

MINUTES
MANHATTAN URBAN AREA PLANNING BOARD
City Commission Room, City Hall
1101 Poyntz Avenue
July 7, 2014
7:00 p.m.

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

MEMBERS ABSENT: None

STAFF PRESENT: Karen Davis, Director of Community Development; Eric Cattell, Assistant Director for Planning; Chad Bunger, Senior Planner; Lance Evans, Senior Planner; Kevin Credit, Planner; Chase Johnson, Planner;

OPEN PUBLIC COMMENTS

No one spoke.

CONSENT AGENDA

APPROVE THE MINUTES OF THE JUNE 16, 2014 MANHATTAN URBAN AREA PLANNING BOARD MEETINGS AND APPROVE THE FINAL PLAT OF THE ENCLAVE ADDITION.

Stith moved that the Board approve the Consent Agenda. Ball seconded the motion, which passed on a vote of (4-0-2) for the June 16 Minutes with Anderson and Hageman abstaining and (7-0) for the approval of the Final Plat of the Enclave Addition.

GENERAL AGENDA

1. **A PUBLIC HEARING TO CONSIDER REZONING AN APPROXIMATE 22.8-ACRE TRACT OF LAND IN THE PROPOSED MERION ADDITION, A REPLAT OF LOTS 4 – 7, THE RESERVE ADDITION, FROM R-S, SINGLE-FAMILY RESIDENTIAL SUBURBAN DISTRICT, TO R-1, SINGLE-FAMILY RESIDENTIAL DISTRICT, GENERALLY LOCATED SOUTHWEST OF THE INTERSECTION OF PLAYER’S TERRACE AND BELLERIVE DRIVE, ALONG THE WEST SIDE OF THE COLBERT HILLS GOLF COURSE (APPLICANT: SMH CONSULTANTS – JEFFREY HANCOCK, ON BEHALF OF THE OWNER: FIELDHOUSE DEVELOPMENT, INC.- ZAC BURTON)**
2. **A PUBLIC HEARING TO CONSIDER REZONING AN APPROXIMATE 6.5-ACRE TRACT OF LAND IN THE PROPOSED MERION ADDITION, A REPLAT OF LOTS 4 – 7, THE RESERVE ADDITION, FROM R-S, SINGLE-**

FAMILY RESIDENTIAL SUBURBAN DISTRICT, TO R-3, MULTIPLE-FAMILY RESIDENTIAL DISTRICT, GENERALLY LOCATED SOUTHWEST OF THE INTERSECTION OF PLAYER'S TERRACE AND BELLERIVE DRIVE, ALONG THE WEST SIDE OF THE COLBERT HILLS GOLF COURSE (APPLICANT: SMH CONSULTANTS – JEFFREY HANCOCK, ON BEHALF OF THE OWNER: FIELDHOUSE DEVELOPMENT, INC.- ZAC BURTON).

3. **A PUBLIC HEARING TO CONSIDER THE PRELIMINARY PLAT OF THE PROPOSED MERION ADDITION, AN APPROXIMATE 29.4-ACRE TRACT OF LAND, GENERALLY LOCATED SOUTHWEST OF THE INTERSECTION OF PLAYER'S TERRACE AND BELLERIVE DRIVE, ALONG THE WEST SIDE OF THE COLBERT HILLS GOLF COURSE. (APPLICANT: SMH CONSULTANTS – JEFFREY HANCOCK, ON BEHALF OF THE OWNER: FIELDHOUSE DEVELOPMENT, INC.- ZAC BURTON).**

Bunger presented the staff report on the three items together and recommended approval of the rezoning of the Merion Addition and the Variations of Article 10 based on conformance with the Manhattan Urban Area Subdivision Regulations and one condition.

Anderson asked where Scenic Drive and Wildcat Creek were located and asked if water migration and drainage had to go over a large amount of agricultural land.

Bunger clarified that drainage has been identified in the drainage report where drainage will be collected in a basin and then drained through a ravine/channel northwest of the subject area.

Hageman asked if the drainage basin is currently there.

Bunger answered that it is developed and in use.

Morse asked where fire hydrants would be placed and if more would be supplied than what is required. Morse asked if the subdivision regulations required that they be placed every 400'

Bunger clarified that they are normally required to be every 600' unless there is a special condition in which they are then required to be every 400', which is applicable to the subject tracts. The main cul-de-sac is upwards of 2400 feet long from Bellerive Dr so hydrants are placed approximately every 400'.

Jeff Hancock, applicant consultant, clarified the location of hydrants. Hancock also clarified drainage within the area in which water will not be necessarily directed towards the northwestern drainage basin. When doing the Reserve project, a study was performed to see if water banking could be used in which water is detained upstream and over-detained. This same technique is being used for the subject area's drainage basin.

Morse wanted to know if there would be a drainage effect on the Reserve Addition or the agricultural land owner to the west.

Hancock answered that there would not be and would be taken care off-site adjacent to Colbert Hills by Hole #6.

Stith asked if the single family area would drain southeast

Hancock answered yes but over detaining in basin should compensate for it.

Stith asked Bunger if the access easement would be paved and also was concerned about the steepness.

Bunger answered that the utility department is requiring that it will be paved and no more than 10% grade for access, will be finalized with the final construction.

Morse wanted the location of the lift station to be pointed out.

Stith asked if there needed to be a note on the preliminary plat that the utility access easement will need to be paved before completed.

Bunger answered that yes and will be maintained by the utility department.

Morse wanted to know more about the pumping and “vacuum truck.”

Bunger clarified that the lift station is basically a large hole in the ground in which water is collected and a pump will pressurize the water and pump it over the ridge line. The station is periodically cleaned and maintained by using a “vacuum.”

Ball commented about the addition’s encroachment into the Ft. Riley Noise Zone and how additional battalions at the Fort will cause more noise.

Bunger discussed the noise study map and why it was originally created to inform people about the noise and build their homes/neighborhoods accordingly.

Hageman asked if the pavement to the lift station would be all around or just from the south.

Bunger answered that the main station would be paved with no more than 10% grade. Other maintenance would require additional secondary access that would not have to be necessarily paved.

Hageman wanted to know how the addition got around the sprinkler ordinance.

Bunger clarified that the three apartment buildings will be sprinkled while the single family homes will not be.

Stith inquired about the three (3) lots in the Reserve, if they could be built upon, and accessed.

Bunger answered that the lots could indeed be built upon and will be accessed by a connection road that ends as a cul-de-sac.

Morse opened the public hearing.

Robert DeBruyn wanted to know who the neighbors were and how much land they held to the south and west.

Bunger clarified that he was not the developer but rather city staff and was not exactly sure of the acreage of the sites to the south and west.

DeBruyn stated he owned 180 acres but was not certain where its precise location was, although he believed it was to the south of the proposed development.

Hancock clarified the speaker’s question to where the land was located.

DeBruyn also asked where on the plan does it show access to the property so they're not landlocked and unable to access the streets off of Grand Mere. DeBruyn stated access was important to his agricultural land because they must burn the land and the fire department needs access. DeBruyn clarified that they use land directly off of Anderson to access the site currently but concerned about affecting proposed development with burning and must use more caution.

Hancock stated that DeBruyn's property would not be landlocked but access will not be provided through the new development. Hancock asked if DeBruyn still had access from Anderson and southeastern Grand Mere.

DeBruyn stated that other developments have easements and roadways that allow access to his land and wanted the same from the new development. DeBruyn is also concerned with burning and possibility of damage to the houses. DeBruyn just wants access to land from the proposed area in case of an emergency and need for fire department access.

Hancock stated that it would be a possibility to provide an access point and easement along the existing utility easement for the landowner to access his land.

Anderson asked DeBruyn if his concern was access during burning

DeBruyn answered yes but also access to get cattle and equipment on and off the land, and to also maintain the fencing to prevent cattle from grazing the Colbert Hills golf course. DeBruyn stressed the point that in every other development/area, the city has provided access/easement for land owners to access their land.

Morse asked DeBruyn how often he burns his land/pasture

DeBruyn answered that it's burnt every year to prevent the cedars from growing which deter cattle.

Anderson asked if DeBruyn was concerned about burning his pasture and the fire getting out of control and catching a house on fire.

DeBruyn states it's necessary to burn to keep down brush and prevent cedars which can quickly take over and prevent the growth of native grasses.

Hancock spoke about determining the best secondary access to the land to south with final plat and if a condition could be put into place if it could be delayed until the final plat.

Stith asked if during the consideration of the plan of Grand Mere, was there any consideration with connection to properties to the south and west.

Bunger answered that there was but not much consideration of connection with properties to the west and those that were considered were more with consideration of future subdivisions that could be built.

Cattell stated that there were two (2) potential locations along Grand Mere Parkway where the roadway gets very close to the edge of the city and could provide access to properties. One of these locations is located in the south and could provide access to DeBruyn's land.

Hageman stressed the important to provide access to west and south properties by creating a condition that provides easements for access

Stith commented on the comprehensive's plan not to expand any farther west.

Hageman clarified that the access points would not be for further subdivision development but for access to adjacent rural properties.

Zac Burton, the Fieldhouse Development applicant, discussed several possible access points. One possible access point to the DeBruyn land is where Grand Mere Parkway extends to meet Purple Aster Place. This segment of road directly adjoins and touches DeBruyn's land and would be the most plausible location for an access point/easement. An access easement in the subject site area would not be the most logical because of geographic constraints and steep slopes.

Burton also discussed that most of the remainder of land in Grand Mere has been purchased and is planned to be developed in the next three (3) years. Much of the lots have been bought by developers, builders, and private individuals. Residential and commercial construction/development is taking off is expected to increase in the coming years.

Ball asked Burton about access to west rural property

Burton clarified that the western property owner has other roads and means to access his property and in strict legal means, he is not required to provide access/easement to adjacent property owners.

Ball stated that it's been a public policy to provide easements to property owners and that the Board as a public forum is dedicated to preventing increased flooding and construction in flood plains, and providing sidewalks and bike lanes. Ball clarified his earlier question about if there was a plausible location for an access easement to the western property.

Hageman commented on the grade change in the area and did not see a feasible access point in the subdivision. If the property already has other access points to the north, west, and south, then the Grand Mere developer should not necessarily be required to provide an access point.

Burton clarified that the access point to the west was originally taken out because of the geographic and slope challenges.

Ball clarified that his original question was if there was reasonable access to the property currently, in other places. Ball also asked and discussed the rezoning and why the applicant was asking for a rezoning from individual lots to multi-family.

Burton elaborated that originally, the tracts northeast of the subject tract was slated to be apartments but was changed to keep them out of view from Grand Mere Parkway and some upscale homes. The apartment projects are being moved to the subject site where nearby single family homes will serve as a visual buffer from other sites and where they are farther from Grand Mere Parkway. The apartment buildings will only be 2-story apartments as opposed to 3-story apartments.

Ball asked if the applicant is seeing the market shifting to multifamily from large estate lots.

Burton answered yes but some lots in the nearby tract, although smaller than the three large estate lots, were still 2.5 acres. Multifamily units have sold much faster because of the amenities in the neighborhood and how the apartments have a more neighborhood

feel. Burton also clarified that although the multi-family developments will have higher density, they will be far below the allotted density of 1 to 11 by being at 0.8

Anderson asked about if the number of bedrooms was getting smaller or larger in the new tracts.

Burton answered that they were getting smaller and existing apartment tenants elsewhere in Grand Mere were mostly single professionals (60%), graduate students (30%), and military families (10%). One bedroom apartments are in higher demand in the area. Most apartment units in the new construction will be one bedroom units.

Anderson asked about the noise from Ft. Riley and if it influenced construction.

Burton stated that in some ways yes, but coincidentally because of new building standards and insulation requires thicker walls and construction that also helps dampen noise. Residents in the nearby Bellerive addition have also been notified about the noise in the area before purchase and there have been no complaints.

Morse asked about the design and length of cul-de-sac and if it will affect emergency services.

Burton elaborated that the cul-de-sac should not be too long and design is constrained by geographic features. Roads were designed to be more flat for easier emergency access in addition to the implementation of additional fire hydrants.

Morse closed the public hearing.

Ball moved that the Planning Board recommend approval of the proposed rezoning of the 22.8-acre Tract II in the proposed Merion Addition from R-S, Single-Family Residential Suburban District, to R-1, Single-Family Residential District, based on the findings in the Staff Report.

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

Stith moved that the Planning Board recommend approval of the proposed rezoning of the 6.57 acre Tract I in the proposed Merion Addition from R-S, Single-Family Residential Suburban District, to R-3, Multiple-Family Residential District, based on the findings in the Staff Report.

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

Stith moved to approve the Variations of Article X, Subdivision Layout Standards, set out in the staff memorandum, based on the findings in the staff memorandum, and approve the Preliminary Plat of the Merion Addition, based on conformance with the Manhattan Urban Area Subdivision Regulations, with one (1) condition of approval recommended by City Administration.

Ball seconded the motion, which passed on a vote of (7-0).

Ball commented that the Board will be interested to see the accommodations made for access to property to the south, which Stith clarified is already there but just needs a gate.

4. REVIEW THE PROPOSED 2015-2020 CAPITAL IMPROVEMENTS PROGRAM (CIP) FOR CONFORMANCE WITH THE MANHATTAN URBAN AREA COMPREHENSIVE PLAN AND REVIEW THE URBAN SERVICE AREA BOUNDARY.

Cattell introduced the item and updated the Board on the Urban Service Area Boundary.

Ryan Almes, Deputy Chief of the Manhattan Fire Department, spoke to the Board about the Fire Department's CIP. The Fire Department's ongoing replacement of storm sirens will require some CIP funds. One such siren with voice capabilities in the Wildcat Creek Corridor will be installed and a siren at 4000 Anderson will also be replaced. Areas that are not served well with storm sirens will be improved, particularly in the Grand Mere area. Other CIP funds will be diverted to replacement of aging equipment and building maintenance.

Karen Davis, Director of Community Development, discussed updating the zoning ordinance and subdivision regulation projects, spread over two years from 2016-2017. These projects will implement the new comprehensive plan.

Morse asked if the zoning regulations will have to be changed after the comprehensive plan is updated.

Davis elaborated that it's a good time to update zoning regulations because the zoning ordinance is dated and has not been updated for twelve to fifteen (12-15) years.

Morse asked if the zoning regulations will be updated with the subdivision regulations.

Davis answered yes and will go to one development code.

Eddie Eastes, Director of Parks and Recreation, discussed the Parks' CIP plans with the Board. The Park's CIPs amount to more than one hundred (100) and are mostly related to replacement of equipment and upgrading facilities. The Park wishes to engage a consultant to review the city's indoor and outdoor facilities that will generate future CIPs. Emphasis is on existing facilities and possibility of adding new facilities.

Morse wanted clarification if the consultant would be brought in 2015.

Eastes answered that that was the Park's goal and is currently interviewing possible consultant candidates.

Stith asked if there was any evaluation in progress for Community House.

Eastes answered that there have been attempts and plans to evaluate Community House for different uses and could be a possible candidate as a temporary space for Parks and Recreation Staff during their transition from their current offices in City Park to City Hall. Some CIPs have addressed maintenance items for the building.

Davis commented that the Historic Resources Board proposed consultant review of the property but it didn't make the cut.

Anderson asked if since Community House is over one hundred (100) years old, if it was still structurally sound

Eastes was confident that it is since activities are still in place there and has been maintained. However, a structural engineer has not been in to review the building.

Anderson commented that an analysis to determine if the building could be retrofitted for other needs may be necessary in the near future.

Eastes stated that the building has some possibilities for other uses but has ADA issues and in may not be feasible to go to extreme lengths to make the building ADA accessible.

Stith asked for clarification about a CIP project in 2018 for an enclosure in City Park pool and if the Parks department was trying to make the pool a year round facility.

Eastes discussed how the CIP is a planning tool and that the consultant will evaluate facilities and is in 2018 in accordance with the Park's prioritization of CIPs. The pool was originally built to not disallow a covering in which now the department is currently discussing if it should indeed be covered or not, what cost, and if there's public interest/support.

Morse asked about the Douglass Center and what the proposal is.

Eastes stated that the location of the old pool has enough space to accommodate two enclosed basketball courts. The consultant will also review this project and community support/interest.

Morse asked about a Fieldhouse project which was not included in the CIP list and information.

Eastes elaborated that the project was a private one but information was made available to consultants to consider. The project has been deemed relevant to the Park's improvements and priorities but is not a city project.

Morse expressed interest in a sidewalk in Northeast Community Park along Knox Lane.

Eastes agreed that a sidewalk and pedestrian access should be provided. The Parks Department has applied for grants but is waiting.

Rob Ott, Director of Public Works, spoke to the Board and discussed that his department had met with KDOT and that three (3) grants had been submitted but there has been no response as of yet. Ott stressed that there has been strong support from City Staff and the community for a sidewalk addition and better pedestrian access to the area however, fiscal restraints are preventing the project from going forward.

Stith asked if Ott's dialogue pointed to all sidewalks being done by the year 2020 since plans for all other years have sidewalk improvement funds for \$50,000 except 2020.

Ott clarified Stith's concern/question

Stith asked Eastes if he would be involved in the planning process to evaluate the need for additional park land in expansion/growth areas in relation to the comprehensive plan.

Eastes clarified that Wyatt Thompson, Park Planner, is involved with the process. Eastes also commented on the concern for future park development and the tools to accomplish it.

Peter VanKuren, Director of the Manhattan Regional Airport, spoke about different ongoing projects that are occurring on airport property. Phase I is currently underway and involves passenger terminal expansion and is fifty percent (50%) complete, although behind schedule. Phase I is expected to be completed by mid-October. Phase II was originally slated to begin before September contingent on receiving a grant from the FAA. Grant has since been offered and shall be presented to the City Commission and if

accepted, the airport can enter into construction contracts. Phase II is expected to be completed in August 2015. Later this year (2014) and/or early next year (2015), the airport will begin to consider parking lot expansion which is also contingent with progress on Phase II expansion. VanKuren also discussed relocation of the fixed based operator (FBO) to the east side of the airport area once area is finished developing. The Airport staff is working with Public Works to improve drainage and infrastructure in this area to accommodate development and relocation. Military access will need to be relocated in order to accommodate the parking lot expansion. The gate will be relocated to the west of the entrance. In 2016, a runway analysis is planned to be performed along with coring. Following the study, the staff will consider options for reconstructing the runway in the future. If the study finds that there are many years left, the runway shall be maintained but reconstruction will still be planned for the future. In 2017, airport staff plans to begin designs for future runway construction. If the 2016 finds that there is a dire need for runway reconstruction, airport staff plans to reconstruct it in 2018. Ideally, the airport would like to hold off reconstruction/improvements till after 2020.

Ball asked why there was no space set aside for a crosswind runway or a second main runway.

VanKuren elaborated that they originally looked into a crosswind lane but with K-18 and the bluffs, there simply was not sufficient space. VanKuren also discussed that the extreme expense of building a main runways, any upwards of \$20 million, and there would be no support from the FAA to build a parallel runway. Space constraints are also a major restriction.

Ball asked that when it comes to reconstructing the runway, what effect will it have on commercial operations.

VanKuren stated that it will be further determined in the 2016 analysis study and also stated that it should not cause commercial operations to cease, based on other airports' experiences. VanKuren also stated that by reconstructing the taxi way first, widening it, it can serve as temporary runway.

Anderson asked in relation to the parking lot expansion, if the airport staff was working with Anne Smith to provide more public transit to the airport.

VanKuren stated that they were indeed doing so since public transit does not currently go to the airport nor have a stop.

Ott discussed Public Works CIP projects that are associated with water systems, sanitary sewers, storm water, and transportation.

Stith asked about a project in relation to Juliette Ave. in 2015/16 in regards to brick replacement.

Ott elaborated that the bricks will be palletized, a concrete road will be pour underneath, sand will be placed down, and then the bricks will be placed back. Ott stressed the importance of improving the roadway sooner than later. Street maintenance is also a major concern with lack of funds. Public works is already stressed with maintaining the city's current streets and maintaining additional new streets in approved new subdivisions will be very difficult.

Morse commented on the benefits of alley replacement in downtown. Morse also discussed that new apartment complexes in infill areas with that back onto an alley

should help maintain and fund alley improvement. Because the areas typically already have existing infrastructure which helps save costs for developers, there should be some tradeoffs and provisions for alley improvement in the planning process.

Stith asked what a HAWK system is.

Ott answered that it is a traffic signal that only uses three (3) lenses and a hybrid between a yellow flasher and full traffic signal.

Jason Hilgers, Deputy City Manager, spoke to the Board about city/university projects and the City Commission is seeking proposals for parking garage concepts for Aggieville and downtown which should be on the August 5th Agenda. Cost, capacity, and different scenarios will be discussed by the end of the year (2014). Participation from each district will also be considered whether it be through benefit or community improvement districts.

Stith commented that retail should be considered for appropriate street frontages.

Hilgers commented that if retail/residential is included, it takes away from the net gain of the parking stalls. Each district has to study and decide how they wish to approach the issue of ground retail and/or residential space.

Stith discussed the importance of including retail space on appropriate street frontages to prevent dead space that many parking garages create.

Hilgers discussed how the city has tried retail space in parking garages before, although perhaps not in the best location. Hilgers also commented that retail facing N. Manhattan Ave. could be a very viable and beneficial move for the city and area. However, the first and foremost priority is the addition of more parking stalls.

Anderson asked what specifically was occurring at 17th Street and Anderson that requires an upgrade.

Hilgers answered that the intersection was being widened.

Ott discussed and elaborated on the matter further that the project was originally started three to four (3-4) years ago. The left lane north bound was not long enough and needed to be lengthened. Overall, the project is a capacity project.

Anderson asked if the project is going to be complete before school begins.

Ott answered that the contract is written very specifically that there is a \$1,500 per day penalty after August 1st.

Morse asked about parking in City Park and how much is expected.

Hilgers discussed that parking would come off of Fremont St. into the park on both sides. Another phase would go into the Wilson Ball field parking lot in which it would be concreted and striped which is currently graveled.

Morse asked if there was a discussion about a parking garage in City Park.

Hilgers answered that not at the current time.

Morse commented that she would oppose a parking garage in City Park in order to protect the park's integrity and space.

Morse asked if any other City Staff members wished to speak.

No one spoke.

Ball moved that the Manhattan Urban Area Planning Board finds that the proposed 2015-2020n Capital Improvements Program is in general conformance with the Manhattan Urban Area Comprehensive Plan.

Stith seconded the motion, which passed on a vote of (7-0).

REPORTS AND COMMENTS BY BOARD MEMBERS AND STAFF

Cattell provided updates on the Comprehensive Plan project indicating that the next week, July 14-18, would consist of a series of meetings about the Comprehensive Plan update and discussed what each meeting would focus on and when it would be held.

Stith asked if all the meetings were posted on the website.

Cattell answered yes except the Chamber events because they are not considered city events and thus not on the city website.

Morse asked about the sewer situation in Blue Township in regards to Riley and Pottawatomie Counties.

Cattell elaborated by stating that a water agreement had just been completed with the city and involves an improvement of taking a water main out beyond the annexation and going north along a road and building a water tower. This is a joint agreement to get the project finished, although it is beyond the service area.

Morse asked if anyone else wished to speak.

No one spoke.

Morse adjourned the meeting.

Respectfully submitted,

Everett Haynes, Planning Intern