SUPPORTING RESEARCH AND FINDINGS:

1. Review of surrounding high-density residential development

Staff reviewed several multi-dwelling projects around the university and in other parts of the community for the number of units, number of bedrooms, number of required parking and number of parking provided. Specific developments requested by the City Commission were included in the review.

Staff focused on larger projects associated with high-density residential development. Not counted in this summary are large homes that have been converted to multi-dwelling residential structures and boarding houses. Staff did include some Greek housing located immediately adjacent to the University.

Most of the high-density residential development occurred prior to the adoption of the 2006 Land Development Code. The significant difference between the two codes is the changes to allowable density and the off-street parking calculation. Prior to 2006, very high-density residential uses [Greek housing and dormitory-type residences halls] were located in the RD-(Residence-Dormitory) District.

This area included all of the KU campus area east of Iowa Street, as well as areas surrounding the University. See Figure 1. Other zoning district that permitted a very high-density¹ residential use included RM-2, RM-2A, RM-3, RO-1 and RO-1A. These zoning districts were located adjacent to the RD district in the Oread Neighborhood or along the major arterial street corridors such as N. Iowa, W. 6th Street, Bob Billings Parkway, Clinton Parkway, and S. Iowa Street. One exception to this location description is a large area zoned RM-2 located in the Pinckney Neighborhood north of W. 6th Street. While zoned for high-density development, much of the Pinckney Neighborhood area is developed at a density less than 20 dwelling units per acre. See Figure 2.

Prior to 2006, a large area both north and east of the KU Campus was zoned RD (Residence-Dormitory District). This district allowed the highest maximum density, 54 dwelling units per acre, of any residential district in the City. The next highest density residential district was RM-3 at 43 dwelling units per acre. These districts were associated with multiple-family dwellings and dormitory type residence halls as well as Fraternity and Sorority uses. The Land Development Code, adopted in 2006, provides a distinction between very high-density residential development and Greek housing. The code substantially reduced the area zoned for Greek housing to areas that were currently developed with or owned by Greek organizations. See Figure 3. The maximum density allowed in the highest intensity residential zoning districts was also adjusted downward from 54 to 32 dwelling units per acre.²

¹ High-density residential use is density of 16 dwelling units per acre or greater.

² Additional density can be earned in residential zoning districts in some cases by using bonus points to achieve a higher overall density.

Prior to 2006 off-street parking required for these districts was based on bedrooms or units, depending on the use or base zoning district.

Spaces	Bedroom
1.5	Per each 1 bedroom apartment or studio
1.5	Per each 2 bedroom apartment (other than RM-3 or RD)
2.5	Per each 3 bedroom apartment or larger (other than RM-3 or RD)
1	Per bedroom for 2 bedroom apartment or larger when located in in RM-3 or RD
1.5	Per 2 lawful occupants of fraternity, sorority, dormitory type residence hall, and
	rooming/boarding house

Most of the multi-dwelling and fraternity/sorority uses surrounding the university were developed under this design standard. The following table provides a summary of specific high-density multi-dwelling uses in the immediate area surrounding the proposed Here at Kansas as requested by the City Commission.

Sample of High Density Residential Development Around University								
			Parking	Parking		Use/Project		
Address	Units	Bedrooms	Required	Provided	Neighborhood	Name		
1400 BBP	627	1036	1089	1128	Sunset Hills	Meadowbrook		
1043 Indiana St.	32	102	114	114	Oread	Varsity House		
			311 reduced					
1200 Oread	Mixed-Us	e/10 condo	to 167	200	Oread	The Oread		
1800 Naismith Dr.	252	459	unknown	228	University Place	Naismith Hall		
1605 Tennessee St.	24	44	44	45	Oread	Melrose Place		

Additional high-density residential developments were also reviewed for bedrooms and offstreet parking requirements. The attached tables and maps provide a comparison of these various developments. As expected, developments farther from the university include larger parking areas. Off-street parking is dominated by surface lots rather than garages other structured type parking. Many multi-dwelling projects do provide carports as an amenity for some portion of the off-street parking for the development.

2. Review of other collage towns:

Staff reviewed the parking requirements for multi-family developments in the Big 12 university communities as well as four previous Big 12 communities. As expected, the <u>results</u> are varied. The Lawrence Development Code requires 1 space per bedroom + 1 space per 10 dwelling units to accommodate guests. The majority of communities require 1-2 spaces for each one-bedroom unit. The most variation is seen in the three- and four-bedroom units where requirements vary from 1-4 spaces per unit. The average requirement for a three-bedroom apartment was 2.5 spaces per unit.

Several of the codes included special standards for either mixed use districts or districts near downtown or campus locations. As noted, the Lawrence Development Code increased requirements in 2006 to require additional parking for larger-bedroom developments. With current work to analyze and revise various standards in ARTICLE 9 – PARKING, LOADING AND ACCESS, it may be appropriate for Staff to do additional research to determine the specific needs for apartment developments in Lawrence. **See Spreadsheet**.

3. KU Parking Review

Jayhawker Towers and Stauffer Place are the only apartments on Campus. Currently much of the parking for Stauffer Place is used by the Daisy Field (Daisy Hill) freshman due to the loss of Daisy Field (Daisy Hill) parking lots to construction. Stauffer Place also has a large international graduate student population. International students most often do not own cars and thus do not purchase permits. An observation provided by KU parking staff is that GSP/Corbin and the Scholarship Hall residents are located close enough to available City streets with on-street parking and are likely to choose to park off-campus rather than purchase a student parking pass. See Figure 4.

Hall (Capacity)	Actual Residents	Class of Permit Holder	# Permits Sold	% with Permits
Jayhawker Towers (747)	672	Class	432	64%
Freshman	168	Freshman	88	52%
Sophomore	228	Sophomore	147	64%
Junior	133	Junior	102	77%
Senior	126	Senior	91	72%
Graduate	17	Graduate	4	24%

Hall (Capacity)	Actual Residents	Class of Permit Holder	# Permits Sold	% with Permits
Stouffer Place (269)	200	Class	141	71%
Freshman	2	Freshman	31	1550%
Sophomore	2	Sophomore	0	0%
Junior	7	Junior	5	71%
Senior	15	Senior	15	100%
Graduate	174	Graduate	90	52%

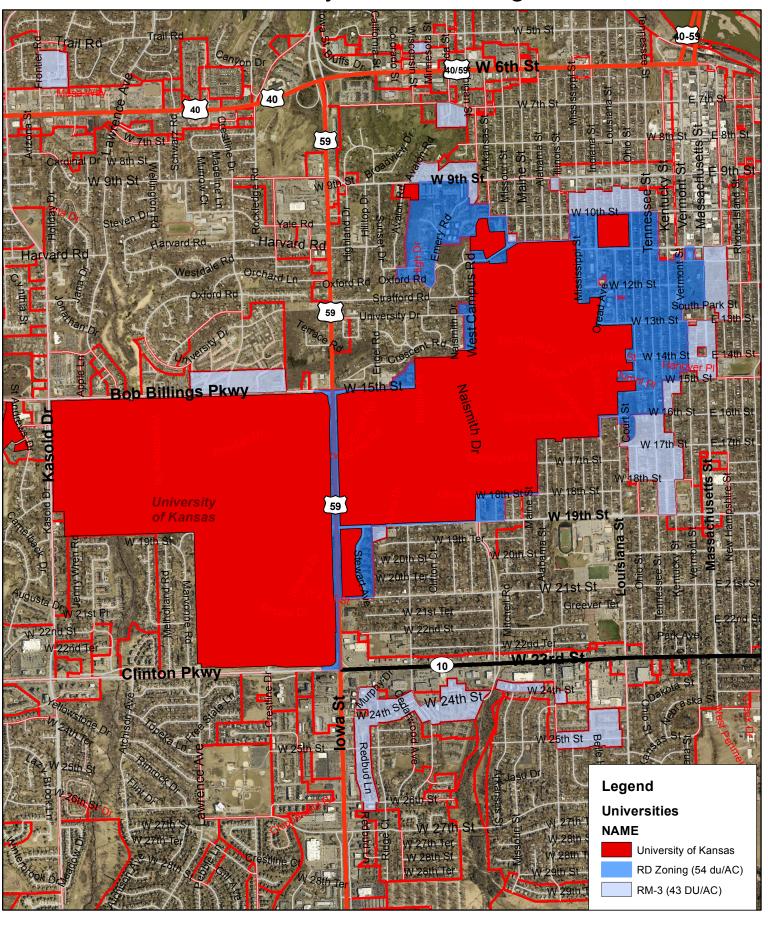
See Spreadsheet for complete KU parking data summary.

Assumptions for applying parking to the Here project:

- 1. The proposed Here project will function similar to the apartments on campus and be dominated by a higher percentage of upper-class students (non-freshman).
- 2. An average of the sophomore, junior and senior residents that currently having parking permits in the Jayhawker Tower apartments is to 71%.
- 3. Applying the 71% of permitted vehicles to the Here project calculates to a requirement of requires 477 off-street parking spaces for the residential use.

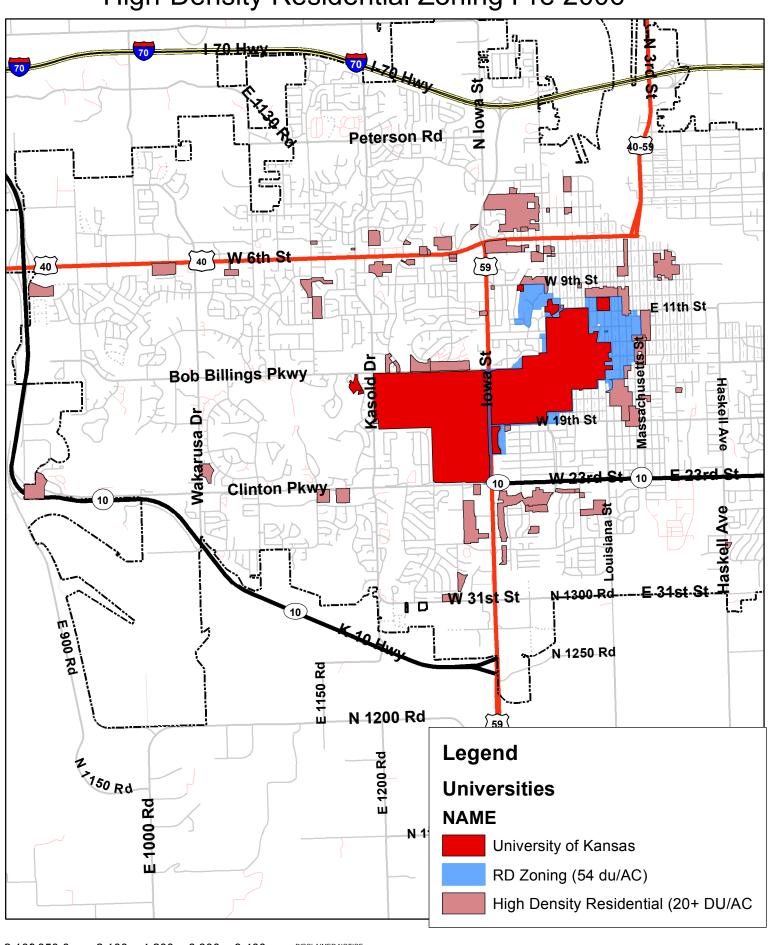
[71% of 672 occupants = 477 students with a car]

Residence-Dormitory District Zoning Pre 2006



Date: 9/30/2014

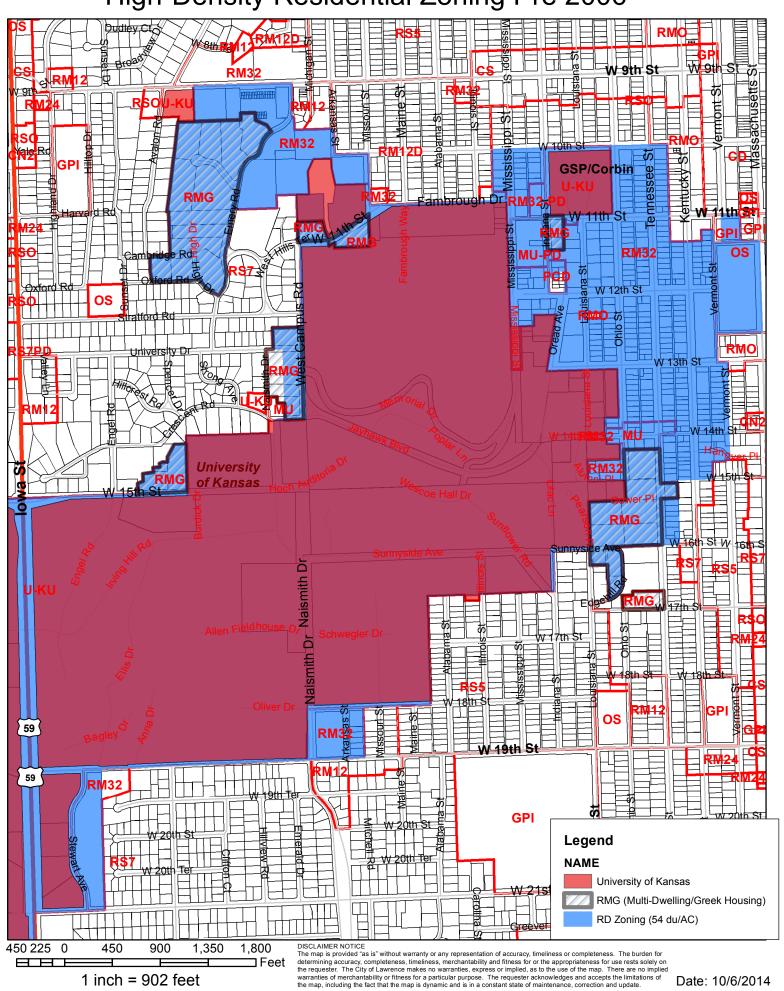
High-Density Residential Zoning Pre 2006



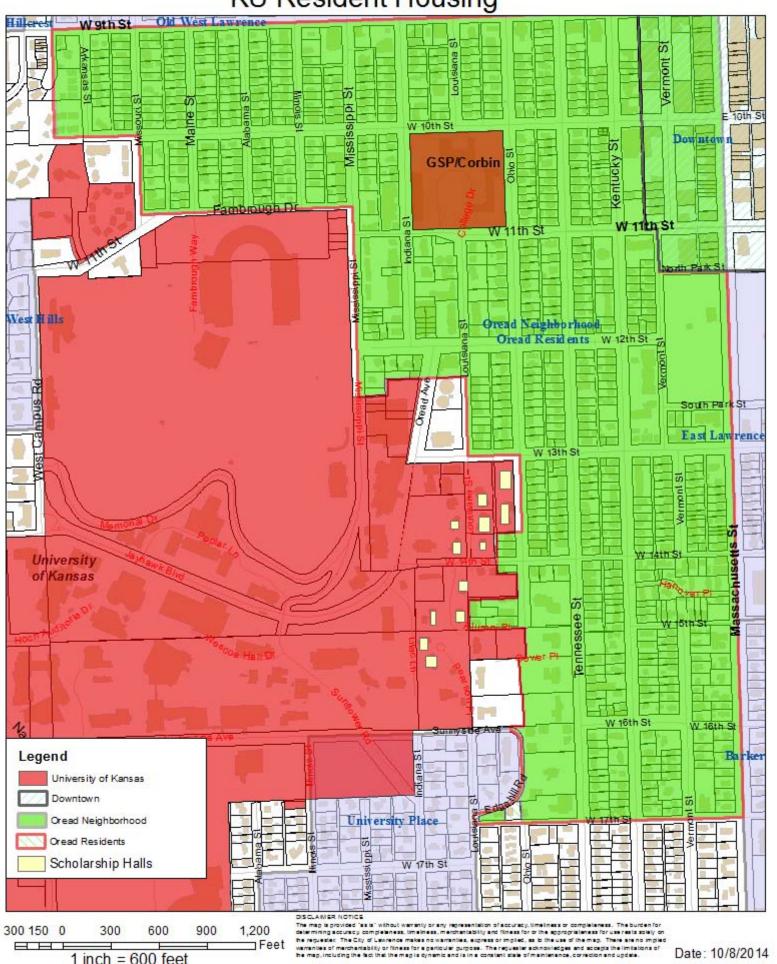
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Date: 10/1/2014

High-Density Residential Zoning Pre 2006



GSP/ Corbin and Scholarship Halls **KU Resident Housing**



1 inch = 600 feet

Date: 10/8/2014