitted to be a minimum of 96 inches (8 feet) wide. **(Total of 192 inches required for van and access aisle.)**
- (C) Two Parking Spaces may share a common access aisle.
- (D) Access aisles shall adjoin an accessible route.
- (E) Where possible, an accessible route should not pass behind parked vehicles.
- (F) Where an accessible route crosses vehicular traffic lanes, marked crosswalks shall be provided.
- (G) Access aisles shall extend the full length of the Parking Spaces they serve.
- (H) Access aisles shall be clearly marked so as to discourage parking in them.
- (I) Access aisles for angled van Parking Spaces shall be located on the passenger side of the van space.

### (f) Ground Surfaces

- (1) Access aisles shall be at the same level as the Parking Spaces they serve.
- (2) Slopes not steeper than 1:48 shall be permitted to allow sufficient slope for drainage.

**(g) Vertical Clearance**

Parking Spaces for vans, access aisles and vehicular routes serving them shall provide a minimum clearance of 98 inches (8 feet-2 inches).

**(h) Location of Spaces**

Required accessible Parking Spaces for people with disabilities shall be located on the shortest accessible route of travel from adjacent parking to an accessible Building entrance.

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

**(i) Signs**

Required spaces for people with disabilities shall be identified with signs identifying them as reserved for people with disabilities.

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

20-904

**VEHICLE STACKING AREAS**

**(a) Minimum Number of Spaces**

Off-Street stacking spaces shall be provided as follows:

Activity Type	Minimum Number of Stacking Spaces
Bank teller lane	4 per teller window
Automated teller machine	2 per machine
Retail Services drive-through pick-up windows Dry Cleaners, Pharmacies	2 at each pick-up window 3 at each pick-up window
Fast Order Food, drive-through	4 at each order box and 4 at each pick-up window
Retail Sales pick-up windows (such as food and beverage/liquor stores)	4 at each pick-up window

Activity Type	Minimum Number of Stacking Spaces
Car wash stall, automatic	Stacking spaces to be provided at twice the capacity of the car wash facility
Car wash stall, self-service	2 at each bay entrance and 1 at each bay exit
Gasoline pump island	1 at end of each fueling lane
Schools	10 on each elementary and junior high school Driveway; 5 on each senior high school Driveway
Child Care Centers	4 at primary entrance
Hospital / Outpatient Care Facility	2 at primary entrance
Hotel/Motel/ Extended Stay	
Valet Parking Service	
Other	As determined by the City Engineer based on a parking demand study. (as outlined in Section 20-902(d)(2))

**(b) Design and Layout**

Stacking spaces are subject to the following design and layout standards.

**(1) Size**

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

**(2) Location**

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

**(3) Design**

Stacking spaces shall be separated from Driveways and/or Access Drives by raised medians, or other traffic device, if deemed necessary by the City Engineer for traffic movement and safety.

20-905 **PARKING SETBACKS AND LOCATION**

**(a) General**

Except as otherwise expressly provided in this section, required off-street Parking Spaces shall be located on the same Lot as the Principal Use (See Section 20-907 for Off-Site Parking standards).

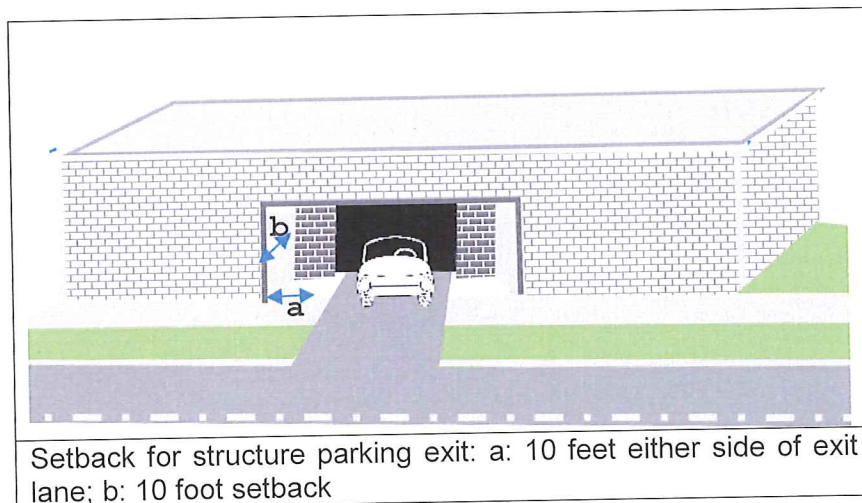
**(b) Residential Districts (RS, RSO, RM, RMO, RMG per Section 20-201(b))**

A minimum 10 foot wide parking setback shall provide a greenspace buffer in residential districts between street right-of-way and Parking Areas including Parking Spaces, and Access Drives with the exception of the Driveway leading into the property (typically the portion that is perpendicular to the street, including the Driveway Apron.)

- (1)** Single or double Driveways and turnarounds may not be used to provide required off-street parking within the required Front or Exterior Side Setback with the exception of when they are serving a Duplex, Detached

Dwelling, Group Homes, Limited, or Manufactured Home, Residential Design.

- (2) Parking Areas serving residential uses in RS Zoning Districts shall be setback a minimum of 2 feet from side or rear property lines.
- (3) Parking Areas serving nonresidential uses permitted in RS Zoning Districts shall be setback a minimum of 10 feet from side or rear property lines when adjacent to residentially-zoned property.
  - (A) This setback area shall be landscaped with trees and/or shrubs to provide a Type 1 Bufferyard as set out in Section 20-1005.
- (4) A structured parking facility shall be setback a minimum of 10 feet from the property line at the exit for a width of 10 feet on both sides of the exit opening, to provide adequate sight distance for pedestrians. An alternative Building design may be approved in lieu of this required setback, if the City Engineer determines it provides adequate sight distance for vehicles and pedestrians.



- (5) Parking Area setbacks may be further impacted by the Bufferyard standards set out in Section 20-1005.
- (c) **Nonresidential Districts (C, I, GPI, H, OS, and MU and Special Purpose Districts per Section 20-201(b))**  
 The location of off-street Parking Areas in non-residential Zoning Districts shall comply with the design standards in Section 20-908 and the following:

(1) **Surface Parking**

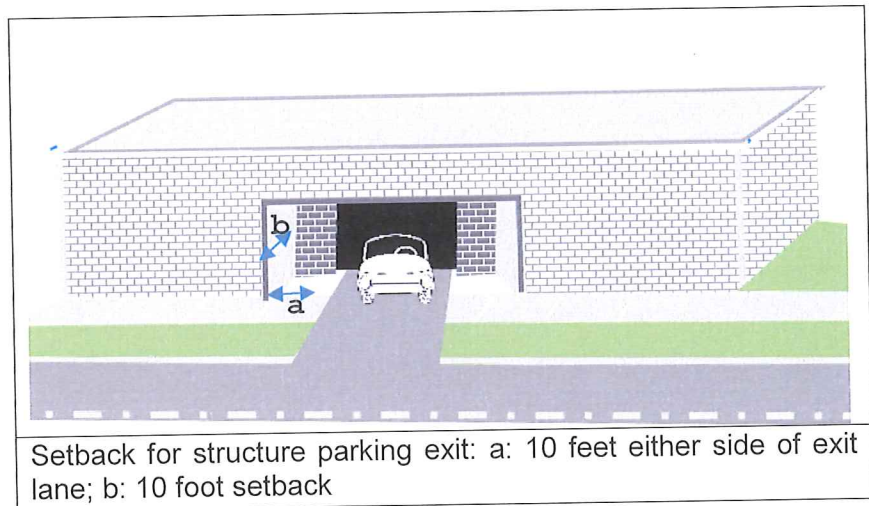
District	Allowed Location	Minimum Setback (feet)		
		From Right-of-Way	From Residentially zoned Lot Lines	From Non-residentially zoned Lot Lines

CN1	Not allowed between the Facade of the Building with the main entrance and the Street when Major Development Projects are proposed.	15 [1]	10	0
CO				
CN2				
CD	Prohibited between a Building and any Street			
CC	As specified in use specific standards in Article 5 and the Community Design Manual.			
CR				
CS				
IBP				
IL				
IM				
IG				
H				
GPI				
OS				
MU	Prohibited in the Primary Development Zone, except for on-street parking when approved by the City Commission with a license for the use of the right-of-way. Prohibited between a Building and any Street right-of-way in a Secondary Development Zone. No restriction in a Tertiary Development Zone.			

[1] The parking setback from the right-of-way shall provide a greenspace buffer between streets, Parking Areas, and Access Drives, with the exception of the immediate Access Drive/Driveway leading into the property (typically the portion that is perpendicular to the street including the Driveway Apron.)

**(2) Structured Parking**

A structured parking facility shall be setback a minimum of 10 feet from the property line at the exit for a width of 10 feet on both sides of the vehicular exit opening, to provide adequate sight distance for pedestrians. An alternative Building design may be approved in lieu of this required setback, if the City Engineer determines it provides adequate sight distance for vehicles and pedestrians.



20-906

## SHARED AND/OR OFF-SITE PARKING

### (a) Purpose

The provisions of this section are intended to encourage the efficient use of land and resources by:

- (1) Allowing users to share Parking Spaces in situations where a mix of uses creates staggered peak periods of parking demand and/or the arrangement of the uses results in visiting multiple land uses on the same trip.
- (2) Allowing Parking Areas to be located on a different site than the uses being served by the parking.

### (b) Approval Procedure

Shared and/or Off-Site Parking arrangements require review and approval, in accordance with the Site Plan Review procedures of Section 20-1305, the Special Use Permit procedures of Section 20-1306, or the Planned Development procedures of Section 20-1304, and shall be documented in the approved plan files for each property that is a party to the Shared and/or Off-Site Parking agreement.

### (c) Parking Agreement

The sharing and/or off-site location of required Parking Spaces shall be guaranteed by a legally binding agreement, duly executed and acknowledged, between the Owner(s) of the Parking Spaces and the Owner(s) of all uses that are served by the Parking Spaces.

- (1) The agreement shall be properly drawn and executed by the parties concerned and approved as to form and execution by the City Attorney.
- (2) Approved Shared Parking agreements shall be recorded with the Register of Deeds with the recording fees paid by the applicant.



- (3) The recording book and page number of the recorded parking agreement shall be noted on the approved plan for the properties utilizing the Shared and/or Off-Site Parking.
- (4) Termination of the parking agreement requires submittal and approval of a site plan showing that the Shared and/or Off-Site Parking is no longer required for the mix of uses.
- (5) The applicant for a Building Permit or certificate of occupancy for a use that is served by Shared and/or Off-Site Parking Spaces shall submit a copy of such agreement along with the application for the permit or certificate.
  - (A) Any violation of the agreement required under this subsection constitutes a violation of this Development Code.

**(d) Location**

- (1) All Shared and/or Off-Site Parking Spaces shall be located no farther than 600 feet from the main entrance of the Buildings or uses they are intended to serve, measured along the shortest legal, practical walking route.
  - (A) This distance limitation may be waived as part of the Site Plan, Special Use Permit Plan, or Development Plan Review process by the Planning Director if sufficient assurances are offered that adequate van or shuttle service will be operated between the Shared Parking Spaces and the uses being served.
  - (B) Shared and/or Off-Site Parking Spaces are permitted when the Planning Director determines the location of the Shared and/or Off-Site Parking Spaces is convenient and suitable for the use being served. If streets need to be crossed to utilize the Off-Site Parking, the type of crossing and classification of the street will be considered.
  - (C) Uses sharing Off-Site Parking shall provide for safe, convenient walking between uses and parking, including safe, well-marked pedestrian crossings, signage, and adequate lighting.
- (2) Shared and/or Off-Site Parking Spaces are intended be located in the same or a more intensive Zoning District than that required for the most intensive of the uses served by the Shared Parking Spaces. If the Shared or Off-Site Parking Spaces are provided in a less intensive Zoning District the following standards apply:
  - (A) Shared and/or Off-Site Parking for a use permitted in a Commercial Zoning District may be permitted in an RSO, RMO or RM Zoning District, provided that the total area of such Parking shall not be greater than 10,000 square feet.
  - (B) Approval of any Shared and/or Off-Site Parking in a less intensive Zoning District shall be subject to an appropriate Bufferyard or other



Screening requirements, as necessary to limit the impact of the Off-Site Parking on adjacent land uses.

- (C) Shared and/or Off-Site Parking for a nonresidential use shall in no case be allowed on a residentially developed property in an RS or RSO Zoning District.
- (D) Shared and/or Off-Site Parking Spaces shall be prohibited on properties used for Detached Dwelling, Duplex, Attached Dwelling, Residential Design Manufactured Home, Group Homes, Limited, or Congregate Living uses.

**(e) Shared Parking Calculations**

To implement Shared Parking, the applicant shall provide analyses as part of site plan, sup, or development plan review to demonstrate that proposed uses are either competing (uses with the same Peak Hour parking) but would result in multiple visits to various uses on one trip or non-competing (uses with varied Peak Hour parking). The number of required Parking Spaces may be reduced, or placed in a parking bank (area designated on the site where future parking could be installed, if needed) based on the results of this study and the possibility of a future change in the uses.

- (1) **Non-competing Uses.** Applicants may propose a reduction in parking requirements based on an analysis of peak demands for non-competing uses. The Planning Director may reduce the overall parking requirement, and/or permit designation of a future Parking Area if the analysis demonstrates that the peak demand for two or more uses do not overlap. The applicant may use the latest peak demand analyses published by the Institute of Traffic Engineers (ITE) or other source acceptable to the Planning Director.
- (2) **Competing Uses.** Applicants may propose a reduction in parking requirements where peak demands do overlap. The Planning Director may waive a portion of the total parking requirements and/or permit designation of a future Parking Area based on an independent parking analysis which takes into account the following, at a minimum:
  - (A) the location of the site;
  - (B) availability and use of other forms of travel;
  - (C) relationships between uses resulting in the patronage of multiple uses with one visit; and
  - (D) the individual operating characteristics of uses.

20-907

**Valet Parking**

Valet Parking does not require individual striping and may take into account the tandem or mass storage of vehicles. Use of Valet Parking is permitted in the following instances:

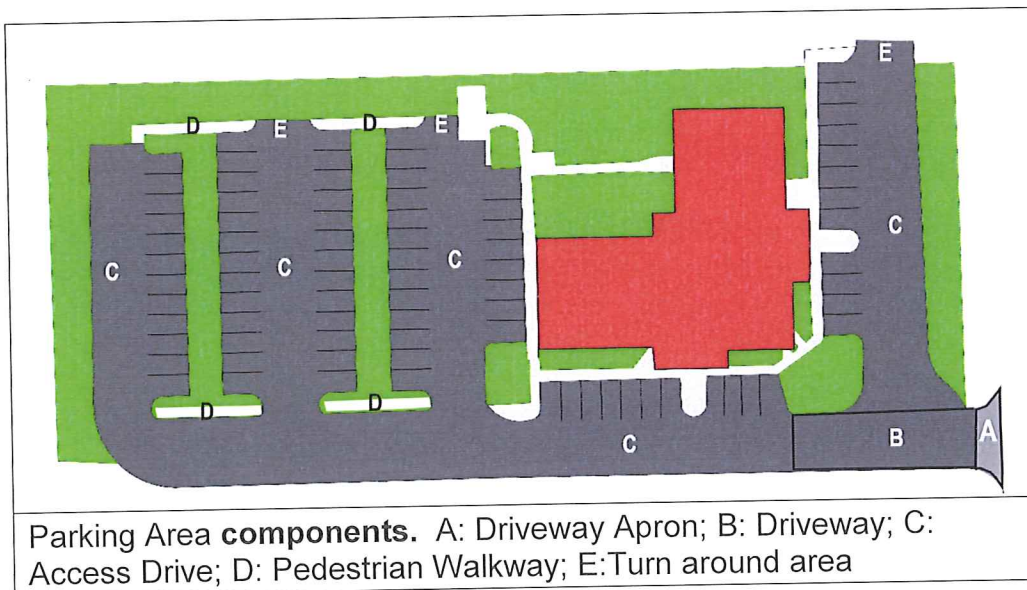
- (a) When proposed as part of a development project and in conformance with the dimensional standards of Section 20-908(e) without variances or exceptions may be permitted administratively as part of a site plan, special use permit plan, or development plan.

- (b) When proposed as part of a development project and not in full compliance with the dimensional standards of Section 20-908(e) the use of Valet Parking shall require the submission of a Valet Parking Plan and shall require City Commission approval.
- (c) Valet Parking Plan shall include the following:
  - (1) Layout and dimensions of the Parking Spaces and drive aisles showing sufficient parking and maneuverability for a variety of passenger automobiles, motor vehicles, and light trucks.
  - (2) On-site drop-off for vehicles using the parking services with sufficient queuing for vehicles that do not block the public right-of-way.
  - (3) If Valet Parking Plan includes Parking Spaces that are required for a specific use, Valet Parking services must be provided for those Parking Spaces during all operating hours of the use.
- (d) Changes to a Valet Parking Area or facility to a Self-Parking Area or facility: Changes to a Parking Area or facility with Valet Parking that are changed to be self-parking shall require a revised site plan per Section 20-1305 to show compliance with the Parking Area dimensional standards of Section 20-908(e).

20-908

#### VEHICLE PARKING DESIGN STANDARDS

The design standards of this section apply to all Parking Areas, including Commercial Parking Areas.



- (a) **General Layout Principles**  
The general layout principles in this sub-section do not apply to Detached Dwellings, Duplexes, Residential Design Manufactured Homes, Group Homes, Limited, or other uses which are exempt from the requirement to site plan.

- (1) Parking Areas shall be lighted in compliance with the lighting standards provided in Article 11.
- (2) Parking Areas shall provide a safe and convenient arrangement of Pedestrian Walkways, Access Drives, and off-street Parking Spaces. Pedestrian Walkways, and Parking Areas shall be designed as integral parts of an overall site design, which shall be properly related to existing and proposed Buildings, adjacent uses and landscaped areas.
- (3) There shall be defined Pedestrian Walkways connecting all public entrances of Buildings to the required Bicycle Parking Area, to any adjacent bus stop, and to the nearest public sidewalks. Such Pedestrian Walkways shall, to the maximum extent practicable, be separated from Access Drives with curbs or other devices. At locations where walkways cross Driveways or Access Drives, the crossings shall be clearly marked with both signage and pavement markings.

**(b) Approval**

- (1) The layout and design of all off-street Parking Areas shall be approved as part of the special use permit plan, development plan, or site plan.
- (2) The layout and design of off-street Parking Areas for projects that do not require a special use permit, development plan, or site plan, (Detached Dwellings, Duplexes, Group Home, Limited, Residential Design Manufactured Homes, etc.) shall be approved with a Building Permit.

**(c) Appearance and Maintenance**

- (1) The materials used in the design of paving, lighting fixtures, retaining walls, fences, and curbs shall be easily maintained and designed to be indicative of their function.
- (2) Parking Areas shall be maintained in a safe operating condition so as not to create a hazard or nuisance. All Parking Areas shall be regularly maintained and kept free of debris and hazards. Striping and other pavement markings shall be maintained in an easily readable condition.

**(d) Surfacing**

- (1) All off-street Parking Areas and Driveways, including those serving Attached Dwellings, Detached Dwellings and Duplexes, and other uses which do not require site planning, shall be surfaced with a minimum of one of the following, with the alternative for residential districts or areas of low off-street parking use noted in Subsection (2):
  - (A) 4 inches of reinforced Portland cement concrete;
  - (B) 5 inches of granular rock base with 2 inches of asphalt;

(C) 5 inches of full depth asphalt;

- (2) As an alternative to the surfacing required in the preceding paragraph, all off-street parking for uses allowed within residential districts that are exempt from the requirement to site plan (Detached Dwellings, Duplexes, Group Homes, Limited, etc.) or areas of low off-street parking use as determined by the City Engineer, may be surfaced with the alternative methods of paving listed in this section. The surfacing shall be installed per the manufacturer's recommendations, with the pavement and base designed by a professional engineer licensed in the State of Kansas. The pavement cross-section shall demonstrate the structural ability to support the anticipated vehicle loads for the use. The pavement design shall be reviewed and approved by the City Engineer.

(A) Grid unit pavers with grass;

(B) 18" wide concrete strips to support vehicles' wheels, separated with grass in between the strips;

(C) Concrete, brick, or clay interlocking paver units.

(D) Permeable pavement, including pervious asphalt or pervious concrete.

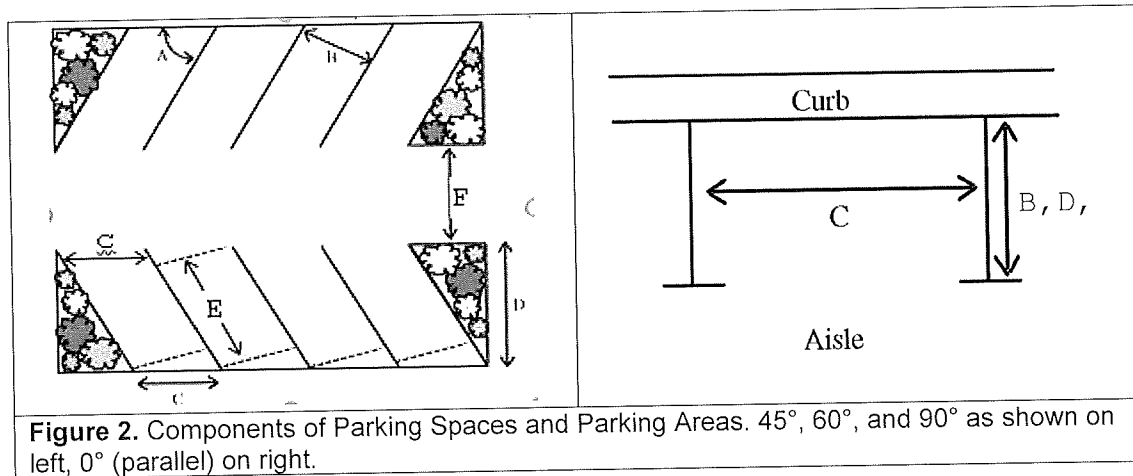
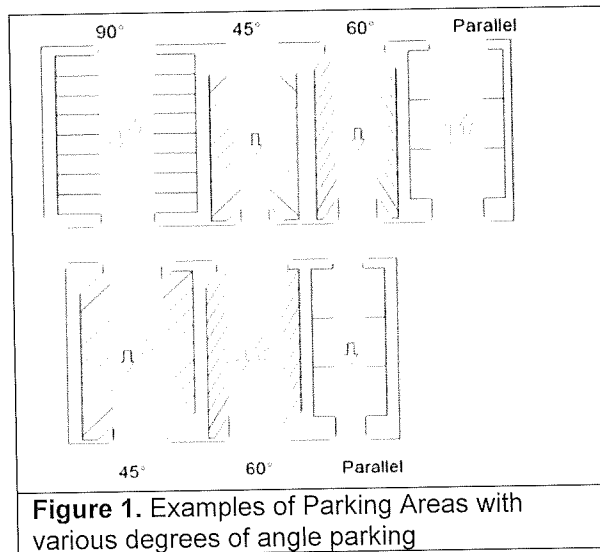
- (3) Driveway Approaches (Aprons) shall comply with the standards of Chapter 16, Article 3 of the City Code and be maintained by the Landowner.

**(e) Dimensions**

**(1) Automobile Parking**

(A) All off-street Parking Areas shall meet or exceed the dimensional standards in this section.

(B) The standards in this section also apply to on-street parking that is approved with a development plan, special use permit, site plan, or a license for the use of right-of-way, or other measure with the following additional provisions for reverse-angle parking:



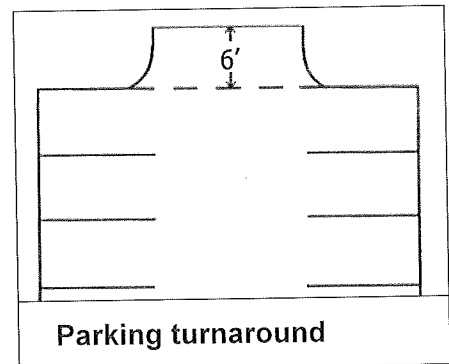
Parking Angle (A)	Parking Space Width (B)	Parking Space Width Parallel To Aisle Or Curb (C)	PARKING SPACE Depth To Wall Or Curb (D)	Parking Space Length (E)	Aisle Width One-Way[1] (F) (with or without parking)	Aisle Width Two-Way[1] (F) (with or without parking)
0° (Parallel)	8.5'	22' for end space 24' for middle spaces	10'	22' - end spaces 24' - middle	12' [1]	24' [1]
45°	8.5'	12.2'	24.5'	18'	12' [1]	24' [1]
60°	8.5'	9.9'	21.4'	18'	16" [1]	24' [1]
90°	8.5'	8.5'	18.0'	18'	24'	24' [1]
60° Reverse-Angle Parking	9.5'	13.5'	15'	18'	14' [1]	24' [1]

[1] Designated fire lanes shall comply with the IFC (International Fire Code) as amended and adopted.

**(f) Additional Standards**

**(1) Turnarounds.**

Turnarounds shall be provided for dead-end parking bays. Turnarounds must be identified with a sign or surface graphic and marked 'no parking'. Accessible Parking Spaces or access aisles may not be used as the required turnaround.



- (A)** Minimum 6 foot depth required for turnaround areas

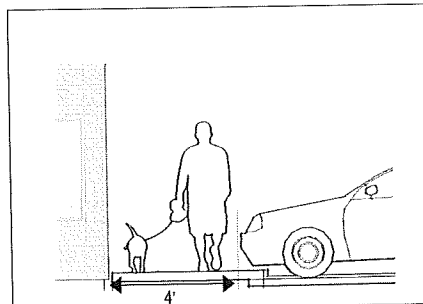
**(2) Parking Islands.**

Each row of parking shall terminate in a curbed, landscaped parking island.

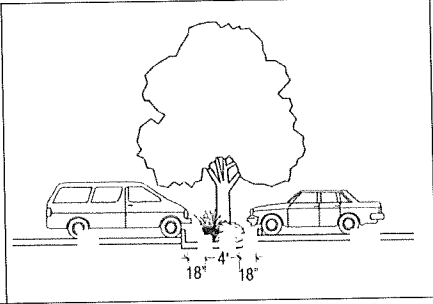
**(3) Vehicle Overhang.**

All required Landscaping, streets, Alleys, sidewalks, and other public rights-of-way must be protected from vehicular overhang by wheel stops, curbs, spacing between the right-of-way line and the Parking Area, or other method approved by the Planning Director.

- (A)** The vehicle overhang may count toward the length of the Parking Spaces. If an 18 inch overhang, compliant with these standards, is provided the parking space length may be reduced to 16.5 feet
- (B)** The vehicle overhang may not be more than 18 inches in depth.
- (C)** The vehicle overhang may not encroach upon any on-site Pedestrian Walkway to the point that the walkway does not provide a minimum of 4 feet of travel width.
- (D)** The vehicle overhang shall not encroach upon any adjacent sidewalk along a street right-of-way.
- (E)** The vehicle overhang shall not encroach upon a landscaped area that would reduce the area reserved for landscaping to less than 4 feet in width, or is determined by the Planning Director to impact existing landscaping.



**Figure 1.** Vehicle overhang along Pedestrian Walkway



**Figure 2.** Vehicle overhang along landscaped area

**(4) Dimensional Reductions**

Where natural and/or man-made obstacles, obstructions or other features such as, but not limited to, Landscaping, support columns or Grade differences exist, the City Engineer may approve a reduction in Parking Space and Access Drive dimensions. In all instances where a reduction is requested, attention to emergency vehicle Access shall be considered and incorporated into the Parking Area design.

**(5) Striping**

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

**(6) Curbs**

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

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

**(7) Large Parking Areas**

Parking Areas in excess of 220 Parking Spaces shall be designed to include additional landscape strips, peninsulas, or Grade separations to reduce the adverse visual impacts of large expanses of paving; to direct vehicular traffic through the Parking Area; and to provide a location for Pedestrian Walkways.

**(8) Pedestrian Connections**

- (A)** Parking Areas shall be designed to provide designated Pedestrian Walkways that connect Building entrances with Parking Areas and with public sidewalks along adjacent streets.
- (B)** A dedicated Pedestrian Walkway is required through any Parking Area when the pedestrian route crosses 2 or more Access Drives.

(9) **Landscaping**

Parking Area Landscaping shall be provided in accordance with Article 10, except where additional landscaping is required in this section.

20-909

**Bicycle Parking Standards**

(a) **General Standards**

The following standards apply to all Bicycle parking:

(1) **Surfacing**

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

- (A) 4 inches of concrete,
- (B) 4 inches of asphalt, or
- (C) 2 inches of concrete with a 2-inch brick overlay, or similar material for overlay.

(2) **Lighting**

Bicycle Parking Spaces shall be lighted in compliance with the lighting standards provided in Article 11.

(3) **Barriers**

If Bicycle Parking Areas and automobile Parking Areas or Access Drives abut each other, a physical barrier such as a curb, short wall, or bollard shall be provided between the Bicycle and automobile areas to prevent a Bicycle or its operator from being hit by a motor vehicle.

(4) **Design**

- (A) All bike racks, lockers, or other parking facilities shall be anchored so that they are not easily removed.
- (B) Bike racks or other locking devices must allow the Bicycle frame to be locked using a standard U-lock.
- (C) Each bike space must be 2 feet x 6 feet with a minimum overhead vertical clearance of 7 feet.
  - (i) Area standards for vertical bike parking will be determined by the Planning Director based on the style of vertical parking utilized.

(b) **Short Term Bicycle Parking Standards**

Short Term Bicycle Parking is typically unsheltered, unenclosed parking intended for guests or customers, where the parking duration will generally not exceed two to three hours. Every Short Term Bicycle Parking Space, whether used publicly or privately, shall be designed, built and maintained in accordance with the following specifications:



(1) **Structure**

Each Short Term Bicycle Parking Space shall provide for a secure method of locking a Bicycle and be located to accommodate Bicycle parking in a manner that is convenient to use and does not interfere with other uses of the property. Racks shall comply with the *APBP (Association of Bicycle and Pedestrian Professions) Bike Guide* standards, as amended.

(2) **Location**

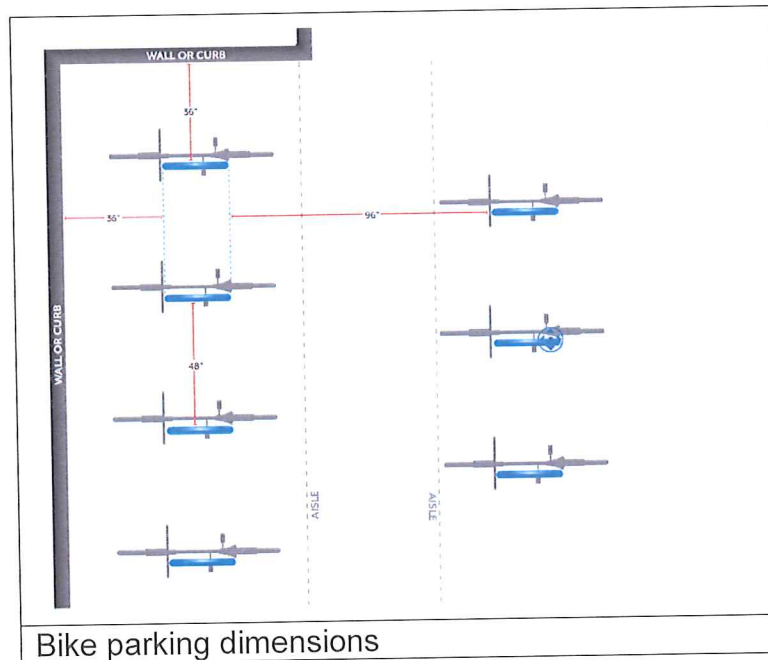
Each Short Term Bicycle Parking Space shall be:

- (A) Easily accessed from the street and protected from motor vehicles.
- (B) Located no farther than 50 feet from the entrance of the principal Building.
- (C) Visible to passers-by to promote usage and enhance security.
- (D) Located to not impede or interfere with pedestrian traffic or routine maintenance activities.
- (E) Located in areas that do not block access to Buildings.
- (F) Located to allow reasonable clearances for opening doors of vehicles parked nearby.

(3) **Dimensions**

To insure Short term Bicycle Parking provides an adequate area to serve the user the following standards apply:

- (A) Distance to other racks:
  - (i) Rack units aligned end-to-end shall be placed a minimum of 96 inches apart.
  - (ii) Rack units aligned side-by-side shall be placed a minimum of 48 inches apart.
- (B) Distance from a curb or wall:
  - (i) Assuming access is needed from both sides, bike racks located parallel to a wall or curb shall be a minimum of 36 inches from the wall or curb.
  - (ii) Racks located perpendicular to a wall or curb shall be a minimum of 36 inches from the wall.



**(3) Cover**

Outdoor long-term Bicycle Parking Spaces must be covered by a roof or roof overhang, canopy, awning, or similar structure or be enclosed within a Bicycle locker.

**(4) Access**

**(A)** Long term facilities shall open into, or connect with, a Parking Area or Pedestrian Walkway to allow bikes to be removed or added from a paved surface.

**(B)** The entrance to a long term parking facility must be at least 3 feet from any wall or other obstruction to allow space to maneuver the Bicycles into the facility.

**(d) Special Event Parking**

Portable bike corrals or staffed Bicycle Parking Areas shall be provided for Special Events which require approval of a Special Event Permit per Chapter 6, Article 15 of the City Code if Bicycle traffic exceeding that which can be accommodated with the existing bike parking facilities is anticipated.

20-910

**OFF-STREET LOADING AREAS**

**(a) General**

**(1)** Off-street loading areas shall be designed so that goods shall not be loaded or unloaded from the right-of-way of any Street and no part of any vehicle may extend into the right-of-way of a Street while being loaded or unloaded; provided that, routine deliveries, such as U.S. Mail, Federal Express, Parcel Post and similar services, for reasonable durations, are not hereby prohibited.

**(2)** Loading and unloading from Alleys will be determined on a case by case basis depending on the surrounding development and intensity of uses in the area.

**(b) Use of Loading Areas**

Required loading areas are to be used solely for loading and unloading activities.

**(c) Design Standards**

**(1)** Safe, adequate, and well-lit loading spaces shall be provided as required. Loading spaces shall comply with the lighting standards in Section 20-1103.

**(2)** Required loading spaces shall have a minimum vertical clearance of 15.5 feet.

**(d) Location**

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

- (2) Loading areas shall be located on the same Lot as the Principal Use.

(e) **Loading Schedule**

Loading spaces shall be provided in accordance with the minimum ratios shown in the following table.

- (1) Developments in the CD District shall be exempt from these requirements.
- (2) Off-street loading schedule:

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

(f) **Rules for Calculating Requirements**

The following rules apply when calculating off-street loading requirements:

(1) **Multiple Uses**

Unless otherwise approved, Lots containing more than one use shall provide loading spaces in an amount equal to the total of the requirements for all uses.

(2) **Fractions**

When measurements of the number of required loading spaces result in a fractional number, any fractional result shall be rounded up to the next consecutive whole number.

(3) **Area Measurements**

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

20-911

## **DRIVEWAYS AND ALLEYS**

### **(a) General Standards**

- (1) Vehicular Access to property from the street right-of-way is allowed only by way of Driveways. No other portion of the Lot Frontage may be used for vehicle ingress or egress.
- (2) Driveways for uses other than Detached Dwellings, individual Duplexes, Residential Design Manufactured Homes, Attached Dwellings, and Group Homes, Limited shall be arranged so that an exiting vehicle does not need to back onto a Street.
- (3) All Driveway cuts into the street require a permit from the City.
- (4) Driveways shall intersect the street at right angles, unless otherwise approved by the City Engineer.
- (5) All Driveways shall conform to the City of Lawrence Municipal Services & Operations Standard Driveway Detail, unless otherwise approved by the City Engineer with review of a site plan, special use permit, or development plan for specialized design of entry points or other features.
- (6) Driveway designs shall allow an entering vehicle turning speed of 15 miles per hour to help reduce interference with through street traffic. Radii of Driveway shall be sufficient to achieve this standard for the types of vehicles that the Driveway is intended to serve.
- (7) There shall be sufficient on-site space to accommodate queued vehicles waiting to park or exit, without interfering with street traffic.
- (8) Provisions for circulation between adjacent Parcels shall be provided, when determined to be reasonable, through coordinated planning or Cross Access Agreements/Easements or Shared Access Easements.
- (9) Driveways shall be placed and designed so that:
  - (A) Loading and unloading activities will not hinder vehicle ingress or egress,
  - (B) Vehicles entering the Driveway from the street will not encroach upon the exit lane of a two-way Driveway, and

- (C) A right-turning exiting vehicle shall be able to use only the first through-traffic lane available without encroaching into the adjacent through-lane.
- (10) When available, Alley Access is encouraged and preferred.
- (11) A clear sight area shall be provided for all alleys and non-residential Driveways per the standards in Section 20-912(d).
- (b) **Standards for Driveways serving Detached Dwellings, Duplexes, Attached Dwellings, Residential Design Manufactured Homes, and Group Homes, Limited.**
  - (1) Driveways shall not exceed 26 feet in width at the property line except in conformance with standards outlined in Chapter 16, Article 3 of the City Code. Additional limitations for the RS3 and RS5 Districts are listed below:
    - (A) In RS3 Districts, Driveway width (measured at the property line) shall not exceed the greater of 12 feet or 25% of the Lot Frontage, up to a maximum of 20 feet.
    - (B) In RS5 Districts, Driveway width (measured at the property line) shall not exceed the greater of 20 feet or 25% of the Lot Frontage up to a maximum of 26 feet.
  - (2) Single or double Driveways and turnarounds may be used to provide required off-street parking within the required Front or Exterior Side Setback when they are serving:
    - (A) An individual Duplex, Detached Dwelling, Short Term Rentals, Group Home, Limited, or Residential Design Manufactured Home; or
    - (B) An Attached Dwelling when it is located in the RS-5, RS-7, and RS-10 Districts as outlined in Section 20-503.
  - (3) All direct Access to any Public Street shall be in accordance with the City's Access Management Guidelines. (Section 20-912)
- (c) **Standards for Parking Areas with Access on Alleys.**

The following standards apply to parking for all Detached Dwellings, Duplexes, Group Homes, Limited, Attached Dwellings, and Residential Design Manufactured Homes with Parking Areas that are adjacent to alleys:

  - (1) Bumper blocks or a 6 inch curb will be used to define the Parking Space.
  - (2) A minimum 2 foot setback is required between the Parking Spaces and the side lot lines.

(3) If covered parking is used, the garage may be located directly on the side lot line.

(A) If the garage door faces the alley, the garage must be setback a minimum of 5 feet from the alley for visibility

(B) If the garage door does not face the alley, no setback is required from the alley.

(d) **Standards for Driveways serving Multi-Dwelling or Non-Residential Uses**

(1) Access Drives shall be arranged to prevent vehicles from backing directly onto the street to exit the property.

(2) Driveways shall be designed to provide a minimum vehicle turning radii of 15 feet. Greater radii may be required by the City Engineer if needed to accommodate the types of vehicles that the Driveway is intended to serve.

(3) Driveways providing Access to Parking Areas shall be located to provide sufficient on-site space to accommodate queued vehicles waiting to park or exit without interfering with on-street traffic.

(4) Turn lanes are required when City Engineer determines, based on a Traffic Impact Study, that such treatment is necessary to avoid congestion and/or unsafe conditions on the Public Street.

(5) Driveways that intersect with street right-of-way shall be located to allow for the minimum sight distance based on the intersection type (full or partial Access) and the street type.

(A) Sight distances shall be determined by a professional engineer licensed by the State of Kansas, utilizing the most recent AASHTO Green Book Criteria\*, and shall be based on the design speed of the street or on the 85th percentile speed, whichever is higher. (\*A Policy on Geometric Design of Highways and Streets.)

(B) A clear sight area shall be provided for all Driveways based on the sight distance. At a minimum, the standards in Section 20-912(d) apply.

20-912

**ACCESS MANAGEMENT STANDARDS**

All direct Access to any Public Street shall be in accordance with these Access Management Standards.

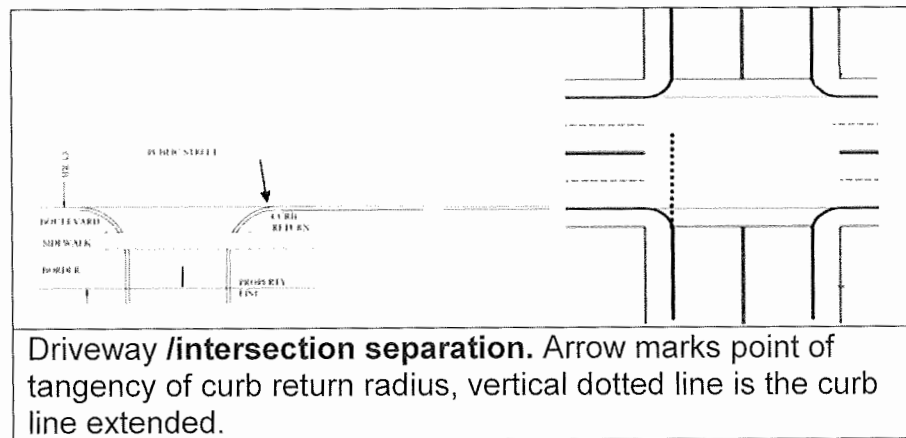
(a) **Arterial Streets**

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

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

**(A) Spacing from Controlled Intersections**

All Driveways providing Access to Arterial Streets shall be constructed so that the point of tangency of Driveway curb radius closest to a signalized or stop sign-controlled intersection is at least of 300 feet from the curb line extended of the intersection or beyond the limits of the area of influence of the intersection as defined in the accepted Traffic Impact Study, whichever is greater. (Figure 1)



**(B) Spacing from Other (Non-signalized) Access Points**

All Driveways providing Access to Arterial Streets shall be constructed so the point of tangency of the Driveway curb return radius closest to the non-signalized Street or Driveway intersection is at least 300 feet from the Driveway or intersection curb line extended.

**(b) Collector Streets**

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

**(1) Attached Dwellings, Detached Dwellings, Duplex Lots, and Group Homes Limited**

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

**(2) Spacing from Controlled Intersections**



All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of the Driveway curb return radius (Figure X) is at least 300 feet from the curb line extended of the closest intersecting Arterial Street or 250 feet from the curb line extended of the closest intersecting Collector or Local Street.

**(3) Spacing from Other Access Points**

All Driveways providing Access to Collector Streets shall be constructed so that the point of tangency of a Driveway curb return radius (Figure X) is at least 250 feet from the extended curb line of the closest intersecting street or Driveway.

**(c) Local Streets**

**(1) Detached Dwellings and Group Homes, Limited**

Each property containing a Detached Dwelling or Group Home, Limited shall be allowed one Driveway curb cut with the following exceptions:

- (A)** Interior Lots will be allowed up to two Driveway curb cuts if the length of the Lot Line adjacent to the street is at least 100 feet.
- (B)** Corner Lots will be allowed two Driveway curb cuts if the length of either Lot Line adjacent to the street is at least 100 feet.
- (C)** These two curb cuts may both be constructed along one Lot Line or one along each Lot Line; however, both curb cuts may only be constructed along one Lot Line only if that Lot Line is at least 100 feet in length.
  - (i)** Through Lots may have a curb cut on each street Frontage, provided each Frontage is compliant with the minimum Frontage width for that district.

**(2) Attached Dwelling Lots**

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

**(3) Duplex Dwelling Lots**

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

**(4) Cul-de-Sac Lots**

No more than one Driveway curb cut per lot is permitted on the bulb of a Cul-de-Sac.

**(5) Distance from curb cuts on Local Streets to Intersecting Streets**

- (A)** Driveway curb cuts on Corner Lots shall be at least 25 feet from the curb line extended of a Local Street.

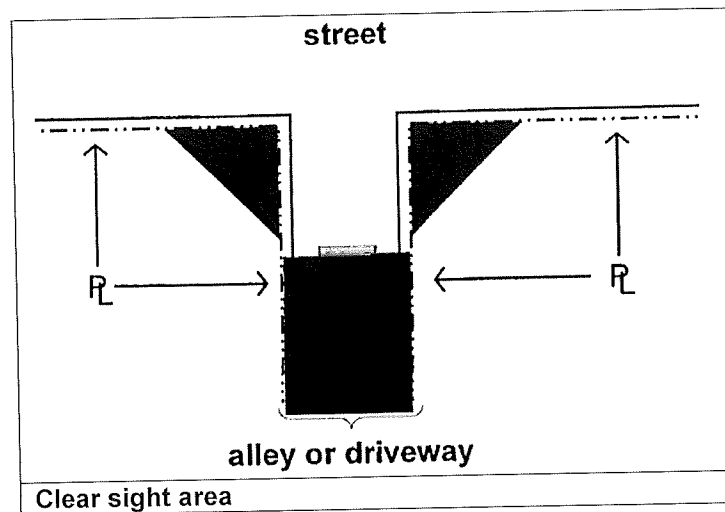
- (B) Driveway curb cuts on Corner Lots shall be at least 50 feet from the curb line extended of a Collector or Minor Arterial Street.
- (C) Driveway curb cuts on Corner Lots shall be at least 75 feet from the curb line extended of a Major Arterial Street.

(6) **Distance from Other Driveways**

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

(d) **Clear Sight Area**

All landscaping and site improvements proposed near site Access points shall comply with intersection sight distance requirements provided by the "Policy Of Geometric Design of Highways and Streets" by AASHTO (American Association of State Highway and Transportation Officials)



(e) **Waivers**

- (1) Waivers from the Access Management standards in this section may be approved by the City Engineer if it is determined that the requested waiver will not create a serious detriment to the safety or operation of traffic on the street or roadway and only for infill or redevelopment projects where no other feasible option exists.
- (2) The burden of proof that the requested waiver will not create a serious detriment to the safety or operation of traffic on the street or roadway will be on the applicant. The City Engineer may require that the applicant for a waiver submit a traffic impact study pursuant to Section 20-913 if it is determined that such an analysis is necessary in order to render a competent decision on the requested waiver.

(f) **Additional Access Management Standards**

The City may adopt additional Access Management standards for various streets. Additional standards adopted for West 6th Street between Wakarusa Drive, and

Kansas Highway 10 (K-10), prior to the effective date of these regulations, are provided in City Code Chapter 16, Article 12.

20-913

### **TRAFFIC IMPACT STUDY**

A Traffic Impact Study (TIS) shall be prepared and submitted to the City for development or redevelopment, based on thresholds established in Chapter 16, Article 11 of the City Code. Preparation of a Traffic Impact Study shall be required, as part of a site plan or development plan application, subdivision Lot or plan approval, and shall be based upon standards for a TIS provided in Chapter 16, Article 11 of the City Code, adopted by the City Commission.

**(a) Purpose**

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

**(b) Exceptions**

**(1)** Applicants are required to follow the Traffic Impact Study analysis set forth in Chapter 16, Article 11 of the City Code, unless waived with respect to the development because:

- (A)** the development is covered by a modified site plan, pursuant to Section 20-1305(n)(2), that has been determined not to constitute a material change; or
- (B)** the development is covered by a modified final development plan, pursuant to Section 20-1304(e)(2)(iv), that has been determined not to constitute a major change; or
- (C)** the development involves the reuse of existing Structures or modification of existing Structures, but does not involve a change in existing use or intensity of use;
- (D)** the development is a residential development with ten (10) or fewer Lots or Dwelling Units; or
- (E)** the development has been determined by the City Engineer not to generate traffic impacts sufficient to justify the preparation of a TIS.

**(c) Additional Analysis**

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

**(d) Expense**

**(1) Notice if at Owner's or Developer's Expense**

If the City determines that it is appropriate to engage an engineer or engineering firm to conduct a Traffic Impact Study, the City shall give the

Owner or developer written notice of that determination, ten Business Days before work on the Traffic Impact Study begins. This study shall be conducted for the City at the Owner or developer's expense.

**(2) Payment as Permit Condition**

In such instance, payment of a Traffic Impact Study shall be a condition of the issuance of any required permit or approval, pursuant to this Development Code.

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

**SECTION 4.** This ordinance shall be in full force and effect from and after its passage and publication as provided by law.

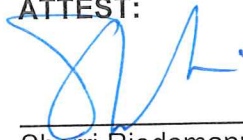
**PASSED** by the Governing Body of the City of Lawrence, Kansas, this 14th day of July, 2020.

**APPROVED:**



Jennifer Ananda, J.D., M.S.W., Mayor

**ATTEST:**



Sherri Riedemann, City Clerk



**APPROVED AS TO FORM:**



Toni R. Wheeler, City Attorney