

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

MEMBERS PRESENT: Jerry Reynard, Chairperson; Phil Anderson; Linda Morse; Stephanie Rolley; Gary Stith; Mike Hill; and, Mike Kratochvil.

MEMBERS ABSENT: None.

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

OPEN PUBLIC COMMENTS

No one spoke.

CONSENT AGENDA

APPROVE THE MINUTES OF THE APRIL 16, 2012, MANHATTAN URBAN AREA PLANNING BOARD MEETINGS.

APPROVE THE FINAL DEVELOPMENT PLAN OF PHASE TWO, LOTS 2 AND 3, RESIDENTIAL SCENIC WOODS PLANNED UNIT DEVELOPMENT, GENERALLY LOCATED ON THE WEST SIDE OF N. SCENIC DRIVE, SOUTH OF STONE DRIVE. (APPLICANT /OWNER: MANHATTAN SCENIC WOODS, LLC-TIM ENGLE)

Stith moved that the Board approve the approve Minutes and the Final Development Plan of Lots 2 and 3, Scenic Woods Residential Planned Unit Development, as revised. Anderson seconded the motion, which passed on a vote of 7-0.

GENERAL AGENDA

A PUBLIC HEARING TO CONSIDER AN AMENDMENT OF ORDINANCE NO. 6804 AND THE APPROVED FINAL DEVELOPMENT PLAN OF LOT 4, DOWNTOWN ENTERTAINMENT DISTRICT COMMERCIAL PLANNED UNIT DEVELOPMENT DISTRICT. THE PROPOSED AMENDMENT CONSISTS OF MODIFICATIONS TO THE EXISTING HILTON GARDEN INN'S OFF-STREET PARKING LOT INCLUDING REDUCTION OF THE NUMBER OF OFF-STREET PARKING SPACES AND LANDSCAPE PLAN IN ORDER TO ACCOMMODATE A PROPOSED FOUR-STORY MIXED USE

BUILDING. THE FIRST FLOOR OF THE MIXED USE BUILDING WILL BE COMMERCIAL USE. FLOORS TWO, THREE AND FOUR ARE FOR TWENTY FOUR RESIDENTIAL DWELLING UNITS. THE AMENDMENT IS IN THE FORM OF A FINAL DEVELOPMENT PLAN. (APPLICANT/OWNER: HCW MANHATTAN LLC- RICK HUFFMAN)

Zilkie introduced the proposed amendment.

Morse asked if there was any other expansion proposed in the block that was not mentioned and Zilkie said there was not.

David Parrish, Krehbiel Architecture, architect representing the applicant, described the floor plans, exterior materials, which will be similar to the hotel, and the entrances to the building.

Stith asked if the site for the four story building will be sold. Rick, Huffman, owner and applicant, said that would be a separate plat and it could be sold.

Stith asked how the trash area will be accessed because it would be on a separate lot. Huffman said it was anticipated there would be cross easements for access.

Stith asked how the parking for residents will be enforced and why was the location chosen because it is furthest from the proposed building. Keith Beatty, P.E. Kaw Valley Engineering, representing the applicant, said the resident parking location was chosen to allow patrons of the restaurant and retail space the closest access to the businesses. Stith suggested the residential parking should be behind the building. Huffman concurred that it was his intent to have the resident parking behind the building. Stith suggested the Final Plan should have a note added to it referring to the location of the 24 parking spaces, which will be signed, rather than show a specific location on the Plan. Huffman agreed.

Stith also commented on the Design Guideline comment regarding the placement of the building not being up to the street. Stith said there as a utility easement on the Colorado Street frontage and suggested the floor plan be flipped to have the restaurant on the north end with an outdoor eating area up to the sidewalk. Huffman said it would be difficult to do that, due in part to a utility box on the north end. Huffman also said the intent is to have outdoor dining but not in the public right-of-way. He also said the building can be moved closer.

Zilkie explained that there is a 35 foot utility easement along Colorado Street and a 20 foot utility easement on S. 4th Street. He said the plan shows an outdoor dining area to the west of the restaurant's proposed location along S. 4th Street. He also said the building is set back at 29 feet along S. 4th Street and could be moved forward, but that may sacrifice some of the outdoor dining space. He said the consultant added landscaping along both street frontages is response to the Design Guideline comment in order to create a landscaping street wall.

Reynard asked about parking for the apartments. Huffman said there will be 15 one bedroom and nine two-bedroom units and there will be one parking space per dwelling unit. Tenants of two-bedroom units will have to find parking somewhere else such as the parking garage, other locations, or the public street.

Reynard asked about the number of businesses and Huffman said they would like one restaurant and one retail use. Reynard asked if the parking would be first come first served. Huffman said the hotel is connected to the garage, which has 436 parking spaces, and the hotel has an average occupancy of around 68%. He said there are times the hotel is not full and times it is packed, which has happened on occasion. Because of those high occupancy times, they have worked with city staff to accommodate buses and shuttles for large events. He said there will be times when there is very tight parking. He mentioned public parking across S. 3rd Street. He said the parking demand will have to be managed. Reynard said it appeared they have thought about the issue.

Morse asked about spillover into the residential area to the west. She mentioned employees parking in the area to the west and asked the applicant to brainstorm solutions for employee parking. Huffman said that issue came up during the neighborhood meeting and they would try and get their tenants not to park in the area to the west and would take care of their tenants on site, but they will have no control over conventions or the proposed office building, unless the city does something by ordinance to prohibit on street parking. Morse said it would be a good policy that employees not park off site and Huffman agreed.

Hilgers said the parking garage has an automation system to allow at some point a charge for use of the garage, but that will be based on demand. He explained available parking in the area and the disincentive to use Colorado Street, which is one way eastbound. He also described the recent use of a shuttle during the opening of the Discovery Center, which was attended by 2,900 people on a Saturday, and the minimal use of the shuttle by 23 riders. This suggested there was adequate parking or people walked. He said it was a good trial run for the city.

Anderson commented that the discussion suggested a need for more serious consideration of public transportation.

Zilkie provided additional comments on the proposed PUD and recommended approval with one condition.

Morse asked what recourse neighbors to the west may have if parking becomes a problem. She asked if neighbors could request a parking zone if they felt there was a problem. Zilkie said the neighbors could make that request.

Reynard opened the public hearing.

No one spoke.

Reynard closed the public hearing.

Anderson moved that the Planning Board recommend approval of the proposed amendment of Ordinance No. 6804 and the amended Final Development Plan of Lot 4, Downtown Entertainment District Commercial Planned Unit Development District for modifications to the existing Hilton Garden Inn's off-street parking lot including reduction of the number of off-street parking spaces and landscape plan, and the addition of a proposed four-story mixed-use building, based on the findings in the Staff Report, subject to the following condition:

1. Signs shall be provided as proposed in the application documents, and shall allow for exempt signage described in Article VI, Section 6-104 (A)(1),(2),(4),(5),and (7); and, Section 6-104 (B)(2) and B(5), of the Manhattan Zoning Regulations.

Stith seconded the motion and asked that a note be added to the Final Development Plan indicating that the specific location of the 24 residential off-street parking spaces not be shown on the Final Development Plan, but will be designated by signage. Anderson agreed to the amendment to his motion.

On a vote, the amended motion was approved 7-0.

UPDATE AND DISCUSSION ON THE FUTURE CONDITIONS FLOOD MODEL FOR WILDCAT CREEK AND THE MARLATT DITCH. (CITY ADMINISTRATION)

Bunger presented an overview of the Future Conditions model for Wildcat Creek and the Marlatt basin and answered questions from the Board.

Kratochvil asked if a "reverse model" was done, as if the Blue River and the Kansas River were flooding and what the impacts would be on a flooding event in Wildcat Creek and Marlatt Ditch. Bunger responded that modeling had not done, but that question was brought up at previous meetings and AMEC is doing a rough analysis to answer the question.

Kratchovil felt that analysis should be done in the future because that scenario is very similar to what occurred in 1993.

Bunger provided the Board with information from the National Weather Service's work to create advanced warning systems and maps using the stream gauges on Wildcat Creek. Rob Ott, City Engineer, provided additional information regarding the stream gauge information. He also provided the Board information about the levee feasibility study that is currently underway.

Morse asked how the public can get this flood information when they are considering purchase of a property. Bunger said that the future conditions flood plain will be shown on the FEMA flood insurance rate maps. The future conditions flood plain will replace the 500 year flood plain. A conversation needs to happen as to how the depth grids can be provided to the public. Other cities have provided that information on a web based map and Bunger would like to do that as well.

Morse asked how a person finds out if property is in the flood plain and if flood insurance is needed. Bunger said that only properties in the 1% annual chance flood plain (commonly referred to as the 100 year flood plain) with a federally backed mortgage are required to carry flood insurance. If this is the case, the lending institution will determine if the property is in the flood plain. Additionally, a lender may still require an owner to purchase flood insurance.

Anderson stated that there has been a tremendous amount of fill from development in the area of Anderson Drive and Scenic Drive along Wildcat Creek. He asked if there was a way to determine how much that development impacted flooding downstream from it. Ott responded that there is a 10 to 1 ratio of land outside of the City to that within the City. Anderson asked if the amount of land in the City is a small amount and if it contributes to the flooding compared to the area outside of the City. Ott confirmed that.

Ott showed the Board hydrographs that illustrate a rain event in March that visualize the amount of runoff from rural areas outside of the City compared to runoffs within the City.

Anderson asked if detention ponds are effective. Ott responded that detention ponds have their place in addressing flooding as well as a variety of other issues, but they have to be properly sized and located to create a balance within the watershed. Ott showed the Board examples within the City that have made a positive impact on drainage and flood plains.

Rolley felt that it was important to note that the hard surfaces in the City do make a difference in the amount of runoff. Bunger agreed and said no one is denying that properties in the City of Manhattan are not having an impact to the amount of runoff or that it doesn't impact the flooding on Wildcat Creek. But, these areas are developed out and properties downstream of new developments have historically had flooding issues and will continue to have flooding issues. In part, there is a lot of water running down Wildcat Creek, and the City of Manhattan is at the bottom of the watershed. The City will continue to require new developments to address storm water runoff to minimize impacts on adjacent properties and properties downstream. There is only so much that the City can do to make positive impacts on flooding. It has to be a joint effort between the City and Riley County. Ott concurred that some of the solutions to the flooding problems lie outside of the City limits in Riley County.

Rolley felt that the model was a good public relations and communications tool, but it raises the question of what the budget is needed to do the kind of study that needs to be done, because this was a fairly expensive study. The end result is a fairly big scope kind

of model. She said the model plugs in government numbers and results in a general kind of study. She said she would not call it a cartoon, but it is a very general kind of model. She felt it would identify hot spots to property owners. Hopefully the model helps the City do the kind of planning that might actually call for some property to be redeveloped in different ways before conditions become severe, but it raises the question about what additional watershed studies are going to be done. She said it is not just a City problem, and the City should provide leadership in this case, because the City is the only cohesive group that has the capacity to bring the issue forward in a way that could possibly get the work done that needs to be done. If this much money can be invested in this study, then what is the plan over the next 2 – 5 years to do the kind of work where we can find solutions for the future?

Bunger stated that he did not want to diminish the results of the study. There are a number of other communities in Kansas and the country that have used this type of model to regulate current and future development. There is certainly more work to be done in the watershed and drainage area. The study provides a lot of good information in determining flow rates to evaluate what detention basins are needed for new developments and can also be used to regulate the elevation of new construction and improvements to existing developments so that they will be protected from future flooding. Bunger also provided an update of the Silver Jacket program's Wildcat Creek Flood Plain Management Plan.

Rolley commented that a strategic plan needs to be created to take an in-depth look at the flooding and watershed studies to have a sense of what time, resource and financial commitments are needed to achieve a detailed study of the Wildcat Creek.

Cattell commented that the model has value as a planning tool to develop policies and regulations and evaluate future developments and impacts of flooding on Wildcat Creek.

Rolley asked how the City will be able to work with the model in the future. Ott said that still need to be determined. He said that once the model is provided, decisions will need to be made as to how the model will be used. Ott added that the City is in the initial phases of creating model quality information of all of the storm water sewer systems. From there, the City can begin modeling the storm water sewer system.

Anderson stated that he was not aware of the size of the watershed and how little impact the City had in terms of water volume flowing downstream. He felt that the City Commission and Board of County Commissioners need to jointly address the flooding issues along Wildcat Creek.

Ott agreed with Anderson and showed changes to the mapped flood plain in the Virginia-Nevada Tributary after a large detention basin was constructed near Browning Avenue and Dickens Avenue, which illustrates the point that changes in the City can affect flooding in the watershed.

Morse stated that she was encouraged by the level of detail and information by this model. She said she hopes that the next land use plan can incorporate the flood information.

Ott informed the Board about the Cico Tributary improvement plan to control erosion and flooding. He also summarized the model's findings in the Marlatt basin.

REPORTS AND COMMENTS BY BOARD MEMBERS AND STAFF.

Cattell reminded the Board about the City Commission work session on crematoriums, scheduled for May 5th. He also updated the Board on the Eureka Valley ~ K-18 Corridor study and that the Steering Committee had reviewed draft goals and objectives.

Respectfully submitted,

Steve Zilkie, Senior Planner