

PLANNING COMMISSION REPORT
Regular Agenda – Public Hearing Item

PC Staff Report
5/24/2017

ITEM NO. 1A SPECIAL USE PERMIT FOR LMH; W. 3rd & MICHIGAN ST (SLD)

SUP-17-00153: Consider a Special Use Permit/Institutional Development Plan for a new parking lot at Lawrence Memorial Hospital and a master plan for the Hospital uses, located at W. 3rd & Michigan St. Submitted by Landplan Engineering for LMH Board of Trustees and City of Lawrence, property owners of record.

STAFF RECOMMENDATION: Planning Staff recommends approval of Special Use Permit/Institutional Development Plan for Lawrence Memorial Hospital and related parking lot expansion and forwarding the request to the City Commission with a recommendation of approval, subject to the following conditions:

1. Approval of and publication of an ordinance to rezone 1.38 Acres from RS5 to H.
2. Prior to recording of the Institutional Development Plan with the Register of Deeds Office the applicant shall:
 - a. Revise and resubmit a drainage study per city Stormwater Engineer's approval
 - b. Provision of a stormwater pollution provision plan and a notice of intent approved by KDHE prior to construction site construction.
 - c. Provide detailed plans for the construction of the parking lot and the installation of the pervious pavement per the approval of the City Stormwater Engineer.
 - d. Submission of public improvement plans to the City for review and approval.
3. Prior to recording of the Institutional Development Plan with the Register of Deeds Office the applicant shall provide a revised site plan with the following notes and changes:
 - a. Show 9 parking spaces located along Woody Park for clarification on the drawings.
 - b. Show sanitary sewer line extended to meet minimum City Code requirements for 326 and 330 Michigan Street per the approval of the City Utility Engineer.
 - c. Revise the landscape plan to include additional shrubs along the north and south property lines to screen the parking lot from adjacent residence.
 - d. Revise landscape plan to include additional shrubs and ornamental trees along Michigan Street.
 - e. Provision of a note that states Public Improvements Plan are required for review and approval for the following improvements:
 - i. Storm sewer
 - ii. Sanitary sewer extension to 326 and 330 Michigan Street
 - iii. Sidewalk improvements
 - iv. Maine Street Crosswalks.
 - f. Provision of a revised plan to show the location of a minimum of 123 bicycle parking spaces, the distribution and type of bicycle parking spaces (based on the APBP recommended rack design) and number of bike parking at each bike parking location subject to staff approval.
 - g. Provision of a revised plan to show a conceptual 10' connection of a shared-use path from Sandra Shaw trail through Woody Park or around the Hospital Property to 2nd and Michigan with a note on the face of the site plan that the alignment may be modified by the pending MPO study.
 - h. Execution of an agreement to fund and construct shared-use path with phase 2 to install on-street parking spaces along Arkansas and Maine Streets.

<p>Associated Cases</p> <ul style="list-style-type: none"> ○ Z-17-00158; RS5 to H (concurrent application with this SUP). • See attached document for complete list. • MS-17-00213; Minor Subdivision to combine lots along Michigan Street into the Hospital property related to the parking lot expansion. • Maine Street Properties <ul style="list-style-type: none"> ○ 302 Maine: SP-14-00144; Parking Lot Addition ○ 316 Maine: SP-3-12-78; Medical Office Building ○ 320 Maine: SP-16-8-70; Dental Office Building 	<p>Other Action Required</p> <ul style="list-style-type: none"> • City Commission approval of rezoning and adoption of ordinance. • Publication of rezoning ordinance. • Approval of the Minor Subdivision and acceptance of the easements by the City Commission. • Submission and approval of related public improvement plans for the parking lot addition. <ul style="list-style-type: none"> ○ PIP – Stormwater ○ PIP – Sidewalk ○ PIP – Sanitary Sewer extension ○ PIP – Maine Street Crosswalks • Recording the Institutional Development Plan with the Register of Deeds Office.
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KEY POINTS

- This project serves a dual purpose of being a master plan for the Hospital and a site plan for the parking lot expansion along Michigan Street.
- Main campus is not substantially altered by this application.

PUBLIC COMMENT RECEIVED PRIOR TO PRINTING

- Letter from Dennis “Boog” Highberger.

ATTACHMENTS

1. Area Map
2. Development Summary
3. Associated Projects List
4. Site Plan
5. Lawrence Loop Map

GENERAL INFORMATION	
<p>Current Zoning and Land Use: RS5 (Single-Dwelling Residential) District; H (Hospital) District and GPI (General Public and Institutional) District. Existing detached residences located along the east side of Michigan Street and Lawrence Memorial Hospital main campus. The GPI zoned property is the former location of the ambulance service. The building is now used for hospital storage.</p>	
<p>Surrounding Zoning and Land Use:</p>	
<p>To the north</p>	<p>RS5 (Single-Dwelling Residential) District, existing detached dwellings north of W. 3rd Street; RS7 (Single-Dwelling Residential) District and IG (General Industrial) District, existing Mobile Village mobile home park north of W. 2nd Street extended; OS (Open Space) District, existing Woody Park</p>
<p>To the east Along the east side of Maine Street.</p>	<p>GPI (General Public and Institutional) District. Existing USD 497 maintenance building and Community Health Facility. RSO (Single-Dwelling Residential – Office) District. Medical Office uses.</p>

To the south	RS5 (Single-Dwelling Residential) District; two residential homes along the east side of Michigan Street.
Along south side of W. 4 th	RM12 (Multi-Dwelling Residential) District; two tri-plex residences. RMO (Multi-Dwelling – Office) District; Medical Office building. RM5 (Single-Dwelling Residential) District; detached residential uses.
To the west Along the west side of Michigan Street.	RM12 (Multi-Dwelling Residential) District; detached residence. RS7 (Single-Dwelling Residential) District; detached residences.

Staff Summary

The H (Hospital) District is a "*Special Purpose District*" intended to accommodate a hospital and accessory and related uses under common control and planning. This district is subject to a requirement to the provision of an "*Institutional Development Plan*" for all property contained in the district. The current district includes all of Lots 1 (Woody Park) and 2, Final Plat of Lawrence Memorial Hospital Addition. An application for a Minor Subdivision (Lawrence Memorial Hospital No. 2) has been submitted that will combine the existing hospital lot with the lots along Michigan Street if approved. This project also includes lots located along Maine Street that are being incorporated into the Master Plan but are not being replatted.

The purpose of an Institutional Development Plan is to provide a community vision for the long-term use and development of public institutional space and lands so that they are designed to be compatible with surrounding land uses and contribute to the neighborhood and character of the area in which they are located. (20-1307). Sites that includes more than 10 acres are processed following the same procedures as a "*Special Use Permit*." A final step in the process is for the Institutional Development Plan to be recorded with the Register of Deeds Office.

The boundary of the plan includes all of the existing property zoned H (Hospital) District, adjacent public streets, area along Michigan Street proposed to be rezoned H District, and lots along the east side of Maine Street. The Maine Street properties are not currently zoned H. They however are being incorporated in the Hospital operations. The intent of the use of the properties on Maine Street is the relocation of certain Hospital administrative activities (staff) to the existing office buildings thereby freeing up space in the existing main Hospital facility and parking for other staff, patients and visitors.

The other purpose of this application is the expansion of a surface parking lot along Michigan Street (related rezoning application from RS5 to H). Prior to the expanded parking lot project the master plan for the Hospital must be updated.

Previous master plans for the Hospital have been approved including:

- UPR-6-7-93; LMH Master Plan
- UPR-4-4-06; Hospital Master Plan

This application assumes approval of the related rezoning request for 1.38 acres from RS5 to H (Z-17-00158).

Applicant's Reason for Request: *The Lawrence Memorial Hospital is short on parking during the normal business day. They have purchased more property and providing more parking for the employees and closer parking for the patients with this addition.*

Review and Decision-Making Criteria (Land Development Code Section 20-1306(i))

This institutional development plan includes two specific elements; one, the overall master plan and two, the expanded parking lot along Michigan Street. The following findings include staff responses to both elements of the project.

1. WHETHER THE PROPOSED USE COMPLIES WITH ALL APPLICABLE PROVISIONS OF THIS DEVELOPMENT CODE	
Applicant's Response: <i>Yes. This proposed use and development will provide a buffer area between the hospital use and the existing single family residential.</i>	
<p><i>Master Plan:</i> The project as submitted provides an accurate representation of the existing improvements and related hospital, medical office, and parking conditions of the facility. Section 20-1307 specifically requires that an Institutional Development Plan address</p> <ul style="list-style-type: none">○ Access, planned for entire site with at least two points of access○ Public sidewalks, provided along all street frontages.○ Bicycle lanes and recreation paths be planned and provided as part of the plan.○ Sports fields and large traffic generation activities be located away from RS zoned areas.○ Exterior lighting may be prohibited between 10:00 P.M. and 7:00 A.M.○ Parking facilities, designed to be shared among uses and incorporated with environmentally sensitive lands.○ Bus stops shall be included in the planning and development of a site.	<p><i>Parking Lot Site Design:</i> The proposed parking lot has been designed with the minimum setbacks from the public right-of-way and from the residential property (along the south property line) in compliance with the minimum standards for the District.</p> <p>The parking lot proposes permeable pavers for the parking stalls with standard pavement for the access aisles. The conceptual use of the permeable pavement is acceptable to staff for this application. A detailed plan for the parking lot, installation and drainage support structures for the parking lot must be reviewed and approved by the City Stormwater Engineer. This requirement is reflected as a condition of approval.</p> <p>The proposed parking lot includes standard stalls and access aisle widths. The parking lot is designed as an expansion of the existing parking area to the east and will have one way circulation within the interior of the parking lot. There are no accessible parking spaces proposed within this parking lot area. All accessible spaces are located near existing building entrances.</p>
Staff Finding – This use complies with the applicable provisions of the Development Code.	

2. WHETHER THE PROPOSED USE IS COMPATIBLE WITH ADJACENT USES IN TERMS OF SCALE, SITE DESIGN, AND OPERATING CHARACTERISTICS, INCLUDING HOURS OF OPERATION, TRAFFIC GENERATION, LIGHTING, NOISE, ODOR, DUST AND OTHER EXTERNAL IMPACTS	
Applicant's Response: <i>Yes. This proposed use in terms of scale and site design fit in the corner lot. The amount of green space that surround the proposed use help buffer the light and notice that could be generated by this use.</i>	
<p><i>Master Plan:</i> This finding is applicable to site design. The properties included in the master plan for the</p>	<p><i>Parking lot Design:</i> The proposed parking lot is an extension of the existing parking lot</p>

Hospital includes all properties that include the Hospital and the accessory office buildings and proposed parking lot area that support the Hospital use.

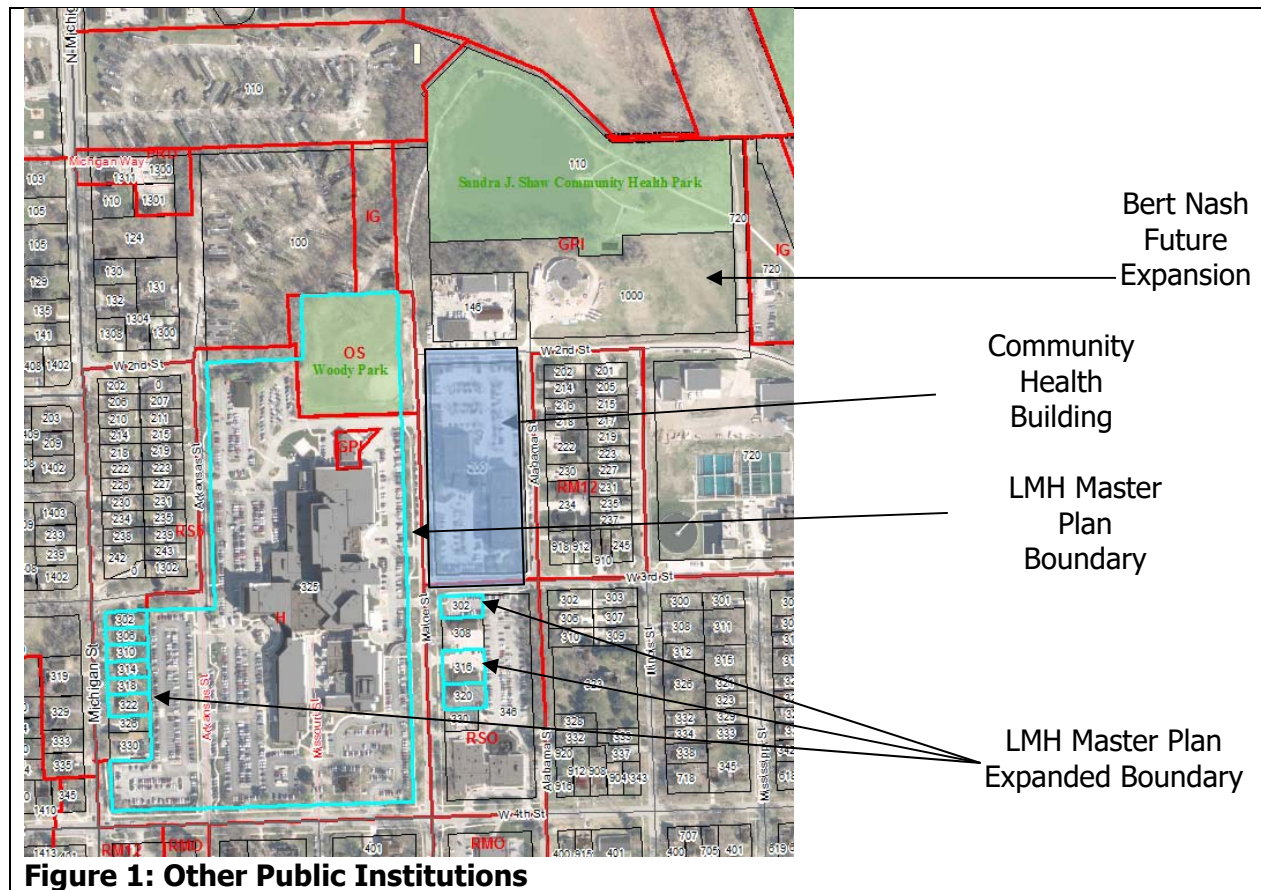
Within the Pinckney Neighborhood there are several medical-office or medical related buildings. They may have affiliation with the Hospital but are not part of the main Hospital campus and are subject only to site planning. The properties that are included in this update include lots along Michigan Street for the proposed expanded parking lot as well as lots located along the east side of Maine Street that provide off-street parking and office space for Hospital related uses. The lots located on the east side of Maine Street are not currently zoned H (Hospital) District but are part of the campus.

The Community Health Building, located at 200 Maine Street, is a separate project and was developed and zoned before an Institutional Development Plan was required. Properties in the immediate area with GPI (General Public and Institutional) District zoning are subject to the same review process as the Hospital with regard to future improvements.

located immediately to the east. The project includes a cross connection with the existing parking lot to allow free vehicular movement between the existing and new parking lot. Pedestrian sidewalks are extended through the new parking lot with connections to existing sidewalks throughout the site.

Other than providing parking there is no "use" associated with this parking lot. There are no inherent conflicts with the remaining residential uses to the north or west of the proposed parking lot with regard to operational characteristics. This parking lot will be lit and that will be a change for the residents in the immediate area. The proposed lighting complies with the minimum design standards.

Staff Finding – The proposed use is compatible with the adjacent uses in terms of size, massing, orientation, hours of operation and other external impacts as it relates to functions of the Hospital.



3. WHETHER THE PROPOSED USE WILL CAUSE SUBSTANTIAL DIMINUTION IN VALUE OF OTHER PROPERTY IN THE NEIGHBORHOOD IN WHICH IT IS TO BE LOCATED

Applicant's Response: *No this lot will not change the surrounding property value of residential uses. This development will provide a useful service to the surrounding community.*

Master Plan: The purpose of the master plan is to provide a vision for the "long term use and development" to ensure compatibility with the surrounding neighborhood. "Providing this community vision for institutional buildings and sites also allows adjacent and nearby property owners to anticipate future non-residential development patterns and plan for the use and enjoyment of their property accordingly."

This plan updates the boundary of the LMH campus and includes all existing development, the proposed Michigan Street parking lot expansion and the existing parking lot and office buildings located along the east side of Maine Street that are part of the Hospital operations.

Parking lot Design: The proposed expanded parking lot will be integrated with the existing parking lot with both vehicular and pedestrian connections. The parking lot will not "generate" traffic. It is expected that the parking lot will be most utilized during business hours and shift changes since it is removed from the main entrance of the building.

As noted above the parking lot is being designed with a pedestrian connection that will extend the full length of the block face. This will provide visual continuity for the remaining residences along the east block face with the residential uses to the west.

A future phase of the plan includes reconfigured angled on-street parking along Arkansas Street and Maine Street. Parallel On-Street parking is currently allowed. This parking arrangement may provide additional parking for the residential uses in the area.

The expanded master plan boundary along Maine Street includes existing office buildings and parking areas. Maine Street between W. 4th Street and W. 2nd Street is developed with non-residential uses. There is no impact on the surrounding properties from this change. The expanded parking lot along Michigan Street excludes two houses that will be surrounded by a parking lot. These two residences are currently adjacent to a parking lot to the south and east. They will be isolated along the east face of the 300 block of Michigan Street. However, this project includes the extension of a public sidewalk from W. 3rd Street south to connect to the existing sidewalk at the south end of the block. This will provide some connectivity to the remaining residences to the remaining residential uses to the west. The sidewalk provides direct connection to the corner crossing at 4th Street and Michigan Street.

The project includes landscaping along the south side of the expanded parking lot that will screen the parking lot/cars parked from the residence. The two remaining residences are currently separated from the parking lot by a fence along the rear property line. The houses also sit lower on the site than the existing parking lot.

The parking lot design is discussed in detail in the next section of this report.

Staff Finding – Substantial diminution of other property values in the area is not anticipated along Maine Street. The two remaining residences along the east side of Michigan Street may be impacted by being surrounded by a parking lot. The proposed parking lot design and landscaping will mitigate the impact of the change of use on the remaining residences.

4. WHETHER PUBLIC SAFETY, TRANSPORTATION AND UTILITY FACILITIES AND SERVICES WILL BE AVAILABLE TO SERVE THE SUBJECT PROPERTY WHILE MAINTAINING SUFFICIENT LEVELS OF SERVICE FOR EXISTING DEVELOPMENT

Master Plan: Within the context of the Master Plan two elements require public improvement plans. The proposed parking lot expansion will require public improvement plans related to work within the right-of-way. The future on-street angled parking will require public improvement plans.

The parking lot expansion will require the demolition of the existing residential structures and the relocation of existing utilities that must be coordinated with the utility providers. The applicant has been

Parking lot Design: Utility services are generally not required for surface parking lots other than electric service. Residential service lines that exist on site will be properly abandoned as the demolition process.

<p>advised of these requirements. The cost of relocation of existing utilities is the responsibility of the developer. This includes gas, electric and phone services.</p> <p>Adjustments and extension of sanitary sewer infrastructure is required to maintain service to the remaining residences, located along Michigan Street, not included in this development application.</p>	
<p>Staff Finding – Adequate public facilities and transportation access is accommodated for this development.</p>	

<p>5. WHETHER ADEQUATE ASSURANCES OF CONTINUING MAINTENANCE HAVE BEEN PROVIDED</p>	
<p><i>Master Plan:</i> If approved the Institutional Development Plan will be recorded with the Register of Deeds office as a public record of the improvements for the site.</p> <p>Phases that include on street parking are subject to the submission and approval of public improvement plans prior to work within the right-of-way.</p>	<p><i>Parking lot Design:</i> The proposed application provides an enforceable tool to address the use and continued maintenance of the expanded parking lot with regard to landscaping, exterior activity, and parking lot design.</p>
<p>Staff Finding – Adequate assurances of continued maintenance are inherent in the use and the Special Use Permit/Institutional Development Plan approval process.</p>	

<p>6. WHETHER THE USE WILL CAUSE SIGNIFICANT ADVERSE IMPACTS ON THE NATURAL ENVIRONMENT</p>	
<p>Applicant's Response: <i>There will be no impacts to the natural environment.</i></p>	
<p><i>Master Plan:</i> The properties included in the Master Plan are not located within the regulatory floodplain. With the exception of Woody Park, the properties are developed as part of an existing urban neighborhood.</p>	<p><i>Parking lot Design:</i> The land area included in the parking lot expansion part of the application request is not located within the regulatory floodplain. The lots are part of the developed urban fabric of the neighborhood. There are no natural environmental elements that are impacted by this proposed development.</p>
<p>Staff Finding –This property is free from regulatory floodplain encumbrances. The project includes the use of permeable pavement to mitigate stormwater runoff that will result from the increase in pavement.</p>	

7. WHETHER IT IS APPROPRIATE TO PLACE A TIME LIMIT ON THE PERIOD OF TIME THE PROPOSED USE IS TO BE ALLOWED BY SPECIAL USE PERMIT AND, IF SO, WHAT THAT TIME PERIOD SHOULD BE

Master Plan: The Hospital use requires updates to the Institutional Development Plan for major development project. The function of the plan is to provide the community long term vision of development. By design the project requires public notice and input.

The project does include a phasing plan of sorts with the first phase of the project being the immediately proposed parking lot expansion along Michigan Street. Future improvements include on-street parking as shown on the plan that is subject to the submission and approval of Public Improvement Plans before construction in the right-of-way can proceed. There is no timeline for this improvement. Additional on-street parking shown along Arkansas Street and Maine Street will only be considered if there is still a need for parking for the hospital facility in the future.

It is not necessary to place any time limitation on the application.

Parking lot Design: The proposed parking lot expansion is for a static use. Unlike office and retail buildings where uses can change over time or intensity based on specific uses/tenants. The parking lot expansion will serve the hospital and affiliated uses located at 325 Maine Street. It is not necessary to place any time limitation on the application.

Staff Finding – Staff does not recommend a time limit on this application.

STAFF REVIEW

This Special Use Permit/Institutional Development Plan includes two elements; a master plan for properties controlled by Lawrence Memorial Hospital and a site plan for a parking lot expansion along Michigan Street. The following site summary and parking are provided for the entire Hospital Development. The site review Sections C-F addresses the proposed parking lot expansion.

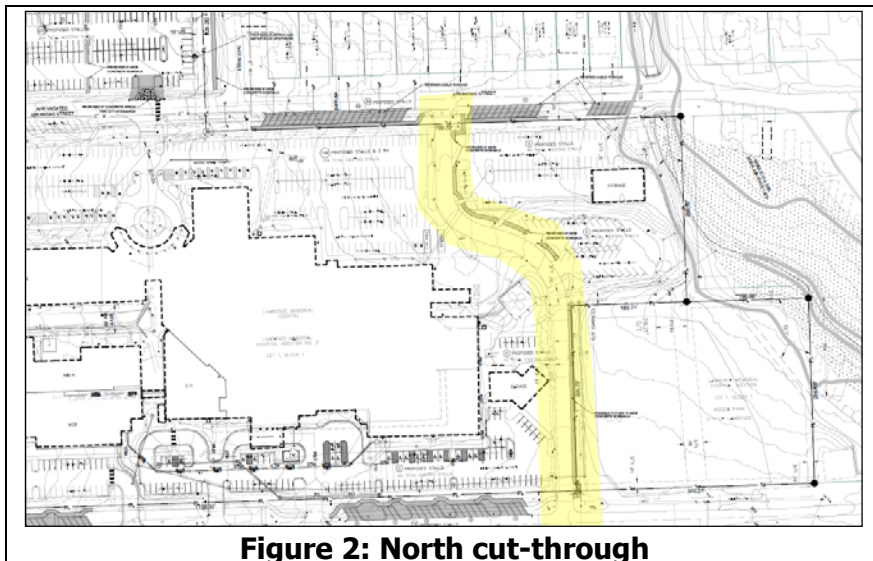
A. Site Summary – Master Plan

		Building: (SF)		Impervious Cover: (SF)		Pervious Cover: (SF)	
Property	Lot Size	Existing	Proposed	Existing	Proposed	Existing	Proposed
Woody Park 201 Maine Street	2.47 AC	0	0	0	144	107,624	107,480
Lot 2, Block 1 LMH Addition + Michigan Street lots	20.79 AC	212,267	204,033	686,814	695,390	218,896	210,320
302 Maine St.	8,152 SF	0	0	6,019	6,019	2,133	2,133
316 Maine St.	12,531 SF	3,216	3,216	9,904	9,904	2,627	2,627
320 Maine St.	9,343 SF	1,254	1,254	6,325	6,325	3,018	3,018

B. Access and Parking

Vehicular access to the Hospital Campus is provided from a variety of public and private street access driveways. Arkansas and Maine Street are the primary streets with direct access to the facility. The proposed parking lot expansion will front along Michigan Street but access from Michigan Street is not proposed. The new parking lot will have access from W. 3rd Street and from within the existing parking lot.

An additional driveway access is proposed from “Vacated Arkansas Street” as shown on the plan. No other access driveways are proposed. The driveway along the north side of the Hospital located between Arkansas Street and Maine Street is an active neighborhood throughway in addition to the public street network surrounding the hospital. The plan shows a new sidewalk located on the north side of the interior access way.



Non-Motorized Access/Connectivity

Public sidewalks are discussed in the body of the staff report as it relates to the expanded parking lot in the next section. During the review of this project staff noted that the Hospital property is located along the route for the Lawrence Loop. North of the Hospital property is the Sandra Shaw Trail (Outside for a Better Inside Trail). The trail currently terminates at the end of Maine Street. The MPO is in the process of conducting an alignment study for the Lawrence Loop ending at Sandra Shaw to Peterson Road. A 10' Shared Use Path connection will likely need to cross the Hospital property, Woody Park or another alignment in the immediate area. The Plan shows a 6' wide sidewalk along the north side of the access driveway on the south edge of Woody Park. The width and design of the sidewalk would not meet the requirement for the 10' shared use path. The plan further notes this sidewalk as a “possible future” improvement.

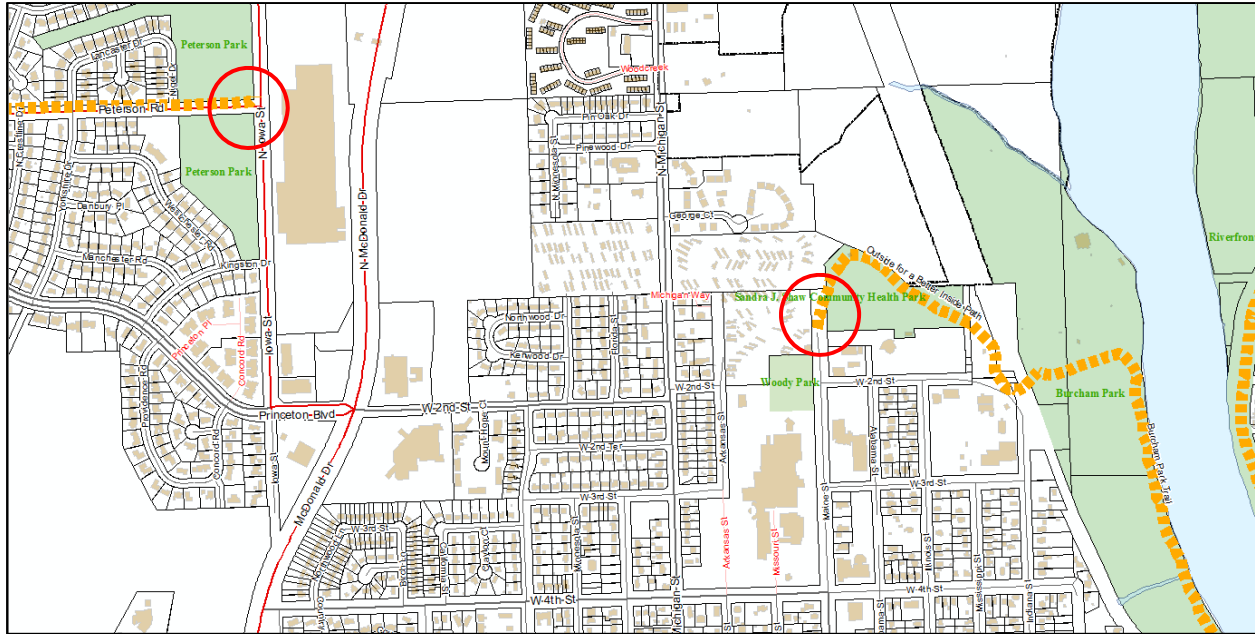


Figure 3: Lawrence Loop

Connection of a shared-use path from Sandra Shaw trail through Woody Park or around the Hospital Property to 2nd and Michigan should be noted on plan. An agreement to fund and construct shared-use path adjacent to LMH should be included with proceeding with phase 2 to install the on-street parking spaces.

Vehicular Parking:

The following summary is provided for the Hospital and expanded office properties that are located on Maine Street. Off Street parking for a Hospital is based on the number of beds. However, Lawrence Memorial includes multiple operations including medical office uses that generate traffic outside of exclusively a hospital. Support uses such as pharmacy, laboratory and cafeteria uses are provided as well and are typically included as part of a hospital use.

Table 1: Parking Summary Table

Parking Summary			
Use	Parking Requirements		
	Standard	Spaces Required	Spaces Provided
Woody Park - 201 Maine Street Active Recreation – 1 youth play field.	Schedule D (site and use specific) 5 or 1 bike space per 10 vehicle spaces whichever is greater	1 space per 3 players + 1 space per coach. 24 players/2 coaches = 10 spaces	9 spaces In ROW 5 bike spaces recommended.
302 Maine St. - SP-14-00144 Accessory Parking Lot LMH	0	0	22 spaces
316 Maine St. - Office	1 per 300 1 bike space per 10 vehicle spaces	3,216 SF = 11 spaces Per SP-3-12-78 = 19 spaces	18 spaces 2 bike spaces recommended.
320 Maine St. - Office		1,254 SF = 4 spaces	17 spaces
Lot 2, Block 1 LMH Addition + Michigan Street lots - Hospital	1 per 3 beds 5 or 1 bike space per 10 vehicle spaces whichever is greater	177 beds = 59 spaces 24 beds = 8 spaces	106 bike spaces recommended dispersed around entrances
Emergency Room			
Out Patient (Medical Office)	1 per 300 1 bike space per 10	22,229 NSF = 75 spaces	8 bike spaces recommended.

	vehicle spaces		
Laboratory	1/ 1.5 employees on largest shift	40 employees = 27 spaces	
Mechanical		17 employees = 12 spaces	
Pharmacy		20 employees = 14 spaces	
Cafeteria	1/ 100 SF customer service area + 1/ employees 5 or 1 bike space per 10 vehicle spaces whichever is greater	3,750 (38 spaces) + 22 employees= 60 spaces	
Arkansas St.	23 parallel spaces – Existing		39 spaces
Maine St.	28 parallel spaces - Existing		34 spaces
Parking Provided Total:		1,222 Spaces [55 accessible spaces inclusive] [2 RV spaces] [82 on-street spaces inclusive]	

The information provided by the applicant is intended to more accurately reflect parking demand for the hospital use and other medical related uses directly associated with this facility type. For example, a pharmacy (stand-alone drugstore) would be considered a *Personal Convenience* use per the Development Code and would require parking at a rate of 1 space per 300 SF. The parking reflects the commercial nature of the use with a smaller staff and high short term customer turnover. In this application a pharmacy while not providing customer service, employees account for a larger number of parking demand duration of the shift. This methodology is also applied to the laboratory use (*Medical Office*) and the maintenance staff needed to support the *Hospital Use*.

The applicant has used the Fast Order Food off-street parking standard for calculating the parking requirement for the Cafeteria. Within the neighborhood the cafeteria (*Fast Order Food*) use can be considered as an Eating and Drinking establishment. There is antidotal evidence that the cafeteria is sometimes used separate from hospital services or in conjunction with services at an outpatient office within the facility.

There are multiple parking lots located throughout the Hospital campus. Some areas are for patient parking and some are restricted for staff. The Hospital also provides a valet service. Valet parking is not counted separately within this summary. The Valet parking is an operational activity offered to patients/visitors to the facility from the Arkansas Street building entrance.

On-Street Parking

A portion of Arkansas Street between W. 3rd Street and W. 4th Street was previously vacated. Angled parking was added. This project does not propose the vacation of any existing right-of-way surrounding the Hospital. On-street parking exists as parallel parking. The master plan shows future on-street parking with angled parking along Maine Street and reverse angled parking on Arkansas Street. This parking would require the submission and approval of public improvement plans.

The on-street parking along Arkansas Street north of W. 3rd Street and Maine Street north of W. 4th Street is proposed as a future improvement.

Bicycle Parking

Bicycle parking is required for this use. A *Hospital* requires parking at 5 spaces or 1 space per 10 vehicular spaces whichever is greater. This plan proposes 1,222 parking spaces (1,022 existing spaces). The minimum number of bicycle parking for this use is 123 spaces. The plan does not identify the location of bicycle parking anywhere on site. Staff recommends that bicycle parking be provided and distributed through the site and at the various locations and entrances around the

campus. The parking summary above includes specific recommendations for bicycle parking throughout the development and at specific locations.

C. Design Standards

This section of the staff review focuses on the proposed parking lot expansion project located along Michigan Street.

Site Design: The proposed parking lot expansion is located on the southeast corner of Michigan Street and W. 3rd Street. The project assumes the approval of a concurrent rezoning request for 6 residential lots that would be demolished to facilitate the construction of the added spaces. Additionally, the existing parking lot to the east would be slightly modified to provide connection between the two areas.



Figure 4: Existing Condition

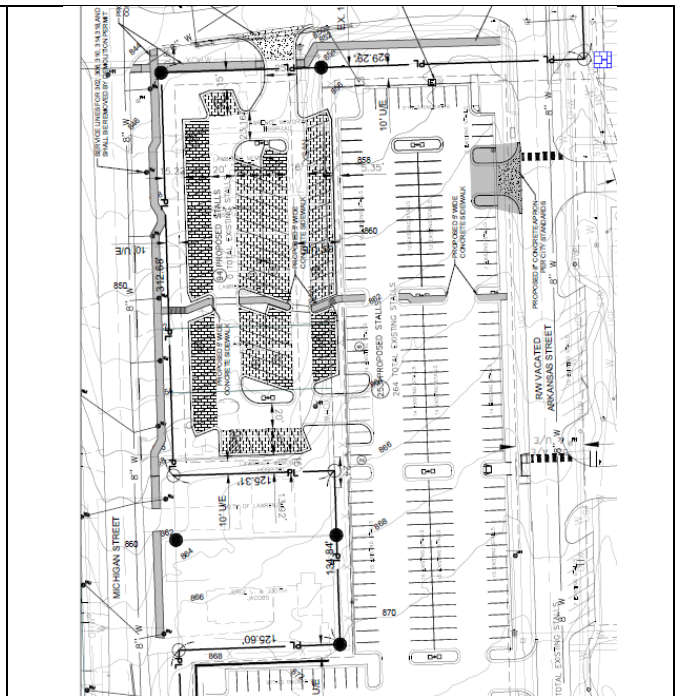


Figure 5: Proposed Condition

Approximately 10-12 existing parking spaces will be removed in the existing parking lot to provide access aisle connections between the two lots and to Arkansas Street. The expanded lot is design with a one-way circulation and with pervious pavement that will reduce the impact of stormwater runoff from the added parking area. The proposed one-way circulation complies with the site design standards. The proposed pervious pavement is conceptually acceptable to the City Stormwater Engineer. Proper installation of the system is however required, a condition of approval is that the applicant provide engineering/construction details for the installation of the pervious pavement for review and approval by the City Stormwater engineer prior to the recording of the Special Use Permit/Institutional Development Plan with the Register of Deeds Office. There is no building permit required for the parking lot.

Pedestrian accessibility:

The proposed parking lot expansion includes the extension of public sidewalk along W. 3rd Street and the length of Michigan Street including the two residences that will remain. The project includes an interior pedestrian connection through the proposed and existing parking lot shown in figure 7.

The plan shows a new sidewalk along the north side of the access drive in the north portion of the development shown in figure 8. The plan notes states "Possible Future 6' wide concerned sidewalk." The project does not commit to the construction. The existing access drive is 25' wide. The sidewalk would be located back of curb with no separation. The access drive is not a public street but is used for cut-through traffic and is blocked when the heliport is in use.



Figure 6: New Sidewalk and Pedestrian connection shown in yellow.

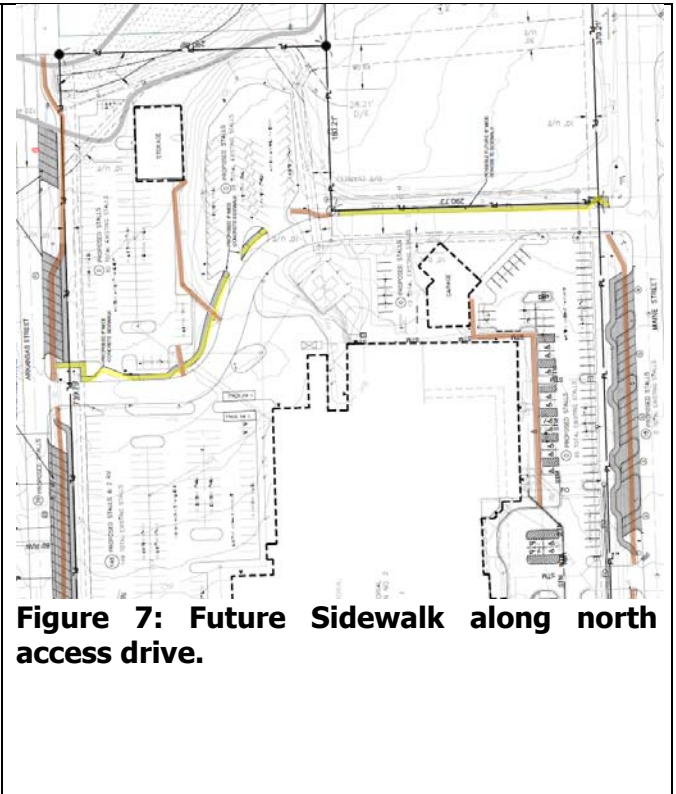


Figure 7: Future Sidewalk along north access drive.

D. Landscaping and Screening

Street Trees: Street trees are required along Michigan Street and W. 3rd Street. The plan shows the required minimum number of street trees along both public streets. The property is being replatted and will include a master street tree plan. The two street trees on W. 3rd Street are large mature ash with grade changes from the last parking lot construction. They are on the right-of-way and in poor condition. The city will schedule the removal of these trees over the summer as part of this project.

Bufferyard: A Type 3 Bufferyard is required along the H district that abuts an RS district. This standard applies to the parking lot expansion along the north and south sides of the project and along Michigan Street. The plan shows a 15' buffer yard with dense landscaping along the south side of the expanded parking lot. This section of the parking lot immediately abuts an existing residence. The plan shows an appropriate number of trees and shrubs along this buffer. A narrower buffer yard also requires a fence, wall or berm. The plan does not show the use of a fence, wall or berm in this location. The site will be filled to raise the level of the parking lot to better match and tie into the existing parking lot. Staff recommends the applicant add additional vegetation to increase the screening of the parking lot from the residence rather than install a fence or wall.

The residential district is separated from the Hospital district by Michigan Street along the west property line and W. 3rd Street along the north property line. In addition to being buffer yards they

are also subject to perimeter landscape standards. The parking lot is setback 15' from the property line consistent with the minimum Type 3 Bufferyard standard.

W. 3rd Street requires: 4 street trees for 125' of frontage; 2 trees for perimeter landscaping; 8 trees as a Type 3 Buffer Yard. These numbers are not cumulative. Street trees may be counted toward the required perimeter and buffer yard requirements. This street segment also includes a new driveway that restricts area available for planting. Landscape along W. 3rd Street is layered with three street trees shown along the right-of-way and 4 trees located within the north section of the parking lot. In addition to trees, a buffer yard must be planted with shrubs. Along W. 3rd Street 19 shrubs are required. The plan shows only 5 shrubs. The minimum width of the buffer yard also should include a fence, wall or berm. None is proposed with this application. Additional landscape is recommended to offset the requirement.

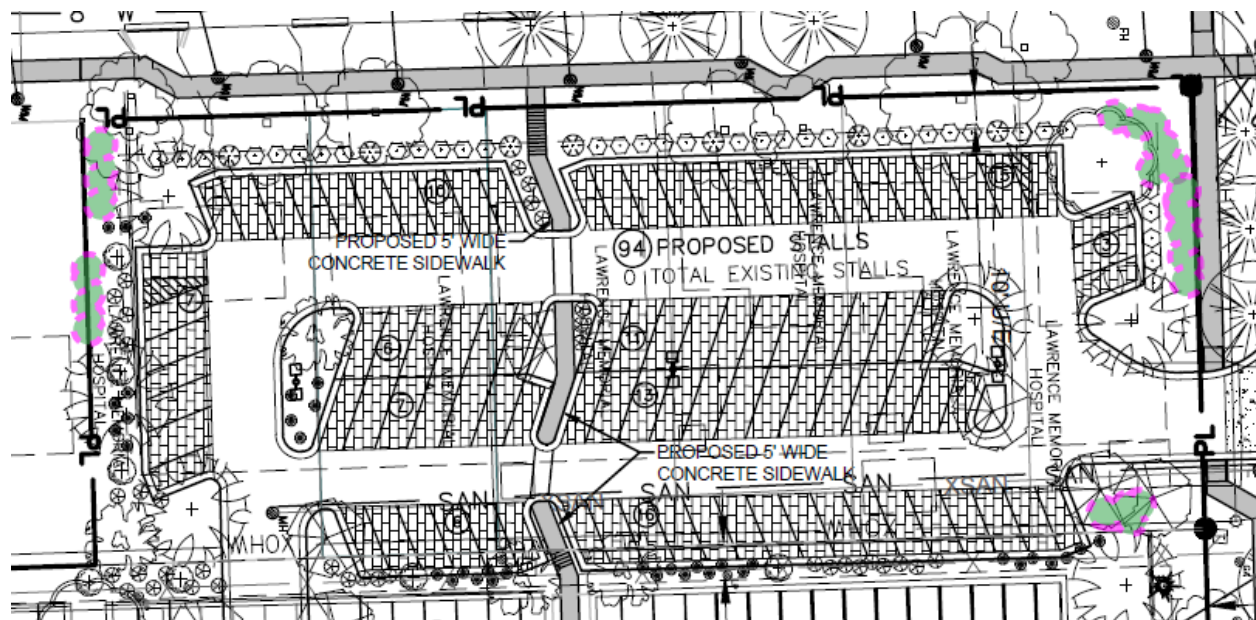


Figure 8: Recommended landscape along north and south property lines

Interior Landscaping: The project includes interior landscape islands that exceed the minimum required amount of area. Landscape islands provide vehicular direction and provide an opportunity to create pedestrian connection from the public street to the parking lot along Arkansas Street. The plan shows the islands screened with a mixture of trees and shrubs.

Perimeter Landscaping: The north and west sides of the parking lot abut public streets and are subject to perimeter landscaping standards this includes trees as well as some form of continuous screening of parking lots. Both frontages are also subject to bufferyard standards discussed above. The plan shows continuous screening along parking spaces that abut/face the public right-of-way.

The plan shows 232' of parking along Michigan Street at one tree per 25', 9 trees would be required. A total of 8 trees are required along Michigan Street to meet this standard. Additionally, a Type 3 Bufferyard, 15' wide, as proposed along Michigan Street requires 13 trees and 47 shrubs. The plan complies with the minimum street trees standard and the perimeter parking lot standard but does not comply with the buffer yard standard. Staff recommends the addition of ornamental trees and additional shrubs along Michigan Street.

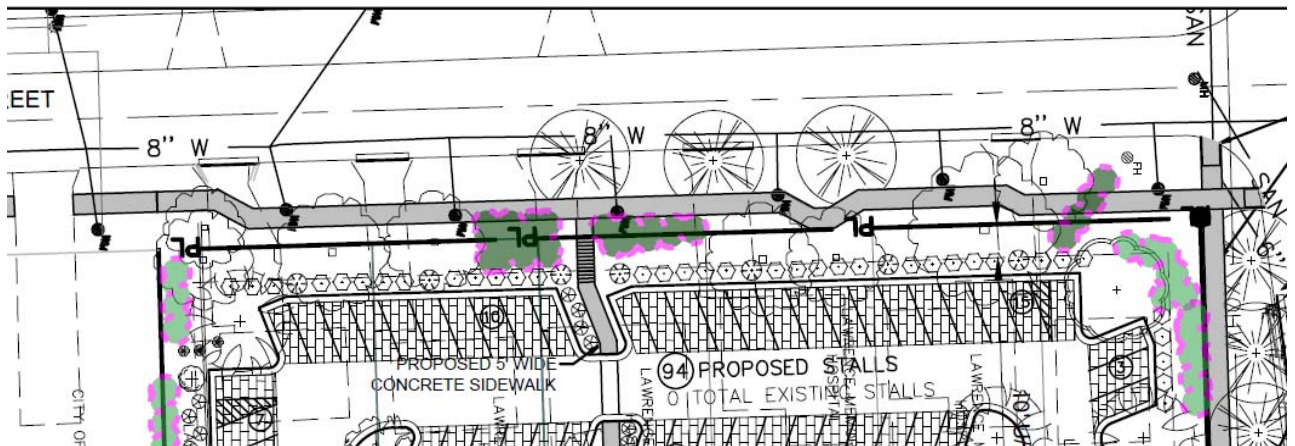


Figure 9: Recommended additional landscape along Michigan Street.

Mechanical Equipment Screening: The expanded parking lot does not include any mechanical equipment that is subject to screening.

E. Lighting

The applicant has submitted a photometric plan for the area that includes the new parking lot. Other phases of the development previously approved included a separate review of off-street parking lot lighting.

Spillover lighting adjacent to residential may not exceed .02 foot candles at the residential lot line. Lighting spillover into public right-of-way may not exceed 3 foot candles. The proposed project complies with these design standards.

The project includes three new 20' light poles. The proposed fixture must be directed down. This will be confirmed with the building permit and site inspection prior to final approval.

F. Floodplain

The property that is the subject of this development (parking lot expansion) is not located in the regulatory floodplain. A local Floodplain Development Permit is not required for this project.

G. Utilities

As noted several elements included in the project require public improvement plans. Plans related to the parking lot expansion project are required immediately. This includes the extension of the sanitary sewer to 326 and 330 Michigan Street. The City is exploring options with the applicant regarding the sanitary sewer extension and financing. The property at 326 Michigan Street is part of the housing inventory managed by the Lawrence-Douglas County Housing Authority. The property at 330 Michigan Street is owned privately.

The applicant has also indicated a desire for establishing crosswalks along Maine Street. A public improvement plan is also needed for this improvement. The applicant has been advised of this requirement.

Public Improvement Plans related to the future on-street parking may be deferred.

Staff recommends that a note be added to the face of the site plan that lists the improvements subject to public improvement plan review and approval.

CONCLUSION

This staff report was required to address two specific development actions; one, review of a Hospital Master Plan that impacts the surrounding neighborhood and two, provide a site plan review of a parking lot expansion.

The immediate phase of development is the parking lot expansion along Michigan Street. A future phase includes reconstructed on-street angled parking along Arkansas Street and Maine Street. Specific public improvement plans are needed to accommodate the expanded parking lot as noted by the City Engineer in review comments to the applicant. Because the parking expansion does not include two remaining residences along the east side of Michigan Street sanitary sewer and other utilities are affected. The applicant is responsible for relocating the private utilities impacted by the project (gas, electric, phone, etc.). The applicant is working with City staff to address the extension of the sanitary sewer to the two remaining structures, one of which is part of the City inventory.

Pertaining to the Master Plan elements of the project two factors will need further evaluation. The completion of the Lawrence Loop from the termination of the Sandra Shaw Trail to Peterson Road is an immediate concern. The City has engaged engineering services to begin the process to identify a specific alignment. The terminating point is just north of the Hospital property. The City/Hospital is the largest landowner in the immediate area. Staff recommends the Hospital participate fully in developing and identifying an appropriate alignment and participate in the construction of the facility as a future improvement.

The other feature of the Master Plan is to provide assurance and predictability for the surrounding neighborhood. Incremental expansion of the Hospital is not recommended. Coordination of facility planning and improvements in the immediate area for related uses including the Community Health Building, Bert Nash and the Hospital are necessary to maintain the Character and unique features of the Neighborhood and protection of residential components of the neighborhood.

Table 1: Institutional Development Plan Properties

Property	Use	Area
Lot 1 Block 1 LMH Addition 201 Maine Street	Woody Park	2.470 AC
Lot 2, Block 1 LMH Addition	LMH Main Campus	19.900 Acres
225 Maine Street	Garage/Ambulance Station	
325 Maine Street	Emergency Room entrance	
330 Arkansas Street	Main Hospital Entrance	
1130 W. 4 th Street	Group Home.	
302 – 322 Michigan Street	Existing residences proposed as new parking lot	.901 Acres (39,253 SF)
302 Maine Street	Parking Lot -24 stalls [SP-14-00144]	.187 Acres (8,152 SF)
316 Maine Street	Office Building [SP-3-12-78]	.287 Acres (12,531 SF)
320 Maine Street	Office Building	.214 Acres (9,343 SF)
Michigan Street Lots	Future parking lot expansion	.892 Acres (38,866 SF)

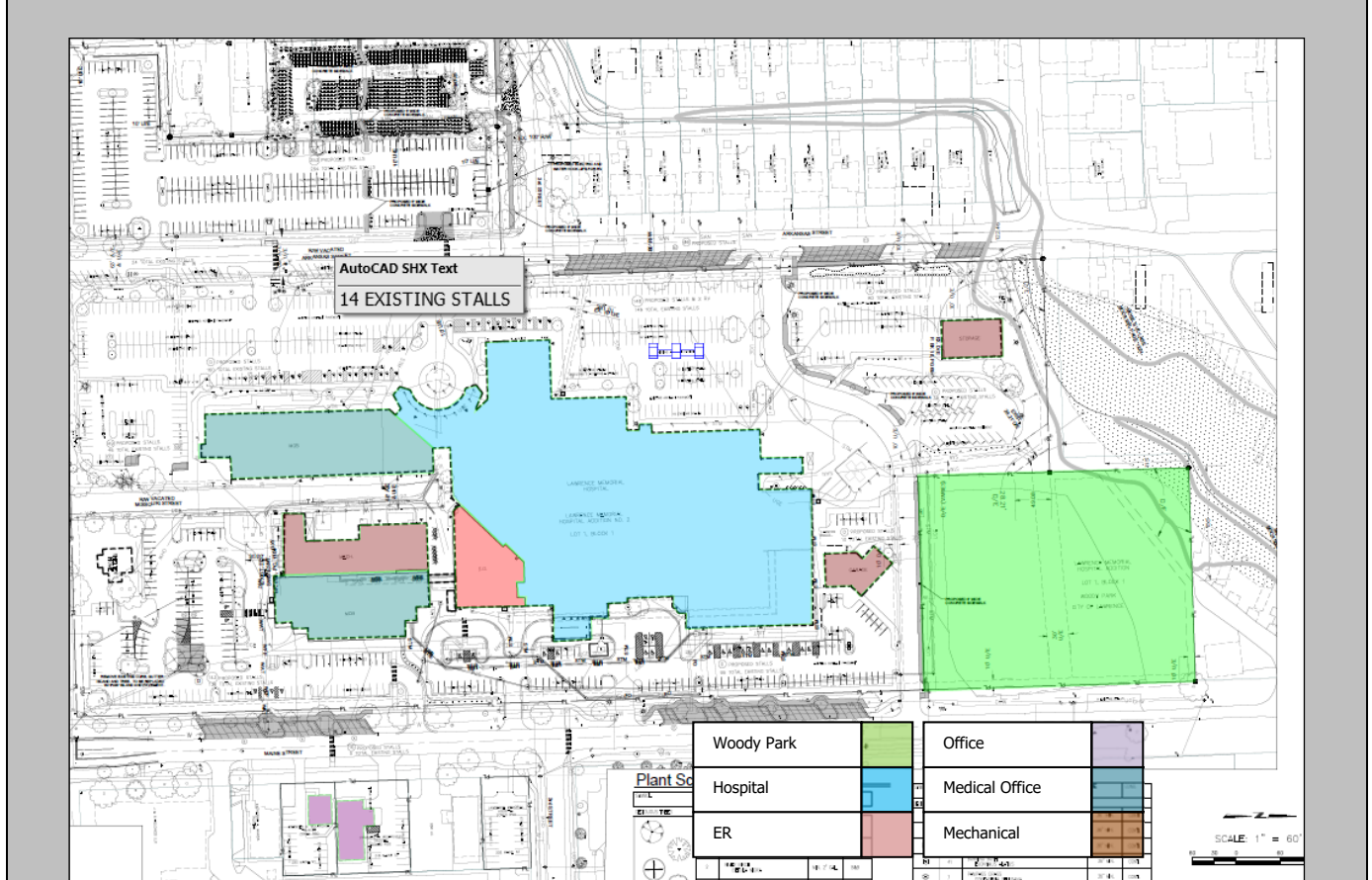


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