



AGENDA ITEM NO. \_\_\_\_\_

## **STAFF REPORT**

MAPC February 22, 2001  
DAB #6 February 21, 2001

CASE NUMBER: CON20001-00007

APPLICANT/AGENT: Apex Engineering, Inc., (owners); Steven B. Icard (agent)

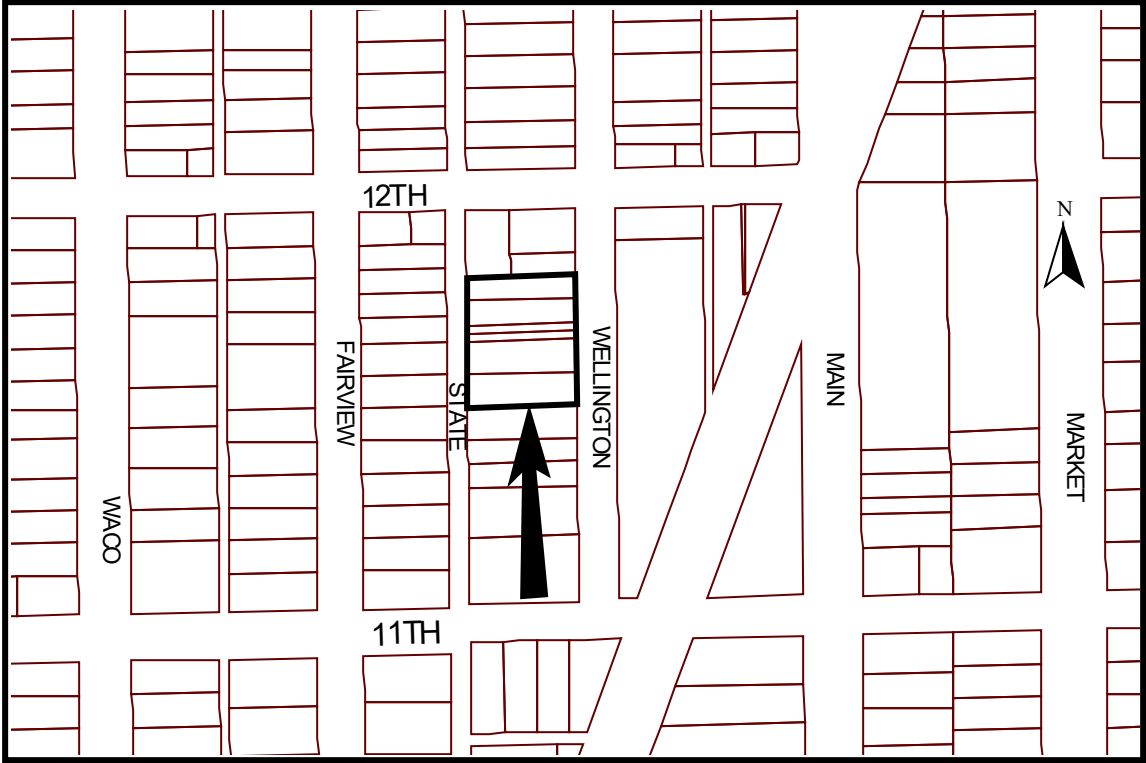
REQUEST: Conditional Use to allow ancillary parking

CURRENT ZONING: "B" Multi-Family

SITE SIZE: Approximately 0.85 acre

LOCATION: Between 11<sup>th</sup> & 12<sup>th</sup> Streets on the west side of Wellington Place, Lots 25 – 39 (inclusive), Block 1, Allen's Resurvey of Turner's Addition.

PROPOSED USE: Ancillary parking to accommodate anticipated expanded workforce, due to new manufacturing facilities being built.



**BACKGROUND:** The applicant, Apex Engineering, is requesting consideration for a Conditional Use to allow ancillary off street parking on property zoned B Multi-family. The property/site (0.85 acres, see attachment A) is described as Lots 25-39 (inclusive), Block 1, Allen's Resurvey of Turner's Addition, located between Wellington Place and State Street (east & west) and 11<sup>th</sup> & 12<sup>th</sup> Streets (south & north). The Unified Zoning Code requires a Conditional Use for parking areas in any district zoned "RR" Rural Residential through "NO" Neighborhood Office.

Apex Engineering is requesting consideration of ancillary parking for this undeveloped site due to anticipated expansion of their workforce triggered by future construction of an 18,564 square foot building. This building will combine expanded manufacturing activity (16,714 square feet) and warehousing (1,850 square feet). Apex Engineering currently has a complex of buildings located on the east side of Wellington Place, west of the 100 foot wide abandoned Union Pacific ROW, and between 11<sup>th</sup> and 12<sup>th</sup> Streets, plus a warehouse on the west side of Wellington Place. This complex of buildings houses 6,400 square feet of office, 15,850 square feet of warehouse and 43,652 square feet of manufacturing. The anticipated expansion will bring the total square footage of buildings and their uses to 6,400 square feet of office, 17,700 square feet of warehouse and 60,366 square feet of manufacturing.

Currently this undeveloped site is being used for parking by the applicant and has 1 (one) existing curb cut for ingress – egress, which opens into Wellington Place. The site abuts State Street on the west. State Street is not paved at this location and acts as an alley and the orientation of single-family homes on either side of it (their back yards abutting State Street) re-enforce this use of State Street. The applicant proposes paved parking on this site that would provide 100 parking spaces. The total number of parking spaces for the Apex combination of the square footage of the buildings and their uses is 165 parking spaces. This proposed parking site will leave the applicant 65 spaces (165 required – 100 proposed = 65 needed) short of the required 165 spaces. To acquire the 65 parking spaces to meet the parking requirement of 165 spaces, the applicant is also requesting consideration of ancillary parking on 2 (two) other properties that are adjacent to each other. This request for ancillary parking is presented in CON2001-00006, which is on today's agenda for consideration. CON2001-00006 provides 59 additional parking spaces. Another 8 spaces are proposed in the abandoned Union Pacific Railroad ROW, as shown on the site plan for the Apex Expansion (Ex. B). This ROW is zoned "LI" Limited Industrial, which permits accessory parking by right. The combined total of CON2001-00007 & CON2001-00006 proposed ancillary parking spaces plus the 8 proposed spaces shown on the site plan of the Apex expansion (Ex. B) provide 167 spaces with 2 spaces for persons with disabilities. The required parking spaces are 165 spaces with 6 of those spaces provided for persons with disabilities.

The neighborhood to the west and north of the proposed parking site is zoned B Multi-Family and developed residential. Between the proposed parking site and a residence and on Apex property is an unscreened outside storage area for scrap metal materials, that is used by Apex. As previously stated, State Street runs along the western edge of the property, is unpaved and serves as an alley. The property to the south is zoned LI Limited

Industrial and is developed as a paved, marked, parking lot used by the business Winding Specialist. The property to the east is zoned LI Limited Industrial and contains the Apex Engineering building complex.

**CASE HISTORY:** The property is part of Allen’s Resurvey of the Turner Addition, which was entered on transfer record October 29, 1885. The alley running between Lots 50 & 56 (east side) and 24 – 48 (inclusive, west side), Allen’s Resurvey of the Turner Addition was vacated in 1912.

**ADJACENT ZONING AND LAND USE:**

NORTH:	“B” Multi-Family	Mostly residences
SOUTH:	“LI” Limited Industrial	Parking lot, manufacturing and warehouse
EAST:	“LI” Limited Industrial	Manufacturing & warehouse complex
WEST:	“B” Multi-Family	Mostly residences

**PUBLIC SERVICES:** Municipal water and sewer services are available to this site. There are no traffic counts on Wellington Place in this area. The 1999 north – south traffic volume at the 13<sup>th</sup> Street & Main Street intersection (the closest traffic count, a block to the north) is 2,644 average daily trips. A study (by HWS) is underway in regards to making this section of Main Street a two-way road. Preliminary number of average daily trips, south of this intersection indicates a possible 6,000 average daily trips.

**CONFORMANCE TO PLANS/POLICIES:** The Wichita Land Use Guide of the 1999 Update to the Wichita-Sedgwick County Comprehensive Plan identifies this property as medium density residential. The current zoning of the site is “B “Multi-Family, a very high residential density. Ancillary parking is a conditional use for both of these residential designations, per the regulations detailed in the WSC Unified Zoning Code. The property is also identified as being in a Revitalization Area and a Local Investment Area, as noted in the 1998 City of Wichita Neighborhood Revitalization Plan. By definition this area has issues of building improvements, infrastructure improvements, economic development, and neighborhood development that need strategy and investment. The MAPC has a longstanding informal policy favoring the expansion of existing businesses.

**RECOMMENDATION:** Consideration of the applicant’s request for ancillary parking on this site is tied to the applicant’s request for ancillary parking as presented in CON2001-00006. CON2001-00006 is on this agenda for consideration and recommendation. Taking both CON2001-00007’s & -00006’s ancillary parking proposals together, along with the 8 proposed spaces located in the abandoned Union Pacific ROW provides the applicant with 167 parking spaces, the requirement is 165 parking spaces. The applicant must provide 6 of those parking spaces for persons with disabilities.

Staff recommends that the request be approved, subject to the following conditions:

1. The ancillary parking area shall be developed in conformance with the requirements (1-10) of Sec. III-D.p of the Unified Zoning Code.
2. The applicant shall plat (RR ROW property involved) and replat the properties involved in Apex expansion, which includes the properties being considered for ancillary parking per the standards in the WSC Subdivision Regulations.
3. The applicant shall submit a revised site plan giving dimension control in existing and proposed buildings, vehicle circulation, fencing and solid screening, ingress and egress, parking areas, loading areas, outside storage areas, landscaping and showing all easements and set backs (as they will be according to the Replat) for review and approval by the Zoning Administrator.
4. The applicant shall meet the required parking spaces of 165 spaces of which 6 of those are for persons with disabilities, per Sec. IV-A-8 of the Unified Zoning Code.
5. The proposed 8 parking spaces, as shown on Ex.B and entirely located in the abandoned 100-foot wide abandoned Union Pacific RR ROW shall meet the requirements for parking, per Sec. IV-A of the Unified Zoning Code.

This recommendation is based on the following findings:

1. The zoning, uses and character of the neighborhood: The Apex Engineering complex is located on both sides of Wellington Place, between 11<sup>th</sup> and 12<sup>th</sup> Streets and on the west side of the abandoned Union Pacific RR ROW. The zoning of the complex is a mixture of B Multi-Family (the proposed parking site) and LI Limited Industrial. When the Railroads were using this track, this was an appropriate site for manufacturing. Union Pacific abandoned these tracks via a Donated Quick Claim on October 19<sup>th</sup>, 1999, shortly thereafter the tracks were removed. There are several active industrial uses located to the south of Apex (LI Limited Industrial zoning), adjacent to the tracks. The rest of the neighborhood to the north and west is residential (mostly single family) in development and (B Multi-Family) zoning.
2. The suitability of the subject property for the uses to which it has been restricted: Because of the industrial type of development established on Wellington Place Drive between 11<sup>th</sup> and 12<sup>th</sup> streets, the development of Multi-Family/Residential on this site is unlikely.
3. Extent to which removal of the restrictions will detrimentally affect nearby property:. Any detrimental affects would be mitigated by the recommended condition of approval and code required development standards.
4. Conformance of the requested change to the adopted or recognized Comprehensive Plan and Policies: The request for ancillary parking on B Multi-Family zoning is a conditional use per the WSC Unified Zoning Code. The Comprehensive Plan calls for this property to remain moderate density, i.e., multi-family. The 1998 City of Wichita Neighborhood Revitalization Plan has recognized the area this site is in as

one needing strategy and investment for building improvements, infrastructure improvements, economic development, and neighborhood development. The anticipated expansion of Apex Engineering provides economic opportunity for the neighborhood. The conditional use request for ancillary parking supports this expansion and provides an opportunity for the City and Apex to apply the community's development standards.

5. Impact of the proposed development on community facilities: Currently Apex employs 146 employees, 119 on first shift and 27 on second shift. The anticipated expansion at Apex (which is triggering the request for consideration of the conditional use for ancillary parking) will bring the total employment at Apex to an estimated 206 employees, 149 on first and 57 on second. It is possible that some of this new workforce will come from the surrounding neighborhood, thus an economic impact on the surrounding neighborhood. The increase in the workforce will also increase traffic in the immediate residential neighborhood, plus the possible increase in truck traffic due to the expansion of manufacturing activities at Apex. Horace Mann Middle School is a member of this neighborhood, the increase in vehicular traffic will have an impact on the school as well as the roads being used by this increase in traffic, in particular the truck traffic. There is a 20MPH school zone on Main Street in this immediate area.