



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

## STAFF REPORT

MAPC February 22, 2001

DAB V! February 21, 2001

CASE NUMBER: CON20001-00006

APPLICANT/AGENT: Midwest Historical & Genealogical Society c/o Waneta M. Vickers (owner); Steven Icard, Apex Engineering Inc (agent)

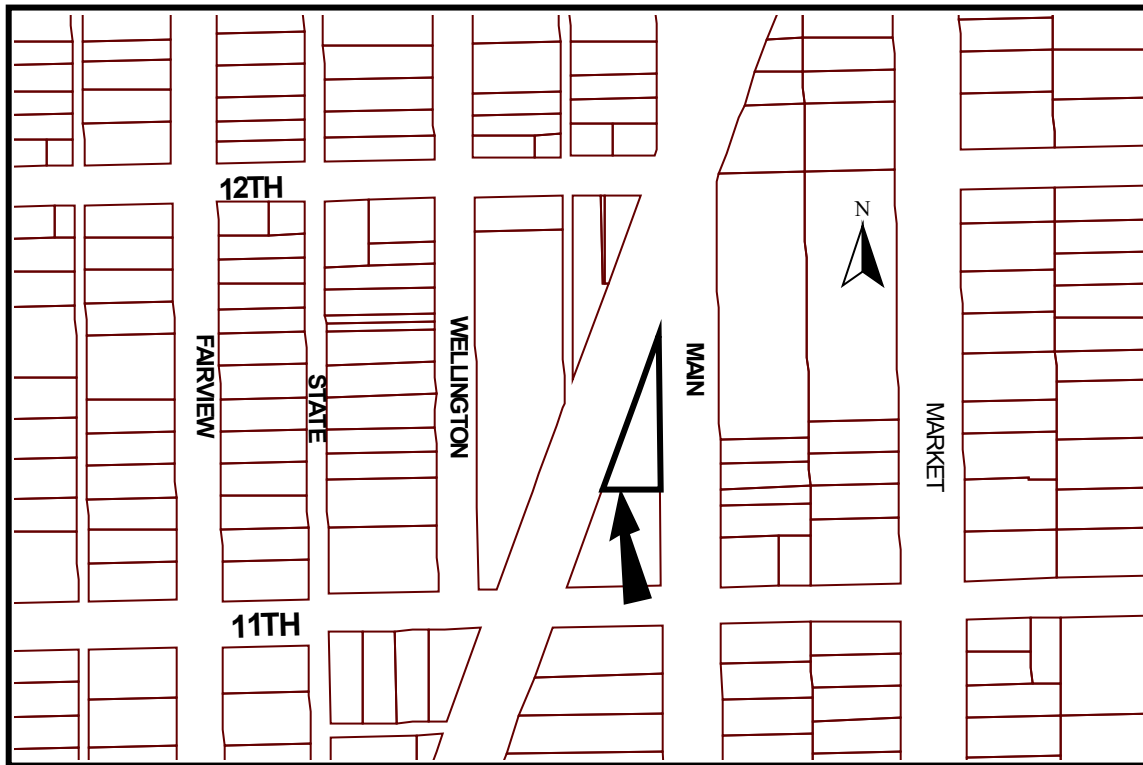
REQUEST: Conditional Use to allow ancillary parking.

CURRENT ZONING: "B" Multi-Family

SITE SIZE: Approximately 0.24 acres

LOCATION: West of Main, North of N 11<sup>th</sup> Street.

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



**BACKGROUND:** The Midwestern Historical & Genealogical Society (the Society, owner) and Apex Engineering (applicant) are requesting consideration for a Conditional Use to allow ancillary off street parking on property (Lot 1, Block 1, Midtown 4<sup>th</sup> Addition) zoned "B" Multi-family, located on the northwest corner of the Main Street - 11<sup>th</sup> Street intersection. Midwest Historical & Genealogical Society will continue to occupy its present location while the proposed parking for Apex Engineering will be on the applicant's area. Apex and the Society are proposing (contingent upon recommendation by the MAPC and approval by the City Council of the Conditional Use for ancillary parking) to exchange parts of their property that are in the abandoned 100-ft wide Union Pacific (UP) RR ROW. Exhibit B shows items 1 & 2. Item 1 being the Society property in the abandoned UP RR ROW that they propose to sell and exchange for the property Apex has, Item 2, that lies in the abandoned UP RR ROW. 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, adjacent to the proposed parking site. 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. **Approximately 1/3 of the proposed building (Exhibit B, Item 3) for Apex would sit in the portion of the abandoned UP RR ROW that the City of Wichita owns. The City Council will have to consider and take action on the approval of transfer of ownership to Apex.**

Currently this site is the north undeveloped part of the Midwest Historical & Genealogical Society property. The owner uses only the southern half of the property and on it has a building housing the Society. There is also a concrete parking lot on this half of the property used by the Society and an existing 4-ft chain link fence on its perimeter. The site abuts the abandoned 100-ft wide Union Pacific RR ROW on the west and north. There are no tracks in the RR ROW and it is unpaved. The applicant proposes ancillary parking on this site and on the adjacent Union Pacific RR ROW that would provide 59 parking spaces. The total number of required parking spaces for the Apex complex is 165 parking spaces. This proposed parking site would leave the applicant 106 spaces (165 required – 59 proposed = 106 needed) short of the required 165 spaces. To acquire the 106 parking spaces to meet the parking requirement of 165 spaces, the applicant is also requesting consideration of ancillary parking on one other property. This request for ancillary parking is presented in CON2001-00007, which is on today's agenda for consideration. CON2001-00007 provides 100 additional parking spaces. Another 8 spaces are proposed in the abandoned Union Pacific Railroad ROW (this part has an alley in it), 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 Limited Industrial and contains the abandoned RR ROW. Beyond the RR ROW on the west and north is the Apex complex, plus a printing shop. The property to the south (beyond the Society's development and across 11<sup>th</sup> Street) is zoned LI Limited Industrial and is developed residential. The properties to the east are zoned B Multi-Family. Development on these properties (starting on the north end and heading south) include Horace Mann Middle School, single family residences and a small church. Main Street separates these properties from the proposed parking.

CASE HISTORY: The property is part of Midtown 4th Addition, which was entered on transfer record July 7, 1985. There was a zoning change, subject to the Replat, July 9, 1985 from E Light Industrial to B Multi-Family.

ADJACENT ZONING AND LAND USE:

NORTH:	"LI" Limited Industrial	Abandoned Union Pacific RR ROW
SOUTH:	"B" Multi-Family	Midwest Historical & Genealogical Society
EAST:	"B" Multi-Family	Horace Mann Middle School, residences and a church
WEST:	"LI" Limited Industrial	Abandoned Union Pacific RR ROW

PUBLIC SERVICES: Municipal water and sewer services are available to this site. 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 CON2001-00007. CON2001-00007 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 (the RR ROW is unplatted) 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 both north and west of the proposed parking site. The abandoned Union Pacific RR ROW runs between the proposed parking site and the Apex complex. The zoning for both is "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 and 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. Properties to the south and east of the proposed parking are zoned "B" Multi-Family. Development includes the Horace Mann Middle School grounds, small residential, a church and the Midwest Historical & Genealogical Society.
2. The suitability of the subject property for the uses to which it has been restricted: Because of the irregular shape of the undeveloped remainder of Lot 1, Blk1, Midtown 4<sup>th</sup> Addition (which is the proposed parking site) and its small size (0.24 acres) it is doubtful if this could be developed as multi-family.

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. The MAPC has consistently supported request for the expansion of existing businesses.
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. However, existing facilities are able to handle expected demands. There is a 20MPH school zone on Main Street in this immediate area.