

PLANNING COMMISSION REPORT
Regular Agenda -Public Hearing Item

PC Staff Report
9/26/2016

ITEM NO. 8B: PDP-16-00311; HERE @ KANSAS OFF-SITE PARKING PRELIMINARY DEVELOPMENT PLAN (SLD)

PDP-16-00311: Consider a Preliminary Development Plan to accommodate the construction of an *Accessory Parking* lot for HERE @ Kansas, located off site at 1029 Mississippi, 1031 Mississippi, and 0 Illinois St. Submitted by Landplan Engineering PA on behalf of 1029 Mississippi LLC, STADPKG LLC, property owner of record.

STAFF RECOMMENDATION ON PRELIMINARY DEVELOPMENT PLAN: Planning Staff recommends approval of PDP-16-00311 HERE @ Kansas off-site parking Preliminary Development Plan for an *Accessory Parking* lot, including a waiver, for parking spaces that are less than 600' from the main entrance to the building based upon the findings of fact presented in the body of the staff report and subject to the following conditions:

1. Provision of a revised plan that includes a note restricting the use of the property to an *Accessory Parking Lot* (surface parking lot) only.
2. Provision of a revised plan to include a typical section of screening wall to obstruct the view of the vehicles to be setback plus or minus 5' of the established building plane along Illinois and Mississippi Street.
 - a. The screening wall should include architectural elements as described in the body of this report.
3. Provision of revised plan to show ornamental fencing along the north property line, including a typical section, that provides basic security without blocking out the light for the tenants living in the south facing units.

Reason for Request:

This project proposes to develop upon the subject site a 68-space off-site off-street parking lot to serve the nearby HERE @ Kansas mixed use development. Based on the approved Final development Plan for the HERE project, the parking garage inside the building can only supply enough parking for 88% of the residential units. This proposed parking lot will complete the requirements of the residential component of this building and allow the remainder of the residential units to obtain certificates of occupancy. In conjunction with the parking lot, the project also proposes the realignment of Fambrough Drive to create a new 4-way intersection with 11th and Mississippi Streets. This street realignment, which is proposed in KU's 2014-2024 Campus Master Plan, includes significant improvements to pedestrian and bicycle infrastructure and will reduce traffic congestion in the area by eliminating a dog-legged intersection. The parking lot will be constructed and landscaped in conformance with all applicable sections of the City of Lawrence Land Development Code and the street will be designed to conform to both City of Lawrence and KU technical specifications.

KEY POINTS

- Off-street parking is intended to provide required parking spaces for the residential portion of the HERE @ Kansas mixed use development.
- Off-site parking must be located within 600' of the use. Of which this project complies.

- The project is a phased development.
- The project includes the realignment of Fambrough Drive.

FACTORS TO CONSIDER

- Compliance with Development Code.
- Conformance with *Horizon 2020*.
- Conformance with the Neighborhood Plan
- Conformance with Subdivision Regulations.

ASSOCIATED CASES/OTHER ACTION REQUIRED

Associated Cases

- Z-16-00310; RM32 and U-KU to RM32-PD
- CPA-00309 Amendment to Chapter 14 Oread Neighborhood Plan
- Future Final Development Plan
- Future Final Plat
- Public Improvement Plans.

Other Action Required

- City Commission approval of Preliminary Development Plan and requested modifications.
- Submittal and approval of Final Development Plan and Final Plat.
- Recording of Final Development Plan and Final Plat with the Douglas County Register of Deeds.
- Submission and approval of Public Improvement Plan.

PLANS AND STUDIES REQUIRED

- *Traffic Study* – Staff will provide update on traffic study during the meeting.
- *Downstream Sanitary Sewer Analysis* – No new fixtures are being added by this project. Applicant will submit a letter with the Final Development Plan per Utility Department requirements.
- *Drainage Study* – A drainage study is not required for this project because the increase in impervious surface is less than 10 percent. [Stormwater Management Criteria Section 1.6.E.2.c]
- *Retail Market Study* – Not applicable to this application.
- *Commercial Design Standards or Other Standards* – Not applicable to this application.
- *Alternative Compliance* – See discussion below regarding landscape review.

ATTACHMENTS

1. Area Map
2. Preliminary Development Plan
3. Pedestrian Route Map
4. Lease Agreement

PUBLIC COMMENT

- Rick Abershamson – property owner to the north concerned about traffic flow in the area and alley usage for access to multi-dwelling properties “up stream.”

- Michael Flory – property owner to the north concerned about adjacent multi-dwelling residents view of KU from ground floor units if parking lot is fenced with solid fencing. Requested chain link to prevent trespass but maintain visibility.

GENERAL INFORMATION

Current Zoning and Land Use: U-KU (University – Kansas University) District and RM32 (Multi-Dwelling Residential) District. Existing parking lot along Illinois Street and existing multi-dwelling residential uses along Mississippi Street.

Surrounding Zoning and Land Use: RM32 (Multi-Dwelling Residential) District to the east along the east side of Mississippi Street; existing multi-dwelling residential units.

U-KU (University-Kansas University) District to the south. Existing Memorial Stadium, Track and Field facilities and parking on the south side of Fambrough Drive.

RM12D (Multi-Dwelling Residential Duplex) District to the west along the west side of Illinois Street; existing residential uses.

RM12D and RM32 to the north. Existing residential structures.

✚ 1020 Illinois – Multi-dwelling residential (4 units)

✚ 1016 Illinois – Multi-dwelling residential (4 units)

✚ 1027 Mississippi – Multi-dwelling residential (11 units)

SITE SUMMARY		
Project boundary includes University of Kansas property. Site Surface Summary provided for proposed parking lot only.		
	Existing	Proposed (with existing development)
Land Use:	Existing parking lot, multi-dwelling residential buildings Existing right-of-way and University of Kansas athletic field.	Surface parking lot, realigned Fambrough Drive and University of Kansas open space.
Land Area (sq ft):	33,059	33,059
Existing Building Footprint ¹	3,018	0
Total Pavement:	21,426	23,408
Total Impervious Area:	24,444	23,408
Total Pervious Area:	8,615	9,651

¹ Proposed development is for surface parking lot. Existing buildings will be demolished.

Table 1: Project Boundary and Phase Summary

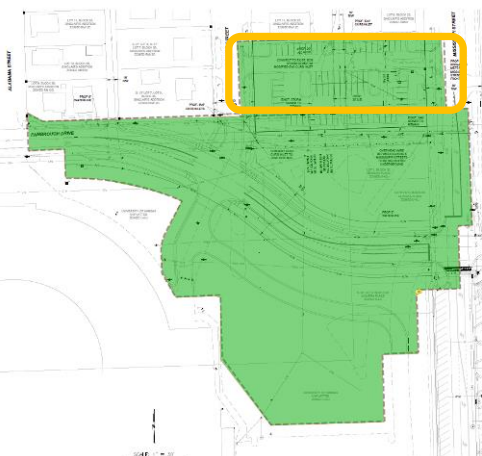
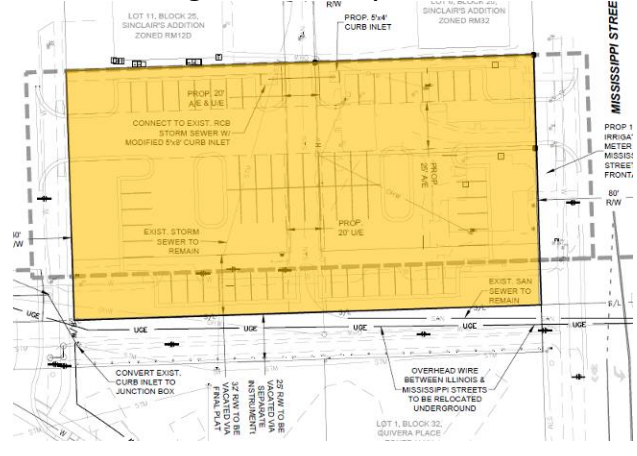
<p><i>Project Boundary – 4.74 Acres</i></p> 	<p><i>Parking Lot Boundary - .76 Acres</i></p> 
<p><i>Phase Summary</i></p> <ol style="list-style-type: none">1. Construction of parking lot with north 50 spaces.2. Construction of parking lot expansion with south 18 spaces and construction of realigned Fambrough Drive. <p>Note: Estimated Completion Mid-August 2017.</p>	

Table 2: Off Street Parking Summary

PARKING SUMMARY – HERE @ KANSAS – RESIDENTIAL USE 1101 INDIANA STREET			
Use	Parking Required		Off-Site Off-Street Parking Proposed
<i>Multi-Dwelling Residential Per FDP-15-00642</i>	1 space per BR + 1 space per 10 units	624 residential spaces 18 guest spaces Residential occupancy limited to 548 bedrooms until additional parking is provided.	Phase 1: 50 spaces Phase 2: 18 spaces Total spaces provided after construction is 68 spaces.
<i>Total Residential</i>		❖ 577 Spaces Required for residential use	510 spaces in garage 68 spaces in off-site surface lot. 578 spaces
Non-Residential Uses		13,561 SF total area	108 spaces on-street
1. <i>Eating and Drinking Establishments</i>		6,100 SF @ 1 per 100 SF + 1 per employee (20 employees)	
2. <i>Retail</i>		5,700 SF @ 1 per 300 SF	
3. <i>Valet Operations</i>		8 spaces	
<i>Total Non-Residential</i>		🚦 88 spaces	
<i>Total Spaces all uses</i>		685 spaces	686 spaces proposed/provided
<p>🚦 Overall Parking Reduction approved for HERE @ Kansas through use of shared parking, application of parking development bonus to reduce the total required spaces from a required 642 spaces for the residential use to 577 spaces for the residential use.</p> <p>🚦 Parking for nonresidential uses are estimated based on the approved Final Development Plan. Changes to planned tenants or area allocations may adjust the required parking up or down. Nonresidential parking is primarily accommodated on-street.</p>			

STAFF ANALYSIS

Summary

This Preliminary Development Plan is intended for the development of an off-site, off-street surface parking lot to support the HERE @ Kansas mixed use development located at 1101 Indiana Street with 68 parking spaces. The property will be leased by the HERE @ Kansas project from a KU Endowment LLC. The least term is 50 years. The project is proposed in two phases. A significant feature of this plan is the realignment of Fambrough Drive.

Subdivision Review

The Preliminary Development Plan acts as the Preliminary Plat for the *Accessory Parking* lot site. The larger project includes both platted and unplatted land. Additionally, property is owned by both the University of Kansas as well as the KU Endowment Association. Portions of the KU property are not platted and may not be replatted as part of this project. The parking lot, owned by the Endowment Association, however, will be the subject of a future Final Plat.



Figure 1: Existing Platted and Unplatted Land

Proposed parking lot is outlined in blue. University of Kansas property is unplatted except for the southwest corner of Fambrough Drive and Mississippi Street.

This project includes the vacation of existing right-of-way and easements as well as the dedication of new right-of-way for the realigned Fambrough Drive as shown on the Preliminary Development Plan and the dedication of new access and utility easements. In some instances utilities that cross University property (not Endowment Property) will be managed by separate agreements with the University rather than by dedication of a specific easement. This is a common practice for public utilities that cross University property. Necessary agreements with the University for the Required Infrastructure will continue to be reviewed by staff and University representatives as this project progresses.

The alley, located between Mississippi and Illinois Streets, is proposed to be partially vacated. However, the alley will still be used by the public and private property owners to the north. Full access of the alley from both the north and south is required. The proposed project includes an access easement through the new parking lot to accommodate continued alley access.

The existing Fambrough Drive right-of-way will be vacated with half of the right-of-way given back to the north property owner (Endowment Association) and the south half given back to the University of Kansas (south property owner). The realigned Fambrough Drive will be a public street with University property located on both the north and south sides of the property.

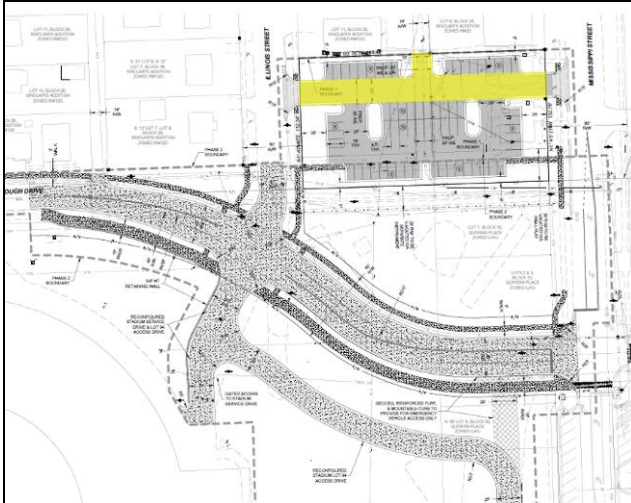


Figure 2: New Access Easement/Alley Access

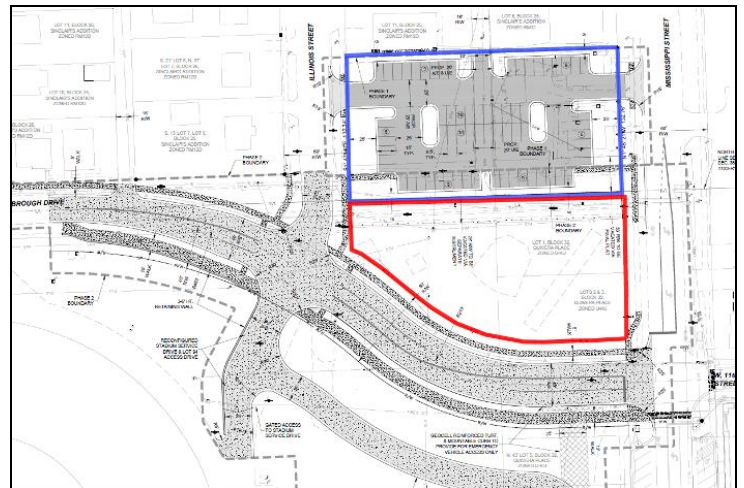


Figure 3: Preliminary Plat Lot 1 & Lot 2 option

New access driveways to the University parking lot next to the stadium will also be constructed with this project. The University is considering participating in the subdivision process that may or may not create a platted lot on the north side of the realigned Fambrough Drive. They are not required to participate in the subdivision of their property. The following graphic highlights the general lot/parcel configuration that will result at the conclusion of this development process, if approved.

The proposed lot (parking lot) meets the minimum subdivision design standards for lot area, width and frontage.

New right-of-way will be dedicated for Fambrough Drive with the Final Plat for this project.

Preliminary Development Plan Review

The proposed Preliminary Development Plan for a surface parking lot has been evaluated based upon findings of fact and conclusions per Section 20-1304(d)(9) of the Development Code for the City of Lawrence, requiring consideration of the following nine items:

1) *The Preliminary Development Plan's consistency with the Comprehensive Plan of the City.*

This property is proposed to be rezoned for high-density residential development to provide a suitable base zoning designation as required for off-site parking. Specific land use recommendations are discussed in the Oread Neighborhood Plan. This application assumes approval of the accompanying Comprehensive Plan Amendment and limits the use of the property to a parking lot.

Staff Finding – The proposed development complies with the pending changes to the accompanying Comprehensive Plan Amendment.

2) *Preliminary Development Plan's consistency with the Planned Development Standards of Section 20-701 including the statement of purpose.*

Applicant's Response: *"The proposed parking lot complies with all parking, loading, access landscaping, screening and general development standards applicable to the RM32 base district. The intent behind this application for a Planned Development overlay is not to receive variances*

or waivers from onerous standards, but instead to provide the public with an opportunity to thoroughly review the development plan as well as assurance that future land uses will be restricted to off-site parking (and not more high-density residential) unless otherwise approved by the City commission.

The purpose statement includes the following (staff comments follow in *italics*):

a) Ensure development that is consistent with the comprehensive plan.

As discussed previously, the development is consistent with the corresponding Comprehensive Plan Amendment to the Oread Neighborhood Plan.

b) Ensure that development can be conveniently, efficiently and economically served by existing and planned utilities and services.

This property is currently developed with two multi-dwelling structures and a surface parking lot. The existing multi-dwelling residential uses will be demolished (reducing the number of dwelling units in the immediate area by 10 dwelling units and corresponding parking for those units. The current surface parking lot is only used during KU events. This project will create additional off-street parking for the approved and built HERE @ Kansas mixed use development specifically for the residential component.

A significant feature of this plan is the realignment of Fambrough Drive. This street will be a "complete street" with all appropriate infrastructure elements. The new parking lot does not require any sanitary sewer or water services. Appropriate easements will be dedicated to ensure continued public services in the area are efficiently provided and accessible.

c) Allow design flexibility which results in greater public benefits than could be achieved using conventional zoning district regulations.

Conventional zoning could accommodate the proposed project. However, given the sensitive nature of the neighborhood and the intent to limit the encroachment of high-density development beyond specific boundaries within the Oread Neighborhood the Planned Development was identified as a more robust tool to both design and ensure that an off-site parking lot, required for an existing approved development, cannot be subverted to an incompatible use in the future.

d) Preserve environmental and historic resources.

There are no designated historical or environmental resources on this property.

e) Promote attractive and functional residential, nonresidential, and mixed-use developments that are compatible with the character of the surrounding area.

This proposal is for a surface parking lot. The implementation of appropriate screening, sidewalk connections and landscaping as well as parking lot setbacks are recommended to ensure a compatible character with the surrounding area.

Finding – The proposed Preliminary Development Plan is consistent with the Statement of Purpose of Planned Development. This is a unique application within the neighborhood to address a particular off-street residential parking demand. Restricting the development to a specific use requires any potential (future) development to seek new approvals through a public process.

3) The nature and extent of the common open space in the Planned Development.

Section 20-701(j) notes that 20% of the site must be located within common open space. The nature of the open space provided in this application is in the form of landscape islands and parking lot setback areas. The proposed development complies with the minimum required interior landscape standards and parking lot setback standards including alternative compliance. No additional open space is required for this use.

Staff Finding – This plan provides the required open space through interior parking lot landscape islands and parking lot setback areas and alternative compliance techniques. These areas are appropriate in nature and extent for a surface parking lot use.

4) The reliability of the proposals for maintenance and conservation of the common open space.

The property, parking lot and all landscape areas will be maintained by the property owner or their designee. The project does not create a separate parcel for open space that will be shared among residents or multiple property owners (such as a home owners association) that requires a maintenance agreement.

The Final Development Plan, when approved, will be sufficient for City staff to administer and enforce applicable city codes regarding maintenance and upkeep of the property. Any separate agreements for property maintenance are between the KU Endowment Association and the HERE @ Kansas representative. The City is not party to those maintenance agreements. The City will maintain the public street as is typical for all public streets.

Staff Finding –The property owner will own and maintain the common open space. No additional agreements are required to execute related to this Planned Development process.

5) The adequacy or inadequacy of the amount and function of the common open space in terms of the densities and dwelling types proposed in the plan.

A minimum of 20% of common open space shall be provided for a Planned Development. Within that space 50% shall be developed as "Recreational Open Space." This application is unique in that the only use of the property is for surface vehicular parking. The site includes 9,651 SF (29%) of open space within the property.

Open space provided within the parking lot accounts for required interior green space as well as required setback areas. The site is not designed for nor appropriate for "recreational open space" in the conventional sense.

Common open space and recreational open space for the residential use associated with this application is located in and around the building located at 1101 Indiana Street known as HERE @ Kansas.

Staff Finding – This property includes 29% of the area as open space. The use of the common open space for recreational activity is not applicable. There is no residential development proposed for this property. This standard is provided within the HERE @ Kansas mixed use development. The site includes an appropriate amount of open space required for off-street parking lots.

6) Whether the Preliminary Development Plan makes adequate provisions for public services, provides adequate control over vehicular traffic, and furthers the amenities of light and air, recreation and visual enjoyment.

Access to the existing properties included in the development is from Fambrough Drive and the adjacent alley. The revised plan alters the traffic circulation in the area by removing the access from Fambrough and creating a through driveway access between Illinois and Mississippi Streets. The alley will remain open and will “T” into the parking lot rather than at Fambrough Drive when the improvements are complete.

The project does not include any buildings that will obstruct light, air, recreation and visual enjoyment. Screening of the parking lot has the potential to change or block some views of the properties to the north.

The realigned Fambrough Drive will be constructed with sidewalks on both sides. The south sidewalk, adjacent to the University property, will be constructed as a 10’ multi-use path. The sidewalks will be a significant improvement for the area.

Staff’s review of this project has focused on the existing and revised delivery of municipal services such as sanitary sewer, water, storm sewer infrastructure and Fire and Sanitation vehicle access in the area. These services will be maintained at the current levels and can be adequately provided when all improvements are completed.

Necessary agreements with the university and/or utility easements are required for existing public infrastructure. Some necessary repairs to existing sanitary sewer lines are needed and will need to be coordinated with city staff. The applicant has been advised of this development activity.

Staff Finding – The Preliminary Development Plan’s provisions for Fire/Medical access as well as solid waste services have been adequately addressed. The provisions for public services will continue to be reviewed as part of the Final Development Plan as well as related construction documents.

7) Whether the plan will measurably and adversely impact development or conservation of the neighborhood area by:

a) doubling or more the traffic generated by the neighborhood;

- This project will not result in a traffic generation. The proposed parking lot will provide off-street parking for residents of the HERE @ Kansas mixed use development.
- The traffic pattern in the area will be altered by the realigned Fambrough Drive.
- The intent of the project is to provide off-street parking for a specific residential use located in the neighborhood.

b) proposing housing types, building heights or building massings that are incompatible with the established neighborhood pattern; or

There are no buildings associated with the proposed parking. However, appropriate screening of the parking lot is required. By providing a screening wall along the Illinois and Mississippi Street sides of the property and by providing structure between the public and

private realms north of Fambrough Drive the neighborhood pattern and character are both preserved and enhanced.

c) increasing the residential density 34% or more above the density of adjacent residential properties.

There is no residential density added to this property. Approval of the project allows the HERE @ Kansas development to activate built but unoccupied residential units. This density was previously approved through a separate Development Plan. This project proposes to remove 10 existing dwelling units on site.

Staff Finding—The proposed plan will result in noticeable changes to the neighborhood primarily through the realignment of Fambrough Drive. This realignment will create and modify parcels of land around the area east of the stadium and north of the realigned Fambrough Drive. The project includes the removal of 10 existing dwelling units and activates the remaining unoccupied 30 units/ 76 bedrooms in the HERE @ Kansas mixed-use structure.

8) Whether potential adverse impacts have been mitigated to the maximum practical extent.

This project is unique in providing surface parking for a residential development but is not immediately adjacent to the property. The project includes demolition of existing residential structures to create the necessary space for the minimum required parking. The proposed project includes improvements to University of Kansas property and the construction of a public street (realigned Fambrough Drive).

The purpose of rezoning the property with a Planned Development Overlay designation was to provide a more engaged public review process. Without the PD Overlay designation a conventionally zoned property (RM32) would only require an administrative site plan review. Property rezoned to a PD District must be accompanied by a Preliminary Development Plan application.

Key concerns that have been identified by nearby property owners are

- Lighting
- Screening and Fencing
- Traffic

Lighting: A photometric plan will be required with the Final Development Plan. Lighting fixtures must meet minimum City standards and will be required to be shielded. Lighting will apply to the parking lot and not the public street. The realigned Fambrough Drive would be outfitted with typical street lighting located at intersections. There are no plans for pedestrian scale lighting at this time.

Screening and Fencing: The property owner of 1020 Illinois Street, to the north, has indicated that the existing apartments have a “view” of the University across the existing surface parking lot. The building is a two story structure with windows on the south side. It is that property owners desire to maintain visibility of the University.

First floor windows are located just above the grade. Screening of vehicle car lights is appropriate on the north side of the *Accessory Parking* lot, but conflict with the desire of 1020 Illinois owner to not block views. Screening could include low shrubs. Fencing, to establish the

boundary between the *Accessory Parking* lot and the multi-dwelling residences to the north, could include open fencing such as aluminum, wrought iron or similar fencing materials found in the surrounding area. Chain link fencing is not recommended.



Figure 4: View of existing residential uses to north.



Figure 5: View of University from residential property.

The space between the *Accessory Parking* lot and the adjacent residence is narrow (5' wide). This limits the options to provide a buffer between the uses.

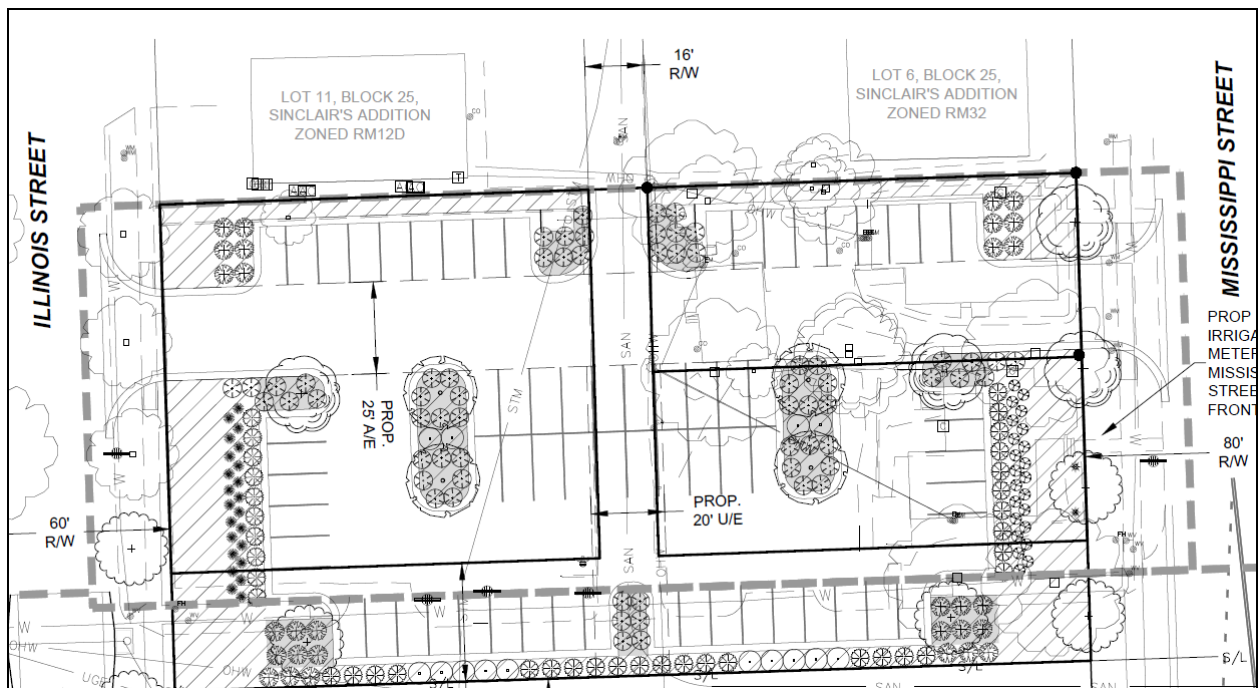


Figure 6: Landscape plan showing north side of parking lot

It should be noted that if the property were developed the view of the university would be blocked by a structure. As a surface *Accessory Parking* lot this view is retained to some degree.

A portion of the property (surface parking lot serving HERE @ Kansas) is in essence private property. A new green space will be created between the parking lot and the realigned Fambrough Drive that will be public space (University of Kansas).

The design of the parking lot includes a parking setback from Illinois and Mississippi Street of 25'. This design retains the residential character of the block faces by providing a "yard" to minimize the impact of the use on the area and conform to the established neighborhood pattern.

The existing parking lot, at the corner of Illinois Street and Fambrough Drive, does not include any setback or interior green space. The lot is a blank within the block face along Fambrough Drive. The addition of a screening wall along Illinois Street would aid in mitigating the impacts to the neighborhood.

- Fencing and screening details are discussed in more detail later in this report.

Traffic: The existing Fambrough Drive between Maine Street to the west and Mississippi Street on the east is 50' wide. The street is also designated as a collector street. Typically, collector streets are 80' wide. The realigned Fambrough Drive will be constructed to current collector street design standards. The total proposed right-of-way width is 80'. The plan also proposes center turn lanes to accommodate traffic flow in the area. The applicant is revising the Traffic Study. Staff will provide an update at the Planning Commission meeting or before on the study and an indication if any additional street changes or geometric improvements are identified.

A property owner to the north of the project contacted staff regarding traffic concerns as it pertains to residents who use the alley between Illinois and Mississippi Streets. The proposed parking lot is designed to retain the alley function with the alley intersecting the parking lot rather than Fambrough Drive. Any gating of the parking lot would result in reduced efficiency of the alley with the only access at W. 10th Street. This design would be problematic for municipal services such as fire and sanitation services. The public access easement being provided would prohibit gating these ways within the parking lot. A related concern expressed, is that residents will perceive the parking lot access as "private" and thus not use the south access to the alley having the same result of crowded use of the W. 10th Street access. Appropriate public education by both the City and the property owners will be required to manage any driver behavior in the immediate area. The access easement, through the parking lot, and access to the alley is intended to accommodate regular daily travel and access to properties along the alley.

Staff Finding – Possible adverse impacts of exterior lighting will be addressed with a photometric plan to insure there is no spillover light. Currently there is no specific design modifications to the street network that are needed in addition to what is proposed to realign Fambrough Drive. Other mitigations for the surrounding area can be addressed through design applications of screening walls, fencing and landscaping.

9) The sufficiency of the terms and conditions proposed to protect the interest of the public and the residents of the Planned Unit Development in the case of a plan that proposes development over a period of years.

This project is intended as a single use – *Accessory Parking* – as a surface parking lot. The nature of the project includes the construction of a realigned/relocated Fambrough Drive. The project includes two phases. The construction of the public street as well as the southern-most parking spaces must be coordinated with University schedules.

General Note No. 20 addresses the timing of the proposed improvements. Phase 1 is intended to be completed between December 2016 and February 2017. Phase 2 including the realignment of Fambrough Drive, cannot begin prior to May 15, 2017 and must be concluded by mid-August.

Staff Finding- A phased development has been proposed. The timing is to be coordinated with the University and with City staff regarding public improvements.

DESIGN REVIEW

Landscape Review

Section 20-701(d) states that all of the standards of the Development Code apply to development within a PD District except as expressly authorized by regulations of Section 20-701. Additional review of the landscape plan will be included in the Final Development Plan. This section summarizes the three main landscape concerns outlined in Section 20-1001 of the Land Development Code.

1. Street Trees.

This project includes the creation of a new through lot between Illinois and Mississippi Streets. Street trees are applicable along both street frontages. The proposed plan shows the required street trees along both streets.



Figure 7: Illinois Street

Along Illinois Street there are three existing trees in the right-of-way between the curb and the sidewalk. This project will require the middle tree be removed to make way for the access driveway.

There are no street trees located along this segment of Mississippi Street. This project will extend the green infrastructure in this area by adding street trees.



Figure 8: Mississippi Street

This project also includes the realignment of Fambrough Drive. Street trees would be located on University property on both sides of the street. The University is undecided at this time if they will plat their property that results from this project on the north side of Fambrough Drive. A master street tree plan will not be applicable to unplatted University property. Staff recommends that street trees be added in the future, concurrent with any development or improvement of University property.

The Plan complies with this design criterion for the proposed parking lot but does not show street trees along Fambrough Drive. Street trees along Fambrough Drive would be addressed with the streets' public improvement plans.

2. Parking Lot Landscaping.

The proposed parking lot includes 68 spaces and requires 2,720 Sf of interior landscape. The Plan as proposed includes 2,183 Sf. This proposed project does not meet the design standard and is short 537 SF.

As an alternative application the plan proposes one additional tree and 55 shrubs in excess of the required amount. The landscape islands as proposed provide end caps to parking rows and provide structure to the parking lot design.

Landscape Summary	Required	Provided
Interior Parking Lot Landscape Area	2,720 Sf	2,183 Sf
Shade trees	7	8
Shrubs	21	76

Table 3: Landscape Summary

The plan could be revised to increase the interior landscape area at the cost of three parking spaces. This plan would be contrary to the purpose of the proposed development to provide adequate off-street parking for the residential use portion of the HERE @ Kansas development.

The plan as proposed does not meet the minimum required landscape area but provides a reasonable alternative that is permissible by Code per section 20-1007 of the Land Development Code.

Perimeter parking lot screening is applicable to that portion of the development where parking abuts public right-of-way. This application requires the parking lot to be setback 25 since it is in a residential district. Non-residential districts allow parking lots to be 15' setback from right-of-way. The plan shows a continuous row of shrubs that will screen the parking lot spaces. Additionally, street trees are provided.

The Plan as proposed complies with this design requirements.

Buffer yards are required between dissimilar zoning districts. An example would be where an RM district abuts an RS district a *Type 1 Buffer Yard* is required. This property abuts RM zoning to the north, east and west. A buffer is not required between RM and RM districts. The property to the south is a special purpose district. The Development Code does not proscribe a buffer yard for areas that abut University zoned property.

A buffer yard is not required for this project.

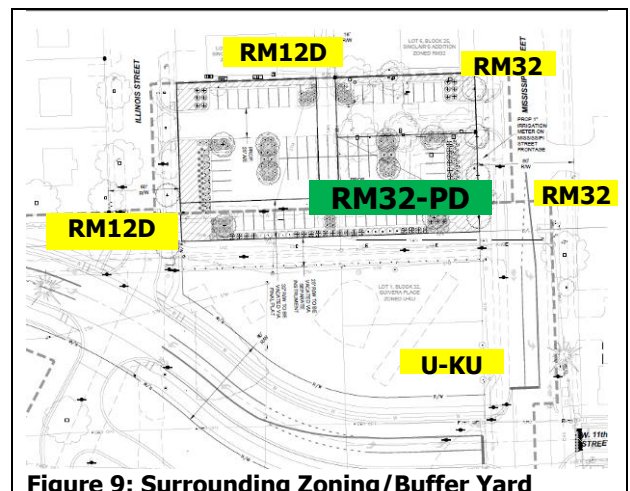


Figure 9: Surrounding Zoning/Buffer Yard

Screening and Fencing

The current streetscape along Mississippi Street and Illinois Street is a constant and defined space with buildings and structures along both sides of each street and minimal vacant parcel. This proposal will remove the two existing structures at the northwest corner of Mississippi Street and Fambrough Drive creating a large gap at a significant gateway apex for both the neighborhood and the University of Kansas. The neighborhood has a consistent pattern of

clearly defined spaces that include a structure (typically a house), a green space/yard, sidewalk street trees and a planter, and finally the street.

The inclusion of a screening wall to obscure the parking from the public rights-of-way provides and reinforces the positive urban form and architectural features of the district and would minimize the visual impact of a surface parking lot at this gateway intersection. Landscaping can also provide an effective natural contrast to the form and materials included into the wall. Other aspects that should be designed into a surface parking lot screening wall include safety of the users, variation in heights and massing, architectural elements (i.e. columns, pilasters, trellises, faux fenestration, etc.), articulation towards the street to provide breaks and recesses, and be comprised of a design and architectural materials that complements the surrounding buildings and their architectural styles.

Ensuring that any screening wall has an active façade along the street will provide a clear and constant delineation between the public/pedestrian realm and the vehicular traffic realm. This in turn will create a more inviting space for pedestrians. Similar screening has been done in other locations around Lawrence utilizing varying degrees of materials, landscaping, and designs. In these similar locations, surface parking lots have been designed to mitigate the negative impact that large paved surfaces have on the quality of the visual environment for residents as well as for people driving within the neighborhood.

Fencing along the north property line is recommended and was discussed in section 8 of the staff report.

Facility Use

Per an agreement with the landlord (Endowment Association) the use of the parking lot by HERE @ Kansas residents is prohibited during specific events during the school year. These reserved dates include all KU home football games and 3 additional events per calendar year. During these designated dates residents must remove their vehicles. The applicant and the Endowment Association are finalizing an agreement that would allow these spaces to be made-up in another parking lot, on campus, controlled by the Endowment Association for temporary parking.

The applicant will present their plan to address the loss of use of the parking lot during said times at the Planning Commission meeting, but staff understands that HERE @ Kansas anticipates that some available parking may be provided in the garage located at 1101 Indiana Street. Use of any unclaimed spaces in the garage would be a first preference for vehicles relocated from the proposed surface lot. Any remaining vehicles needing to be relocated during the KU events will be provided an opportunity to park at another lot within 2 miles of the HERE @ Kansas mixed use development. The need for relocated parking is temporary and limited to known special University events such as home football games and graduation.

Location of Off-Site Off-Street Parking

Off-site parking (all spaces) must be located within 600' from the entrance of the building or uses and measured along the shortest, practical walking route. The distance from the residential entrance on Mississippi Street (HERE @ Kansas) is estimated to be approximately 520' as measured along the public sidewalk. The Mississippi Street residential entrance is the same entrance accessible from the garage.

Some, but not all parking spaces within the parking lot meet the design standard. Staff estimates, using GIS, that approximately 20 spaces of the 68 total spaces meet the required 600'. Attached to this report is a map showing the pedestrian routes.

20-909 (c) All shared or off-site off-street parking spaces shall be located no further than 600 feet from the main entrance of the Buildings or uses they are intended to serve, measured along the shortest legal, practical walking route. This distance limitation may be waived as part of the Site Plan Review process if sufficient assurances are offered that adequate van or shuttle service will be operated between the shared or off-site lot and the principal use or uses.

For site plans, Section 20-1305(B)(3)(V) grants authority to the Planning Director to waive full compliance with the Development Code and the Community Design Manual for an entire site if good cause is shown by the applicant. The intent of the Code must be met and sound site planning principles must also be met. Staff has employed this section for development plans since they are in essence a site plan.

The purpose of shared and off-street parking is to "encourage efficient use of land and resources by allowing users to share off-street parking facilities" and to "locate off-street parking facilities on a different site than the uses served by the parking²."

The parking lot could be shifted closer to Mississippi Street by reducing the greenspace/front yard area along Mississippi Street. This would place more parking spaces within the 600 foot standard, but would negatively impact the aesthetics of Mississippi Street. Early versions of the plan showed a 0' parking lot setback along Mississippi Street and a 6' setback along Illinois Street. This option is not desirable for preserving the neighborhood character.

In this instance the parking lot will presumably will be used for longer-term parking and not day-to-day parking. This is an area where students walk long distances to class, to shopping, and recreation activities. Approving spaces at a maximum of 800 feet is reasonable in this environment.

Staff Review and Conclusion

The proposed Preliminary Development Plan conforms to design standards as discussed in the body of the staff report with reasonable waivers for landscape and parking lot distance applied. The proposed Plan provides required off-street residential parking to the neighborhood.

Staff will provide an update on the traffic study at the Planning Commission meeting. This project has been submitted for review to the University of Kansas Office of Design and Construction Management. The applicant has addressed many of the original comments identified by the University for this project. Staff will provide an update on the status of the University review. The University will be engaged in further review of the project through the Final Development Plan and Final Plat processes as well as the future review of Public Improvement Plans for the realignment of Fambrough Drive.

² Section 20-909 (a) Purpose.

