

**MINUTES**  
**MANHATTAN URBAN AREA PLANNING BOARD**  
**City Commission Room, City Hall**  
**1101 Poyntz Avenue**  
**February 23, 2012**  
**7:00 p.m.**

**MEMBERS PRESENT:** Jerry Reynard, Chairperson; Phil Anderson; Linda Morse; and, Gary Stith.

**MEMBERS ABSENT:** Stephanie Rolley; Mike Hill; and, Mike Kratochvil.

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

**OPEN PUBLIC COMMENTS**

No one spoke.

**CONSENT AGENDA**

**APPROVE THE MINUTES OF THE JANUARY 19, 2012, AND FEBRUARY 6, 2012, MANHATTAN URBAN AREA PLANNING BOARD MEETING.**

Stith moved that the Board approve the Consent Agenda, with the Minutes of the February 6, 2012, meeting revised, as noted by Anderson. Morse seconded the motion, which passed on a vote of 4-0.

**GENERAL AGENDA**

**A PUBLIC HEARING TO CONSIDER THE PRELIMINARY PLAT OF PROPOSED LEE MILL HEIGHTS ADDITION, UNIT EIGHT, A REPLAT OF EXISTING LOTS 1 AND 24, LEE MILL HEIGHTS, UNIT FOUR, GENERALLY LOCATED IN THE VICINITY OF MILLER PARKWAY AND LAUSSAC DRIVE. PROPOSED UNIT EIGHT WILL ESTABLISH 28 SINGLE-FAMILY RESIDENTIAL LOTS. EXISTING LOTS 1 AND 24 ARE CURRENTLY ZONED R-3, MULTIPLE-FAMILY RESIDENTIAL DISTRICT WITH AO, AIRPORT OVERLAY DISTRICT. (APPLICANT/OWNER: LEE MILL LAND COMPANY, LLC – TIM SCHULTZ)**

Zilkie presented the staff report and recommended approval.

Anderson asked if a 50 foot radius could be provided. Zilkie said that while the 35 foot radius was smaller than the other 50 foot radius eyebrow cul-de-sacs on Miller Parkway, the proposed cul-de-sac met the three requirements of staff: (1) The cul-de-sac was aligned with the opposite street; (2) A sidewalk was provided around the edge of the

bulb; and, (3) Adequate backing distance was provided. He suggested the applicant provide further information on the reduced radius.

Stith asked about the number of curb cuts and if a horseshoe driveway could be built. Zilkie said the lots will only have one driveway curb cut per lot. Stith said a 35 foot radius cul-de-sac was adequate and a larger radius adds more concrete. He also said Staff has indicated the smaller radius is acceptable as it allows adequate backing and concrete surface is reduced.

Stith asked if a 10 utility easement was missing from the west edge of Lot 17 since there's a 10 foot easement on Lot 18's common lot line with Lot 17. Zilkie said it would be checked with the Final Plat but the distance and bearing on the Preliminary Plat drawing may be covering the easement.

Stith asked about a pedestrian easement noted in the conditions of approval with Unit Four and if it was provided. Zilkie said it was outside the proposed Preliminary Plat's boundary and was located southeast of the proposed Preliminary Plat and was previously provided with the Final Plat of Unit Four.

Anderson asked about the previous traffic study and expressed concern about whether the traffic study took into account adequate right-of-way for future demand. Ott said the right-of-way was adequate for full build out with sufficient width for turning lanes, if needed.

Reynard opened the public hearing.

Tim Schultz, owner/applicant, said the cul-de-sacs in Unit Seven have a 50 foot radius but were originally proposed at 35 feet. He said they are fighting a cost problem and the proposed 35 foot cul-de-sac is needed due to a land size problem and pushing it to 50 feet creates lots that are too small. He described the rising development costs of construction and resulting special assessments related to lots within the proposed Preliminary Plat as well as the general Lee Mill Heights area. He said the proposed sidewalk around the cul-de-sac should be removed because of its cost and because the majority of people will cross at the edge of the cul-de-sac rather than walk around cul-de-sac. He mentioned the cul-de-sac sidewalk has to be built with the street and would have to be torn out with the driveway.

Anderson said it makes more sense to allow curb ramps at the edge of the cul-de-sac and it would save money.

Stith asked staff why it was important to add the sidewalk. Zilkie said it was to keep people out of the street. Stith said he thought most people would go straight across the cul-de-sac and the crossing wouldn't be as busy with only two lots versus a street intersection serving more lots.

Ott said he could work with the sidewalk policy and send a notice of construction for the

two lots rather than the standard policy.

Morse said she has previously opposed eyebrow cul-de-sacs but they have been approved. Her previous concern was that prior approvals would lead to over building of eyebrow cul-de-sacs but that hasn't happened. She said that hearing the build out would not be as dense was reason for her to support the cul-de-sac but she wasn't sure about the sidewalk. She said if the cul-de-sacs are used sparingly, and there are no traffic issues, she could support the 35 foot radius eyebrow cul-de-sac.

Reynard closed the public hearing.

Stith moved that the Manhattan Urban Area Planning Board approve a variation of section 10-208(a)(2)(b) to allow an eyebrow cul-de-sac, as proposed, to serve Lots 11 and 12, with the sidewalk around the cul-de-sac removed and appropriate ADA ramps constructed, and approve the Preliminary Plat of Lee Mill Heights Addition, Unit Eight, based on conformance with the Manhattan Urban Area Subdivision Regulations, and the findings in the Staff Report.

Anderson seconded the motion, which passed on a vote of 4-0.

Zilkie said staff will have a revised Preliminary Plat submitted to insure the plat reflects the Board's decision.

**2013–2018 CAPITAL IMPROVEMENTS PROGRAM: PLANNING BOARD DISCUSSION OF SUGGESTIONS FOR THE 2013 – 2018 CAPITAL IMPROVEMENTS PROGRAM**

Cattell reviewed Capital Improvements Projects (CIP) which the Planning Board had previously recommended and were included in the CIP, including the Annual Sidewalk Fund, renamed by Public Works to Grant Matching Fund, and a Watershed Analysis in the year 2012. He also reviewed the four projects recommended by the Community Development Department in previous years, which include: the Housing Rehab Program (2012) to provide grant matching funds; updating the Manhattan Urban Area Comprehensive Plan in 2013 to address current and future growth impacts caused by Fort Riley and NBAF; updating the Zoning and Subdivision Regulations in 2014 – 2015 to incorporate appropriate latest techniques such as Form Based Codes and Smart Codes, and possibly develop a unified development ordinance; updating the Housing Element in 2013, to analyze existing housing conditions and needs for all sectors of the owner and rental market, and provide strategies for increasing affordable housing and home ownership opportunities. Cattell indicated the Historic Resource Board recommended a Phase III Archaeological Study in 2013.

Morse commented on the need for a sidewalk along Knox Lane to Northeast Park, asked about the status of the Tecumseh-Quivera Drainage project, and asked why the Annual Sidewalk fund had been renamed.

Ott reviewed the Tecumseh-Quivera Drainage project, the Levee certification project and the CICO tributary drainage analysis. He explained that the sidewalk fund was used primarily as grant matching with KDOT funds to address sidewalk needs.

Stith agreed with the Community Development Department's recommendation to update the Manhattan Urban Area Comprehensive Plan and the assessment that it is a high priority item. He agreed with the importance of continuing the annual sidewalk gap funding and expressed concern about the name change from "Annual Sidewalk Fund" to "Grant Matching Fund" as that might promote the fund being used for other purposes. He asked about extending the sidewalk along Fort Riley Boulevard from Westwood Road across the Wildcat Creek Bridge.

Anderson expressed the importance of promoting alternate forms of transportation including bicycles, walking and public transit, and asked what bicycle infrastructure the city was undertaking.

Ott reviewed the bicycle infrastructure improvements the city was undertaking, starting with a bicycle boulevard along Moro Street.

Reynard supported addressing sidewalk gaps on an annual basis and supported updating the Comprehensive Plan.

Following discussion, Morse moved that the Planning Board support the continuation of the existing Annual Sidewalk fund (i.e. Grant Matching Fund) and the Watershed Analysis project that are already in the CIP under the Public Works Department; and, identified the update to the Manhattan Urban Area Comprehensive Plan as a high priority CIP item. Stith seconded the motion with passed on a vote of 4-0.

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

Respectfully submitted,

Steve Zilkie, AICP, Senior Planner