



# BRICK STREETS +

# SIDEWALKS

**OPEN HOUSE    June 20, 2024**



# Background

There have been multiple efforts over the last 10+ years to draft a brick streets and/or brick sidewalks policy. However, these past efforts have yet to be comprehensive in their approach to this complex topic; therefore, they have not been adopted.

## 2013

In 2013, the Public Works department assessed Lawrence's streets for their condition and proposed a maintenance plan. Sidewalks were not considered in this policy. The policy was brought before the City Commission and was not adopted; rather, the City Commission directed staff to rework the policy with more community feedback and Historic Resources Commission input, but progress stalled amid other priorities.

## 2019

In 2019, city engineers began crafting a new policy with input from neighborhoods with the highest number of brick streets: East Lawrence, Old West Lawrence, Pinckney, and Oread. Residents developed their own priorities, emphasizing historic preservation and aesthetics in the original town site, but the policy was ultimately shelved due to staffing changes, the pandemic, and implementation challenges.

## Now

The current draft policy was built on the lessons learned from past efforts and utilized a City wide community-engagement driven approach to understand the communities values, while adhering to engineering standards, asset management, accessibility, and practical implementation strategies. It includes design and construction standards, maintenance standards, and preservation guidelines for both brick sidewalks and brick streets.





# Policy Building Blocks



Providing technical expertise and assuring feasibility and practicality, members of City staff were brought together from the following divisions:



- Asset Management
- Engineering
- ADA Compliance
- Historic Resources
- Forestry
- MSO Field Crews
- Transportation & Land-Use Planning

Providing guidance and oversight for the drafting process, members of the public were brought together from the following stakeholder groups:

- Multimodal Transportation Commission
- Neighborhood Association members
- Independence, Inc Accessibility taskforce
- LiveWell Douglas County
- University of Kansas
- Historic Resources Commission



A city-wide survey was conducted to identify how Lawrencians ranked the following values for both brick sidewalks and brick streets:



## Brick Street Priorities

1. Safety
2. Sustainability
3. Tradition
4. Charm
5. Cost
6. Uniqueness
7. Accessibility
8. Community
9. Efficiency
10. Equity

## Brick Sidewalks Priorities

1. Safety
2. Accessibility
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7. Cost
8. Community
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10. Efficiency





# Brick Street Priorities

Historic assets, like brick streets, are reminders of the past and can be character defining for particular neighborhoods. They are also public infrastructure assets which need to be maintained safely and responsibly.

The brick streets in Lawrence were largely constructed over 100 years ago and are reaching the end of their 100 year life cycle. This policy aims to assist the decision making process for where to prioritize reconstruction and resurfacing for brick streets.

This policy conversation started by asking city residents what values they prioritized when thinking about brick streets. The following survey results were gathered:

## Priorities for Brick Streets

- 1. Safety**
- 2. Sustainability**
- 3. Tradition**
- 4. Charm**
- 5. Cost**
- 6. Uniqueness**
- 7. Accessibility**
- 8. Community**
- 9. Efficiency**
- 10. Equity**

The Subcommittee used this feedback to frame the direction the policy would take.

Safety, Sustainability, and Tradition were the top 3 values prioritized by the general public.

This was reflected in the policy by including clear and detailed maintenance standards, prioritizing the re-use of historic bricks in street design, and identifying how exposed brick streets would be preserved and protected.





# Brick Street Policy Proposal

The policy has identified all exposed brick streets and alleys and proposes to preserve them through the use of two different preservation “statuses”.

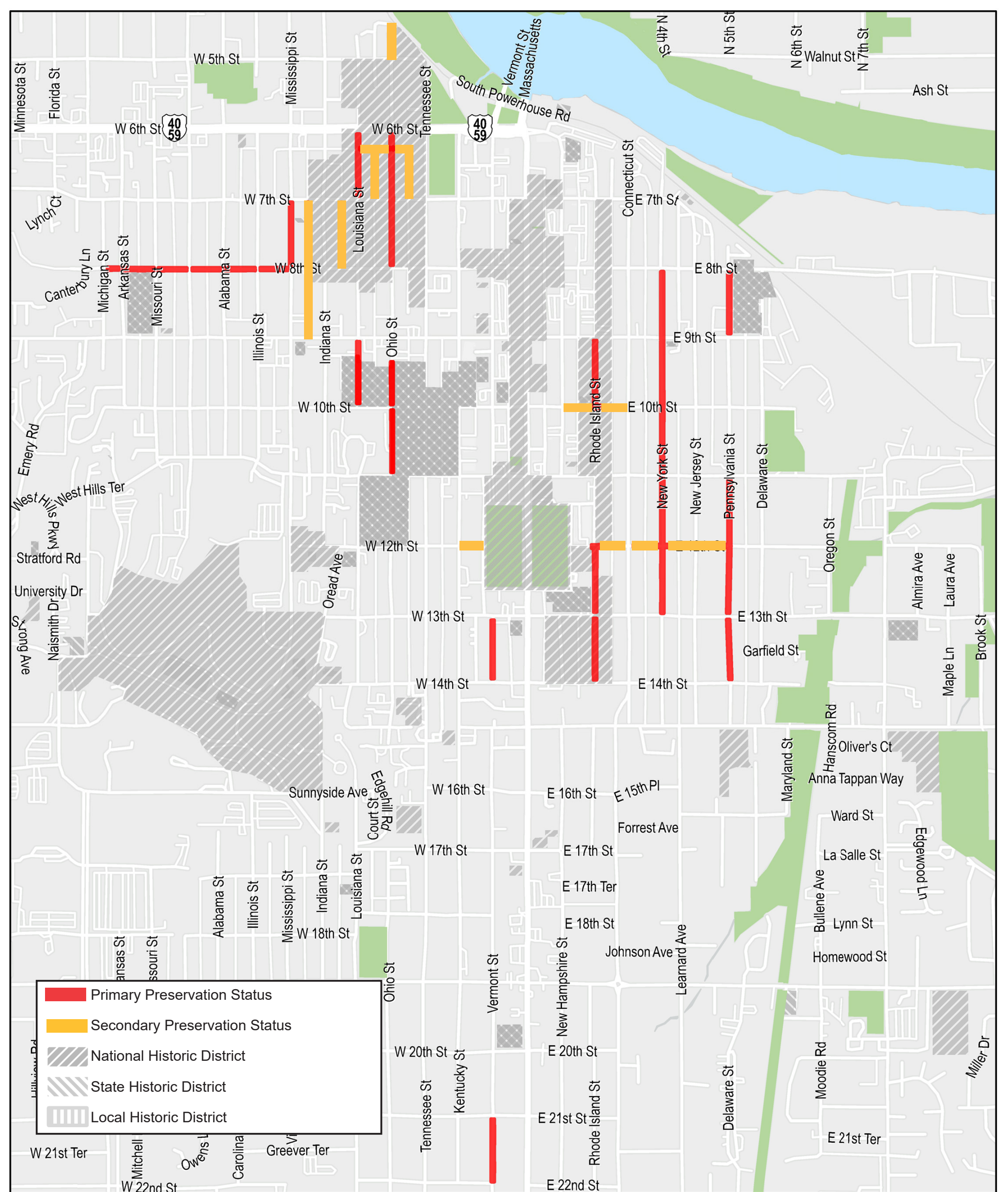
Streets with **Primary Preservation Status** will remain exposed brick and all maintenance work, including utility repairs, will prioritize completing repairs with historic bricks. (shown in red below)

Streets with **Secondary Preservation Status** should remain brick, however they may be maintained with city standard materials to prioritize brick streets with Primary Preservation Status. (shown in yellow below)

Historic brick pavers are a finite resource and thus their use needs to be purposeful and consistent.

This policy aims to assure the exposed brick streets with higher concentrations of residential driveways are prioritized through the use of “Primary Preservation Status.”

Should the need arise to source additional brick pavers, then the policy identifies where they can be salvaged from streets without primary preservation status, including alleys and alley aprons.



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Miles



Date: 6/10/24  
Source: Historic Registries, City of Lawrence  
Produced by: City of Lawrence MSO Department

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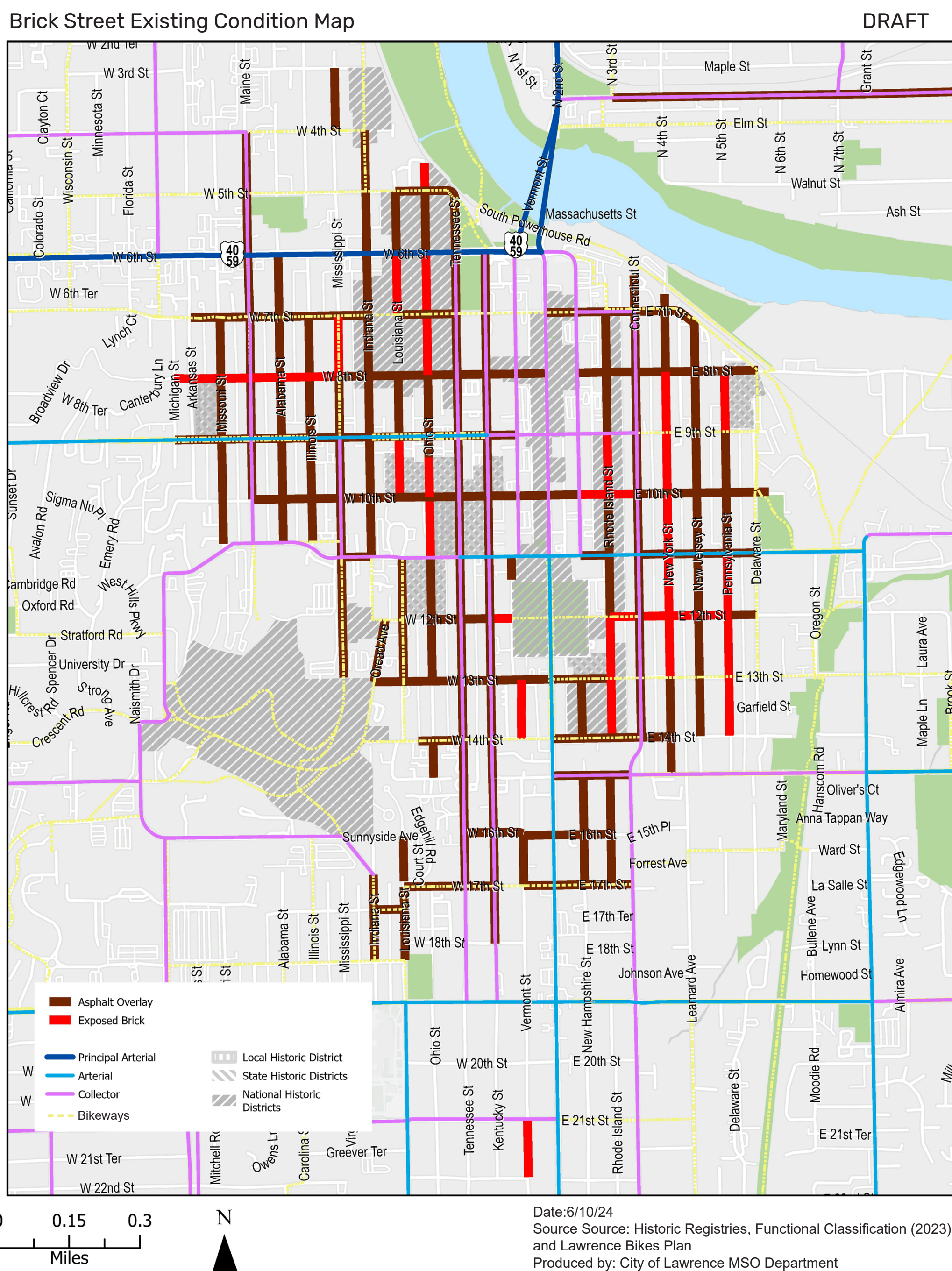


# Covered Brick Streets

Lawrence has both exposed brick streets as well as covered brick streets. The brick streets which have been covered are shown on the map below in the mahogany brown color.

There has been interest expressed to “uncover” these asphalt streets to expose the brick below. Unfortunately, this process isn’t as simple as it sounds - these covered bricks are found in various conditions and frequently the time intensive process of removing the asphalt can further damage the brick pavers.

However, to account for this desire from the public the policy outlines a process for neighborhoods to identify which streets they would like to recommend are uncovered through an adopted neighborhood plan.



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The neighborhoods can review the Brick Street Existing Condition Map and choose which streets they’d like to express desire for restoration through an adopted neighborhood plan.

Neighborhood Plans get incorporated into Plan 2040.

As funding becomes available, these streets may be included in future capital improvement projects. Priority will be given to local covered brick streets inside of historic districts

It should be noted however that not all streets are appropriate to be constructed in exposed brick, such as Arterial streets and Bikeways.





# Neighborhood Plans

The process to get a neighborhood plan adopted (or amended) involves the residents collaborating with the City Planning office. There have been multiple area and neighborhood plans adopted by the City and the process is generally as follows:

- Step 1.** A neighborhood can send a written request to the Planning Director requesting the Planning Commission initiate a neighborhood plan.
- Step 2.** Once the Planning Commission initiates this process, the plan gets added to the department “work plan” and the Planners that will be leading the process are identified.
- Step 3.** Planners work with the neighborhood to understand their desires and goals for the Neighborhood Plan - these can be larger in scope ranging from design criteria and land use preferences to only identifying which streets they want to have restored to exposed brick streets. The timeline for plan adoption likely depends on the scope of the work requested.
- Step 4.** The planners will facilitate public engagement opportunities for the neighborhood residents and use these information to guide their policy writing process.
- Step 5.** Once the plan is developed, it will be placed on the Planning Commission agenda and a public hearing is held. The Planning Commission would send a recommendation up to the City Commission for approval. Once approved by the City Commission the Neighborhood Plan is adopted and incorporated into the comprehensive plan – Plan 2040.

*If amending an existing plan with a limited-scope of changes:*



The neighborhood could submit their requested changes directly to the Planning Director & it may be considered by the Planning Commission and City Commission.





# Brick Sidewalk Priorities

Historic assets, like brick sidewalks, are reminders of the past and can be character defining for particular neighborhoods. They are also public infrastructure assets which need to be maintained safely and responsibly.

Kansas state statute identifies **the property owner** as the responsible party for sidewalk repairs and maintenance.



**K.S.A 12-1808**

This policy conversation started by asking city residents what values they prioritized when thinking about brick sidewalks. The following survey results were gathered:

## Priorities for Brick Sidewalks

- 1. Safety**
- 2. Accessibility**
- 3. Sustainability**
- 4. Tradition**
- 5. Charm**
- 6. Uniqueness**
- 7. Cost**
- 8. Community**
- 9. Equity**
- 10. Efficiency**

The Subcommittee used this feedback to frame the direction the policy would take.

Safety, Accessibility, and Sustainability were the top 3 values prioritized by the general public.

This was reflected in the policy by including clear and detailed installation standards, prioritizing the comfortable movement of all people - especially those with limited mobility, and identifying how brick sidewalks should be maintained and where they're appropriate.





# Brick Sidewalk Policy Proposal

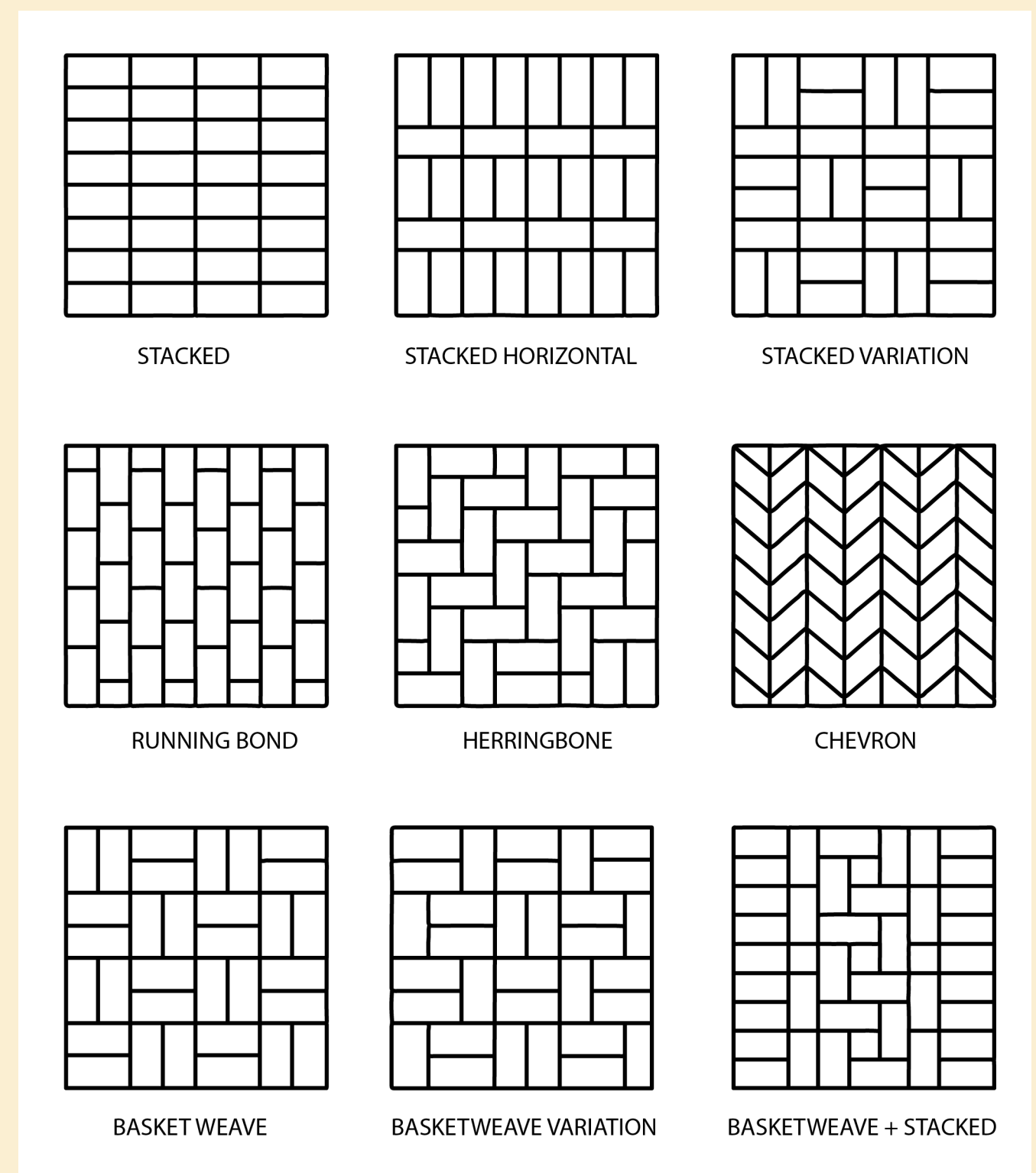
Brick sidewalks come in many varieties. Up to this point, the City has not had a policy on how brick sidewalks should be installed or maintained.

The policy allows all patterns of brick (herringbone, basket weave, running bond, etc.) However they must be installed over a stable base with edge restraint and meet PROWAG standards.

PROWAG (Public Right-of-Way Accessibility Guidelines) (PROWAG) outline standards for sidewalks to assure that users feel comfortable and safe.

These include but are not limited to:

- 4-foot minimum width (5' passing)
- Smooth path, less than 1/4" deflections
- Keep sidewalks in good condition, free from debris and rough surfaces
- To the extent possible, have a maximum cross-slope of 1 inch of fall for every 4 feet of width (2% grade)



Examples of PROWAG compliant brick sidewalk include the brick gathering areas near the downtown intersections, as well as portions of the brick sidewalk near 9th/New York and portions of the brick sidewalk along 17th/Kentucky St. These brick sidewalk sections were both installed by the City of Lawrence and include the proper width, smoothness, and slope for a compliant brick sidewalk. There are likely additional brick sidewalks meeting PROWAG standards however this has not yet been accessed city-wide.

Historic areas are not exempt from federal requirements to meet PROWAG standards. However, this policy recognizes that brick sidewalks are important to historic areas and has significance to historic districts and historic overlay areas. This is shown on the Brick Sidewalk Policy Applicability Map.





# Policy Applicability Map

Anywhere that a brick sidewalk currently exists, in good condition (i.e. meeting PROWAG Accessibility standards), is permitted in the City of Lawrence. However, where a brick sidewalk is not meeting PROWAG standards, then it shall be brought into compliance with the proposed policy.

Properties **inside** the areas shown on the Brick Sidewalk Policy Applicability Map can choose to have a brick sidewalk or a concrete sidewalk. This includes properties which currently have concrete sidewalks - if they're in the red area, they could switch to having a brick sidewalk.

Properties **outside** the area shown would need to install a concrete sidewalk in the ROW. Bricks could be used as design enhancements, but cannot be the primary material.

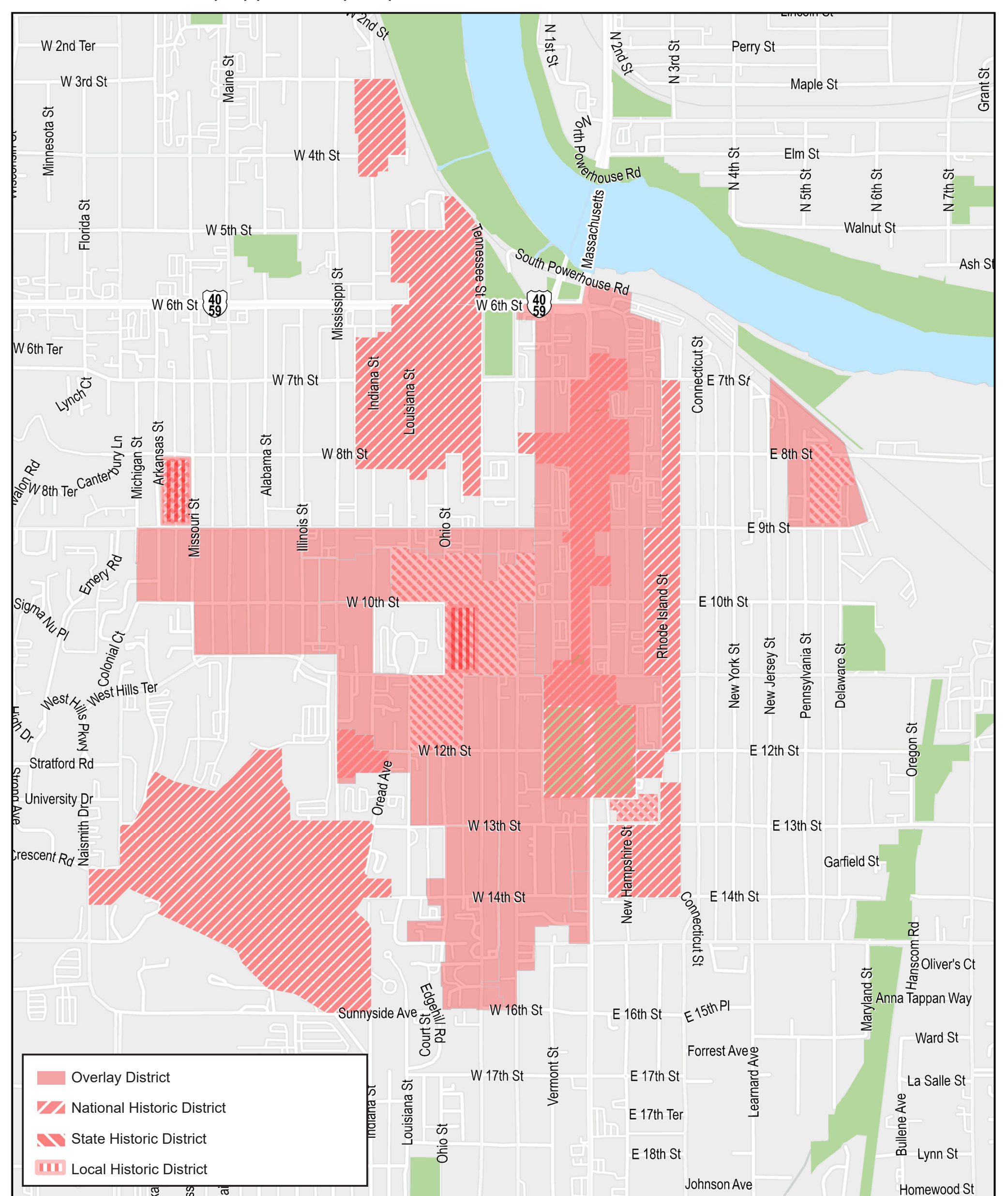
The policy map utilizes local, state, and national historic district designation and overlay districts to signify which areas may have brick sidewalks.

If an area or a neighborhood would like to be included on this map they can seek out one of these designations through the City Planning office and/ or the state historic preservation office.

East Lawrence is currently in the process of updating their Neighborhood Plan and have discussed plans for an Overlay District (Similar to the Oread Neighborhood Overlay)

Brick Sidewalk Policy Applicability Map

DRAFT



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Miles

Date: 6/10/24  
Source Source: Historic Registries, Planning & Development Services  
Produced by: City of Lawrence MSO Department

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# Overlay Districts + Historic Districts

The process to get an overlay district is similar to a rezoning process with the Planning Department. Article 3 of the Land Development Code states, "Overlay Districts are tools for dealing with special situations or accomplishing special zoning goals."

The Urban Conservation Overlay is specifically intended to, "conserve the cultural resources, historic resources and property values within an identified neighborhood or area." To apply for a UC Overlay District:

- An application to establish a UC District may be initiated by the Historic Resources Commission, the Planning Commission or the City Commission
- Applications may also be initiated by petition when signed either by the Owner of at least 51% of the area within the proposed UC District or by at least 51% of total number of Landowners within the proposed District

Then the Historic Resources Commission and Planning Commission will hold hearings and give a recommendation to the City Commission who then has final approval.

UCOverlayName	Boundaries
Downtown Urban Conservation Overlay District	See Ord. No. 7395
8th & Pennsylvania Urban Conservation Overlay District	See Ord. No 8053
Oread Neighborhood Design Overlay District	See Ord. No. 9211

Historic Distict Name	Designation
Oread Historic District	Local, State, National
Old West Lawrence Historic District	National
Pinckney#1 and #2 Historic District	National

To get a local, state, or nationally designated historic district the process depends which level of historic designation you're seeking. To apply for a local historic district:

- Attend a pre-application meeting with the Historic Resources Administrator, express your interest in a historic district and explain why.
- Submit a nomination application through the City's Enterprise Permitting & Licensing system including a history of the property, a development history of the area, and photographs of the properties.
- Staff would review the material and bring the proposal to the Historic Resources Commission for review. HRC would then give a recommendation to the City Commission who would ultimately approve the local historic district.

## NOTE:

Should additional historic districts and overlay zoning districts be approved by the governing body wherein existing brick sidewalks are character defining they shall be added to the Brick Sidewalk Policy Applicability Map



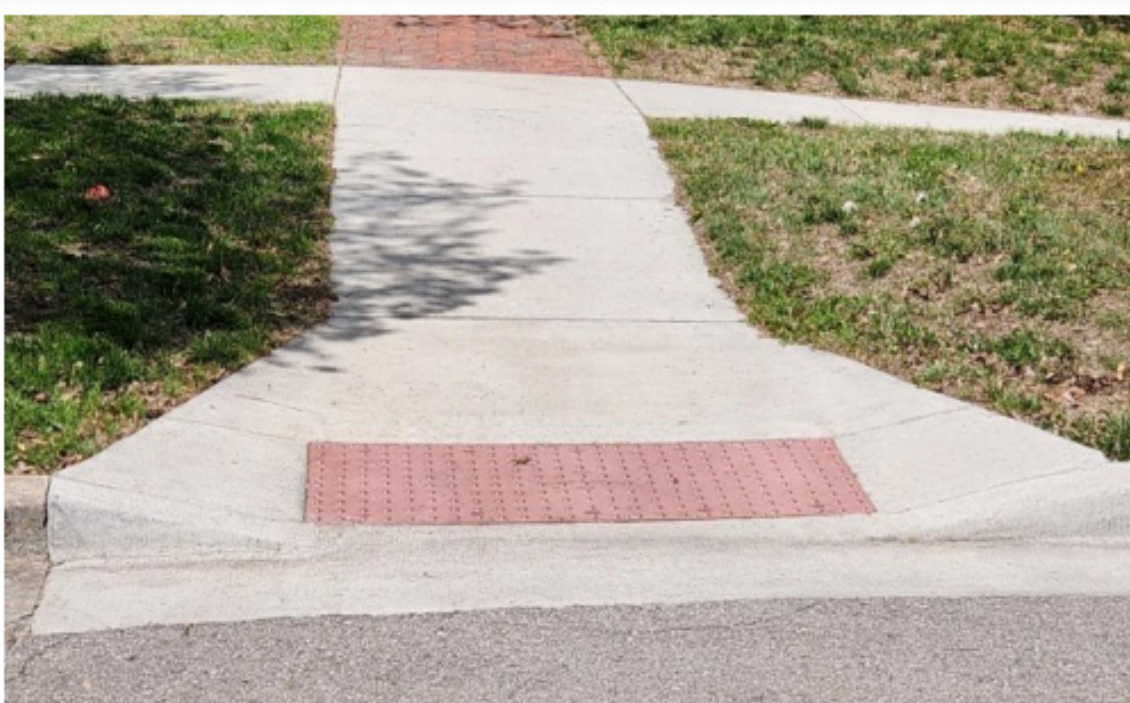


# Implementation + Cost Partnering

The ADA transition plan, when implemented, will review and repair or reconstruct all public sidewalk (both brick and non-brick) to meet PROWAG standards.

The Brick Sidewalk policy proposes to utilize cost partnering consistent with the ADA Transition Plan/ Sidewalk Improvement Program including Income-Based Assistance and Cost Sharing based on material costs.

This means that this proposed policy would operate similarly to how the Sidewalk Improvement Program provides financial assistance to qualified property owners. A given property may qualify for cost partnering through meeting an income threshold or by having multiple sidewalks adjacent to their property (i.e. corner lots). Additional details will be provided to property owners whose sidewalks are found to not meet the PROWAG standards where improvements are necessary.



Americans with Disabilities Act  
Transition Plan for the Public  
Right-of-Way

The City of Lawrence, Kansas

The ADA Transition Plan has been brought before the City Commission for review but has not yet been approved. This plan will work alongside the brick sidewalk policy to provide a means of cost partnering and a systematic review of existing sidewalks, pending budget approval.



Staff expects the Sidewalk Improvement Program may be combined with the ROW ADA Transition Plan for enforcement and funding.

Implementation of the policy will be coordinated with the ADA Transition Plan and other city functions. These determinations were outside the scope of work for the subcommittee.





# Next Steps

**The draft is available for public comment  
until end of the day June 25th**

Please pick up a paper survey or submit a feedback form online

Project website:

[www.lawrenceks.org/brick](http://www.lawrenceks.org/brick)

QR code:



There will be multiple opportunities to provide additional public comment at public meetings scheduled over the next few months. The following dates are tentative, please check the project website for any updates.

- **Historic Resources Commission;** July 18, 2024 @ 6:00 PM
- **Multimodal Transportation Commission;** August 5, 2024 @ 5:00 PM
- **City Commission;** September 3, 2024 @ 5:45 PM

