

**PLANNED UNIT DEVELOPMENT  
STAFF REPORT****Date: September 17, 2008****DEVELOPMENT NAME**

KLK, LLC

**LOCATION**3704 Dauphin Street  
(Northwest corner of Dauphin Street Service Road and Du  
Rhu Drive).**CITY COUNCIL  
DISTRICT**

District 7

**PRESENT ZONING**

B-2, Neighborhood Business District

**AREA OF PROPERTY**

2 Lots / 2.1 ± Acres

**CONTEMPLATED USE**Planned Unit Development Approval to allow shared  
access between two building sites.**TIME SCHEDULE  
FOR DEVELOPMENT**

Immediate

**ENGINEERING  
COMMENTS**

Must comply with all storm water and flood control ordinances. Any work performed in the right of way will require a right of way permit. Drainage from any new dumpster pads cannot discharge to storm sewer; must have connection to sanitary sewer.

**TRAFFIC ENGINEERING  
COMMENTS**

Driveway number, size, location, and design to be approved by Traffic Engineering and conform to AASHTO standards. No details are given for the location of the ATM machine and a line of sight problem could be created. To avoid conflicting movements, a yield sign should be installed for the one-way drive behind the Jewelers where it meets the turning traffic from the bank. All one way areas should be signed and marked to MUTCD standards.

**URBAN FORESTRY  
COMMENTS**

Property to be developed in compliance with state and local laws that pertain to tree preservation and protection on both city and private properties (State Act 61-929 and City Code Chapters 57 and 64).

**FIRE DEPARTMENT****COMMENTS**

All projects must comply with the requirements of the 2003 International Fire Code, including Appendices B through D, with local amendments, and the

2003 International Existing Building Code. All buildings shall comply with Section 508.5.1 of the 2003 IFC.

**REMARKS**

The applicant is requesting Planned Unit Development approval to allow shared access between two building sites. The applicant is proposing to add a stand-alone ATM machine and two new drive-thru teller lanes to the property. In conjunction with this, the applicant also proposes a new connection to the parking area for an adjacent property.

Planned Unit Development review examines the site with regard to its location to ensure that it is generally compatible with neighboring uses; that adequate access is provided without generating excess traffic along minor residential streets in residential districts outside the PUD; and that natural features of the site are taken into consideration. PUD review also examines the design of the development to provide for adequate circulation within the development; to ensure adequate access for emergency vehicles; and to consider and provide for protection from adverse effects of adjacent properties as well as provide protection of adjacent properties from adverse effects from the PUD. PUD approval is site plan specific, thus if any new construction is anticipated that will change an approved site plan, an application to amend an existing, approved PUD must be made prior to any construction activities.

Currently, the site consists of a building with two parking lots, one in the front directly off of the Dauphin Street Service Road and another in the back. The two parking lots are connected by a 24-foot, two-way drive aisle with no connection to the adjacent site to the northeast which is also included in this application. It should also be noted that the site's existing dumpster structure is located in the rear parking lot.

The applicant proposes to convert the existing 24-foot, two-way drive aisle into two, 10-foot, one-way drive-up teller queuing lanes and construct a 12-foot wide one-way drive aisle on the adjacent building site to the northeast for traffic to flow out of the site and onto DuRhu Drive. This project will result in several circulation and emergency vehicle access issues.

Firstly, the existing parking lot in the rear of the site would only be able to be accessed through the drive-thru teller queuing lanes, thus, if there were people in line to be assisted in the queuing spaces, the person wishing to park in the rear would essentially have to wait in line to drive through the teller area and then to the parking lot. This would result in traffic unnecessarily backing up in the queuing spaces.

Additionally, the queuing lanes, at 10-feet wide, would not be sufficiently wide enough to allow emergency vehicles to access the rear of the building or the rear parking lot. The queuing lane width would also not be sufficient for a waste collection truck to access the site's dumpster.

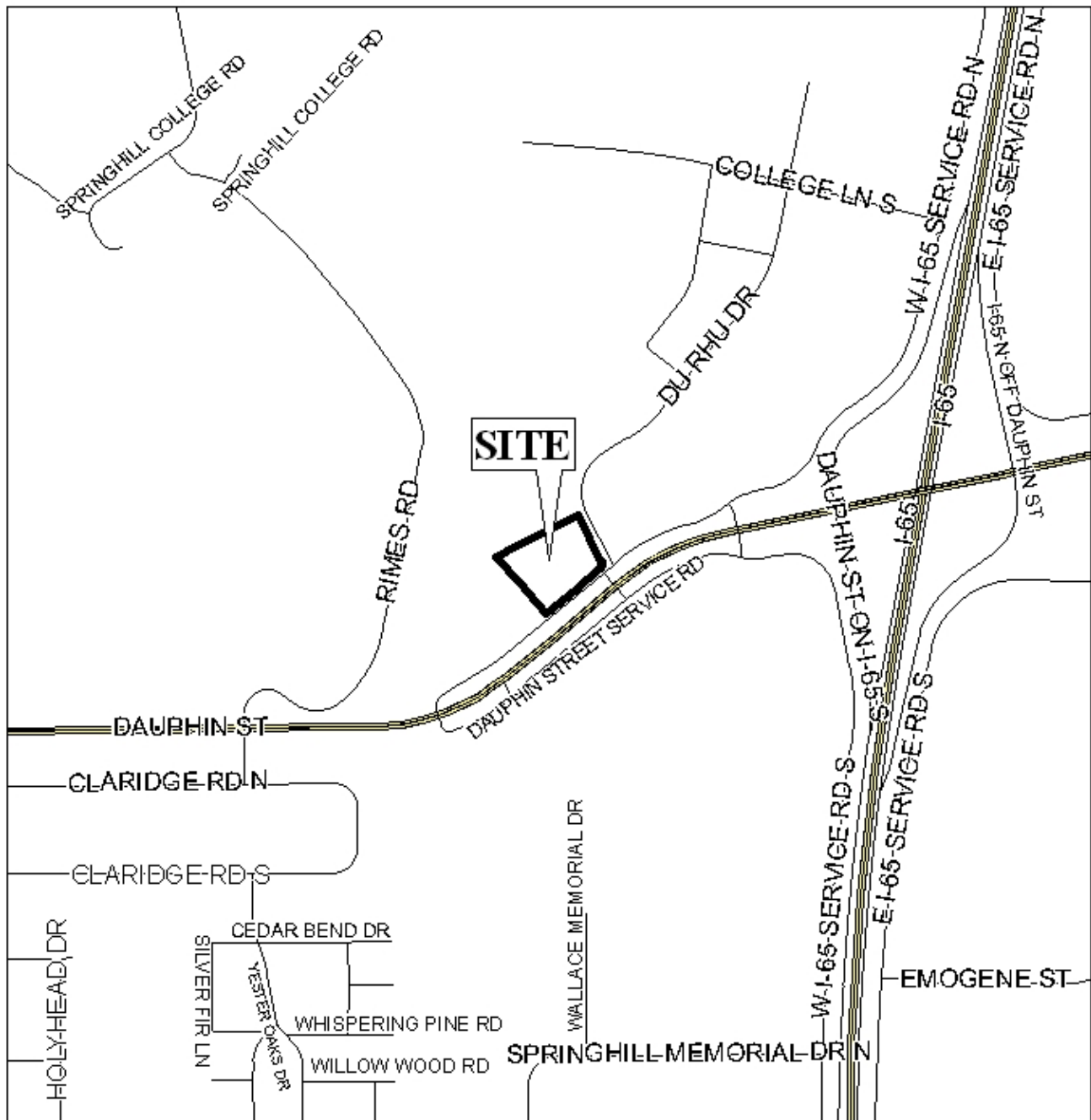
Finally, it should be noted that this project, as proposed, would result in the site falling below the minimum parking requirements of the Zoning Ordinance. The existing building is 12,980 square feet in area. For this size building and use, 43 parking spaces are required. Due to the ATM addition, the applicant's proposed removal of eight existing parking spaces, leaving only 42 spaces, will result in an insufficient number of parking spaces under the zoning ordinance.

**RECOMMENDATION**

**Planned Unit Development:** Based upon the preceding, this application is recommended for denial due to the following reason:

- 1) The proposed alterations would adversely affect traffic circulation;
- 2) The proposed alterations would adversely affect emergency vehicle access to the rear of the property;
- 3) The proposed alterations would adversely affect trash collection; and
- 4) The proposed alterations would result in the site falling below the minimum parking requirements of Section 64-4.A.6 of the Zoning Ordinance.

## LOCATOR MAP



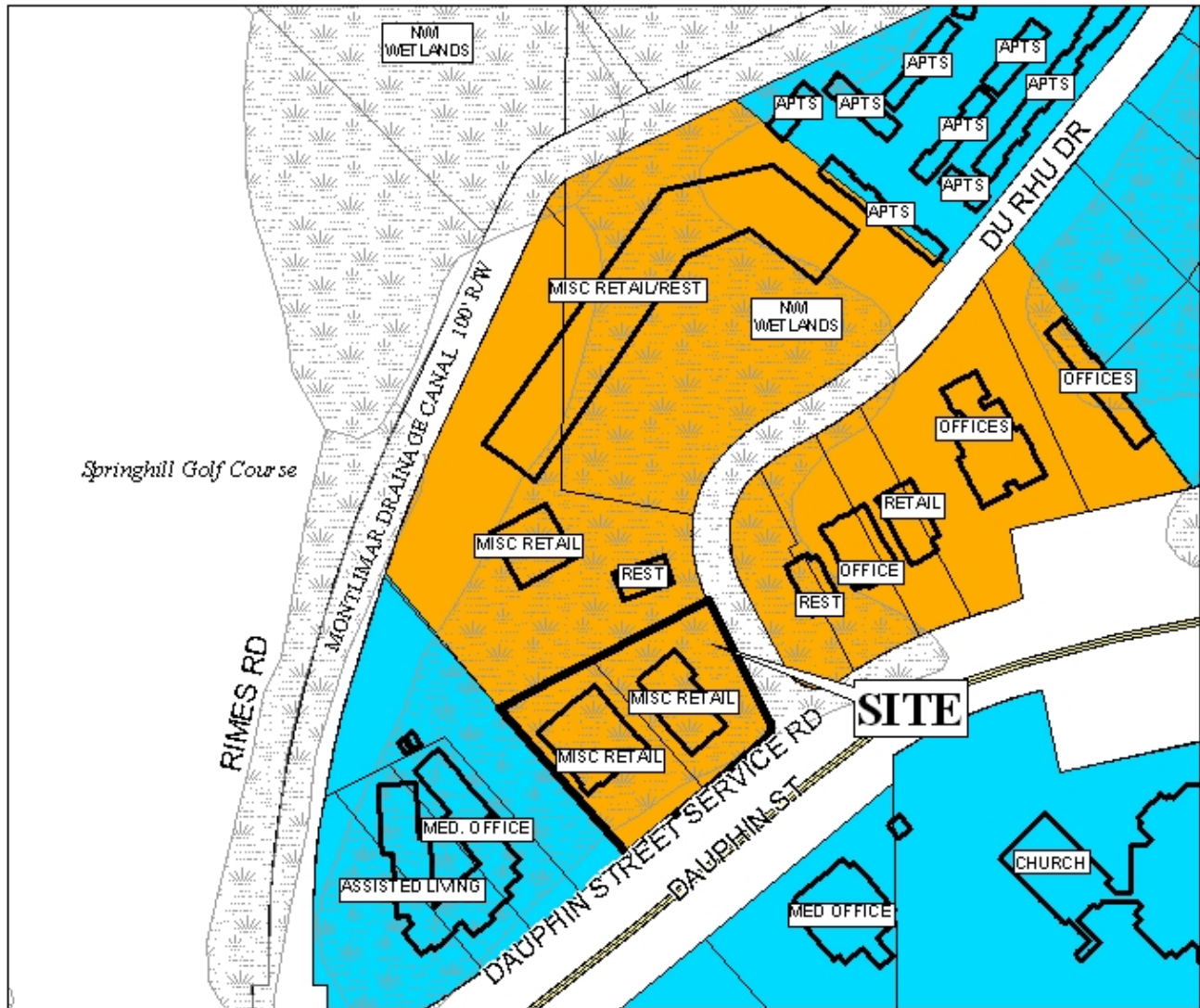
APPLICATION NUMBER 14 DATE September 17, 2009

APPLICANT KLK, LLC

REQUEST Planned Unit Development



# PLANNING COMMISSION VICINITY MAP - EXISTING ZONING



The site is surrounded by commercial land use.

APPLICATION NUMBER 14 DATE September 17, 2009

APPLICANT KLK, L.L.C.

REQUEST Planned Unit Development

LEGEND 

R-1	R-2	R-3	R-A	R-B	H-B	T-B	B-1	LB-2	B-2	B-3	B-4	B-5	I-1	I-2
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 NTS



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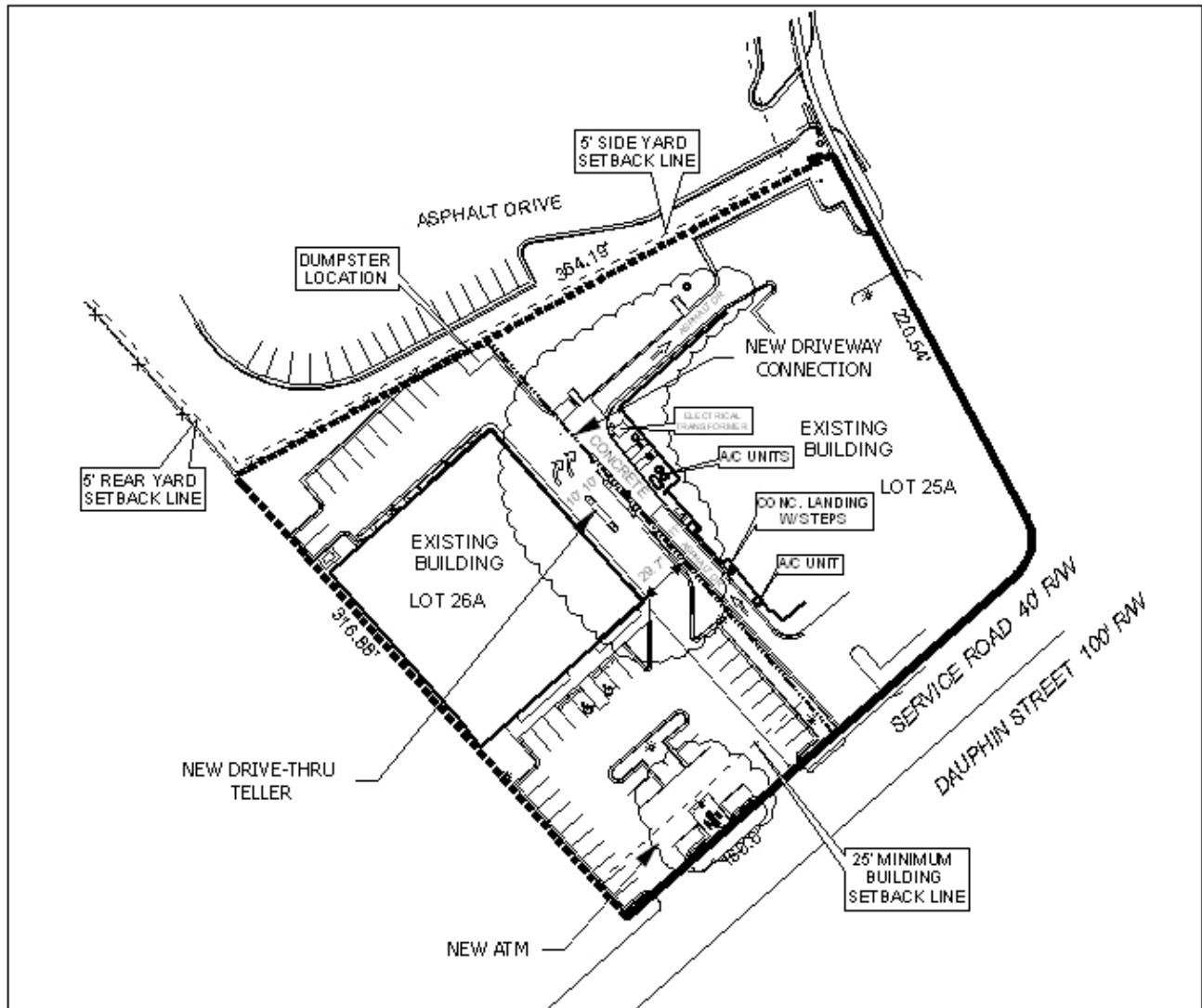
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# SITE PLAN



The site plan illustrates the existing buildings, setbacks, new drives, structures, and parking.

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