

**MINUTES**  
**MANHATTAN URBAN AREA PLANNING BOARD**  
**City Commission Room, City Hall**  
**1101 Poyntz Avenue**  
**February 7, 2011**  
**7:00 p.m.**

**MEMBERS PRESENT:** Nikki Miller, Chairperson; Bill Meredith, Vice-Chair; Jerry Reynard, Linda Morse; Mike Hill; and Stephanie Rolley.

**MEMBERS ABSENT:** Mike Kratochvil.

**STAFF PRESENT:** Eric Cattell, Assistant Director for Planning; Steve Zilkie, Senior Planner; Lance Evans, Senior Planner; Chad Bunger, Planner II; Rob Ott, City Engineer.

**OPEN PUBLIC COMMENTS**

No one spoke.

**CONSENT AGENDA**

**APPROVE THE MINUTES OF THE JANUARY 20, 2011, MANHATTAN URBAN AREA PLANNING BOARD MEETING.**

**APPROVE THE FINAL DEVELOPMENT PLAN OF WEST LOOP SHOPPING CENTER COMMERCIAL PUD AND THE FINAL PLAT OF LOT 1, WEST LOOP SHOPPING CENTER ADDITION, COMMERCIAL PUD, GENERALLY LOCATED AT WEST LOOP SHOPPING CENTER (APPLICANT: ANNE F. MCBRIDE, FAICP – MCBRIDE DALE CLARION /OWNER: CENTRO BRADLEY SPE 3 LLC)**

Meredith moved that the Board approve the Consent Agenda. Reynard seconded the motion, which passed on a vote of 6-0.

**GENERAL AGENDA**

**TABLE A REQUEST TO CONSIDER ANNEXATION OF THE PROPOSED SCENIC WOODS ADDITION, AN APPROXIMATE 23-ACRE TRACT OF LAND GENERALLY LOCATED ALONG THE EAST SIDE OF N. SCENIC DRIVE, SOUTH OF STONE DRIVE, AND NORTH OF THE DEAD-END OF HUNTER DRIVE. (APPLICANT/OWNER: G. REX STONE TRUST AND THE SHIRLEY STONE TRUST – SHIRLEY STONE, TRUSTEE)**

**TABLE A PUBLIC HEARING TO CONSIDER THE REZONING OF THE PROPOSED SCENIC WOODS PUD, AN APPROXIMATE 24.5-ACRE TRACT OF LAND, GENERALLY LOCATED ALONG THE EAST SIDE OF N. SCENIC DRIVE, SOUTH OF STONE DRIVE, AND NORTH OF THE DEAD-END OF**

**HUNTER DRIVE, FROM COUNTY G-1, GENERAL AGRICULTURAL DISTRICT, TO PUD, RESIDENTIAL PLANNED UNIT DEVELOPMENT DISTRICT, WITH AO, AIRPORT OVERLAY DISTRICT. (APPLICANT/OWNER: G. REX STONE TRUST AND THE SHIRLEY STONE TRUST – SHIRLEY STONE, TRUSTEE)**

Hill moved to table the request to annex the proposed Scenic Woods Addition and the public hearing to rezone the proposed Scenic Woods PUD, to the February 24, 2011, Manhattan Urban Area Planning Board meeting, based on the recommendation of City Administration

Reynard seconded the motion which passed on a vote of 6-0.

**2012-2017 CAPITAL IMPROVEMENTS PROGRAM: PLANNING BOARD DISCUSSION OF SUGGESTIONS FOR THE 2012 – 2017 CAPITAL IMPROVEMENTS PROGRAM.**

Cattell reviewed the Planning Board's suggestions from last year regarding projects which the Board had previously recommended for inclusion in the Capital Improvements Program (CIP), including: moving the Aggieville-Campus Edge Parking Garage to year 2014; no changes to the Downtown Public Parking project; and continuing the Annual Sidewalk Improvement Fund in each year of the CIP. He also reviewed the status of other projects which the Board recommended last year to be done either in-house, or as CIP projects, which included the following:

1. Plan for infrastructure improvements and other quality of life growth issues anticipated from NBAF, particularly in the Miller Parkway area. Cattell indicated that the City is undertaking a number of projects to provide utility and street improvements in the Miller Parkway corridor; has identified pedestrian and bicycle trail routes to serve the area; has acquired approximately 77 acres of park land along the corridor; and continues work on various issues in this area. To serve potential NBAF related development on KSU land, the Public Works Department has identified in the CIP a future east-west collector street located approximately midway between Kimball and Marlatt Avenues, to connect College and Denison Avenues, with design work in 2016 and construction in 2017.
2. Investigate alternative access routes west of Amherst Avenue in the Miller Parkway growth area. Cattell indicated the City has identified future extensions for pedestrian, bicycle and street connections in this area and is currently developing a traffic model of the entire corridor to further assess future needs as part of a broader study of the corridor.
3. Extend Miller Parkway to Scenic Drive, and give consideration to the Wreath Avenue Bridge over Wildcat Creek. Cattell explained that designs for the Scenic Drive-Miller Parkway intersection and the first 1,800 feet of Miller Parkway are nearing completion, with anticipated construction to begin in 2011, provided a benefit district petition is accepted. The extension of Wreath Avenue including

the Wildcat Creek Bridge is still scheduled in the CIP, with design work in 2016 and construction in 2017. The Wreath Avenue extension is also shown on the Future Road Network map in Chapter 8 of the Comprehensive Plan.

4. Update the Stormwater Management Master Plan (SWMMP) with the latest best management practices. Cattell indicated that the Public Works Department had worked with a consortium of other cities to develop draft best management practices (BPMs), which are currently in a public comment period.

Ott said that the draft BPMs have been on the city's webpage for download and that the Public Works Department sent notices six months ago advising developers and consultants that the draft is available for review. He said they will be scheduling some educational sessions to get more input on the draft. Ott said a related project that is not in the CIP yet is additional watershed modeling in certain troubled watersheds.

5. Initiate Green Infrastructure planning. Cattell said the City initiated work on this in 2010, starting with trail and connectivity issues in the western growth areas along Miller Parkway and Anderson Avenue, and continues work on this issue. He noted that storm water best management practices and green infrastructure planning are interrelated topics because utilization of open space and soft-scape practices can facilitate addressing storm water management and water quality issues.

Cattell reviewed the Community Development Department's projects that are currently listed in last year's CIP document, including: an update of the Manhattan Urban Area Comprehensive Plan; an update the Zoning and Subdivision Regulations; the Housing Rehabilitation Program; a Phase III Archaeological Study recommended by the Historic Resources Board; Historic Street Lighting recommended by the Historic Resources Board; and an update of the Housing Element of the Comprehensive Plan.

Cattell identified some of the in-house projects the Planning Division will be working on, including: adopting the Gateway to Manhattan Plan Update and initiating work on drafting implementation tools for Gateway Plan; continuing work on the Miller Parkway Corridor, including a traffic analysis with Public Works; initiating the K-18 Corridor study with Riley County; continuing work on Green Infrastructure planning with the Parks and Recreation and Public Works Departments; continuing planning coordination efforts with Potawatomie and Riley Counties to develop alternatives for revision of the Manhattan Urban Area Planning Board's jurisdictional boundary and the Inter-local Planning Agreement; and coordinating with Fort Riley and other local agencies to identify and establish the "Agreed Upon Critical Areas" and coordinate planning and development notifications and review processes, as per state statute.

Ott indicated the Public Works Department has been looking at needs for street and intelligent traffic control projects to address growth five to ten years in the future. He also indicated the Levee Certification program is the major concern on the storm water

side in the near future. If the City has to fund the worst case scenario, it will impact the storm water fund for many years.

Cattell mentioned that the Public Works Department is currently working with a consultant to analyze the water and sanitary sewer capacities in the redevelopment areas east of campus, which is anticipated to be completed in the summer.

Cattell asked the Board to review the three existing projects the Board has in the CIP, to determine if any modifications or deletions are needed, and to identify any new projects the Board would like to submit for consideration for the 2012 - 2017 CIP.

Hill asked about widening of Scenic Drive to five lanes.

Ott indicated the challenge is that portions of both Kimball and West Anderson Avenues are only two lanes wide so it is a question of timing and determining which should get widened first.

Hill said his opinion is that Scenic Drive will need to be widened first, based on all the projected development, followed by West Anderson Avenue.

Ott indicated the Scenic Drive widening to five lanes is currently in the CIP for design work in 2016 and construction in 2017.

Hill asked if there was any reason not to remove the Aggieville and Downtown parking projects from the CIP, because they have been in the document for a number of years without funding and keep getting moved back. He suggested focusing on realistic projects that need to get done.

Cattell said that with the Aggieville garage, the assumption was that K-State might be involved in purchasing a percentage of the parking to serve the southern end of campus. With construction of the parking garage at the K-State Union that dynamic has changed, although the Aggieville Business Association would probably still like to see a project. He said both the Aggieville and Downtown parking projects are currently unfunded and keep getting moved back in the CIP. Construction of the parking garage in the Southern Entertainment District has addressed some of the parking need in the downtown area.

Hill said that even if these projects are not listed in the CIP, that would not prevent them from happening at some point in the future. Both projects have been addressed to a certain degree by the garages that have been built. He suggested that the Board take both projects out of the CIP.

Morse and Meredith agreed, saying that more parking can still be built even if it's not in the CIP. The rest of the Board concurred with removing the Aggieville and Downtown parking projects from the CIP.

In response to a question from Miller, Ott provided updates on improvements to Claflin Road adjacent to West Loop Shopping Center; improvements in the Browning/Claflin

area to streets, sidewalks and drainage; and sidewalk improvements along the north side of Fort Riley Boulevard from Third to Seventeenth Streets.

In response to question from Rolley regarding the impact of the Levee recertification issue on future storm water projects, Ott explained that depending upon the outcome of the analysis, the City might be required to raise the freeboard on the levee from one to three feet and it could cost as much as 5.5 million dollars. This worst case scenario would significantly impact the storm water fund for future projects. He said the analysis should be completed by the summer.

Rolley expressed concern about approving developments if there is no funding to do the necessary storm water improvements. She asked if the storm water improvement projects that have been discussed in the past are still in the CIP, should funding become available.

Ott confirmed that the projects are in the CIP and that some projects are already underway, such as design of the Tecumseh/Quivera system. He reviewed the status of various current and future storm water projects.

Rolley asked about the relationship between updating the Stormwater Plan best management practices and green infrastructure planning.

Evans indicated that it provides the opportunity to revise policies to utilize open space, landscaped areas and smaller detention areas, and not just hard-scape paving that connects to storm drains.

Rolley suggested that a detailed natural systems analysis, or watershed analysis, will be necessary to more fully address green infrastructure planning issues.

Ott agreed that watershed analyses are important and are something he would like to add to the CIP, because the city will need outside assistance to develop those studies.

Cattell asked if that is a project the Board wanted to submit for consideration in the CIP.

Rolley asked the Board to support adding a project in the CIP to hire a consultant to conduct a watershed analysis that could inform both the Stormwater Management Master Plan and the green infrastructure planning initiative. She said it should be a high priority project to address growth from Fort Riley and NBAF and should probably be added in 2012. The Board discussed making a formal motion to underscore the importance of the project.

Rolley moved that a watershed analysis be added to the CIP in 2012 to hire a consultant and that it be conducted in a way that it informs both the Stormwater Management Master Plan update and the green infrastructure planning initiative.

The motion was seconded by Morse and passed on a vote of 6-0.

Morse asked Ott if the Northeast Park drainage ditch is still on the project list. Ott said it is on the list; however construction was cancelled due to neighborhood opposition. He said the project, or some alternative is needed, if future development occurs in the area, to tie in with other drainage projects serving in the area.

Miller asked if there was an overall document identifying the plan for future sidewalks, trails, bikeways and parks, to serve as an informational piece for the public, and provide clear direction for the City to plan proactively to address future needs and funding mechanisms.

Cattell indicated the Linear Trail Master Plan, the Bicycle Master Plan and the Parks Master Plan all identify future expansions. He said the Planning Division had started combining park resources, trails, and the bicycle master plan routes on a single map to identify locations of current and future facilities as a planning tool.

Ott explained that the Bicycle Advisory Committee has been reviewing development proposals for pedestrian and bicycle connectivity, before they come to the Planning Board, as well as reviewing major street improvements. He said the Committee is also looking at connectivity issues in the Northview, Amherst Avenue and Downtown areas. They are also looking at developing bicycle parking requirements for apartments and commercial developments.

Rolley asked about the subcommittee that was going to look at park funding. Cattell indicated it was a subcommittee to be made up of Park Board and Planning Board members to look into funding options for parks and trails. He said it apparently hasn't been a high priority item and he will check with the Director of Parks and Recreation. Rolley said it will fit in with green infrastructure planning as well.

Rolley said that although the city has obtained a large park along the Miller Parkway Corridor, it was a result of the land being unbuildable due the airport airspace. She said there may be opportunities for additional park land in the area and that the Board needs a neighborhood and community level plan to follow.

Cattell reminded the Board that there is a Parks Master Plan that identifies several potential smaller park sites along that Corridor, and that the Parks and Recreation Advisory Board and Parks Department had made the decision to combine the smaller sites into a larger park on the Corridor, due to management and maintenance issues. He said there is also the school site on Amherst Avenue, which the School Board is currently studying to determine what it wants to do with that site.

Morse asked if the Marlatt Bridge was too far in the future to discuss. Ott said that there needs to be a reconnaissance study for the bridge to look at hydrology, topography, flood plains, routes, and historical/cultural issues before any conceptual designs can be considered. He said it could be an important link for future NBAF and KSU related development and that it is not too soon to start thinking about developing a partnership with Potawatomie and Riley Counties, KSU, KDOT and the City to address the reconnaissance study.

Morse cited comments in a previous meeting from Mark Bachamp with Schultz Construction, that development in the future will be moving east into Potawatomi County. She asked where that development is likely to occur.

Cattell said that some commercial annexation and development has occurred along the US 24 Corridor, but his understanding of the comment was more a question of where future residential development might occur in Potawatomi County.

Ott outlined some of the utility planning going on between the City and Potawatomi County in that area because the existing Blue Township Sewer plant cannot handle the growth. He said housing is likely to locate north of US 24, south of Marlatt and east of Green Valley Road.

Morse commented on her personal request for the sidewalk along Knox Lane from Spain Drive to the Northeast Park to serve people that currently are walking in the road.

Ott indicated there is a need for a ten foot wide multiuse path. He said the City has tried to contact the property owner about obtaining the necessary easement for the sidewalk and the owner won't respond to inquiries. He said an upgrade of Knox Lane to an urban section with a sidewalk has been identified as a future CIP project, but a year has not been identified yet.

Cattell asked the Board to confirm if it wanted the Annual Sidewalk Fund project to be retained in each year of the new CIP and reminded the Board the intent of the fund is for filling gaps in the sidewalk system. The Board unanimously confirmed that it wanted to continue the annual sidewalk fund in the CIP.

There being no further discussion, Miller closed the item

### **REPORTS AND COMMENTS BY BOARD MEMBERS**

Cattell noted that a joint work session with the City Commission had not been scheduled.

Respectfully submitted,

Eric Cattell, AICP, Assistant Director for Planning