

PLANNING COMMISSION REPORT
Regular Agenda -- Public Hearing Item

PC Staff Report
5/23/16

**ITEM NO. 5 TEXT AMENDMENT TO LAND DEVELOPMENT CODE; VALET PARKING
(SLD)**

TA-16-00128: Consider a Text Amendment to the City of Lawrence Land Development Code, Chapter 20, Article 17 and related sections of Article 9, for revisions related to the use and design standards for Valet Parking. *Initiated by the City Commission on 3/28/16.*

RECOMMENDATION: Staff recommends that the Planning Commission forward the proposed amendment, TA-16-00128, amending Article 17 and sections of Article 9 of the Lawrence Land Development Code to establish *Valet Parking* as a type of parking to the City Commission with a recommendation for approval.

Reason for Request: The City Commission initiated a text amendment at their April 5, 2016 meeting to consider adding *valet parking* to the Lawrence Land Development Code.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- None received

ATTACHMENTS

Attachment A – Draft Language

BACKGROUND

As part of the review and design of the HERE at Kansas mixed use development and in response to the loss of mechanical parking for the development, the project developers proposed providing comparable parking using a human rather than mechanical valet parking option. The design of that specific project includes a full-service valet operation and parking stalls and access aisles that are narrower than conventional self-parking lots. There are currently no design standards for valet parking.

The general purpose of Article 9, Parking, Loading and Access is, *“intended to ensure that the off-street parking, loading and access demands of various land use will be met without adversely affecting surrounding areas. The regulations are also intended to help maintain a safe and efficient transportation system and advance other planning goals related to land use and the environment. In recognition of the fact that different approaches may be appropriate in different settings, the regulations allow flexibility in addressing vehicle parking, loading and access demand.”*

The existing Land Development Code provides design standards for parking lots (and structured parking). The standards assume that those using the parking lots are “self-parkers”. The code assigns authority to the City Engineer to approve all off-street parking areas (20-913(b)).

Minimum dimensions for parking lot elements include width and length of the parking space, width of the access aisle, and overhang of vehicles beyond the stall length (20-913 (f)). This section also grants authority to the City Engineer to approve reductions as noted below.

“Where natural and/or man-made obstacles, obstructions or other features such as but not limited to Landscaping, support columns, or grade difference exist, the City Engineer may approve a reduction in stall width, stall length and/or module width in all instances where a reduction is requested, attention to emergency vehicle access shall be considered and incorporated into the parking lot design.”

The City Commission concluded that it would be appropriate to include the specific activity –*valet parking*– in the Land Development Code with applicable design standards and process for implementation for future projects.

| Full Service Valet Parking | Self-Parking |
|---|---|
| Area required for queued vehicles for drop-off/pick-up. | Stacking not required for self-park lots. |
| No public access to parking area. | Full public access to parking area. |
| Fewer drivers accommodate narrower access aisles. | Two way traffic circulation required. |
| Access to one side (driver side) of vehicle for valet staff. Allows vehicles to be parked closer. | Access to both sides of parking to accommodate driver side and passenger side access. Requires standardized parking spaces. |
| Requires on-site attendant for service | Does not require on-site attendant. |

OVERVIEW OF PROPOSED AMENDMENT

The following is a summary listing of the proposed changes:

1. Article 17: Terminology
2. Article 9: Parking Loading and Access

The portions of the Code being revised are attached to this staff report.

CRITERIA FOR REVIEW AND DECISION-MAKING

Section 20-1302(f) provides review and decision-making criteria on proposed text amendments. It states that review bodies shall consider at least the following factors:

1) Whether the proposed text amendment corrects an error or inconsistency in the Development Code or meets the challenge of a changing condition;

The purpose of this proposed text amendment is to provide a clear definition for a type of parking that was not contemplated in the Land Development Code. Lacking any clear land use regulations the use currently operates without any regulatory oversight and is a changing condition in the community.

2) Whether the proposed text amendment is consistent with the Comprehensive Plan and the stated purpose of this Code (Sec. 20-901)

Horizon 2020 articulates broad design standards that acknowledge the importance of infill development, appropriate land use transitions and the importance of good design, building and parking lot orientations and integration of land uses. These values are further articulated in the Community Design Manual: Commercial Development:

“Ensure that parking areas provide safe and efficient access to buildings, but do not

dominate the overall site design (2-9)”

Horizon 2020 supports the concepts of Mixed Use development, and designs that rely less on automotive connectivity and more strongly on pedestrian connectivity. Valet parking, with or without reduced parking spaces, can be utilized to meet these goals in specific project developments.

Conclusion

The addition of valet parking standards are in response to a recent land development application and the acknowledgement of the existence of the practice within the community. These standards will provide clarity in the Code and insure compatibility with nearby land uses through an appropriate review process.