

EAST LAWRENCE NEIGHBORHOOD PLAN

ADOPTED BY THE  
LAWRENCE-DOUGLAS COUNTY PLANNING COMMISSION  
DECEMBER 19, 1979

LAWRENCE-DOUGLAS COUNTY PLANNING COMMISSION

lawrence-douglas county planning commission  
910 MASSACHUSETTS ° BOX 708 ° LAWRENCE, KANSAS ° 913-841-7700 EXT. 355

January 16, 1980

Lawrence City Commission  
910 Massachusetts Street  
Lawrence, KS. 66044

Dear Commissioners:

The Lawrence-Douglas County Planning Commission is happy to submit for your review and adoption, the East Lawrence Neighborhood Plan.

This Plan is the result of the collective efforts of the Lawrence-Douglas County Planning Commission's Neighborhood Committee, residents and property owners from East Lawrence, and the planning staff. An extensive opinion survey of neighborhood residents was completed in October, 1978. The results of the survey are included in the Appendix of this Plan.

This Plan contains suggestions for future development in the neighborhood that have been endorsed by the Lawrence-Douglas County Planning Commission as well as the planning staff.

We believe that this Plan represents a reasonable and fair compromise between the various interests that were brought to our attention through public hearings.

Sincerely,

Chuck Warner  
Chairman

CW:GS:jaw

Chuck Warner  
CHAIRMAN

Kurt von Achen  
VIC CHAIRMAN

Roger K. Hedrick  
DIRECTOR OF PLANNING

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## INTRODUCTION

### The East Lawrence Neighborhood

East Lawrence is located east of the downtown area, north of 15th Street and west of the railroad tracks. It's population is composed of large percentages of elderly and young. There are few middle aged residents, and even fewer residents of upper and middle income levels. Many of the older residents have lived there for years and most said they plan to remain there.

According to the residents opinion and staff surveys, much of the housing stock is in various stages of deterioration. However, the residents did not feel that the rate of deterioration was accelerating. The majority felt the condition of housing was "stable." An equal percentage said that it was improving to the percentage that said it was deteriorating. According to the staff housing condition survey, by far the majority of the housing stock can still be rehabilitated, although a small percentage of the houses are beyond repair.

One fact about the neighborhood that is decisive and that should be considered with all proposals for East Lawrence is the fact that neighborhood residents are almost exclusively made up of lower income categories. There is very little leverage in existing residents for expensive redevelopment projects.

### Purpose and Context of the Plan

The purpose of the East Lawrence Neighborhood Plan is to provide an official guide to the future development of the neighborhood for the use

of the City Commission, the Lawrence-Douglas County Planning Commission, residents, property owners, and other concerned organizations and individuals. For the City Commission and Planning Commission, the Plan provides a reference to be used in connection with their actions on various city development matters as required by law. The Plan is intended to promote an arrangement of land use, circulation, and public facilities which will contribute to the health, safety, welfare, and convenience of the neighborhood, within the larger framework of the City of Lawrence. It is intended to provide a guide for the development and change within the neighborhood, meeting the needs of existing unique conditions and anticipated changes. The policies of the Plan are intended to protect the existing investments to the extent that is reasonable and feasible.

The formulation of neighborhood plans is clearly called for in Plan '95.

In Chapter 4, Objective 4, Plan '95 specifies that "detailed neighborhood plans should be developed." In the same chapter, under Policy 6, it states that neighborhood plans should be used in conjunction with the generalized Land Use Guide and Policies of Plan '95.<sup>1</sup> It is clear that Plan '95 recommends that neighborhood plans be developed and that these plans be used as specific guidelines in conjunction with the overall policies set forth in Plan '95.

Plan '95 endorses the preservation of neighborhoods and the neighborhood unit concept as defined by Clarence A. Perry.<sup>2</sup> In Chapter 7, Plan '95 recommends preserving and encouraging such neighborhood units by evaluating and

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1. The Lawrence-Douglas County Planning Commission and Ron Jones and Associates, 1977, Pages 4-10, 11.

2. Ibid, page 13-8.

defining neighborhood boundaries to avoid possible intrusions and negative impacts through the upgrading of the transportation system.<sup>1</sup> This Plan defines the boundaries of the East Lawrence Neighborhood and makes recommendations as to the classification of streets as recommended by Plan '95.

Format of the Plan

This Plan contains four chapters. Chapter 1 is a brief summary of some recent trends in the neighborhood and some assumptions about the future. Chapter 2 is a statement of goals and policies to guide future decisions that concern the neighborhood. Chapter 3 contains information about existing conditions and some recent trends. And Chapter 4 contains plans and recommendations concerning future land use and transportation.

The Appendix contains the results of the neighborhood opinion survey that was completed in the fall of 1978.

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1. Ibid, page 7-11.

## CHAPTER 1

### ASSUMPTIONS AND TRENDS, ASSETS AND CONSTRAINTS

The following is a list of facts about the neighborhood as well as logical assumptions about future trends. Most of the facts and the conclusions drawn from them are derived from the neighborhood information and opinion surveys completed in the fall of 1978.

#### Population

a. The population of the neighborhood is estimated to be 2,520.

This estimate is based on the number of dwelling units counted by the planning staff through a housing survey completed in November, 1978.

The computation presumes 2.89 residents per single-family unit and 2.00 per unit for all other residential structures, assuming that the average occupancy rate is 95% for apartments and 98% for single-family units.

b. The future population of the neighborhood will probably remain at present levels, with some slight increases. Significant eastward expansion of downtown commercial facilities would probably precipitate some high density residential construction and result in a net increase in population for the neighborhood.

c. The present population consists of a large percentage of young and over 65 age groups, but relatively small percentages of middle aged residents. Forty-eight percent of the respondents to the neighborhood survey were in the 15 to 35 age group and 25% were over 65.

d. Incomes of East Lawrence residents are far below the average for the City of Lawrence. Fifty-seven percent of the respondents' household

incomes were less than \$7,000, and only seven percent had household incomes of over \$15,000.

e. The population of East Lawrence is stable. Of those participating in the survey, 44% had lived in Lawrence over 25 years, and 80% over 5 years. Forty-eight percent had lived at their present address over 5 years. This is a dramatic contrast to the transient nature of the Oread Neighborhood, where 40% of the respondents had lived there less than one year. Ninety-one percent of East Lawrence residents said they planned to live there at least another year.

Conclusion: The residents of East Lawrence are mostly young or elderly with modest incomes, who have lived there for many years and who intend to remain there.

#### Housing

a. As is discussed extensively in Chapter 3, housing deterioration is a major problem in East Lawrence. The results of the staff housing condition survey revealed that housing deterioration affected nearly 70% of the houses in the neighborhood, but only 29% were extensively deteriorated (major deterioration and dilapidated categories). Although the correlation of the housing condition with the income of residents is not possible at this time, the staff suspects a high degree of correlation between condition of housing and low income.

b. The neighborhood residents' own rating of housing condition is roughly comparable to the staff housing condition survey. Fifty-three percent said that they rated their house in good or excellent condition and 47% said their house was in fair or poor condition.

c. Neighborhood residents do not seem to believe that housing deterioration is rapid or ongoing at the present time, such as was the case in Oread. Twenty-seven percent felt that housing conditions are improving in their immediate neighborhood, 46% thought conditions are stable, and 26% thought housing is deteriorating. In contrast, 41% of those surveyed in Oread thought that housing conditions are deteriorating.

d. Rent and mortgage payments in East Lawrence are generally low compared to Lawrence as a whole. Seventy-eight percent of those renting pay under \$200.00 a month rent, and 64% purchasing homes pay less than \$200.00 mortgage, including insurance and property taxes.

Conclusion: Housing deterioration is a major problem and probably has a high degree of correlation with low income levels. Rents and mortgage payments are low and, given present income levels of occupants, provide little capital for rehabilitation.

#### Transportation

a. Connecticut Street will increasingly function as a major north/south thoroughfare. Daily traffic counts will continue to increase as the population of Lawrence increases.

b. Eleventh Street, in combination with Connecticut Street, will continue to provide access to the downtown from the east and south.

c. Eighty percent of East Lawrence residents own one or more cars. In spite of the present fuel shortages, private automobiles will remain the predominate mode of transportation in the neighborhood.

d. Forty-six percent of the survey respondents said they own bicycles. Bicycles rank third behind cars and walking as the preferred mode of transportation in the neighborhood.

e. This plan assumes that bicycling and walking will increasingly be used as an alternative mode of transportation. This will increase the need for improved pedestrian and bicycle facilities.

Public Facilities and Services

a. The recreation facility at the corner of 11th and Delaware Streets will be developed into a multi-functional neighborhood park serving all age groups.

b. South Park will continue to function in it's present capacity and remain a major asset to the neighborhood.

c. According to the neighborhood survey, East Lawrence residents are satisfied with most public facilities and services. However, they expressed dissatisfaction with sidewalks (61%), animal control (60%), and snow removal (48%). Large percentages expressed general satisfaction with fire protection (72%), parks and recreation facilities and services (70%), street lighting (67%), trash pickup (68%), and streets (62%).

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1. The categories of adequate and excellent were combined to indicate general satisfaction.

## CHAPTER 2

### A STATEMENT OF GOALS AND POLICIES

#### General Goals

- a. To maintain and rehabilitate East Lawrence as a low to medium density residential neighborhood that provides affordable housing for low and moderate income families and individuals.
- b. To encourage residents and property owners to participate in the planning and development of East Lawrence.

#### General Policies

- a. Update the East Lawrence Plan at the request of the East Lawrence Improvement Association, provided that at least one year has passed since the last update.
- b. Transmit information about proposed developmental changes to the East Lawrence Improvement Association.
- c. Encourage property owners and developers to discuss planned development with the East Lawrence Improvement Association before submission to planning or city commissions.
- d. Develop and administer a comprehensive property conservation program to ensure the maintenance of sound structures and the rehabilitation of deteriorated structures.

#### Land Use: General

##### Goals

- a. Lessen the impact of high and medium intensity land uses (commer-

cial, offices, and high density residential) on low density residential areas.

- b. Locate each land use intensity in an area that is capable of physically supporting it.
- c. Interrelate proposed land uses and the transportation network to provide maximum convenience and a minimum of conflict.

#### Policies

- a. Locate additional high intensity land uses (commercial or offices) in areas so designated by the East Lawrence Land Use Plan.
- b. Evaluate present zoning classifications of land on the basis of plans and recommendations in the East Lawrence Plan to determine whether it is desirable for the Planning Commission or City Commission to initiate a change in zoning.
- c. Evaluate requirements of the present zoning districts of the Lawrence Zoning Ordinance to determine whether it is desirable to amend the ordinance in light of the unique conditions of the East Lawrence Neighborhood.
- d. Plan development in such a way that drainage and flooding problems are neither caused nor aggravated, and, whenever possible, so that existing drainage and flooding problems are alleviated.

#### Residential

##### Goal

- a. To revitalize and conserve East Lawrence as a stable and safe residential neighborhood, providing housing for a variety of age groups and income levels.

Policies

- a. Encourage the preservation of existing housing stock, especially housing stock of historical significance.
- b. Encourage rehabilitation of existing housing in a manner that does not result in the displacement of low and moderate income renters and owners.
- c. Protect residential areas from undue pollution from traffic, noise, and airborne particles.
- d. Consider historic homes, sites, and districts as appropriate for preservation and rehabilitation rather than redevelopment.

Non-Residential

Goal

- a. Provide diversified and convenient non-residential facilities while minimizing adverse impacts on residential areas.

Policies

- a. Locate any additional commercial facilities along major arterial streets adjacent to existing commercial land uses as indicated by the East Lawrence Land Use Plan.
- b. Prevent or reduce adverse effects of commercial and office areas adjacent to residential areas, parks, and schools, by appropriate screening and buffering.
- c. Encourage owners and users of taverns to practice sensitivity towards the surrounding residential areas by enforcement of all City Codes relating to trash pickup, on-premises consumption of alcoholic beverages, and public drunkenness.

d. Expand the downtown area into the East Lawrence residential neighborhood only after extensive public hearings and only to the extent that the Planning and City Commission determine that it is of community-wide importance and necessary to maintain and strengthen downtown Lawrence.

e. Explore the possibility of developing a neighborhood commercial district that is restrictive enough to interface with residential districts.

### Transportation

#### Goal

a. Provide convenient and safe streets, sidewalks, and bicycle ways capable of moving people, goods, and services, with a minimum of negative impacts on the residential character of the neighborhood.

#### Policies

a. Minimize through traffic in residential areas.

b. Preserve brick streets and curbs of cut stone as historically significant.

c. Discourage the use of city rights-of-way for parking.

d. Expand the bicycle ways as proposed in the Lawrence Pedalplan to connect the downtown and other major activity nodes with the residential areas of the neighborhood, and to form a practical network that is interconnected with bicycle ways proposed for adjoining neighborhoods.

e. As in the other neighborhood plans, use parkland, open space and the existing streets for bicycle ways while avoiding those streets with heavy motor traffic; if use of such streets is unavoidable, bicycle lanes or trails are called for. The use of a posted 20 mph speed limit on selected bicycle routes would tend to discourage auto traffic.

f. Legislate bicycle parking requirements, safety education programs, and platting and site plan requirements relative to bicycles.

g. Develop a system of pedestrian paths throughout the neighborhood with emphasis placed on sites along arterial and collector streets.

## CHAPTER 3

### AN INVENTORY OF EXISTING CONDITIONS

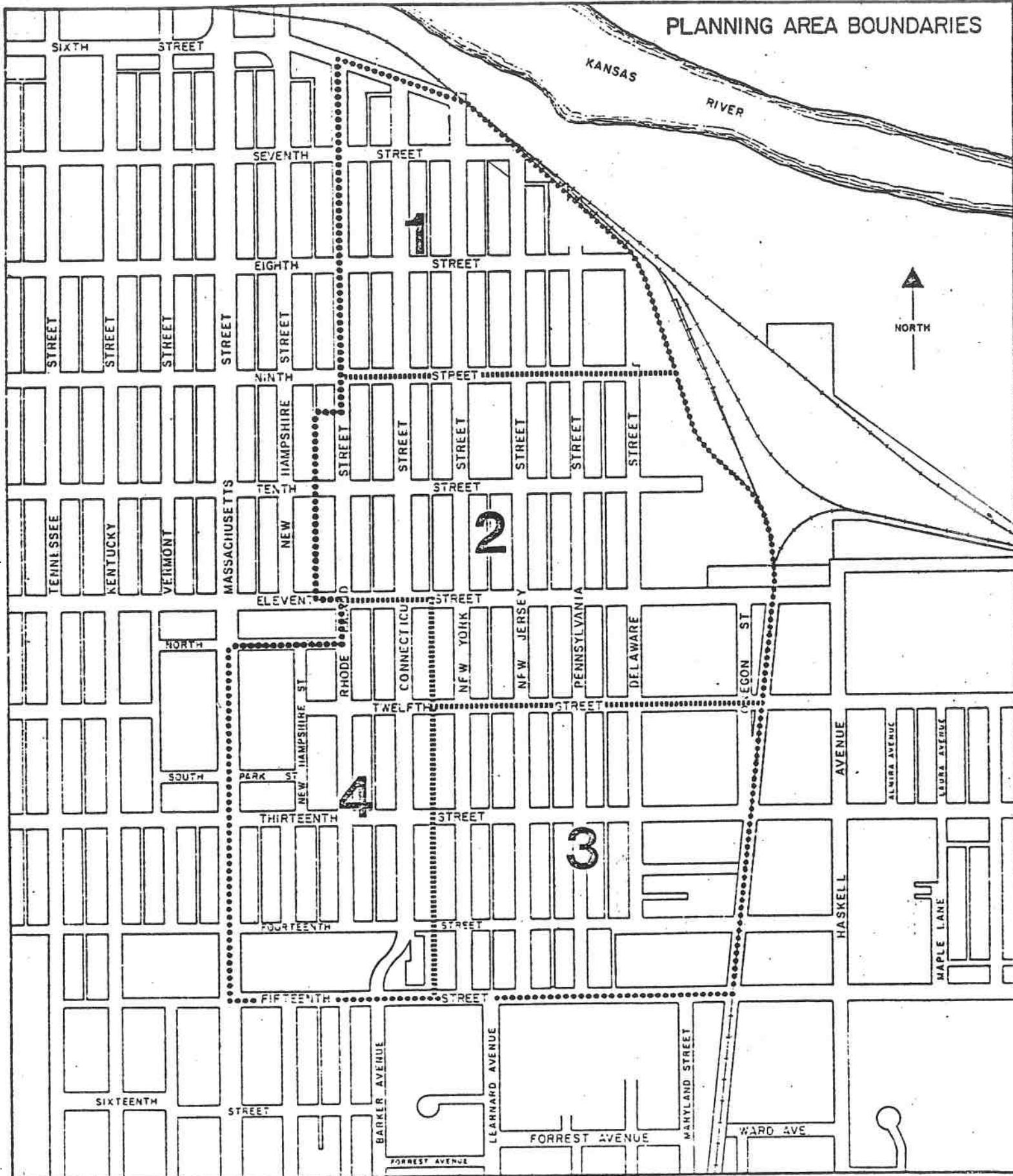
This chapter consists mostly of information about the neighborhood in graphic and tabular form. It can be used to evaluate the recommendations in Chapter 4, or as a basis for alternative proposals. Also, should an update of the plan be undertaken, the information included in this chapter contains data that can be compared to future informational surveys to detect significant trends.

The planning staff, after consulting with members of the East Lawrence Neighborhood Association, divided the neighborhood into four sub-areas for comparative purposes. Much of the information about the existing conditions is presented by sub-areas. (See Map No. 1).

Categories of information include the condition and types of housing, transportation facilities, and land use characteristics. Most of the information is the result of field surveys completed in the fall of 1978.

#### Housing Conditions

In October, 1978, all residential structures (except those located in a primarily commercial structure) were surveyed from the exterior to determine their relative condition. The methodology used attempted to duplicate that used in the 1972 Neighborhood Analysis Study, so that comparison between the two would be possible. However, in spite of the similarity in methodology, it should be pointed out that the rating of houses is to a large degree subjective, and that the 1972 and 1978 studies were conducted



EAST LAWRENCE

••••• Neighborhood Boundary

by entirely different staffs. Therefore, maps or data drawing from both sources might lack some degree of precision. The following is a listing of the four condition categories used and the criteria looked for to determine the appropriate category for each residential structure.

Sound

Provides safe and adequate shelter, contains no substantial defects, and requires only routine maintenance to preserve its status.

Minor Deterioration (Rehabilitable)

As a result of inadequate maintenance, a few minor defects have developed.

Criteria for determining minor deterioration--holes, open cracks, or missing materials of a limited degree in the foundation, wall or roof; shaky or unsafe porches or steps; broken or missing window frames and doorsills which are no longer rainproof; rotted, missing or broken roof drains or gutters; unsafe or makeshift chimneys; exposed wiring.

Major Deterioration (Rehabilitable)

As a result of inadequate maintenance, defects of a considerable number and/or severity have developed.

Criteria for determining major deterioration--holes, open cracks, rotted or missing materials over a considerable area of the foundation, outside walls or roof; sagging of roof; extensive damage to structure by storm, flood, or fire; structure inadequately converted to its present use.

Dilapidated

As a result of inadequate original construction, or prolonged lack of maintenance, defects have developed to a degree that reparations are probably

no longer feasible.

After an examination of the structure from the street right-of-way, it was classified into one of the above categories. The following letter grades were attached to the categories:

A = Sound

B = Minor Deterioration

C = Major Deterioration

D = Dilapidated

Table One shows the results of the housing condition survey by planning area.

TABLE ONE

RESIDENTIAL STRUCTURE CONDITIONS  
By Planning Area

| Area  | A   |      | B   |      | C   |      | D   |     | Total |
|-------|-----|------|-----|------|-----|------|-----|-----|-------|
|       | No. | %    | No. | %    | No. | %    | No. | %   |       |
| 1     | 24  | 18.0 | 57  | 42.9 | 42  | 31.6 | 10  | 7.5 | 133   |
| 2     | 48  | 16.1 | 168 | 56.4 | 76  | 25.5 | 6   | 2.0 | 298   |
| 3     | 40  | 17.9 | 112 | 50.2 | 62  | 27.8 | 9   | 4.1 | 223   |
| 4     | 41  | 24.3 | 97  | 57.4 | 29  | 17.1 | 2   | 1.2 | 169   |
| TOTAL | 153 | 18.6 | 434 | 52.7 | 209 | 25.4 | 27  | 3.3 | 823   |

Overall, approximately 71% of the structures in the neighborhood were classified as either sound or slightly deteriorated. The remaining 29% are either extensively deteriorated or dilapidated. Compared to Oread and Pinckney Neighborhoods, this represents a serious problem with housing deterioration. In Oread, approximately 85% of the houses were included in the A and B

categories and in Pinckney the percentages were even higher.

Table Two shows the number of dwelling units in each planning area by the categories of single-family (SF), single-family converted (CSF), and multiple-family dwellings (MF). Single-family converted are multiple-family structures that were originally constructed for single-family purposes and then converted to multiple-family units.

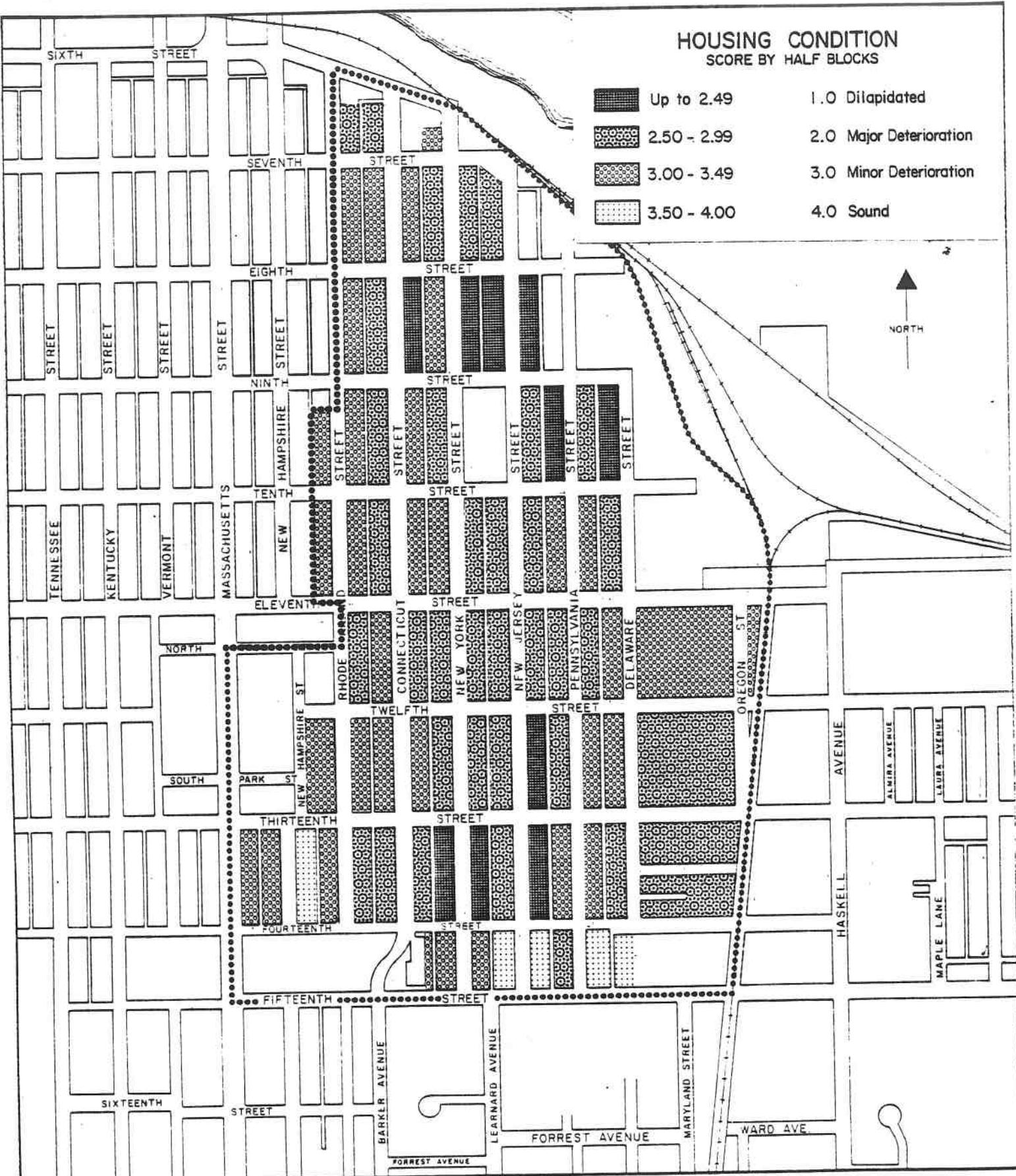
TABLE TWO

1  
NUMBER AND TYPE OF DWELLING UNITS  
By Planning Area

| Area  | SF  |      | CSF  |     | MF   |     | Total |     |     |
|-------|-----|------|------|-----|------|-----|-------|-----|-----|
|       | No. | %    | No.  | %   | No.  | %   |       |     |     |
| 1     | 112 | 65.1 | (20) | 58  | 33.7 | (1) | 2     | 1.2 | 172 |
| 2     | 272 | 80.2 | (22) | 55  | 16.2 | (4) | 12    | 3.6 | 339 |
| 3     | 211 | 88.2 | ( 6) | 14  | 5.9  | (6) | 14    | 5.9 | 239 |
| 4     | 144 | 67.6 | (19) | 51  | 23.9 | (6) | 18    | 8.5 | 213 |
| TOTAL | 739 | 76.7 |      | 178 | 18.5 | 46  | 4.8   | 963 |     |

The results of the housing condition survey are seen in Map No. 2. Four points were given to each structure rated as sound; three points for minor deterioration; two for major deterioration; and one for dilapidated structures. The summaries then were averaged by half-block. Incidences of major deterioration are most prevalent in some core areas of the neighborhood.

1. Numbers in parentheses indicate number of total structures in that category, number to the right of parenthesis is the total number of dwelling units.



EAST LAWRENCE

\*\*\*\*\* Neighborhood Boundary

Map No. 3 shows the number of tax delinquent properties by block; Table Three classifies the areas of delinquent properties into their respective zoning districts. Most of these properties are in residential zones; planning areas one and two show the highest concentrations.

TABLE THREE

SQUARE FEET AND ACREAGE OF TAX DELINQUENT PROPERTIES  
By Zoning Districts

| Zoning Category | Square Feet | Acreage |
|-----------------|-------------|---------|
| RM-1            | 229,490     | 5.3     |
| RM-2            | 73,602      | 1.7     |
| C-3             | 8,599       | .2      |
| C-4             | 5,520       | .1      |
| M-2             | 14,660      | .3      |
| TOTAL           | 331,871     | 7.6     |

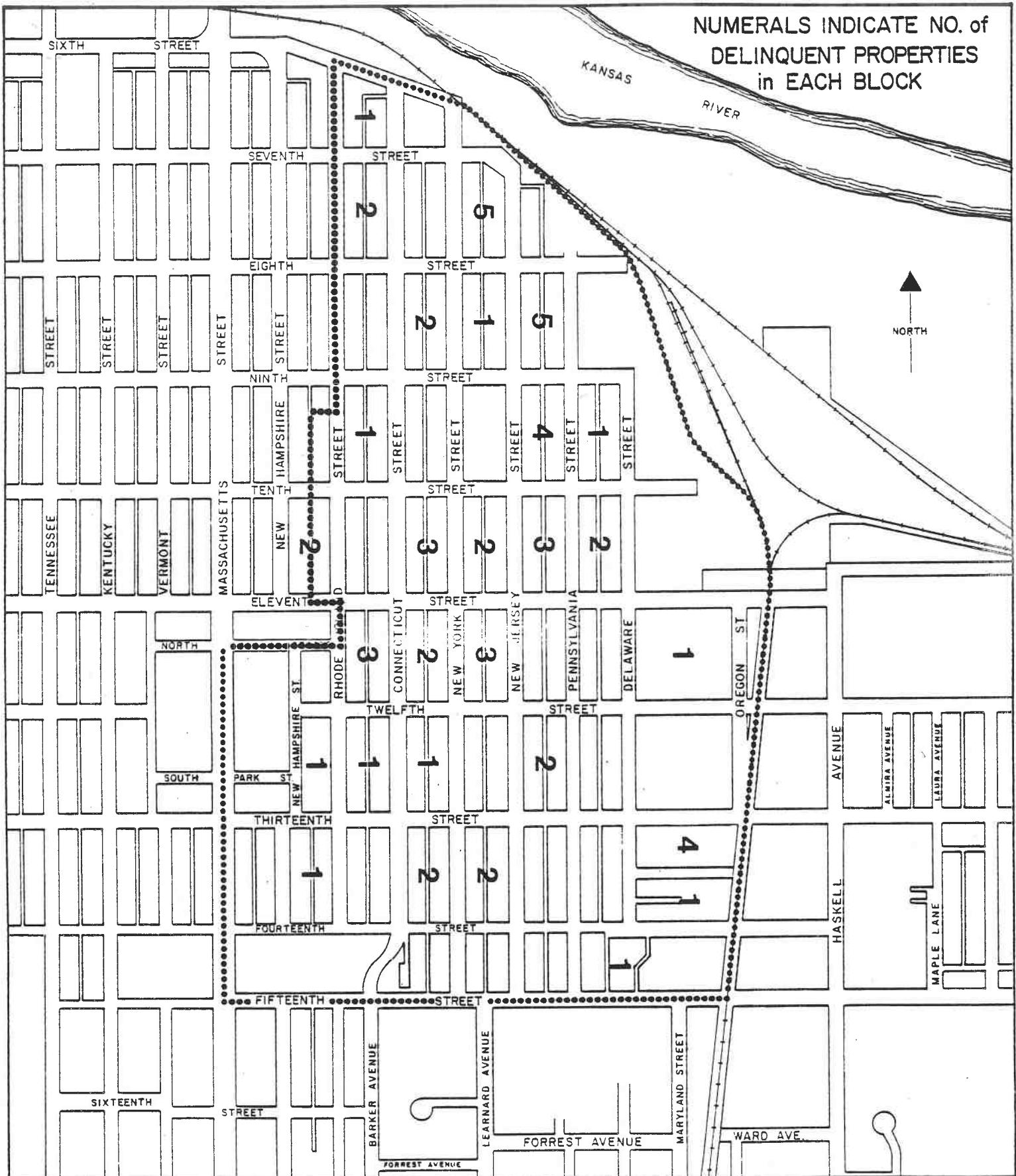
Map No. 4 shows the percentage of owner occupied housing. Area No. 1 has a relatively large concentration of rental housing.

Residential Densities

As seen in Map No. 5, the large majority of housing in East Lawrence is in single-family use. The western edge of the neighborhood shows the lowest percentage of single-family uses, probably due to a higher incidence of housing to accommodate student renters in that area.

Map No. 6 is a good indicator of residential densities. The computation is based on the total square footage of lots occupied by residential units on each block, divided by the number of dwelling units. Area No. 3 has the lowest density of the four planning areas.

NUMERALS INDICATE NO. of  
DELINQUENT PROPERTIES  
in EACH BLOCK



## EAST LAWRENCE

----- Neighborhood Boundary

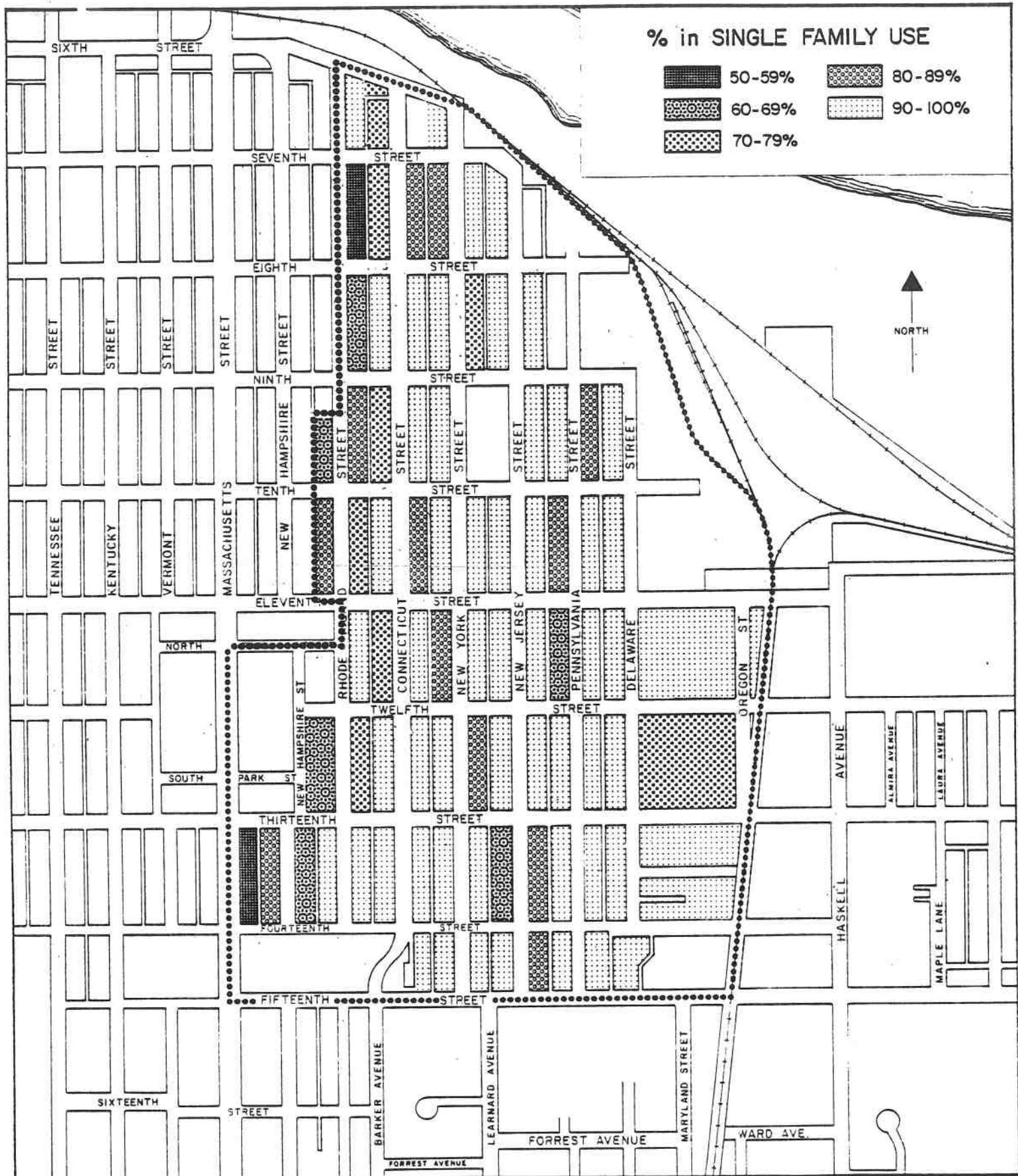
Map No. 4



EAST LAWRENCE

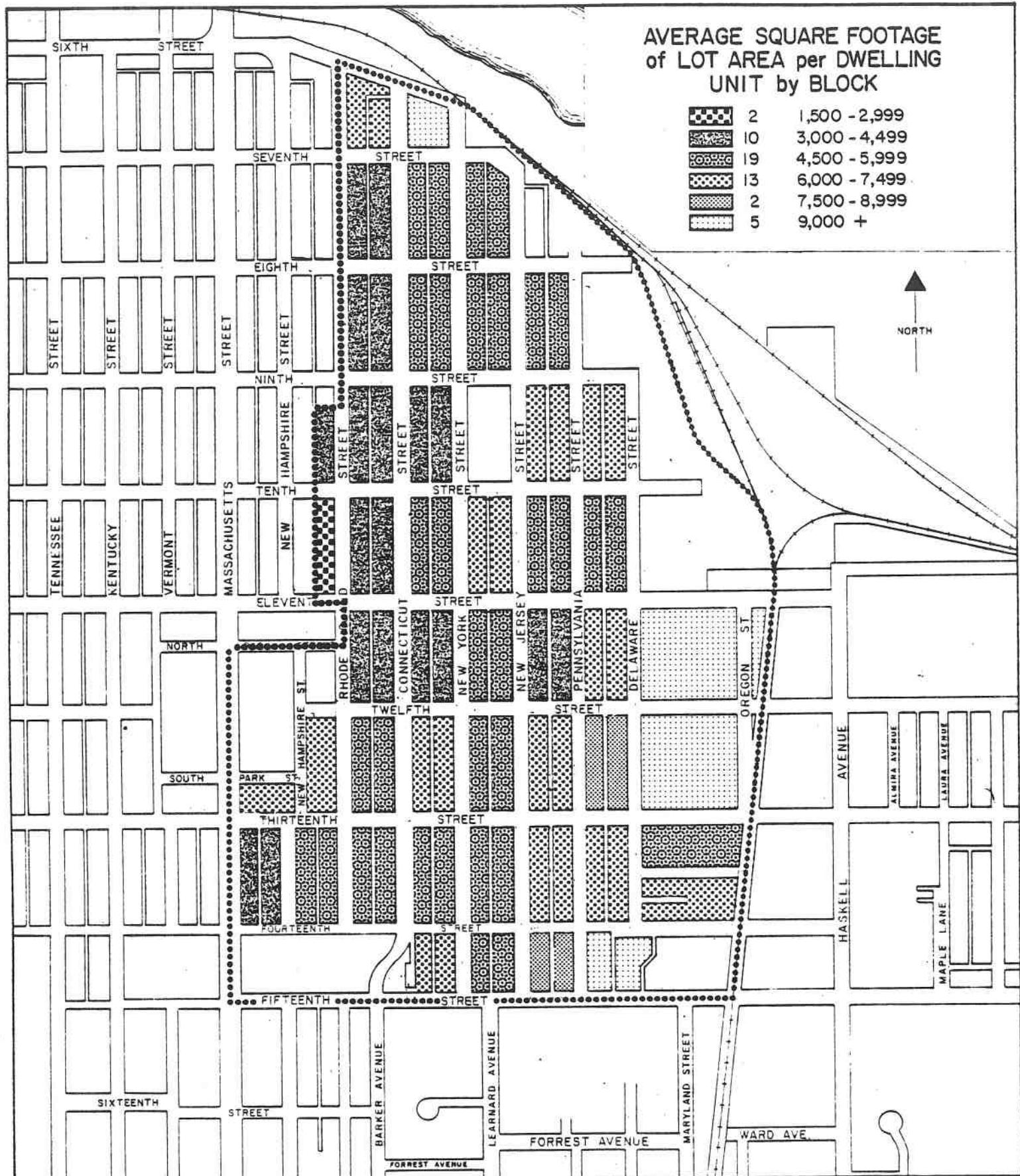
\*\*\*\*\* Neighborhood Boundary

Map No. 5



**EAST LAWRENCE**

..... Neighborhood Boundary



\*\*\*\*\* Neighborhood Boundary

The following text is a brief analysis of the four planning areas according to housing conditions, types of residential structures, and residential densities.

Of the four planning areas, Area No. 1 shows signs of the most advanced state of deterioration. The highest percentages of residential structures rated as being in a condition of major deterioration or dilapidation are in this area. The population density of the area is above average for the neighborhood. There is a high incidence of tax delinquent properties. The lowest percentage of single-family and owner occupied housing is found in this area. The residential homogeneity is disrupted by commercial uses surrounding and penetrating the area, and their presence is probably related to the deteriorating conditions.

Conditions in Area No. 2 are generally somewhat better than in Area No. 1, though problems of deterioration are still quite significant. Housing deterioration is a major problem in several pockets of Area No. 2, and interestingly it seems prevalent in some of the lowest density areas. There are numerous tax delinquent properties. In most quantifiable dimensions Area No. 2 might best be described as nearly average for East Lawrence.

Area No. 3 is in many ways reflective of the East Lawrence Neighborhood as a whole in terms of residential characteristics. The southern edge of the area has almost exclusively sound housing. By contrast, extensive conditions of blight are prevalent in the central part of the area. The highest percentage of single-family houses in East Lawrence is found in this area, although a precise correlation between housing types and conditions is not discernible throughout the neighborhood.

Area No. 4 has the highest percentage of sound housing in the neighborhood. There are many single-family converted structures and the highest percentage of multiple-family units. Population density is about average for the neighborhood. Proximity to South Park and distance from busy commercial establishments contribute to the desirability of the area for residences.

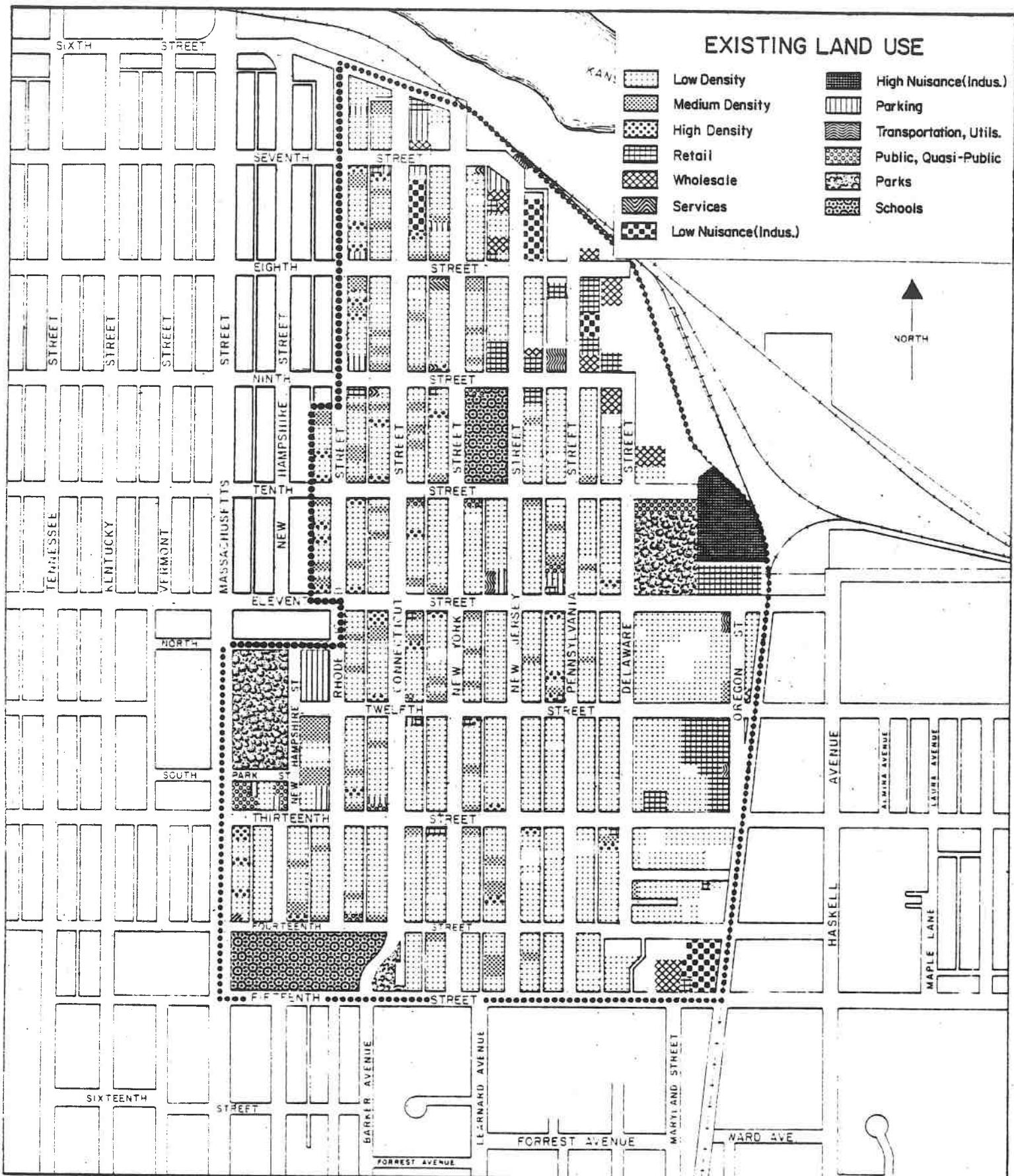
Some very general patterns can be seen from examining the data presented thus far in this chapter. However, correlations for a given area between sound structural conditions and such things as type of housing, percent of owner occupancy, density and percent in single-family use, are not to be found in East Lawrence. For example: Area No. 1 and Area No. 4 rank similarly in number of single-family residences and residential density. However, they are at opposite ends of the spectrum in terms of housing conditions. Similar correlations on any of this data cannot be shown to be statistically significant.

#### Land Use

Existing land use acres and percentages are summarized in Table Four and shown on Maps 7 and 8. The following text describes the categories and the uses within the neighborhood.

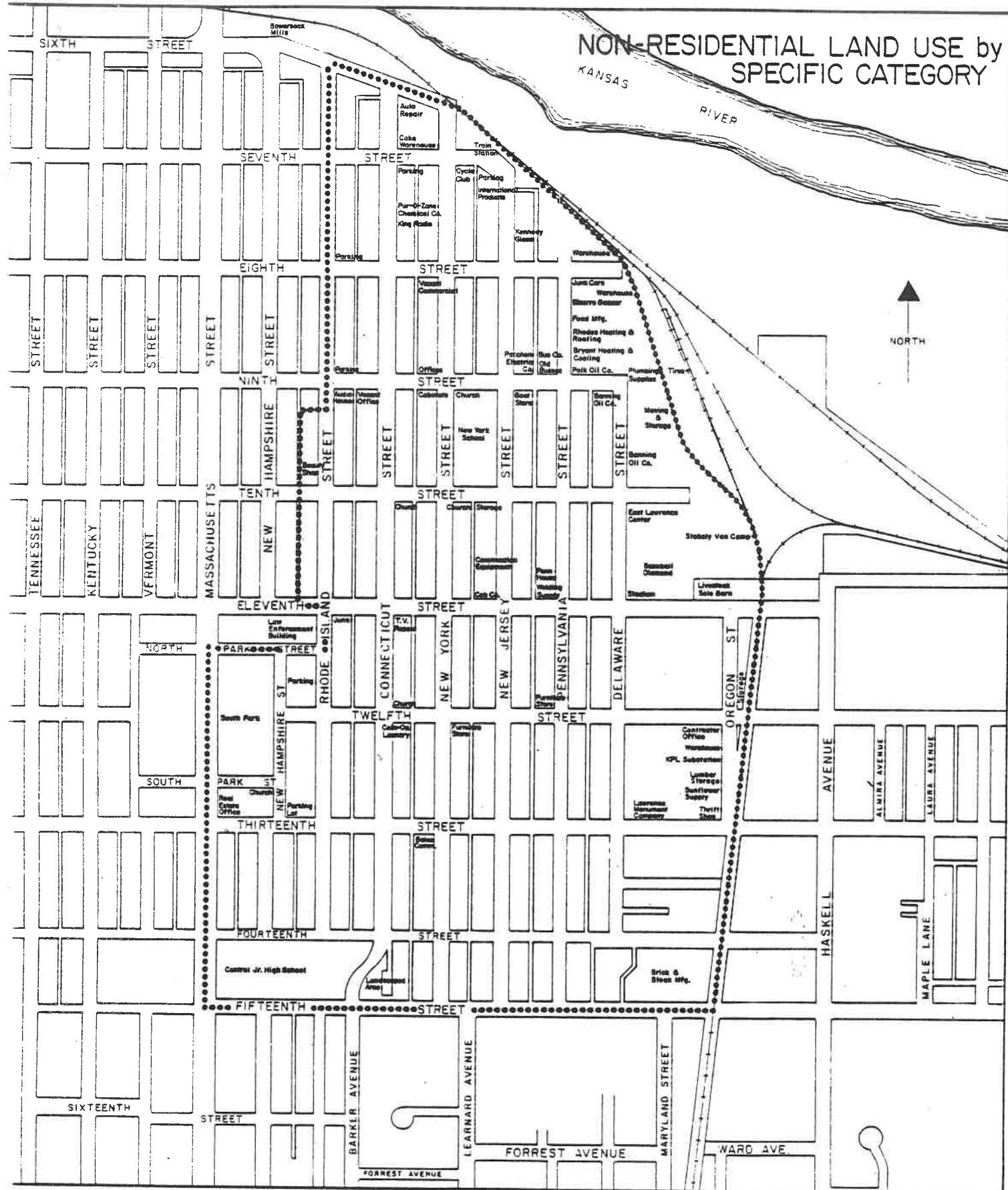
#### Residential

Residential land uses are divided into low, medium and high density categories. Low density residential contains eight or fewer units per net acre of lot space. Medium density contains nine to 20 units per net acre and high density contains 21 or more units per net acre of lot space.



Map No. 8

# NON-RESIDENTIAL LAND USE by SPECIFIC CATEGORY



## EAST LAWRENCE

..... Neighborhood Boundary

TABLE FOUR

EXISTING LAND USE: SQUARE FEET AND ACREAGES<sup>1</sup>

| Category                   | Square Feet       | Acres        | % of Total Neighborhood |
|----------------------------|-------------------|--------------|-------------------------|
| Residential                | 7,152,139         | 164.2        | 44.8                    |
| Low Density                | 6,355,254         | 145.9        | 39.8                    |
| Medium Density             | 571,660           | 13.1         | 3.6                     |
| High Density               | 225,225           | 5.2          | 1.4                     |
| Commercial                 | 1,196,350         | 27.5         | 7.5                     |
| Retail                     | 950,100           | 21.8         | 6.0                     |
| Wholesale                  | 166,025           | 3.8          | 1.0                     |
| Service                    | 80,225            | 1.9          | .5                      |
| Industrial, Manufacturing  | 447,650           | 11.0         | 3.0                     |
| Low Nuisance               | 209,750           | 4.8          | 1.3                     |
| High Nuisance              | 267,900           | 6.2          | 1.7                     |
| Parking                    | 546,400           | 12.5         | 3.4                     |
| Public & Quasi-Public      | 271,650           | 6.2          | 1.7                     |
| Schools                    | 484,150           | 11.1         | 3.0                     |
| Parks                      | 436,800           | 10.0         | 2.7                     |
| Transportation & Utilities | 49,325            | 1.1          | .3                      |
| Vacant                     | 815,245           | 18.7         | 5.1                     |
| Public Rights-of-Way       | 4,523,774         | 103.9        | 28.4                    |
| Streets                    | 4,055,470         | 93.1         | 25.4                    |
| Alleys                     | 468,304           | 10.8         | 3.0                     |
| <b>TOTAL</b>               | <b>15,953,483</b> | <b>366.2</b> |                         |

1. This table includes the land uses west to Massachusetts Street.

### Commercial

Commercial land uses were divided into three categories--retail, wholesale and service. Retail commercial uses are direct retail sale operations such as grocery stores, filling stations and liquor stores. Wholesale uses are warehouses and retail supply businesses. Service commercial uses are offices, banks and other commercial uses that do not have retail sales as a principle use.

### Industrial

Industrial uses were divided into either high or low nuisance categories, according to the intensity of their usage in terms of emission of smoke or other objectionable elements into the atmosphere, and the generation of noise and traffic.

### Public and Quasi-Public

The Judicial and Law Enforcement Building, the East Lawrence Center, and the Douglas County Health Department are the primary public uses in East Lawrence. Most quasi-public uses are churches.

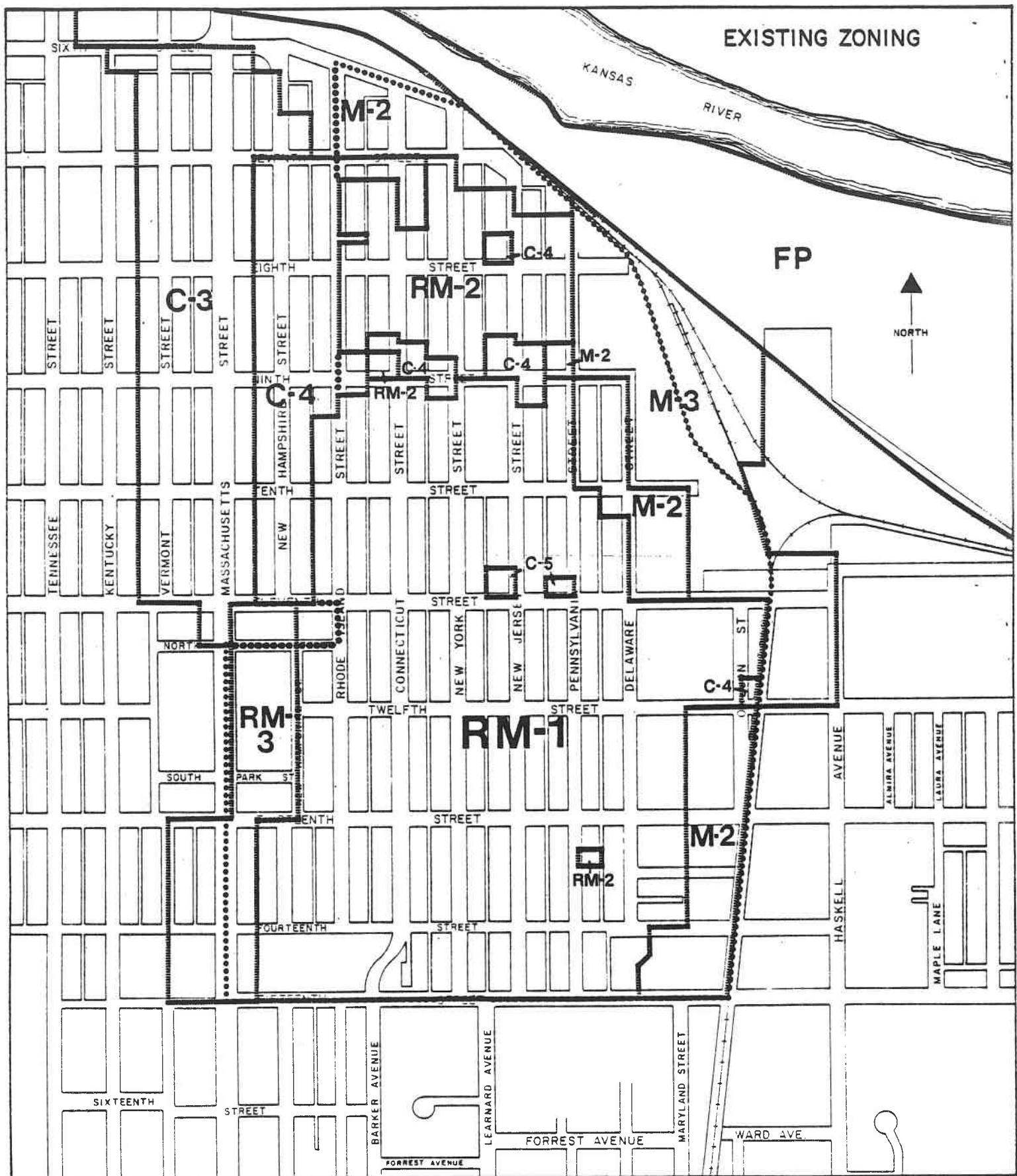
The remainder of the categories are common usages that do not need definition.

### Existing Zoning

Map No. 9 shows the existing zoning classifications in the neighborhood and Table Five shows the amount of square feet and acres of vacant land within each zoning classification.

### Transportation

This section of Chapter Three contains information about the existing transportation system in the neighborhood. The information on most of the maps is self explanatory.



EAST LAWRENCE

..... Neighborhood Boundary

TABLE FIVE

VACANT AREAS BY ZONING DISTRICTS

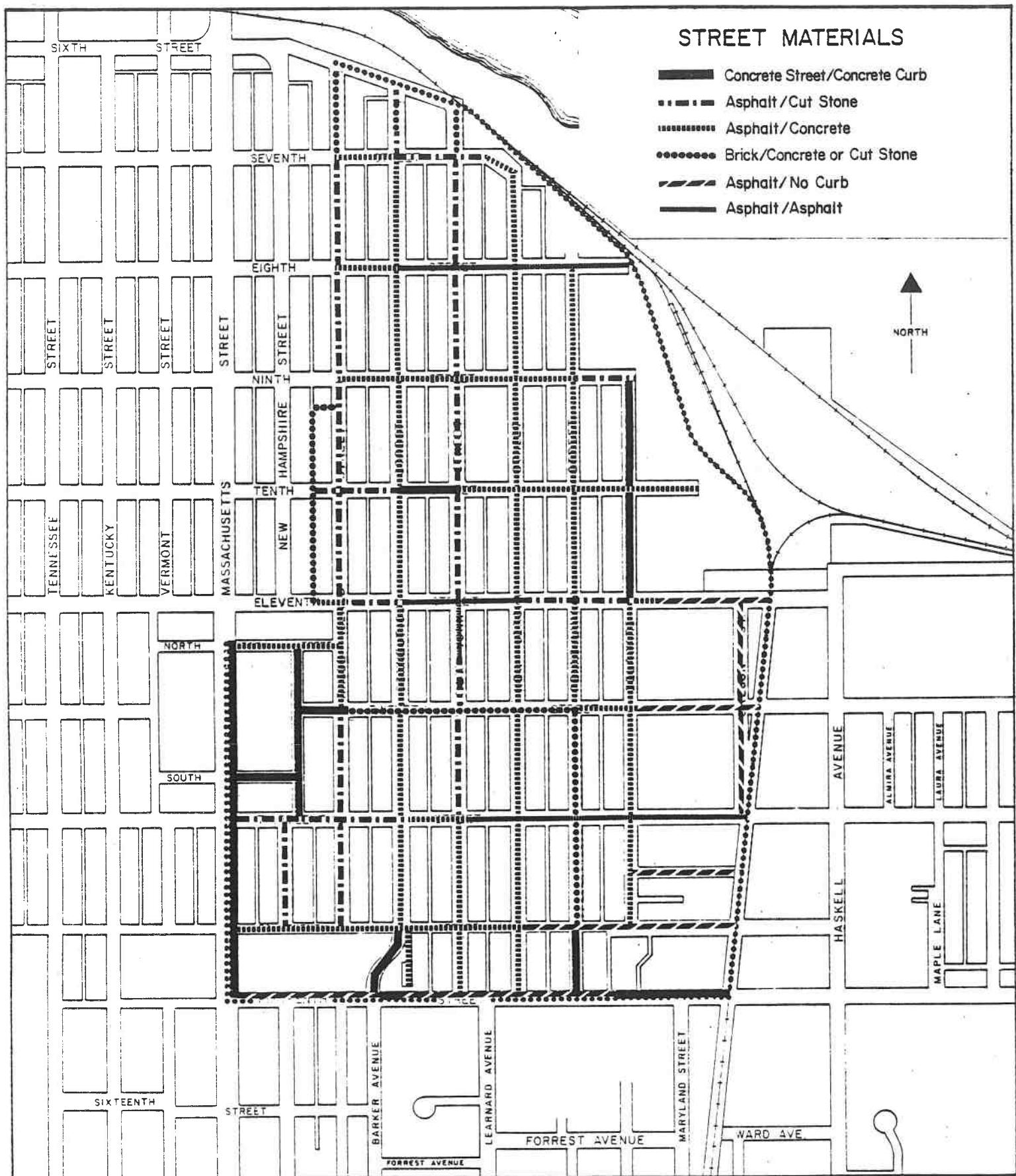
| Zoning Category | Square Feet    | Acres       |
|-----------------|----------------|-------------|
| M-2             | 191,625        | 4.4         |
| M-3             | 100,400        | 2.3         |
| C-4             | 81,900         | 1.9         |
| RM-1            | 289,560        | 6.6         |
| RM-2            | 146,250        | 3.4         |
| <b>TOTAL</b>    | <b>809,735</b> | <b>18.6</b> |

Map No. 10 is an inventory of street and curb materials in the neighborhood. Pennsylvania from 12th to 14th Street, and 12th Street from Pennsylvania to Rhode Island Street are the most significant remaining brick streets. Cut stone curbs are found on many blocks of Rhode Island and New York Streets, with a few others in various parts of the neighborhood.

Map No. 11 is a rather subjective rating of street conditions. Most streets were rated good or excellent, although streets rated fair are found isolated throughout the neighborhood. The 1100 block of Oregon Street and the 600 block of Connecticut Street were rated as being in poor condition.

Map No. 12 shows sidewalk materials. Sidewalks are in place throughout most of East Lawrence, although gaps in the system are apparent, especially in the southeastern part of the neighborhood. Sidewalk ratings are shown on Map No. 13. Good sidewalks are rare outside of the downtown area.

Map No. 14 shows the most recent 24-hour traffic counts. Massachusetts and Connecticut Streets get a large amount of traffic. It also shows the





EAST LAWRENCE

..... Neighborhood Boundary

Map No. 12



EAST LAWRENCE

..... Neighborhood Boundary

## SIDEWALK CONDITIONS

— 1. Excellent  
 - - - - - 2. Good  
 - - - - - 3. Fair  
 - - - - - 4. Poor



## EAST LAWRENCE

number of traffic accidents at and between intersections from 1976 to December 15, 1978. There were many accidents in the downtown area, and an unusually high total at the intersection of 11th and Connecticut Streets.

Map No. 15 shows the location of children enrolled at New York School. Their locations are dispersed throughout the neighborhood.

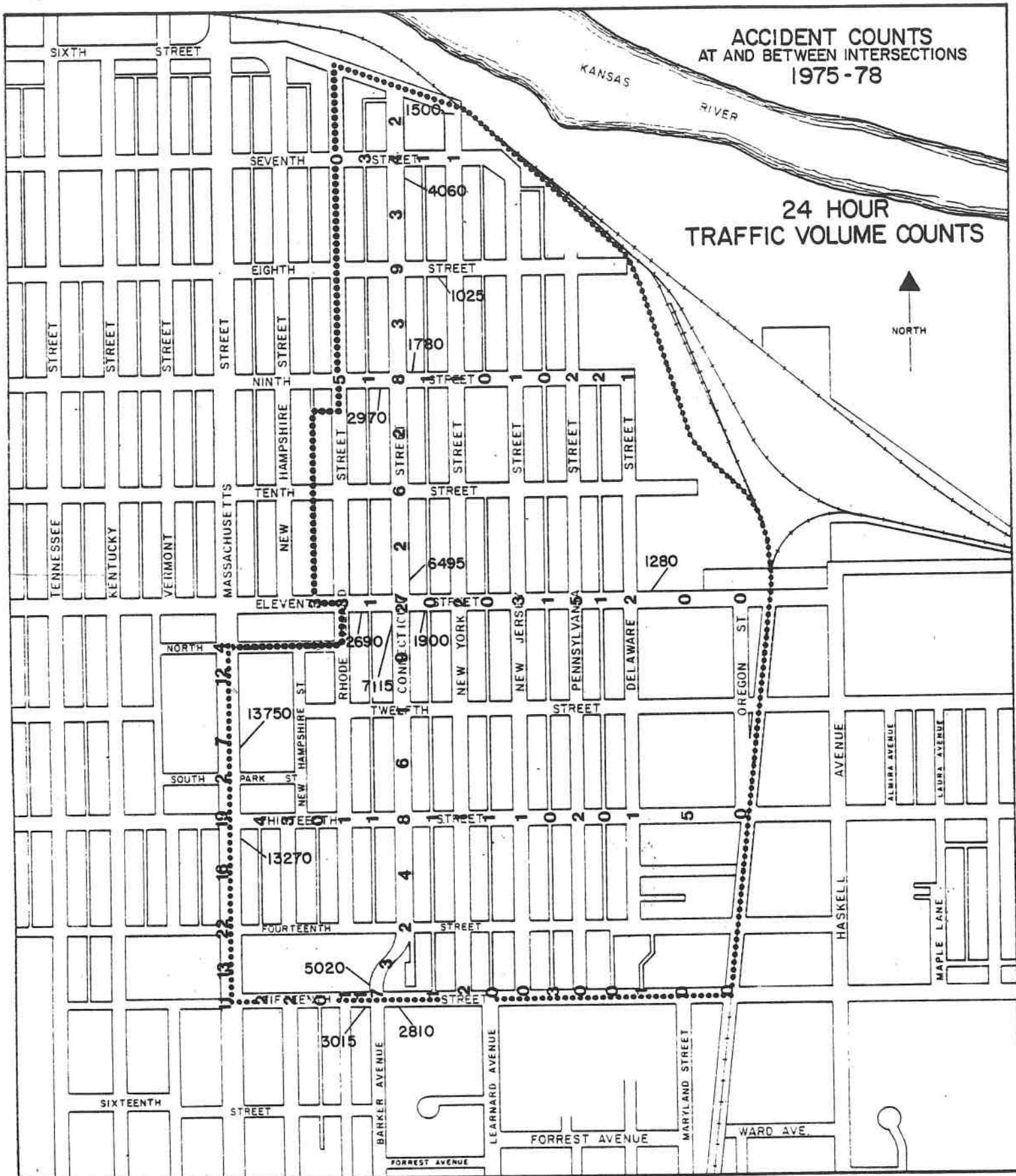
#### Conclusions

East Lawrence is a fully developed residential neighborhood with commercial and industrial uses adjacent to, and integrating with, the neighborhood in several areas. Problems of structural deterioration are obvious and significant. Residents believe that this is a static situation and that as much rehabilitation as deterioration is occurring in the neighborhood.

In the Oread Neighborhood, the problems of deterioration can be correlated with high density areas and low incidences of owner occupied structures. This correlation does not hold true in East Lawrence. Deterioration does not appear to be related to housing types, density, or absentee ownership. Diversity in the conditions of housing stock is the rule throughout the neighborhood. Houses in very good and very poor condition often exist within the same block. There are few clearly identifiable patterns to the nature and location of significant deterioration problems.

Street conditions are generally adequate to service the moderate amounts of traffic in East Lawrence. In contrast, sidewalk conditions are generally poor, and according to the survey results, are a matter of concern to the residents.

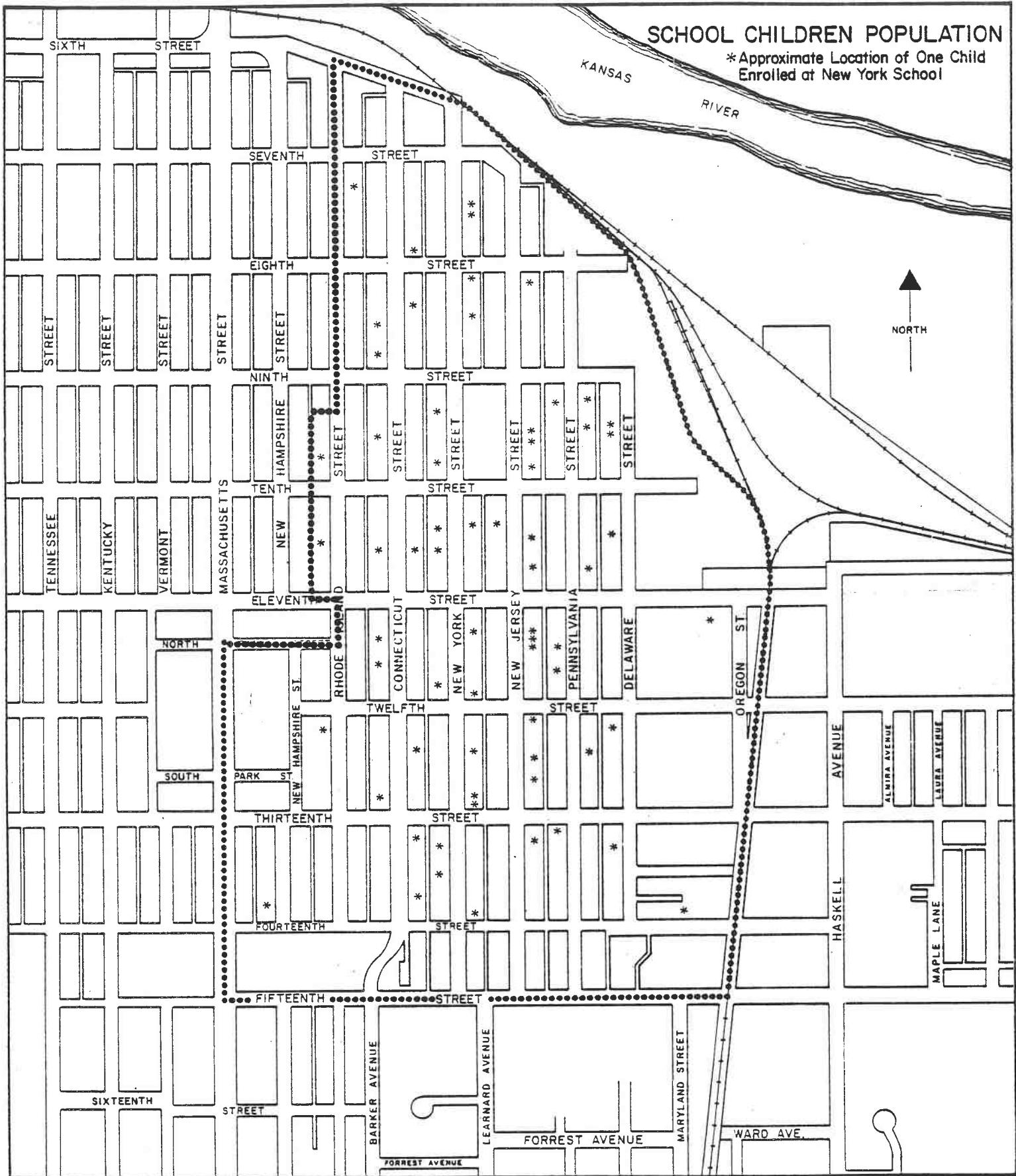
Map No. 14



## EAST LAWRENCE

## SCHOOL CHILDREN POPULATION

**\*Approximate Location of One Child  
Enrolled at New York School**

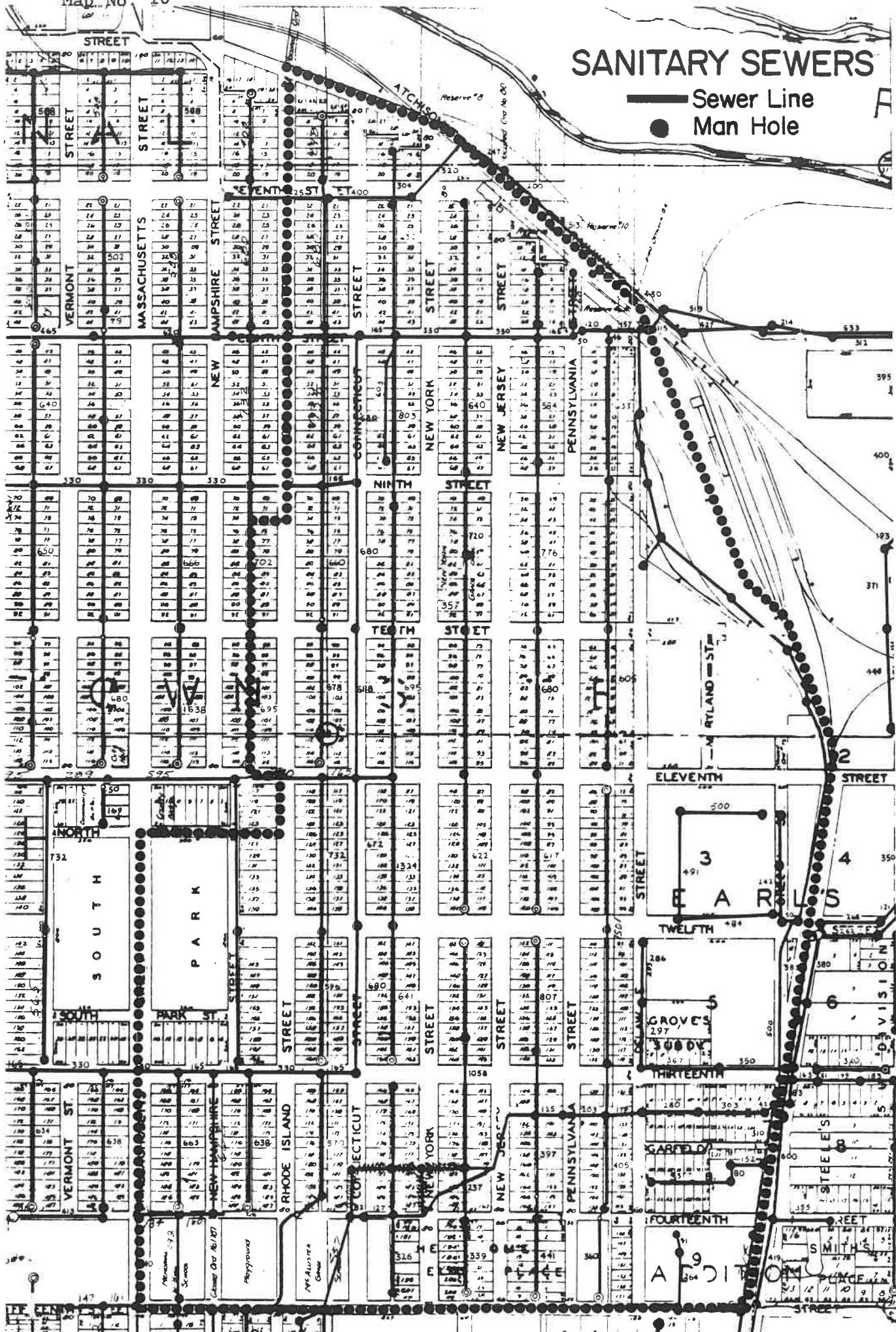


## EAST LAWRENCE

..... Neighborhood Boundary

## SANITARY SEWERS

**Sewer Line  
Man Hole**



## CHAPTER 4

### PLANS AND RECOMMENDATIONS

#### Introduction

East Lawrence is a neighborhood with mixed land uses that is almost completely developed. Past city plans designated large areas along the railroad tracks for industrial development. As a result, the northeastern edge of the neighborhood is presently used for various industrial purposes.

The residential portions of the neighborhood are mostly occupied by older housing. Many have extensive structural problems, and a small percentage cannot be rehabilitated economically. As was pointed out in previous chapters, these older homes provide housing for very low to moderate income groups.

Land use plans theoretically could be designed to meet various viewpoints towards the neighborhood in an imprecise manner. Possible objectives or "focus of action" could include the following generalizations:

1. Redevelopment rather than rehabilitation. This viewpoint is based on the belief that the housing stock is deteriorated to the extent that rehabilitation is no longer feasible. Given the proximity of East Lawrence to the Central Business District, the railroad tracks and the river, this assumption would logically lead to a high intensity land use plan, with areas designated for commercial expansion, industrial development, and for redevelopment into high density residential. In many ways, past city plans and zoning restrictions have focused on redevelopment for the northern portions of the neighborhood.

2. Rehabilitation rather than redevelopment. This viewpoint is based on the belief that the housing can be rehabilitated to sound conditions by attracting middle income families to purchase homes in East Lawrence. In many ways, this viewpoint would result in a land use plan far more restrictive than the redevelopment objective. In order to encourage extensive private investment in the existing housing stock for homes, restrictive residential zoning may be desirable.

3. Rehabilitation but not displacement of low income residents.

This viewpoint represents the belief that rehabilitation should be encouraged, but not at the expense of displacing low income families and individuals. This objective reflects the staff's perception of the goals of the East Lawrence Improvement Association. To interpret this objective into a land use plan is an imprecise process at best, but perhaps could be addressed by maintaining the status quo. One means of ensuring that displacement does not occur is not to encourage revitalization or redevelopment of the neighborhood that is beyond the financial means of the present residents.

The following plans and recommendations do not precisely reflect any of the viewpoints listed above. As was pointed out in previous chapters, land use and housing conditions are mixed in East Lawrence. Pockets of the residential neighborhood seem suitable for rehabilitation and maintenance as single-family homes. Some structures are deteriorated to the extent that redevelopment may be the only realistic solution.

## LAND USE

### INTRODUCTION

Originally this plan was presented to the public for review containing three alternative land use plans. Alternative No. 1 was a land use plan

derived from the present zoning classifications in the neighborhood, and was included to compare the recommended proposals with the existing zoning. Alternative No. 2 was based on the existing land uses in the neighborhood to a large degree, and represented the original staff recommendation. Alternative 3 designated a number of blocks east of downtown and north of Ninth Street for downtown commercial expansion. It also attempted to anticipate probable future land use changes surrounding the proposed major commercial expansion.

Following neighborhood committee public meetings concerning the plan, Alternative 3 was rejected as a possibility because of the near unanimous opposition to the commercial expansion concept. Alternatives 1 and 2 were presented to the full Planning Commission for comparative purposes. A third alternative was developed which reflected the changes from the staff recommendation that were suggested by the East Lawrence Improvement Association and the neighborhood committee of the Planning Commission. This alternative is presented in this preliminary plan for full Planning Commission adoption and forwarding to the City Commission.

#### Residential

The land use plan designates most of the neighborhood low density residential as indicated on the future land use map. The primary reason for this is because one of the major conclusions of this plan is that the present single family residences in East Lawrence are providing irreplaceable housing for low income families. The neighborhood residents that participated in the development of the plan believe that higher density designation would contribute to pressures for redevelopment, which would result in the displacement of existing residents.

Exceptions to the above are the medium density designations along Rhode Island Street and north of Seventh Street. These higher density designations are intended to serve as a buffer to the high activity areas to the west.

It should be emphasized that this is a land use rather than a rezoning plan. This plan does not recommend that all areas designated low density residential be rezoned from the present RM-1 to a single family district, although this may be desirable if large percentages of property owners support rezoning.

Medium density residential as well as low nuisance industrial is shown as possible land use for the block between New York and Connecticut Streets north of Seventh Street. This block was mentioned during the public hearings as a potential location for required off-street parking for the future use of the King Radio building.

The same combination of medium density residential and low nuisance industrial is also shown for the eastern half of the block between Ninth and Eleventh Streets west of Pennsylvania Street.

#### Commercial and Industrial

All areas designated for commercial or industrial by this plan are either used for that purpose now, or vacant but zoned industrial or commercial.

#### Parks and Open Space

The areas designated for parks and open space are presently used for that purpose or are developed for that purpose.

#### Public and Quasi-Public

Central Junior High, New York School grounds, and the various existing churches are designated for public and quasi-public uses.

#### Street Classifications

Eleventh Street from Haskell to Massachusetts Street is designated as a secondary arterial, as is Connecticut from 15th to 7th Street. Delaware Street is designated as a collector between 9th and 11th Streets. Seventh, and 9th Streets are designated as collectors primarily to carry the existing industrial traffic out of the neighborhood.

#### Suggested Street Improvements

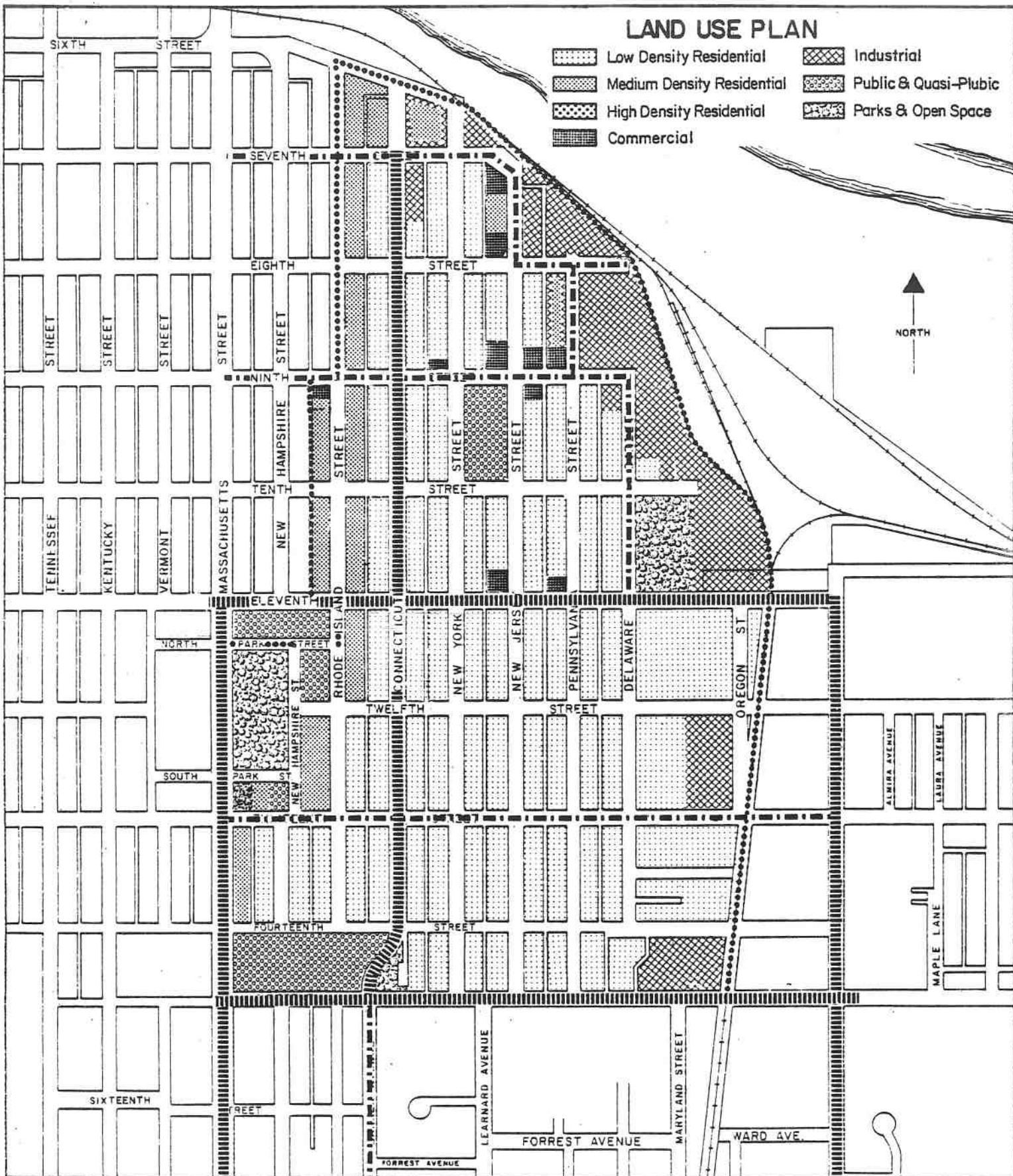
Chapter 3 contains information about the condition of streets in Lawrence. The neighborhood survey indicates that East Lawrence residents are relatively satisfied with the condition of their streets. Fifty-five percent said they felt streets were adequate, and 35% said they needed improvement.

The suggested improvements as shown on Map No. 18 do not imply priorities relative to the remainder of Lawrence, but relative to streets within East Lawrence. The suggested improvements are based on the existing street conditions, level of usage, and suggested street classifications.

## LAND USE PLAN

Legend:

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Industrial
- Public & Quasi-Public
- Parks & Open Space

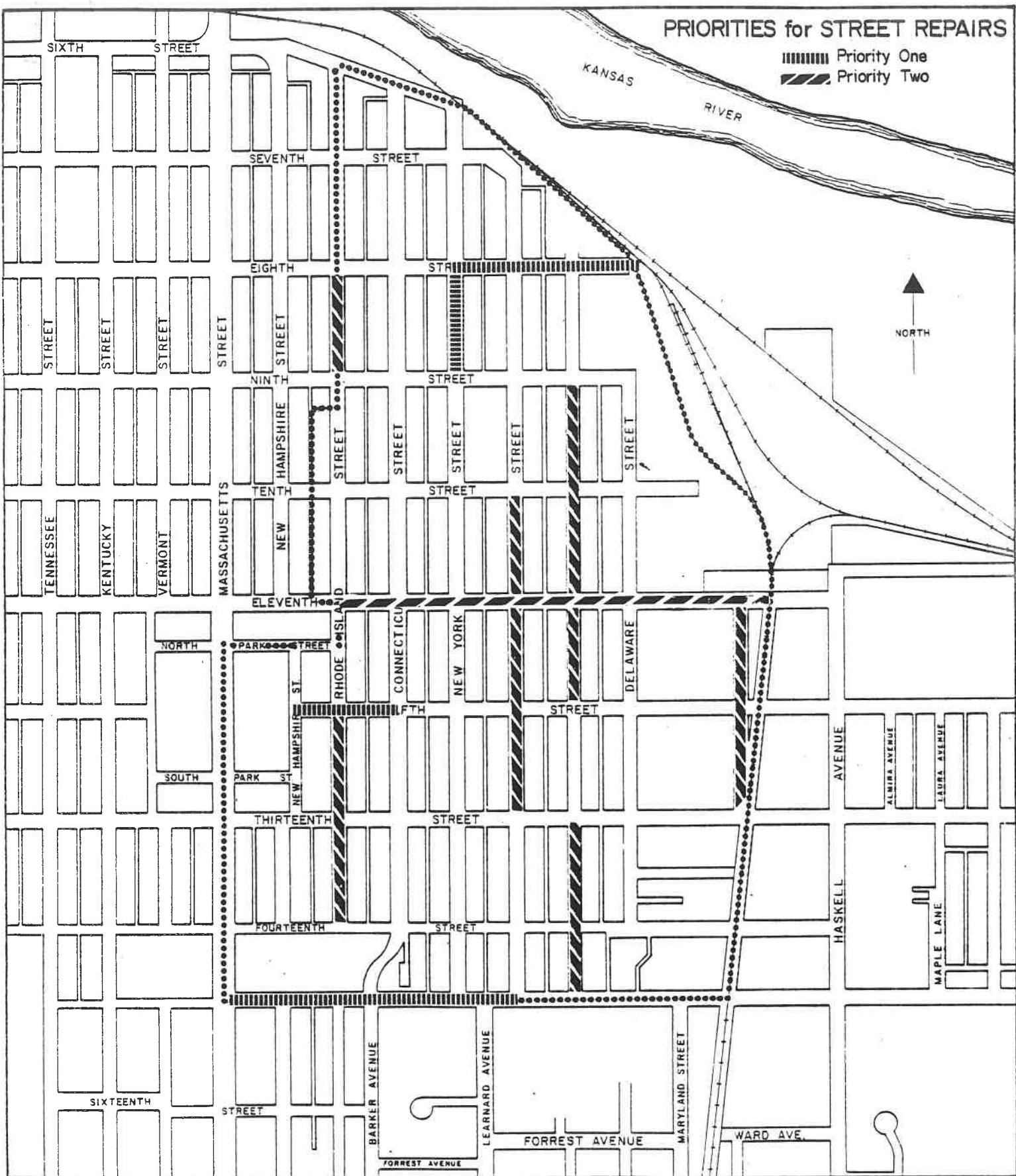


## EAST LAWRENCE

..... Neighborhood Boundary

## PRIORITIES for STREET REPAIRS

||||| Priority One  
// Priority Two



## EAST LAWRENCE

..... Neighborhood Boundary

Priority one streets are 8th Street from the railroad tracks to New York Street and 12th Street from New Hampshire to Connecticut.

c. Suggested Priorities for Sidewalk Improvements

Under the existing policies, sidewalk construction and maintenance are the property owner's responsibilities. This can occur individually (the property owner constructing or repairing sidewalks adjacent to or on his property) or jointly through the creation of benefit districts. An examination of spotty sidewalk conditions in the East Lawrence Neighborhood clearly reveals that this policy has not resulted in systems of sidewalks that meet the neighborhood's needs.

This Plan suggests that the possibility of joint financing between the City of Lawrence and adjacent property owners be considered for those systems of sidewalks that benefit a large portion of the neighborhood.

Map No. 22 suggests some priorities for sidewalk repairs. The priorities listed are based on the following criteria: 1) the present condition of sidewalks; 2) street classifications; 3) traffic volume counts; and, 4) linkages with major pedestrian trip generators.

d. Bicycle Ways

Each neighborhood plan is basically a detailed amendment to the Comprehensive Plan, and by the same token, the neighborhood bicycle ways are developed as a portion of a city-wide bicycle network. Therefore, the bicycle planning criteria and design considerations (eg: designations of Bicycle Routes, Bicycle Lanes, and Bicycle Trails), as stated earlier in the Pinckney Plan are meant to apply to the network at large as well as the East Lawrence Neighborhood.

Map No. 19



**EAST LAWRENCE**

\*\*\*\*\* Neighborhood Boundary

The topography of East Lawrence offers no significant problems for planning bicycle ways. There is a major drainage way on the eastern boundary of the neighborhood, and the terrain rises gently from there to the west.

From East Lawrence there are activity nodes in all directions. To the north and west is Lawrence's downtown, a major employment and shopping center. Directly west are both South Park and the University of Kansas. South and southwest is Central Junior High adjacent to a small commercial center, and farther south is a larger retail center at Dillon's Plaza. To the southeast is Parnell Park, and east is the East Lawrence stadium as well as the major employer, Stokely Van Camp. To the northeast is the rail-way station.

The Segments:

Joining these activity nodes with the residential areas of the neighborhood are six bicycle ways, three east-west (7th, 9th and 13th Street), and three north-south (New Hampshire, New York, and Delaware Streets). The first of these, 7th Street, will provide East Lawrence with an access to the major east-west bicycle ways paralleling Highway 40, the 5th St.-7th St. bicycle ways. Like the portion of 7th Street west of Massachusetts Street, the portion to the east consists of bicycle lanes from Massachusetts to Connecticut Street. The last block then from Connecticut to New York Street is a route.

Ninth Street is the next east-west bicycle way, traversing the neighborhood from the industrial concentration on the east side to the commercial area on the west side. From Delaware Street west it is a route over to New Jersey Street, where it becomes lanes for two blocks in the vicinity of New York School. Then from Connecticut Street to Massachusetts Street, it again is a route. At the intersection of 9th and Delaware Streets, a long-neglected railroad spur angles across the corner, causing very rough spots where it

crosses both streets. This should be remedied by removing the tracks and repaving, or possibly by negotiating for bicycle trail use of the short section of track right-of-way between the two streets.

In the south part of the neighborhood, 13th Street is a major bicycle way having lanes painted from Haskell Avenue west to the Ken-Ten Trail between Kentucky and Tennessee Streets. In spite of moderately high traffic and accident counts, 13th Street currently is preferred by bicyclists over 11th Street or 15th Street because of its direct link to the University and to Far East Lawrence, its pavement width combined with low frequency of parking, and its generally smoother pavement.

Of the three north-south bicycle ways, one of these, New Hampshire Street, is what might be called a "bicycle arterial." Posting a 20 mph speed limit, New Hampshire and Vermont Streets both are safe alternatives to Massachusetts Street, providing access to various activity centers and functioning as a through route from Haskell College to the riverfront. As mentioned in the Oread Plan, the Principal of Central Junior High School has agreed to allow a trail to be constructed from this school's south parking lot at New Hampshire and 15th Streets around the gymnasium to rejoin New Hampshire Street at 14th Street. At 13th Street, the next block to the north has a bicycle lane on the east side of the street, and then a trail proceeds through South Park and across the Courthouse court yard to join again with New Hampshire Street at 11th Street. Eleventh Street at this point carries a double wide or triple wide bicycle lane on the south side which then turns north and is located on the east side of New Hampshire all the way past City Hall to the River Bridge.

The other two north-south bicycle ways in East Lawrence are routes along New York Street and Delaware Street. The New York route also originates on the Haskell campus, heading north on Learnard Avenue to 15th Street. The

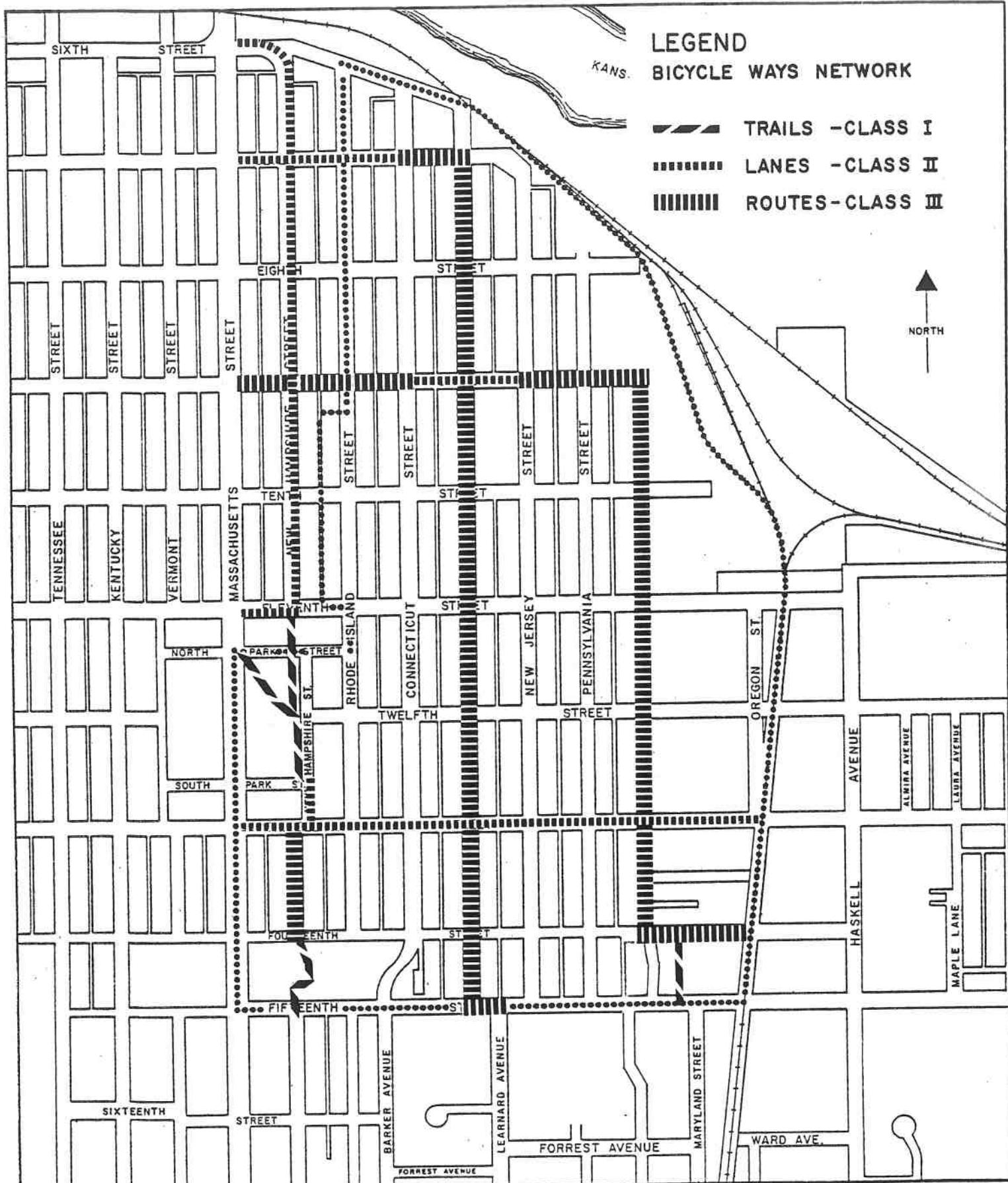
route then jogs over to New York Street and continues past New York School over to the 7th Street bicycle way.

Delaware Street likewise entails a straightforward bicycle route from 9th Street to 14th Street, at which point a route goes east over to East Heights School. To the south, however, we encounter a problem in connecting the Delaware route with the Edgewood-South Campus route, which comes from 17th Street in Oread, along Forest Avenue, across the tracks to LaSalle Street and into the Edgewood Park area. Between 14th Street and Forest Avenue there exists city right-of-way for Delaware Street through which no street has been constructed. Normally one would not consider building a bicycle trail within existing right-of-way as a problem. But supposedly the family who owns most of the lots fronting on this right-of-way between 14th and 15th Streets has a gentleman's agreement with the City that, until they sell off those lots, the City will not put a street through. This family who gardens and grazes most of the land, feels the same about a bicycle trail as about a street.

There are two other possibilities for handling this situation. The city could negotiate for dedication of a twenty-foot right-of-way straddling the property line between Morton Building Materials and the Rose family property; from there a route could proceed south on Maryland Street over to Forest Avenue. Or the alley immediately west of Rose's property could be paved and used for a trail, and from there a trail could be built in the undeveloped Delaware Street right-of-way south of 15th Street. The first choice seems more feasible.

Supportive Programs:

As indicated in both the Pinckney and Oread Plans, any public expendi-



EAST LAWRENCE

tures on bicycle way construction may be an exercise in futility unless various supportive programs are pursued. These include: coordination of plat and site plan reviews with bicycle way plans, comprehensive safety education in schools and adult driver's-ed, legislation limiting the speed of vehicles along bicycle routes and restricting their access to bicycle trails and lanes, and off-street bicycle parking requirements.

When developing the Oread Plan, additional research focused on minimum bicycle parking requirements because of stated interest by both the neighborhood group and the Mt. Oread Bicycle Club. This question is being investigated further by the Planning Commission, and the downtown merchants are likewise considering the potential for bicycle parking downtown.

Input from the East Lawrence Association included concerns over auto speed limits along bicycle routes and lanes, and truck traffic through the neighborhood. It seems that as a rule, streets designated as bicycle routes could post a 20 mile per hour speed limit with no problem, and that exceptions to this could be granted by the Traffic Safety Advisory Board. Often, however, collector or arterial streets contain bicycle lanes, and reducing speed limits in these cases should be done on an individual basis.

Restricting truck traffic from bicycle routes and all motorized traffic from bicycle trails would be a readily implemented policy, again with exceptions granted by the Traffic Safety Advisory Board. In all these cases, proper ordinances need to be drawn up and adopted simultaneous to bicycle way network implementation.

## APPENDIX

### RESULTS OF THE NEIGHBORHOOD SURVEYS

#### 1) Resident (neighborhood) survey

##### Methodology

A preliminary list of questions to be used in the comprehensive survey of the East Lawrence Neighborhood was proposed by the planning staff. Numerous changes were made in the survey due to suggestions made by the East Lawrence Neighborhood Association and the Lawrence-Douglas County Planning Commission.

In July and August, 1978, CETA employees of the Planning Department went door-to-door to randomly selected residential units in all four areas of the neighborhood. In order to obtain responses from a cross section of the neighborhood residents, an effort was made to contact every other residential unit. Residents were contacted in the afternoon and early evening.

EAST LAWRENCE NEIGHBORHOOD SURVEY

**A. NEIGHBORHOOD PUBLIC FACILITIES AND SERVICES**

We would like for you to think about and evaluate the public facilities in your neighborhood. This will help the city in deciding how to spend public money for expansion and maintenance.

1. Would you rate the following neighborhood facilities and services as:

|                    | AREA  | EXCELLENT  | ADEQUATE    | NEEDS IMPROVEMENT | DON'T KNOW |
|--------------------|-------|------------|-------------|-------------------|------------|
| a. Sidewalks       | 1     | 0          | 14          | 16                | 2          |
|                    | 2     | 2          | 27          | 45                | 0          |
|                    | 3     | 0          | 10          | 19                | 0          |
|                    | 4     | 0          | 16          | 30                | 0          |
|                    | Total | 2 (1.1%)   | 67 (37%)    | 110 (60.8%)       | 2 (1.1%)   |
| b. Streets         | 1     | 3          | 16          | 11                | 1          |
|                    | 2     | 6          | 42          | 25                | 1          |
|                    | 3     | 2          | 15          | 13                | 0          |
|                    | 4     | 3          | 24          | 13                | 3          |
|                    | Total | 14 (7.9%)  | 97 (54.5%)  | 62 (34.8%)        | 5 (28%)    |
| c. Street Lighting | 1     | 3          | 15          | 11                | 2          |
|                    | 2     | 11         | 44          | 16                | 1          |
|                    | 3     | 5          | 17          | 9                 | 0          |
|                    | 4     | 6          | 19          | 17                | 3          |
|                    | Total | 25 (14%)   | 95 (53.1%)  | 53 (29.6%)        | 6 (3.3%)   |
| d. Storm Drainage  | 1     | 1          | 12          | 15                | 4          |
|                    | 2     | 4          | 35          | 21                | 10         |
|                    | 3     | 1          | 13          | 10                | 5          |
|                    | 4     | 2          | 15          | 18                | 9          |
|                    | Total | 8 (4.6%)   | 75 (42.8%)  | 64 (36.6%)        | 28 (16.0%) |
| e. Traffic Control | 1     | 3          | 16          | 9                 | 4          |
|                    | 2     | 4          | 38          | 26                | 3          |
|                    | 3     | 2          | 14          | 14                | 0          |
|                    | 4     | 5          | 21          | 15                | 2          |
|                    | Total | 14 (7.9%)  | 89 (50.6%)  | 64 (36.4%)        | 9 (5.1%)   |
| f. Trash Pickup    | 1     | 3          | 22          | 7                 | 0          |
|                    | 2     | 17         | 29          | 28                | 2          |
|                    | 3     | 5          | 17          | 9                 | 1          |
|                    | 4     | 4          | 32          | 11                | 0          |
|                    | Total | 29 (15.5%) | 100 (53.5%) | 55 (29.4%)        | 3 (1.6%)   |
| g. Fire Protection | 1     | 34         | 20          | 1                 | 6          |
|                    | 2     | 14         | 39          | 3                 | 15         |
|                    | 3     | 6          | 13          | 3                 | 9          |
|                    | 4     | 7          | 22          | 2                 | 14         |
|                    | Total | 31 (17.9%) | 89 (51.4%)  | 9 (5.2%)          | 44 (25.4%) |

|                       | AREA         | EXCELLENT         | ADEQUATE          | NEEDS IMPROVEMENT  | DON'T KNOW        |
|-----------------------|--------------|-------------------|-------------------|--------------------|-------------------|
| h. Elementary School  | 1            | 5                 | 14                | 1                  | 9                 |
|                       | 2            | 7                 | 26                | 12                 | 29                |
|                       | 3            | 5                 | 13                | 4                  | 9                 |
|                       | 4            | 3                 | 17                | 4                  | 19                |
|                       | <b>Total</b> | <b>20 (11.4%)</b> | <b>70 (39.8%)</b> | <b>21 (11.9%)</b>  | <b>65 (36.9%)</b> |
| j. Parks & Recreation | 1            | 5                 | 15                | 8                  | 3                 |
|                       | 2            | 12                | 36                | 17                 | 7                 |
|                       | 3            | 6                 | 14                | 6                  | 2                 |
|                       | 4            | 16                | 22                | 4                  | 3                 |
|                       | <b>Total</b> | <b>39 (22.2%)</b> | <b>87 (49.4%)</b> | <b>35 (14.9%)</b>  | <b>15 (8.5%)</b>  |
| k. Off-Street Parking | 1            | 2                 | 12                | 15                 | 2                 |
|                       | 2            | 3                 | 37                | 23                 | 6                 |
|                       | 3            | 0                 | 12                | 13                 | 4                 |
|                       | 4            | 3                 | 16                | 20                 | 5                 |
|                       | <b>Total</b> | <b>8 (9.6%)</b>   | <b>77 (44.5%)</b> | <b>71 (41.0%)</b>  | <b>17 (9.8%)</b>  |
| l. Snow Removal       | 1            | 2                 | 10                | 15                 | 4                 |
|                       | 2            | 7                 | 23                | 34                 | 6                 |
|                       | 3            | 0                 | 10                | 16                 | 5                 |
|                       | 4            | 0                 | 17                | 20                 | 7                 |
|                       | <b>Total</b> | <b>9 (5.1%)</b>   | <b>60 (34.1%)</b> | <b>85 (48.3%)</b>  | <b>22 (12.5%)</b> |
| m. Animal Control     | 1            | 6                 | 8                 | 14                 | 2                 |
|                       | 2            | 3                 | 22                | 48                 | 4                 |
|                       | 3            | 2                 | 10                | 17                 | 3                 |
|                       | 4            | 2                 | 8                 | 32                 | 5                 |
|                       | <b>Total</b> | <b>13 (7.0%)</b>  | <b>48 (25.8%)</b> | <b>111 (59.7%)</b> | <b>14 (7.5%)</b>  |
| n. Litter Control     | 1            | 2                 | 13                | 13                 | 3                 |
|                       | 2            | 0                 | 32                | 39                 | 4                 |
|                       | 3            | 1                 | 15                | 13                 | 3                 |
|                       | 4            | 0                 | 14                | 25                 | 3                 |
|                       | <b>Total</b> | <b>3 (1.7%)</b>   | <b>74 (41.1%)</b> | <b>90 (50.0%)</b>  | <b>13 (7.2%)</b>  |
| o. Noise Control      | 1            | 0                 | 14                | 15                 | 2                 |
|                       | 2            | 3                 | 32                | 31                 | 6                 |
|                       | 3            | 2                 | 20                | 8                  | 0                 |
|                       | 4            | 1                 | 22                | 20                 | 3                 |
|                       | <b>Total</b> | <b>6 (3.4%)</b>   | <b>88 (49.2%)</b> | <b>74 (41.3%)</b>  | <b>11 (6.1%)</b>  |

2. If you marked any of the above "needs improvement" please explain what the specific problems are:

|                       | AREA | 1 | 2  | 3 | 4  | Total |
|-----------------------|------|---|----|---|----|-------|
| a. Sidewalks          |      |   |    |   |    |       |
| Generally poor        |      | 3 | 25 | 7 | 11 | 46    |
| Missing in places     |      | 2 | 6  | 3 | 3  | 14    |
| Bridge especially bad |      | 2 | 8  | 0 | 5  | 15    |
| Fix brick with brick  |      | 0 | 1  | 0 | 1  | 2     |

|   | AREA | 1  | 2 | 3 | 4  | Total |
|---|------|----|---|---|----|-------|
| b. Streets                                  |      |    |   |   |    |       |
| Potholes, rough condition                   | 3    | 12 | 7 | 5 | 27 |       |
| Dips  |      | 4  |   |   | 4  |       |
| E. 11th too narrow (east of Delaware St.)   |      | 2  |   |   | 2  |       |
| Alley condition is poor                     |      |    |   | 2 | 2  |       |
| Visibility at intersections                 |      | 1  |   |   | 1  |       |
| c. Street Lighting                          |      |    |   |   |    |       |
| Need more (especially middle of blocks)     | 5    | 11 | 6 | 7 | 29 |       |
| Needed in alleys                            | 0    | 1  | 1 | 1 | 3  |       |
| Too dim                                     | 2    | 0  | 0 | 0 | 2  |       |
| Makes area dangerous                        | 0    | 2  | 0 | 0 | 2  |       |
| d. Storm Drainage                           |      |    |   |   |    |       |
| Generally poor                              | 5    | 10 | 6 | 8 | 29 |       |
| Clean, enlarge drains                       | 1    | 1  | 1 | 3 | 6  |       |
| 9th & Connecticut - every hard rain         | 2    | 1  | 0 | 0 | 3  |       |
| Have only ditches, not sewers               | 0    | 2  | 0 | 0 | 2  |       |
| 8th & New York                              | 1    | 0  | 0 | 0 | 1  |       |
| East of New Jersey - 11th - 15th            | 0    | 1  | 0 | 0 | 1  |       |
| e. Traffic Control                          |      |    |   |   |    |       |
| Speeding (especially on Connecticut St.)    | 2    | 5  | 3 | 2 | 12 |       |
| More stop signs needed                      | 0    | 6  | 4 | 0 | 10 |       |
| Unmarked intersections                      | 0    | 2  | 0 | 2 | 4  |       |
| Generally more control                      | 0    | 3  | 0 | 0 | 3  |       |
| Connecticut St. - congested, hard to cross  | 0    | 0  | 0 | 3 | 3  |       |
| Illegal trucks                              | 1    | 0  | 1 | 0 | 2  |       |
| Visibility at intersections                 | 0    | 2  | 0 | 0 | 2  |       |
| Noisy traffic                               | 1    | 0  | 0 | 0 | 1  |       |
| 13th & Mass. - needs cross-walk             | 0    | 0  | 0 | 1 | 1  |       |
| 11th & Connecticut - dangerous intersection | 0    | 0  | 0 | 1 | 1  |       |
| f. Trash Pickup                             |      |    |   |   |    |       |
| Messy                                       | 4    | 14 | 4 | 2 | 24 |       |
| Inconsistent pickup                         | 0    | 6  | 0 | 2 | 8  |       |
| Do poor job                                 | 1    | 0  | 1 | 2 | 4  |       |
| Damage cans                                 | 0    | 4  | 0 | 0 | 4  |       |
| g. Fire Protection                          |      |    |   |   |    |       |
| More protection needed                      | 0    | 0  | 1 | 0 | 1  |       |
| Need to drill more                          | 0    | 0  | 1 | 0 | 1  |       |
| Plug on wrong on Connecticut                | 0    | 1  | 0 | 0 | 1  |       |

|  | AREA | 1 | 2  | 3  | 4  | Total |
|--|------|---|----|----|----|-------|
| h. Elementary Schools  |      |   |    |    |    |       |
| New York school needs improvement, new innovative programs, new teachers |      | 1 | 3  | 1  | 0  | 5     |
| New York school is low quality   |      | 0 | 0  | 0  | 2  | 2     |
| Don't want New York school to close                                      |      | 0 | 1  | 0  | 0  | 1     |
| Eliminate combined classes   |      | 0 | 0  | 1  | 0  | 1     |
| i. Police Protection   |      |   |    |    |    |       |
| Inadequate east of Mass. St., need more patrolling                       |      | 1 | 0  | 3  | 1  | 5     |
| Neighborhood is unsafe   |      | 0 | 4  | 0  | 0  | 4     |
| Slow to respond  |      | 0 | 1  | 1  | 0  | 2     |
| j. Parks & Recreation  |      |   |    |    |    |       |
| Need more - especially for children                                      |      | 4 | 5  | 1  | 1  | 11    |
| Need maintenance - especially 11th & Delaware                            |      | 1 | 3  | 1  | 0  | 5     |
| More equipment and activities  |      | 0 | 0  | 0  | 2  | 2     |
| More parking - 11th & Delaware park                                      |      | 0 | 1  | 0  | 0  | 1     |
| k. Off-Street Parking  |      |   |    |    |    |       |
| Generally not enough   |      | 2 | 10 | 4  | 9  | 25    |
| (Mentioned 1100 Rhode Island, 900 New York, E. 11th by sale barn)        |      |   |    |    |    |       |
| 800 Block of Connecticut   |      | 5 | 0  | 0  | 0  | 5     |
| 1300 New Hampshire too narrow when cars on both sides                    |      | 0 | 0  | 0  | 1  | 1     |
| l. Snow Removal  |      |   |    |    |    |       |
| Slow - inadequate  |      | 4 | 9  | 6  | 2  | 21    |
| Non-existent   |      | 3 | 4  | 3  | 1  | 11    |
| Cars plowed in   |      | 0 | 1  | 2  | 0  | 3     |
| People don't clear sidewalks   |      | 0 | 0  | 0  | 2  | 2     |
| m. Animal Control  |      |   |    |    |    |       |
| Loose dogs   |      | 5 | 21 | 13 | 15 | 54    |
| Loose animals (unspecific - dogs and cats)                               |      | 4 | 5  | 0  | 3  | 12    |
| No control - dog catcher does poor job                                   |      | 1 | 1  | 1  | 5  | 8     |
| Dog excrement in yard  |      | 0 | 3  | 0  | 1  | 4     |
| Loose cats   |      | 0 | 0  | 1  | 1  | 2     |
| Find homes for unclaimed animals   |      | 0 | 1  | 0  | 0  | 1     |

|                             | <u>AREA</u> | 1 | 2  | 3 | 4 | Total |
|-----------------------------|-------------|---|----|---|---|-------|
| n. Litter Control           |             |   |    |   |   |       |
| Generally poor              |             | 6 | 15 | 2 | 5 | 28    |
| Dogs in trash               |             | 2 | 14 | 1 | 7 | 24    |
| Alleys                      |             | 0 | 7  | 1 | 2 | 10    |
| Abandoned vehicles          |             | 0 | 2  | 0 | 0 | 2     |
| No control - send out crews |             | 0 | 0  | 0 | 2 | 2     |
| Cats in trash               |             | 1 | 0  | 0 | 1 | 2     |
| From bars                   |             | 1 | 0  | 0 | 0 | 1     |
| Broken glass                |             | 0 | 1  | 0 | 0 | 1     |
| Need public receptacles     |             | 0 | 0  | 0 | 1 | 1     |

|                    |  |   |   |   |   |    |
|--------------------|--|---|---|---|---|----|
| o. Noise Control   |  |   |   |   |   |    |
| Traffic in general |  | 2 | 5 | 1 | 9 | 17 |
| Motorcycles        |  | 3 | 5 | 0 | 2 | 10 |
| Trucks             |  | 3 | 2 | 0 | 2 | 7  |
| Barking dogs       |  | 3 | 2 | 0 | 2 | 7  |
| General noise      |  | 0 | 1 | 1 | 3 | 5  |
| Bars               |  | 1 | 0 | 0 | 0 | 1  |

3. Are you satisfied with the manner in which the city has been spending community development funds in the past few years?

|        | <u>AREA</u> | 1  | 2  | 3  | 4  | Total | %  |
|--------|-------------|----|----|----|----|-------|----|
| a. Yes |             | 11 | 19 | 7  | 13 | 50    | 45 |
| b. No  |             | 8  | 29 | 12 | 12 | 61    | 55 |

4. The following space is intended for you to comment on how you feel the city should be spending community development funds in your neighborhood in the future.

|  | <u>AREA</u> | 1 | 2  | 3 | 4  | Total |
|--|-------------|---|----|---|----|-------|
| Rehabilitation of housing-<br>including cheap loans,<br>tax incentives |             | 4 | 15 | 4 | 10 | 33    |
| Improve sidewalks  |             | 1 | 6  | 5 | 8  | 20    |
| Improve streets  |             | 1 | 6  | 5 | 4  | 16    |
| More parks   |             | 6 | 6  | 0 | 2  | 14    |
| General clean-up   |             | 1 | 4  | 2 | 6  | 13    |
| Recreation center, facilities and<br>programs                          |             | 1 | 3  | 3 | 0  | 8     |
| Improve storm drainage   |             | 2 | 0  | 0 | 5  | 7     |
| Rent supplements, social programs<br>for old, needy                    |             | 2 | 0  | 1 | 3  | 6     |
| Improve alleys   |             | 1 | 4  | 0 | 0  | 5     |
| Maintenance of parks   |             | 0 | 4  | 0 | 1  | 5     |
| Animal control   |             | 1 | 1  | 1 | 2  | 5     |
| More stop signs  |             | 0 | 2  | 0 | 1  | 3     |
| Improve parking - especially 800<br>block of Connecticut St.           |             | 2 | 0  | 0 | 1  | 3     |
| Maintain city facilities   |             | 0 | 2  | 0 | 0  | 2     |
| Staffed community center   |             | 0 | 2  | 0 | 0  | 2     |
| Cut weeds at intersections   |             | 0 | 2  | 0 | 0  | 2     |
| Improve street lighting  |             | 0 | 1  | 0 | 1  | 2     |
| Bike paths   |             | 0 | 1  | 0 | 1  | 2     |
| Plant trees  |             | 0 | 1  | 0 | 1  | 2     |
| Get rid of smell from sewage plant                                     |             | 0 | 0  | 1 | 1  | 2     |

B. COMMERCIAL DEVELOPMENT

1. Would you like to have neighborhood convenience shopping (such as groceries, drugs, restaurants) within:

- a. One to one-half mile from your home
- b. 5-10 blocks
- c. 1-4 blocks

| AREA | 1  | 2  | 3  | 4  | Total | %    |
|------|----|----|----|----|-------|------|
| a.   | 3  | 15 | 6  | 5  | 29    | 20.3 |
| b.   | 8  | 28 | 10 | 19 | 65    | 45.4 |
| c.   | 12 | 16 | 7  | 14 | 49    | 34.3 |

2. Would you favor the expansion of the Lawrence downtown commercial area towards the east into the residential areas of East Lawrence?

|        |    |    |    |    |     |      |
|--------|----|----|----|----|-----|------|
| a. Yes | 3  | 19 | 6  | 6  | 34  | 24.3 |
| b. No  | 18 | 42 | 19 | 27 | 106 | 75.7 |

Please explain:

|  |   |   |   |   |    |
|--|---|---|---|---|----|
| <u>No</u> --Would destroy residential nature of neighborhood | 3 | 8 | 3 | 4 | 18 |
| Don't need   | 5 | 9 | 0 | 3 | 17 |
| Create more noise, congestion, and related problems          | 3 | 6 | 3 | 4 | 16 |
| Would destroy fine old homes                                 | 3 | 5 | 2 | 0 | 10 |
| Destroy needed low income housing                            | 0 | 6 | 0 | 0 | 6  |
| Lawrence too big now - reverse trend                         | 2 | 0 | 2 | 1 | 5  |
| Not if people have to unwillingly give up homes              | 3 | 0 | 0 | 2 | 5  |
| Like as it is  | 0 | 0 | 3 | 0 | 3  |
| Just use present area efficiently                            | 0 | 0 | 0 | 3 | 3  |
| Live there   | 2 | 0 | 0 | 0 | 2  |
| Might raise taxes  | 0 | 2 | 0 | 0 | 2  |
| Would ruin historically significant landmarks                | 1 | 0 | 0 | 0 | 1  |
| Try commercial expansion in Alvamar                          | 0 | 0 | 0 | 1 | 1  |

|  |   |   |   |   |   |
|--|---|---|---|---|---|
| <u>Yes</u> --Would be convenient, especially for elderly | 0 | 4 | 0 | 1 | 5 |
| Okay in certain places                                   | 1 | 1 | 0 | 3 | 5 |
| Bigger, better downtown                                  | 2 | 1 | 1 | 0 | 4 |
| Would raise real estate values                           | 0 | 1 | 3 | 0 | 4 |
| Why not - has to go somewhere                            | 0 | 0 | 0 | 3 | 3 |
| If my home isn't threatened                              | 0 | 1 | 0 | 0 | 1 |
| Want fast food, discount stores                          | 0 | 1 | 0 | 0 | 1 |
| Incentive for better home care                           | 0 | 1 | 0 | 0 | 1 |

C. HOUSING CONDITIONS

1. How long have you lived in Lawrence?

| AREA                        | 1  | 2  | 3  | 4  | Total | %    |
|-----------------------------|----|----|----|----|-------|------|
| a. Less than a year         | 2  | 3  | 2  | 3  | 10    | 5.2  |
| b. One to five years        | 6  | 14 | 1  | 7  | 28    | 14.7 |
| c. Five to ten years        | 4  | 11 | 5  | 9  | 29    | 15.2 |
| d. Ten to twenty-five years | 5  | 15 | 12 | 8  | 40    | 20.9 |
| e. Over twenty-five years   | 14 | 35 | 13 | 22 | 84    | 44.0 |

2. How long have you lived at your present address?

|                       |    |    |    |    |    |      |
|-----------------------|----|----|----|----|----|------|
| a. Less than one year | 7  | 20 | 8  | 14 | 49 | 26.1 |
| b. One to five years  | 13 | 21 | 3  | 10 | 47 | 25.0 |
| c. Over five years    | 11 | 36 | 22 | 23 | 92 | 48.9 |

3. How much longer do you plan to live in the East Lawrence neighborhood?

|                      |    |    |    |    |     |      |
|----------------------|----|----|----|----|-----|------|
| a. Less than a year  | 3  | 4  | 2  | 6  | 15  | 8.6  |
| b. One to five years | 11 | 22 | 7  | 19 | 59  | 33.9 |
| c. Over five years   | 13 | 42 | 25 | 20 | 100 | 57.5 |

4. Overall, would you say the condition of the house or apartment in which you live is:

|              |    |    |    |    |    |      |
|--------------|----|----|----|----|----|------|
| a. Excellent | 1  | 8  | 5  | 5  | 19 | 9.8  |
| b. Good      | 14 | 36 | 12 | 22 | 84 | 43.5 |
| c. Fair      | 11 | 26 | 13 | 18 | 68 | 35.2 |
| d. Poor      | 5  | 10 | 3  | 4  | 22 | 11.4 |

5. Would you say that the general condition of housing in your immediate neighborhood is presently:

|                  |    |    |    |    |    |      |
|------------------|----|----|----|----|----|------|
| a. Improving     | 5  | 20 | 12 | 16 | 53 | 27.7 |
| b. Stable        | 14 | 39 | 16 | 19 | 88 | 46.1 |
| c. Deteriorating | 13 | 16 | 7  | 14 | 50 | 26.2 |

6. If you rent, how much is your monthly rent, including utilities?

|                        |   |    |   |   |    |      |
|------------------------|---|----|---|---|----|------|
| a. Under \$99.00       | 6 | 2  | 3 | 0 | 11 | 12.9 |
| b. \$100.00 - \$150.00 | 7 | 13 | 1 | 6 | 27 | 31.8 |
| c. \$150.00 - \$200.00 | 4 | 11 | 6 | 7 | 28 | 32.9 |
| d. \$200.00 - \$250.00 | 2 | 4  | 4 | 5 | 15 | 17.6 |
| e. Over \$250.00       | 0 | 3  | 1 | 0 | 4  | 4.7  |

7. If you own your home, how much is your monthly mortgage payment, including property taxes and insurance?

|                        |   |    |   |   |    |      |
|------------------------|---|----|---|---|----|------|
| a. Under \$99.00       | 3 | 10 | 4 | 2 | 19 | 26.0 |
| b. \$100.00 - \$150.00 | 1 | 5  | 2 | 5 | 13 | 17.8 |
| c. \$150.00 - \$200.00 | 0 | 7  | 3 | 5 | 15 | 20.5 |
| d. \$200.00 - \$250.00 | 1 | 6  | 1 | 3 | 11 | 15.1 |
| e. \$250.00 - \$300.00 | 0 | 2  | 1 | 0 | 3  | 4.1  |
| f. \$300.00 - \$350.00 | 2 | 0  | 1 | 2 | 5  | 6.8  |
| g. Over \$350.00       | 1 | 3  | 2 | 1 | 7  | 9.6  |

8. In the neighborhood in which you live, do you presently feel:

- a. That about the right number of people live there now.
- b. That more people could live there comfortably.
- c. That it is overcrowded now.

| AREA | 1  | 2  | 3  | 4  | Total | %    |
|------|----|----|----|----|-------|------|
| a.   | 25 | 56 | 27 | 39 | 147   | 85.0 |
| b.   | 1  | 7  | 5  | 1  | 14    | 8.1  |
| c.   | 2  | 3  | 1  | 6  | 12    | 6.9  |

9. There are a number of housing types in East Lawrence now. These include single family houses, apartments within older houses, and apartment buildings. Which statement expresses your opinion?

- a. I like to, or would like to, live in an area with a variety of housing types.
- b. I like to, or would like to, live in an area with only single family housing.
- c. I like to, or would like to, live in an area with only apartments.
- d. None of the above expresses my opinion. Please explain below.

| AREA | 1  | 2  | 3  | 4  | Total | %    |
|------|----|----|----|----|-------|------|
| a.   | 9  | 22 | 13 | 17 | 61    | 39.1 |
| b.   | 15 | 35 | 13 | 19 | 82    | 52.6 |
| c.   | 0  | 0  | 0  | 1  | 1     | .6   |
| d.   | 2  | 4  | 2  | 4  | 12    | 7.7  |

#### Housing Preferences

Houses, apartments in houses only,

primarily single family, no

four-plexes, modern complexes 2 4 1 7 14

Like the country 1 0 0 0 1

Variety okay, if well designed 0 1 0 0 1

Anything if clean, kept up 0 0 1 0 1

No businesses where houses once stood 0 0 1 0 1

#### Importance of Preserving Older Housing

Important --

Old houses give neighborhood character,

aesthetic and historic qualities,

stability, pride, beauty 9 22 14 21 66

Provide low income housing 2 9 0 2 13

Old homes are generally better

built 3 0 3 4 10

Preservation important, but upkeep needed 0 8 1 0 9

Preservation important, but dilapidated homes should be replaced 0 4 0 2 6

Preserve homes to stop spreading commercialism 1 0 0 0 1

Most houses are old 1 0 0 0 1

Keeps people in own homes (elderly) 0 0 1 1

|  | AREA | 1 | 2 | 3 | 4 | Total | % |
|--|------|---|---|---|---|-------|---|
| Not Important--                            |      |   |   |   |   |       |   |
| Most are in bad shape, should be condemned |      | 0 | 4 | 0 | 0 | 4     |   |
| Too expensive to preserve                  |      | 0 | 1 | 0 | 0 | 1     |   |

10. Which statement expresses your opinion?

I prefer living in:

|                                       |    |    |    |    |     |      |
|---------------------------------------|----|----|----|----|-----|------|
| a. A new apartment                    | 2  | 1  | 0  | 3  | 6   | 3.6  |
| b. An apartment within an older house | 5  | 5  | 0  | 3  | 13  | 7.9  |
| c. A duplex                           | 0  | 2  | 0  | 2  | 4   | 2.4  |
| d. A four-plex                        | 0  | 0  | 0  | 0  | 0   | 0    |
| e. An older house (single-family)     | 12 | 40 | 25 | 31 | 108 | 65.5 |
| f. A new house (single-family)        | 7  | 14 | 5  | 8  | 34  | 20.6 |

11. Which statement expresses your opinion?

I believe that preserving the older housing stock in the neighborhood is:

- a. Very important to the future of the East Lawrence Neighborhood.
- b. Of some importance to the future of the East Lawrence Neighborhood.
- c. Of no importance to the future of the East Lawrence Neighborhood.

|    |    |    |    |    |     |      |
|----|----|----|----|----|-----|------|
| a. | 17 | 44 | 22 | 32 | 115 | 74.7 |
| b. | 4  | 16 | 6  | 5  | 31  | 20.1 |
| c. | 1  | 4  | 2  | 1  | 8   | 5.2  |

### C. TRANSPORTATION

1. Do you own a car?

|        |    |    |    |    |     |      |
|--------|----|----|----|----|-----|------|
| a. Yes | 23 | 60 | 25 | 37 | 145 | 80.1 |
| b. No  | 5  | 15 | 7  | 9  | 36  | 19.9 |

If yes, how many?

|      |    |    |    |    |    |
|------|----|----|----|----|----|
| 1 -- | 15 | 36 | 14 | 25 | 90 |
| 2 -- | 3  | 17 | 10 | 10 | 40 |
| 3 -- | 1  | 1  | 1  | 1  | 4  |
| 4 -- | 0  | 0  | 0  | 1  | 1  |

2. Do you own a bicycle?

|        |    |    |    |    |    |      |
|--------|----|----|----|----|----|------|
| a. Yes | 14 | 32 | 12 | 22 | 80 | 46.0 |
| b. No  | 14 | 42 | 17 | 21 | 94 | 54.0 |

3. What is your principle mode of transportation, within the neighborhood?

|                    | AREA | 1  | 2  | 3  | 4  | Total |
|--------------------|------|----|----|----|----|-------|
| a. Car             |      | 15 | 39 | 24 | 29 | 107   |
| b. Bus             |      | 0  | 2  | 1  | 6  | 9     |
| c. Walking         |      | 15 | 35 | 10 | 13 | 73    |
| d. Bicycle         |      | 4  | 4  | 4  | 9  | 21    |
| e. Motorcycle      |      | 1  | 2  | 2  | 1  | 6     |
| f. Other (specify) |      | 1  | 3  | 1  | 3  | 8     |

4. What are some of the most serious problems that you face when you travel within the neighborhood?

|   |   |    |   |   |    |
|---|---|----|---|---|----|
| Loose dogs                                      | 2 | 13 | 6 | 4 | 25 |
| No problems                                     | 3 | 13 | 3 | 5 | 24 |
| Pedestrians (especially kids) in street         | 2 | 7  | 5 | 1 | 15 |
| Blind intersections - foliage, parked cars      | 1 | 7  | 2 | 2 | 12 |
| Bad sidewalks                                   | 0 | 6  | 1 | 5 | 12 |
| Heavy traffic (especially Conn.St.)             | 3 | 2  | 0 | 5 | 10 |
| Bad drivers                                     | 3 | 0  | 2 | 5 | 10 |
| Speeding traffic                                | 0 | 5  | 4 | 0 | 9  |
| Need more stop signs at unmarked intersections  | 3 | 4  | 1 | 0 | 8  |
| Need more street lights                         | 1 | 3  | 1 | 2 | 7  |
| Crossing 9th & New Hampshire                    | 1 | 6  | 0 | 0 | 7  |
| Bikers  | 2 | 0  | 2 | 1 | 5  |
| Fear of crime                                   | 1 | 4  | 0 | 0 | 5  |
| Bad street condition                            | 0 | 3  | 0 | 1 | 4  |
| Heavy trucks                                    | 1 | 2  | 0 | 0 | 3  |
| Broken glass on streets, sidewalks              | 1 | 0  | 0 | 2 | 3  |
| Motorcyclists                                   | 0 | 3  | 0 | 0 | 3  |
| Animals in street                               | 1 | 1  | 0 | 0 | 2  |
| Narrow passage - when cars parked on both sides | 0 | 2  | 0 | 0 | 2  |
| Speeders in alleys                              | 1 | 0  | 0 | 1 | 2  |
| Overhanging limbs on sidewalks                  | 0 | 2  | 0 | 0 | 2  |
| Snow and ice                                    | 0 | 0  | 1 | 1 | 2  |
| Inadequate public transportation                | 0 | 0  | 1 | 1 | 2  |

D. INFORMATION ABOUT YOU AND YOUR FAMILY

Most of the following questions are about you and your family. You can be assured that the results will be kept confidential.

|                             | AREA | 1  | 2  | 3 | 4  | Total | %    |
|-----------------------------|------|----|----|---|----|-------|------|
| 1. Which is your age group? |      |    |    |   |    |       |      |
| a. Under 15 years           |      | 0  | 0  | 0 | 0  | 0     | 0    |
| b. 15-24                    |      | 10 | 13 | 5 | 8  | 36    | 19.9 |
| c. 25-34                    |      | 7  | 21 | 9 | 13 | 50    | 27.6 |
| d. 35-44                    |      | 3  | 5  | 1 | 4  | 13    | 7.2  |
| e. 45-54                    |      | 2  | 5  | 5 | 2  | 14    | 7.7  |
| f. 55-64                    |      | 6  | 9  | 2 | 5  | 22    | 12.2 |
| g. 65 and over              |      | 4  | 18 | 9 | 15 | 46    | 25.4 |

|   | AREA | 1  | 2  | 3  | 4  | Total | %    |
|---|------|----|----|----|----|-------|------|
| 2. Which category does your household income fall?  |      |    |    |    |    |       |      |
| a. Under \$4,000  |      | 13 | 14 | 8  | 5  | 40    | 26.0 |
| b. \$4,000 to \$6,999   |      | 7  | 20 | 8  | 13 | 48    | 31.2 |
| c. \$7,000 to \$9,999   |      | 4  | 16 | 1  | 10 | 31    | 20.1 |
| d. \$10,000 to \$14,999   |      | 3  | 7  | 6  | 7  | 23    | 14.9 |
| e. \$15,000 to \$24,999   |      | 1  | 4  | 2  | 5  | 12    | 7.8  |
| f. \$25,000 and over  |      | 0  | 0  | 0  | 0  | 0     | 0.0  |
| 3. How many people depend on this income?   |      |    |    |    |    |       |      |
| a. One  |      | 13 | 26 | 12 | 20 | 71    | 43.3 |
| b. Two  |      | 4  | 20 | 7  | 14 | 45    | 27.4 |
| c. Three  |      | 3  | 10 | 3  | 3  | 19    | 11.6 |
| d. Four   |      | 3  | 1  | 4  | 4  | 12    | 7.3  |
| e. Five   |      | 1  | 3  | 2  | 3  | 9     | 5.5  |
| f. Six  |      | 2  | 3  | 1  | 0  | 6     | 3.7  |
| g. Seven  |      | 0  | 2  | 0  | 0  | 2     | 1.2  |
| h. Eight  |      | 0  | 0  | 0  | 0  | 0     | 0    |
| 4. Do you derive a part of your income from supplemental sources, such as your parents, scholarship, social security, or welfare? |      |    |    |    |    |       |      |
| a. Yes  |      | 10 | 17 | 8  | 15 | 50    | 32.3 |
| b. No   |      | 17 | 46 | 19 | 23 | 105   | 67.7 |
| 5. What is your occupation?   |      |    |    |    |    |       |      |
| Professional  |      | 1  | 4  | 4  | 9  | 18    | 10.1 |
| Managerial  |      | 0  | 3  | 1  | 2  | 6     | 3.4  |
| Clerical  |      | 1  | 6  | 0  | 2  | 9     | 5.1  |
| Sales   |      | 0  | 2  | 1  | 0  | 3     | 1.7  |
| Skilled   |      | 6  | 15 | 7  | 5  | 33    | 18.5 |
| Semi-skilled  |      | 11 | 17 | 3  | 6  | 37    | 20.8 |
| Other (part-time)   |      | 0  | 2  | 0  | 0  | 2     | 1.1  |
| Housewife   |      | 1  | 5  | 2  | 3  | 11    | 6.2  |
| Student   |      | 4  | 6  | 4  | 6  | 20    | 11.2 |
| Retired   |      | 3  | 13 | 5  | 14 | 35    | 19.7 |
| Unemployed  |      | 2  | 2  | 0  | 0  | 4     | 2.2  |
| 6. Are there members of your household that are presently unemployed and seeking a job?   |      |    |    |    |    |       |      |
| a. Yes  |      | 6  | 12 | 7  | 4  | 29    | 17.6 |
| b. No   |      | 21 | 53 | 22 | 40 | 136   | 82.4 |
| 7. Are there members of your household that are currently employed but actively seeking a better job?                             |      |    |    |    |    |       |      |
| a. Yes  |      | 10 | 21 | 7  | 7  | 45    | 27.6 |
| b. No   |      | 15 | 44 | 21 | 38 | 118   | 72.4 |

8. Please list the age of children living with you that are under 18.

|              | <u>Total</u> |
|--------------|--------------|
| a. Zero      | 9            |
| b. One       | 6            |
| c. Two       | 6            |
| d. Three     | 10           |
| e. Four      | 6            |
| f. Five      | 5            |
| g. Six       | 2            |
| h. Seven     | 4            |
| i. Eight     | 8            |
| j. Nine      | 2            |
| k. Ten       | 3            |
| l. Eleven    | 5            |
| m. Twelve    | 5            |
| n. Thirteen  | 7            |
| o. Fourteen  | 4            |
| p. Fifteen   | 4            |
| q. Sixteen   | 6            |
| r. Seventeen | 3            |

9. Please list some of the things you like about living in the East Lawrence Neighborhood.

|   | AREA | 1  | 2  | 3  | 4  | Total |
|---|------|----|----|----|----|-------|
| Friendly people, nice neighbors                               |      | 9  | 29 | 15 | 12 | 65    |
| Convenient location   |      | 10 | 27 | 4  | 16 | 57    |
| Quiet   |      | 4  | 25 | 10 | 9  | 48    |
| Old homes   |      | 4  | 11 | 3  | 6  | 24    |
| Reasonable housing costs (rent & buy)                         |      | 2  | 11 | 1  | 2  | 16    |
| Have lived there long time, is home                           |      | 3  | 7  | 0  | 2  | 12    |
| Parks (especially South Park)                                 |      | 0  | 4  | 1  | 7  | 12    |
| Has good feeling, peaceful, comfortable,<br>slow & easy       |      | 3  | 3  | 2  | 3  | 11    |
| Variety of people (race, age, socio-<br>economic, life style) |      | 2  | 7  | 1  | 1  | 11    |
| Trees, foilage, gardens                                       |      | 1  | 3  | 3  | 2  | 9     |
| Not crowded   |      | 1  | 3  | 3  | 1  | 8     |
| Sense of community, neighborhood                              |      | 2  | 3  | 0  | 2  | 7     |
| Low crime rate  |      | 0  | 3  | 1  | 1  | 5     |
| Have privacy  |      | 0  | 4  | 1  | 0  | 5     |
| Not much traffic  |      | 0  | 2  | 1  | 2  | 5     |
| Nothing   |      | 2  | 2  | 0  | 0  | 4     |
| Good elementary schools & teachers                            |      | 0  | 2  | 1  | 0  | 3     |
| Don't have to keep up with Jones'                             |      | 0  | 2  | 0  | 1  | 3     |
| Flat streets (for bikers)                                     |      | 0  | 0  | 0  | 2  | 2     |
| Sale barn   |      | 0  | 1  | 0  | 1  | 2     |

10. Please list some of the things you don't like about living in the East Lawrence Neighborhood.

|  | AREA | 1 | 2  | 3 | 4 | Total |
|--|------|---|----|---|---|-------|
| Deterioration of houses                              |      | 2 | 12 | 4 | 7 | 25    |
| Noise from traffic                                   |      | 0 | 11 | 0 | 9 | 20    |
| Loose dogs   |      | 2 | 8  | 0 | 2 | 12    |
| General litter, trashy alleys, broken glass          |      | 0 | 7  | 2 | 3 | 12    |
| Lack of upkeep by many                               |      | 0 | 2  | 2 | 7 | 11    |
| Unresponsible landlords                              |      | 2 | 7  | 0 | 5 | 8     |
| Neglect by city                                      |      | 1 | 5  | 1 | 1 | 8     |
| Nothing  |      | 0 | 6  | 2 | 0 | 8     |
| Bad sidewalks  |      | 0 | 2  | 3 | 3 | 8     |
| Crime  |      | 1 | 4  | 1 | 1 | 7     |
| Speeding traffic (especially Conn.St.)               |      | 3 | 0  | 3 | 0 | 6     |
| Poor snow removal                                    |      | 0 | 2  | 2 | 2 | 6     |
| Poor street lighting                                 |      | 0 | 2  | 2 | 1 | 5     |
| Odors - sewage plant, Co-op, Stokelys or sale barn   |      | 0 | 3  | 0 | 2 | 5     |
| Not enough parks, playgrounds                        |      | 1 | 2  | 1 | 0 | 4     |
| Getting crowded                                      |      | 2 | 0  | 2 | 0 | 4     |
| Some undesirable neighbors                           |      | 0 | 2  | 0 | 2 | 4     |
| Bad streets  |      | 0 | 1  | 2 | 1 | 4     |
| Low quality schools                                  |      | 0 | 0  | 2 | 2 | 4     |
| Rental areas - noisy & dirty                         |      | 0 | 0  | 0 | 4 | 4     |
| Poor storm drainage                                  |      | 0 | 0  | 1 | 2 | 3     |
| Traffic congestion                                   |      | 0 | 1  | 0 | 2 | 3     |
| Lack of maintenance of public facilities             |      | 0 | 3  | 0 | 0 | 3     |
| Lack of parking                                      |      | 0 | 2  | 0 | 1 | 3     |
| Low water pressure                                   |      | 0 | 0  | 2 | 1 | 3     |
| Inadequate public transportation                     |      | 0 | 1  | 1 | 0 | 2     |
| Trashy house & yard (800 blk. New York)              |      | 2 | 0  | 0 | 0 | 2     |
| Everything   |      | 1 | 1  | 0 | 0 | 2     |
| Unpaved alleys - 9th-10th, Connecticut, Rhode Island |      | 0 | 2  | 0 | 0 | 2     |
| Junk cars  |      | 0 | 2  | 0 | 0 | 2     |
| False images of East Lawrence                        |      | 1 | 1  | 0 | 0 | 2     |
| Noisy people   |      | 0 | 0  | 2 | 0 | 2     |
| Blind corners  |      | 0 | 0  | 1 | 1 | 2     |