

# Criterion #1: Is there sufficient space for 5 sawtooth bus bays + required amenities?

## Why is this criterion important?

- Sites not large enough to accommodate the required project elements cannot functionally be considered.
- The required project elements are:
  - 5 sawtooth bus bays
  - 1 road supervisor/operations parking bay
  - Weather protection canopies that, at minimum, cover the boarding and alighting area for each bus bay
  - Driver restrooms
  - Seating
  - Wind protection

*"Puzzle pieces" to be used in evaluation process.*

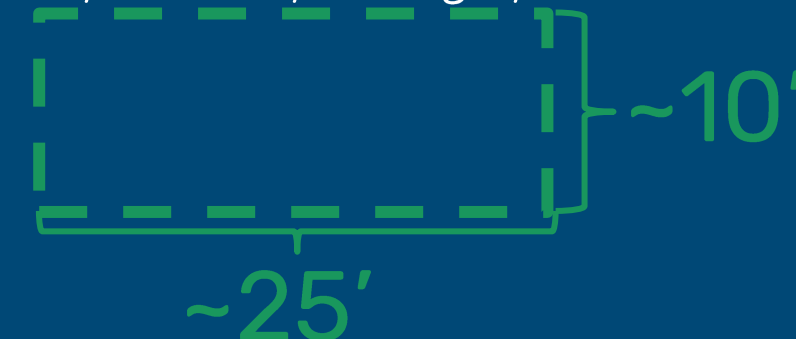
*Puzzle piece: 1 bus bay (5 required)*



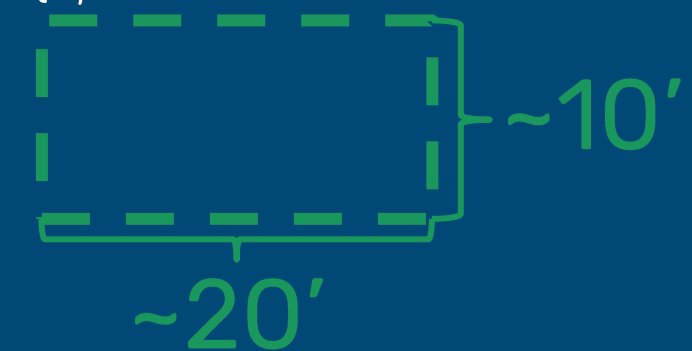
*Puzzle piece: 1 weather protection canopy (5 required, may partially overlap bus bay)*



*Puzzle piece: 1 road supervisor parking space*



*Puzzle piece: Driver restroom (space for 2 stalls shown here)*



*Puzzle piece: 1 bench (6 required)*



# Criterion #2: Is the site a part of RFP #2300094 parking lot redevelopment?

## Why is this criterion important?

- The City of Lawrence is seeking proposals to redevelop 3 parking lots in the downtown area into mixed-use developments. Downtown Station is partially funded through a federal grant, administered by the Kansas Department of Transportation. Lawrence Transit has received guidance from KDOT that recommends avoiding a public private partnership with the Downtown Station project due to the complexity and added timeline associated with PPP development using federal funds.
- Without strong support from the grant-funding agency, the City is unable to consider integrating a federally funded transit station within a private mixed-use development.
- [Interactive map](#)

### RFP #2300094 News Release

**Put your stamp on Downtown Lawrence**  
*City seeking proposals to redevelop downtown lots for mixed-use projects*

The City has published a Request For Information (RFI) seeking proposals for redevelopment of one or more City properties in Downtown Lawrence. Proposals must be for mixed-use projects and may include plans for a single property or multiple properties. The below properties, which are currently operated as City-owned public parking lots, are being considered for redevelopment:

- 711 New Hampshire St.
- 828 Vermont St.
- 1010 Vermont St.

Downtown Lawrence has served as the heart of our unmistakably unique community since Lawrence's founding in 1854. It has been listed on the National Register of Historic Places since 2002 and is covered by the Downtown Urban Conservation Overlay District. The area contains many significant historical and cultural resources. Additionally, Massachusetts St. was designated a "[Great Street](#)" by the [American Planning Association](#) in 2010.

This project is intended to enhance and reinforce the overall vision of Downtown Lawrence, adding value and complementing the surrounding area. The City is interested in long-lasting developments that project a positive community image and enhance opportunities for pursuing an urban lifestyle.

During the evaluation of submitted proposals, the City will place a high value on the following (in no particular order):

- A vision that supports Downtown Lawrence as the heart of the community, making efficient use of the development area and demonstrating a positive impact on surrounding property and the Downtown area overall.
- A vision that incorporates elements of an attractive pedestrian environment, that may include but is not limited to characteristics such as prominent entries facing public streets, public outdoor seating, and public art.
- Superior architectural and urban design that aligns with the Downtown Lawrence Plan.
- A track record of completing sustainable, dynamic development projects.
- Projects incorporating sustainable design elements, including green building features.
- Tenant letters of interest/commitment for high quality potential retail and office uses.
- Positive economic impacts, that may include direct and indirect tax revenue generation and support of permanent, high-wage jobs.
- Compensation for land purchase from the City.
- Projects incorporating one or more public benefits.
- Limited use of public incentives and/or high cost/benefit ratio for incentives that may be requested.

The RFI is currently available for review [online](#). All responses are due by January 16, 2024. Following the review of qualified responses, City staff will deliver a ranked list of shortlisted proposals to the City Commission for project consideration in March 2024.

RFI Inquiries: Eileen Phillips, [purchasing@lawrenceks.org](mailto:purchasing@lawrenceks.org)

## Criterion #3: Is the site on city-owned land?

### Why is this criterion important?

- The Downtown Station project does not include any project funding for land acquisition.
- Private property owners who are not willing to sell disqualifies the site from consideration.
- Private property owners who are willing to sell keeps the project in contention for selection, but funding would need to be identified for the land purchase.
- [Interactive map](#)



# Criterion #5: Is the site within a historic context area?

## Why is this criterion important?

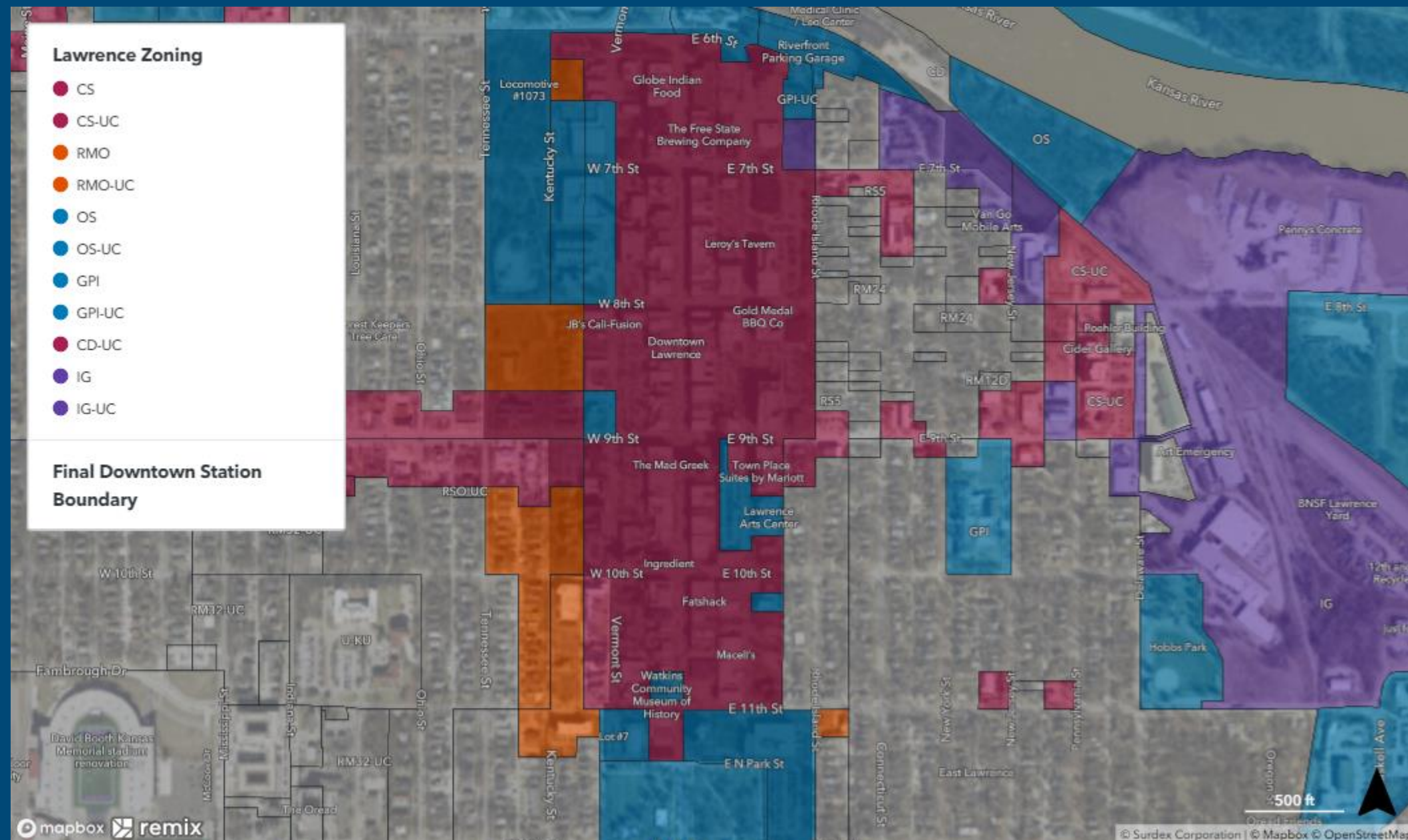
- While not a disqualifying criterion, constructing in a historic context area requires additional time, and possibly cost, to meet historic guidelines and win necessary approvals. The shortest feasible project timeline is desirable to make improvements which will help riders.
- [Interactive map](#)



# Criterion #6: Is re-zoning required?

## Why is this criterion important?

- While not a disqualifying criterion, re-zoning a property requires additional time to win necessary approvals, and approvals are not guaranteed. The shortest feasible project timeline is desirable to make improvements which will help riders.
- [Interactive map](#)



# Criterion #7: What is the net gain/loss of parking spaces?

## Why is this criterion important?

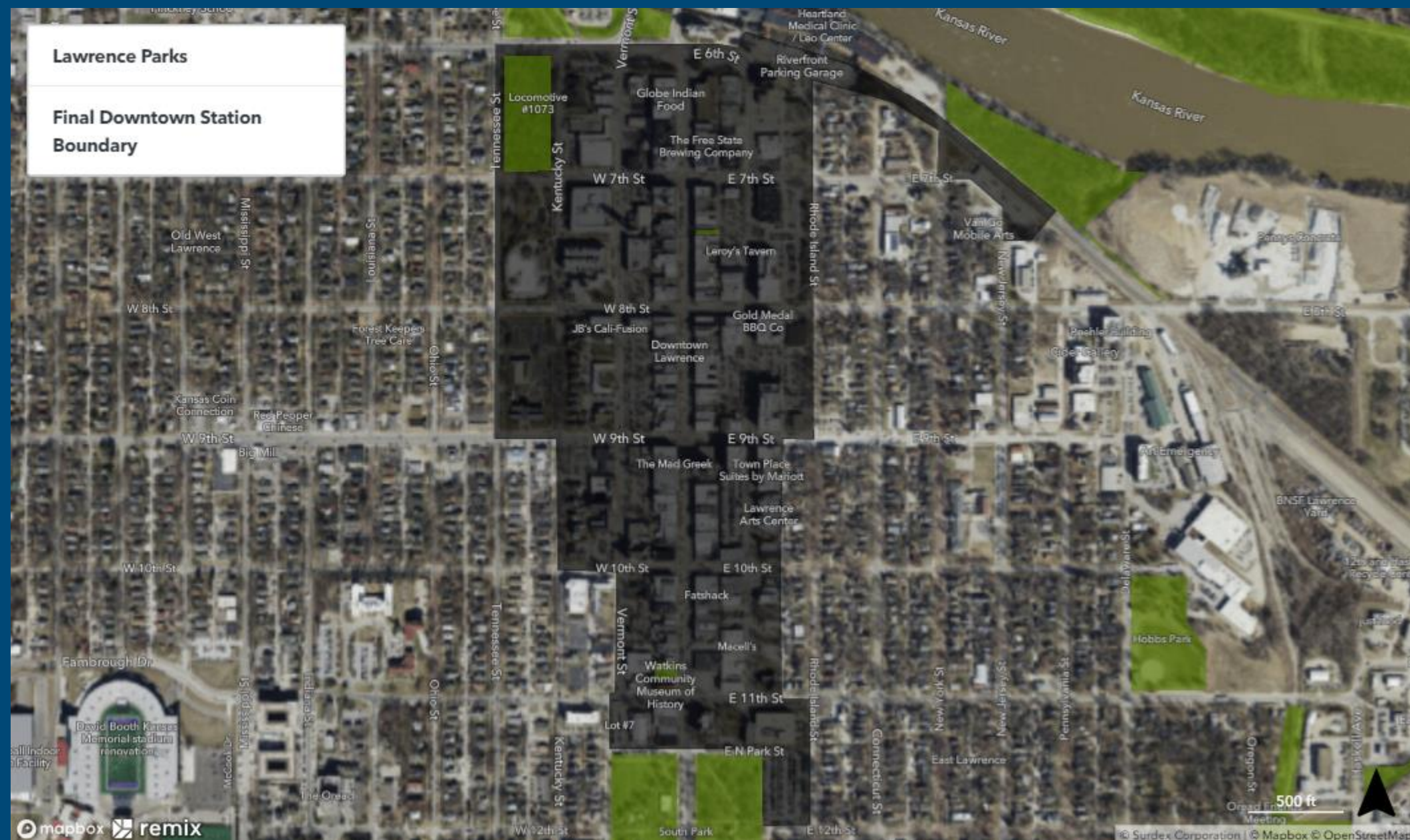
- During the 2021 process which evaluated 3 options for Downtown transit improvements, the public expressed concern over the net loss of automobile parking spaces. This project to improve transit access Downtown will aim to mitigate impacts to automobile parking.
- [Interactive map](#)



# Criterion #8: Is park space impacted?

## Why is this criterion important?

- People in Lawrence have expressed how important park space is to their quality of life. This project aims to mitigate any negative park space impacts, while providing convenient access to parks via transit.
- [Interactive map](#)

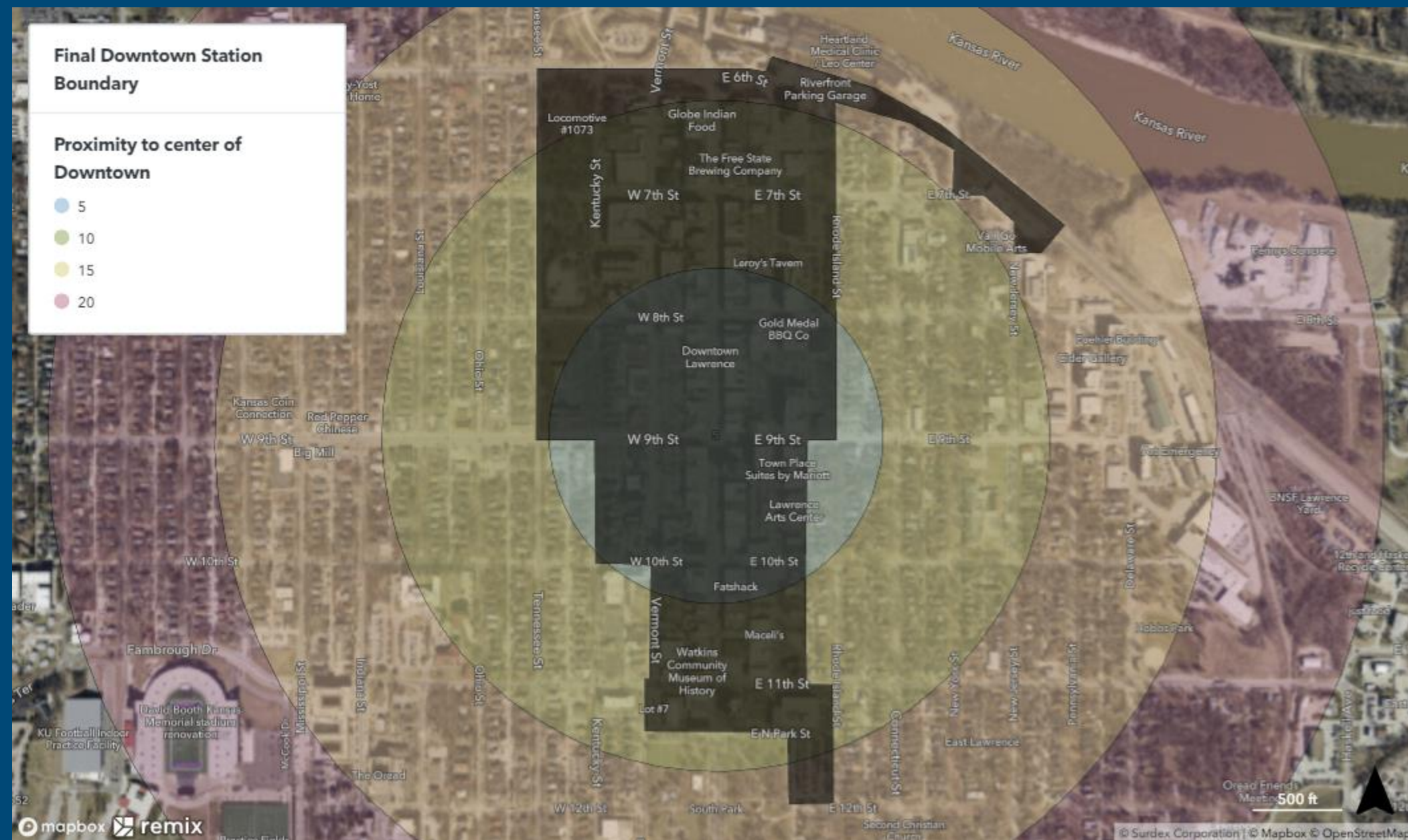




# Criterion #9: How close to the center of downtown (9th/Mass) is the site?

## Why is this criterion important?

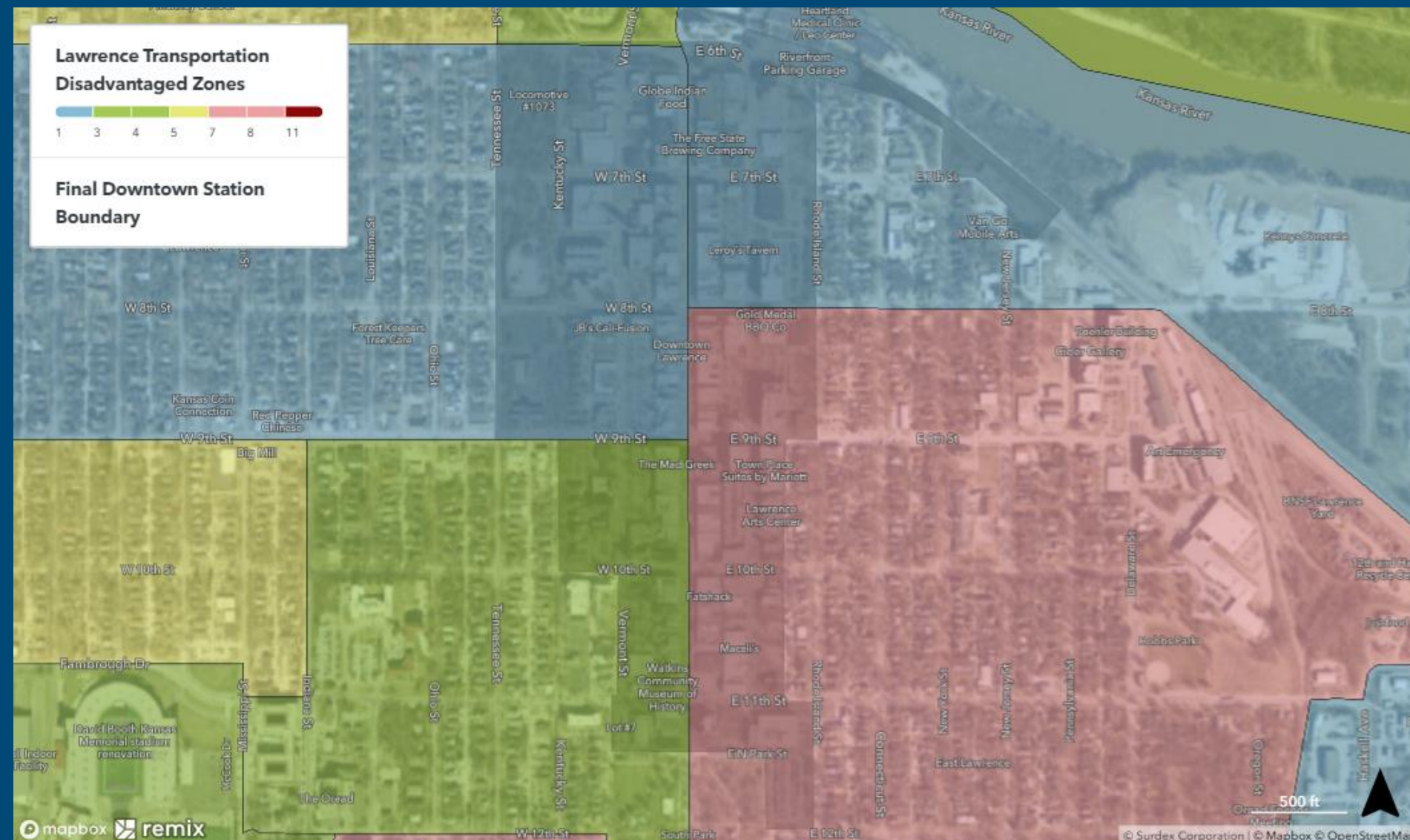
- People using all modes to get to and from Downtown (bus, automobile, bicycle, walking) desire convenient transportation access. The closer Downtown Station is to the center of the downtown area, the more convenient it will be for riders to reach most destinations using the bus.
- [Interactive map](#)



# Criterion #10: Which Transportation Disadvantaged Zone is the site in?

## Why is this criterion important?

- [Transportation Disadvantaged Zones](#) are areas where people experience challenges achieving basic access to services, employment, and/or education due to socio-demographic characteristics and what travel options are available to them.
- Placing Downtown Station near higher-scoring Transportation Disadvantaged Zones would make using the bus more convenient for those most likely to rely on it.
- [Interactive map](#)



# Criterion #11: How easy is it to approach/depart the site from multiple directions?

## Why is this criterion important?

- Transit radiates from downtown in several directions: North Lawrence, the 6th St. corridor, the 9th St. corridor, East Lawrence, KU campus, and south on Massachusetts St. Sites that are slow to get in and out of will be less operationally attractive than sites that are easy to enter and exit from multiple directions.

## **Criterion #12: What level of concern is there about cost-driving factors at the site? (significant slope, demolition required, safe ADA crossings need added or not, etc)**

### **Why is this criterion important?**

- This site has maintained a project budget of \$2,030,000 since 2021, during a time where many costs are rising. With that in mind, cost driving factors could make a difference on if the required elements of the project can be afforded. Site with fewer anticipated cost-driving factors will be more attractive than sites that may require high additional cost.

# Criterion #13: What level of anticipated impact is there at the site for downtown event reroutes?

## Why is this criterion important?

- Sites that are difficult or impossible to access several times per year would create operational challenges with reroutes, reduced, or unavailable access for riders. Sites with less anticipated impacts from parades and other street closures will be more operationally desirable.
- [Interactive map](#)

# Criterion #14: What level of anticipated traffic flow impacts are there at the site?

## Why is this criterion important?

- In an effort to reduce negative impacts on existing automobile traffic, sites that affect auto travel patterns less will be more operationally desirable.
- Examples could be street closures, conversions of 2-way streets to one-way streets, other driveway or entrance closures, etc.

# Final site selection criteria & scoring weights

Is there sufficient space for 5 sawtooth bus bays + required amenities?

Is the site a part of RFP #2300094 parking lot redevelopment?

Is the site on city-owned land?

Is the site in a FEMA Flood Hazard Zone?

Is the site within a historic context area?

Is re-zoning required?

What is the net gain/loss of parking spaces?

Is park space impacted?

How close to the center of downtown (9th/Mass) is the site?

Which Transportation Disadvantaged Zone is the site in?

How easy is it to approach/depart the site from multiple directions?

What level of concern is there about cost-driving factors at the site? (significant slope, demolition required, safe ADA crossings need added or not, etc)

What level of anticipated impact is there at the site for downtown event reroutes?

What level of anticipated traffic flow impacts are there at the site?

Criterion	Adjusted Scoring	Criterion	Factor
1	Yes=1 No=Off the table	1	2.50
2	No=1 Yes=-Off the table	2	2.50
3	City-owned=2 Private + willing to sell=1 Private not willing to sell=Off the table	3	1.25
4	No=1 Yes=off the table	4	2.50
5	No=2 Yes=1	5	1.25
6	No=2 Yes=1	6	1.25
7	Gain=5 0-9 lost=4 10-19=3 20-29=2 30+=1	7	0.50
8	No=2 Yes=1	8	1.25
9	Within 5 min=3 Within 10 min=2 Within 15 min=1	9	0.83
10	6+=4 4-6=3 2-4=2 0-2=1	10	0.63
11	Easy=3 Neutral=2 Difficult=1	11	0.83
12	Low=3 Medium=2 High=1	12	0.83
13	Low=3 Medium=2 High=1	13	0.83
14	Low=3 Medium=2 High=1	14	0.83

The “top” score for each criterion results in a score of 2.5 points.



**Important reminder!**

The score does not make the final decision, but instead helps focus discussion of values