

MINUTES
MANHATTAN URBAN AREA PLANNING BOARD
City Commission Room, City Hall
1101 Poyntz Avenue
April 1, 2013
7:00 p.m.

MEMBERS PRESENT: Gary Stith, Chairperson; Linda Morse, Vice-Chairperson; Phil Anderson; John Ball; Jerry Reynard; Ron Hageman; and, Mike Kratochvil.

MEMBERS ABSENT: None.

STAFF PRESENT: Eric Cattell, Assistant Director for Planning; Lance Evans, Senior planner; Steve Zilkie, Senior Planner; Chad Bunger, Planner II; Bob Isaac, Riley County Planner; and Richard Faulkner, Ogden Building official, City of Ogden.

OPEN PUBLIC COMMENTS

No one spoke.

CONSENT AGENDA

CONSIDER THE REVISED FINAL DEVELOPMENT PLAN AND FINAL PLAT OF WELLS LANDING, A RESIDENTIAL PLANNED UNIT DEVELOPMENT GENERALLY LOCATED APPROXIMATELY 3,700 FEET NORTHWEST OF THE INTERSECTION OF ANDERSON AVENUE AND SCENIC DRIVE, ON THE NORTH SIDE OF ANDERSON AVENUE. (APPLICANT/OWNER: WELLS LANDING INC.)

Anderson moved that the Board approve the Consent Agenda. Reynard seconded the motion, which passed on a vote of 7-0.

GENERAL AGENDA

TABLE THE PUBLIC HEARING TO AMEND ORDINANCE NO. 6544 AND THE PRELIMINARY DEVELOPMENT PLAN OF LOT 16, MANHATTAN MARKETPLACE UNIT TWO COMMERCIAL PLANNED UNIT DEVELOPMENT, GENERALLY LOCATED NORTHEAST OF THE INTERSECTION OF LEAVENWORTH STREET AND N. 3RD STREET. (APPLICANTS: FLINTHILLS HOLDINGS, LLC – KIMBERLY JAGER; AND DIAL MANHATTAN LLC – RICK KIOLBASA /OWNER: DIAL MANHATTAN LLC)

Zilkie said a number of site plan and Design Guideline review items are still being addressed, and there has not been sufficient time to complete the staff review and receive outside comments from the architect of record who reviews the amendment based on the Design Guidelines.

Ball moved that the Board table the public hearing to amend Ordinance No. 6544 and the Preliminary Development Plan of Lot 16, Manhattan Marketplace Unit Two Commercial

Planned Unit Development, to the April 15, 2013, Manhattan Urban Area Planning Board meeting, based on staff comments. Reynard seconded the motion, which passed on a vote of 7-0.

A PUBLIC HEARING TO AMEND THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN. THE PROPOSED AMENDMENT IS TO ADOPT AND INCORPORATE THE PROPOSED EUREKA VALLEY - HIGHWAY K-18 CORRIDOR PLAN AS A PART OF THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN. THE EUREKA VALLEY - HIGHWAY K-18 CORRIDOR PLAN IS SEPARATELY BOUND AND WILL BE CITED WITHIN THE COMPREHENSIVE PLAN DOCUMENT. THE EUREKA VALLEY - HIGHWAY K-18 CORRIDOR PLAN INCLUDES GOALS, OBJECTIVES, ACTION PLANS AND SEVERAL MAPS INCLUDING FUTURE LAND USE, TO GUIDE DEVELOPMENT AND REDEVELOPMENT ALONG THE K-18 CORRIDOR AND WITHIN THE EUREKA VALLEY. (APPLICANT: CITY OF MANHATTAN)

Evans presented an overview of the Eureka Valley K-18 Highway Corridor Plan and recommended approval.

Stith opened the public hearing.

Marrin Robinson, 5117 Bramblewood Drive, asked what was proposed for the area around the roundabouts on South Scenic Drive. She indicated that early drafts of the Plan had identified a future park site at the east end of Bramblewood Drive and north of K-18, and she asked if it was still part of the Plan.

Evans stated that the proposed park site was still part of the Plan and the area around the roundabouts is planned for commercial nodes. The commercial nodes would be located generally south of the church that is located south of Scenic Meadows.

Robinson asked what the process for rezoning the area to commercial would be.

Evans explained that any rezoning would have to come before the Planning Board in a public hearing, starting with a neighborhood meeting and then an application before the Board.

Morse added that there is a required public notice distance; however Bramblewood might be too far removed from the roundabout on Scenic for the mailed notice.

Stith added that there would also be a sign posted on any rezoning site to give notice of any public hearings.

Staff and the Board further explained the range of public notices for future development proposals, including the In-Touch email system on the City's website, notices in the newspaper, and notices posted on site.

Robinson stated that the agricultural land is beautiful and requested that the Board keep Scenic Drive scenic.

Morse noted that the Planning Board had reviewed the Draft Plan at an earlier work session and that staff had made changes in response to the Board's comments. She encouraged Robinson to review a copy of the Plan online. Morse said that the Ogden and Riley County Planning Boards are reviewing the Plan next week.

Cattell added that this was a joint project with Riley County and Ogden and that they would be conducting their own public hearings for adoption.

Robinson asked what if Ogden or Riley County adopted a different version of the Plan.

Cattell stated that they could operate under different versions, however all three jurisdictions have been working together to develop the Plan and the purpose of the Plan is to have a unified approach for the K-18 Corridor. He said most of the Plan area is under the Manhattan Urban Area Planning Board's jurisdiction.

Reynard asked Robinson to inform her neighbors and get them to sign up to encourage participation.

Stith also expressed appreciation for Robinson's involvement and appreciated staff's explanation of the InTouch notification system.

Kratochvil asked Evans to show Robinson on the Future Land Use Map the buffers Scenic Meadows has from any potential commercial development, due to the wetland area to the south.

Anderson asked staff how the Airport is protected from encroachment.

Evans stated that by limiting future residential development in the valley, the Airport's operations would not have increased restrictions, which is why the Future Land Use map shows only industrial, commercial or public land uses in the vicinity of the Airport.

Anderson stated that the limited parking at the Airport shows the need for intergovernmental coordination for public transit, to reduce the need for investment in additional parking lots. He also stated that he liked and supported the goals about protecting the environmental and aesthetic qualities of the area.

Ball said it was a great Plan. He asked how to reduce encroachment of existing buildings that are too close to the runways that might impact future operations and make it more difficult for future runway expansions without shutting down the Airport.

Evans stated that staff has passed along Ball's concerns expressed at the previous work session, to the Airport Director. Cattell added that the Airport Director is looking into options on how to accommodate runway repaving and expansions in the future, without having to shut down the Airport.

Reynard said the Eureka Valley Plan is a good start and will help the Board make decisions as development goes forward.

Stith expressed concern about community scale retail, versus regional scale centers and that someone might come in saying it allows regional centers. He said the ICSC (International Council of Shopping Centers) definition allows for 196,000 square foot of retail in its definition of community commercial.

Evans indicated that the Plan states “neighborhood and community” commercial, which shows the intent that the community scale commercial is limited. To limit the language to only neighborhood commercial might be too small a scale and limit uses that would serve the area given the Regional Airport and K-18 traffic volumes.

Stith said that he was still concerned that “community scale” might be too large. Morse asked if the language could be changed to small scale community commercial.

Cattell reminded the Board that the land use categories on the Future Land Use map are defined in Appendix D. He said that community commercial is a “term-of-art” both in the Zoning Regulations and the 2003 Comprehensive Plan and it needs to be taken in context with the overall Comprehensive Plan. He gave examples of Westloop being community commercial in scale and Candlewood being neighborhood commercial.

Stith said that he was concerned about someone coming to the Board utilizing the industry definition for community commercial scale.

Robinson added that the neighborhood would be the neighborhood around the airport and that it would be acceptable to limit those uses.

Stith opened the public hearing.

Stith agreed that we want uses that serve the Airport and industrial areas and not limit them.

Anderson added that the Board would still be reviewing any development proposals and the neighborhood could come out in opposition.

Stith asked if there were changes made to the document, then the Plan might not be acceptable to the other jurisdictions.

Cattell expressed concern about making all the potential changes to the Plan that involve removing reference to community scale commercial. He said the Plan is a comprehensive document and is more general in nature. He said the commuter traffic along the corridor to Fort Riley every day and travelers going to the Airport are not really of a neighborhood scale, it is a community activity. From a land use standpoint the proposed commercial nodes are serving more than just a neighborhood.

Stith stated that after looking again at the definition of community commercial in Appendix D, he was convinced and it is acceptable. He also asked about the annexation

section on page 32, and if there is a policy that states that water and sewer service may be expanded in the valley.

Evans stated that the City policy is that the services may be expanded with an annexation agreement that the property may be annexed in the future. Stith stated he just wanted to understand the policy.

Referring to page 35 under Intergovernmental Coordination, Stith asked when the expansion of the Manhattan Urban Area Board's jurisdiction would take place.

Evans stated that the Board could initiate the change. Cattell added that it would take action from the City and County Commissions to amend the inter-local agreement and approval by the State Attorney General.

Stith asked about the Current Zoning map on page 49, showing a large commercial area south of the 56th interchange and asked if there is a way to change that zoning or would it have to be downzoned. It is a large parcel of land and could be used to develop whatever is allowed in the County's commercial zone.

Cattell said that the property in question was the race track which would have certain rights under County zoning; however utilities would most likely have to be extended from the city for any future development which provides the opportunity to control future use.

Evans added that the property is designated as industrial on the Future Land Use Map and could be considered an up-zoning to industrial, and there is floodplain through the property.

Kratochvil said staff had done a great job on developing the Plan. He said the commercial areas' parcel size will be able to control what is in there and it will be difficult to develop anything very large. He also pointed out that the three local jurisdictions are adopting the Plan, so if the Board makes a revision removing community commercial, it could make it more difficult for the others to approve.

Stith agreed that the Plan is good and will be a model for intergovernmental coordination with the upcoming the Comprehensive Plan update.

Morse added that it is a good plan and appreciates that flooding issues are being addressed, especially with changes from the highway improvements. She also appreciated the intergovernmental coordination on the project.

Kratochvil moved that the Planning Board approve Resolution No. 040113, amending the Manhattan Urban Area Comprehensive Plan by adopting and incorporating by reference the Eureka Valley - Highway K-18 Corridor Plan, dated April 2013, and incorporating the necessary citations in Chapters 4 and 13 as proposed; and, forward a recommendation of approval to the City Commission.

Reynard seconded the motion, which passed on a vote of 7-0.

REPORTS AND COMMENTS BY BOARD MEMBERS

Bunger told the Board that the U.S. Army Corps of Engineers and the City of Manhattan are hosting a Public Workshop on April 17, 2013, in Manhattan, Kansas, from 5:30pm to 7:30pm at the Manhattan Fire Department Headquarters located at 2000 Denison Avenue.

Respectfully submitted,

Steve Zilkie, AICP, Senior Planner