

MINUTES
MANHATTAN URBAN AREA PLANNING BOARD
City Commission Room, City Hall
1101 Poyntz Avenue
May 16, 2016
7:00 p.m.

MEMBERS PRESENT: John Ball, Chairperson; Neil Parikh, Vice-Chairperson; Gary Stith; Jerry Reynard; Phil Anderson; Debbie Nuss; and Ken Ebert.

MEMBERS ABSENT:

STAFF PRESENT: Eric Cattell, Assistant Director for Planning; Chad Bunger, Senior Planner; Lance Evans, Senior Planner; and Ben Chmiel, Planner.

OPEN PUBLIC COMMENTS

No one spoke.

CONSENT AGENDA

APPROVE THE MINUTES OF THE MAY 2, 2016, MANHATTAN URBAN AREA PLANNING BOARD MEETING.

APPROVE THE FINAL PLAT OF LEDGESTONE RIDGE, UNIT ONE, GENERALLY LOCATED 550 FEET TO THE EAST OF THE INTERSECTION SCENIC DRIVE AND THE FUTURE EXPANSION OF MILLER PARKWAY. (APPLICANT/OWNER: STONE POINTE LAND CO, LLC – TIM SCHULTZ)

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

GENERAL AGENDA

REMOVE FROM THE TABLE AND CONDUCT A PUBLIC HEARING TO REZONE THE PROPOSED INTERLACHEN VILLAS PUD, 7.25 ACRE TRACT OF LAND, GENERALLY LOCATED ON THE WEST SIDE OF VANESTA DRIVE, ALONG BOTH SIDES OF COLBERT HILLS DRIVE, AS FAR WEST AS PALMER CIRCLE AND FIELDHOUSE CIRCLE FROM R-3, MULTIPLE-FAMILY RESIDENTIAL DISTRICT TO PUD, INTERLACHEN VILLAS RESIDENTIAL PLANNED UNIT DEVELOPMENT DISTRICT. (APPLICANT/OWNER: PMG PROPERTIES, LLC, TJ VILKANSKAS)

Reynard moved that the Board remove the item from the table. Stith seconded the motion which passed on a vote of 7-0.

Bunger presented the Staff Report and recommended approval with seven conditions.

Ebert asked if the City controls on-street parking.

Bunger said it does through an ordinance passed by the City Commission.

Stith asked if a new plat would be submitted that reflects the layout of the proposed PUD.

Bunger said a new Final Plat will be required to be submitted with the Final Development Plan that reflects the new lot configurations.

Stith asked about common area maintenance agreements.

Bunger indicated that the home owner's association will be required to maintain the common areas.

Stith said he liked the overall concept of the proposed PUD because it reduces the number of driveways onto Colbert Hills Drive and places most of the off-street parking internal to the site. In addition, the proposed homes offer a different style product which is what the Comprehensive Plan promotes.

Ball opened the public hearing.

Neil Horton, 3629 Vanesta Drive, expressed several concerns including: the PUD does not fit the character of the neighborhood which is predominantly single-family; the density is higher than other townhomes developments in Grand Mere; and the increased traffic utilizing Colbert Hills Drive going to the Club House adds to the congestion along that street. He said construction traffic associated with the development of the PUD will also add to that congestion. He suggested petitioning the City to remove any on-street parking along Colbert Hills Drive. He said the off-street parking concept in the interior of the PUD is good. He suggested a covenant to require that the homes be owner occupied.

TJ Vilkanskas, 3417 Vanesta Drive and the applicant, said the development was originally going to be a rental townhome project. However he changed that to an owner-occupied concept because the site being along Colbert Hills Drive is now a gateway to the golf course Club House. He redesigned the project to have more green space and to limit the number of driveways onto Colbert Hills Drive by utilizing shared common drives leading to garages and parking areas in back of the homes. He said there will be a home owner's association that will maintain all the common areas and landscaping. He indicated the PUD has half the density compared to the other R-3 Multi-Family zoned developments in Grand Mere. While the site is already zoned R-3 and could be built with apartment buildings with no additional review or zoning action, he did not want to do that type of project. He agreed with the suggestion of petitioning the City to remove on-street parking along Colbert Hills Drive.

Vilkanskas reminded the Board that the proposed townhomes will also have to be approved by the private design review committee's standards that apply to the Vanesta

neighborhood in Grand Mere. While the proposed homes are three-story, the lowest level is more of a retaining wall and parking level, due to the topography of the site. He said it provides a different housing product and that the builders of adjacent homes like the concept. He has done extensive research into what buyers are wanting, including higher quality amenity packages and quality finishes in a maintenance free development. He said the 2,700 square foot minimum floor areas would make it hard to cash flow as a rental product, which is not his intention for the PUD. There will be consistent maintenance throughout provided through the home owner's association. He said he had submitted a letter from Colbert Hills Golf Course (i.e. the KSU Golf Course Management and Research Foundation) which was in support of the proposed PUD, indicating that this type of project is attractive to their donors and clients.

Ebert asked for clarification about how owners and visitors would access the homes with the parking in the rear, and with some people inevitably parking in front on the street.

Vilkanskas indicated there will be front and rear doors on all the homes and that owners would likely tell their visitors about the parking areas in the rear.

Ebert asked if there were any other access roads planned long term to the Colbert Hills Club House.

Vilkanskas indicated that eventually Grand Mere Parkway is planned to connect to Marlatt Avenue, which will provide a northern access route.

Anderson asked if the Club House has adequate parking that might also serve people trying to park along Colbert Hills Drive.

Vilkanskas said the Club House provides adequate parking for the golf course.

Todd Easton, 3701 Vanesta Drive, said he is probably the closest current home to the development. He said he was required to provide 50 percent green space on his lot and wondered why the PUD wasn't providing it as well. He said there needs to be more sidewalks to get to the buildings. He used to live on King's Road and never understood why townhomes were allowed to be built at the northern end of that neighborhood. He suggested Vanesta Drive is only one plot away from having an entirely single-family area and questioned why a mixture of housing types was proposed with the PUD, as it is not in character with the single-family area.

Vilkanskas responded that the PUD actually has greater than 50 percent green space.

Ball closed the public hearing with no one else speaking.

Stith said the Planning Board could not impose a condition that there be no on-street parking along Colbert Hills Drive and that it can't require the PUD to be owner occupied. However private covenants might be able to require owner occupancy. Stith said the existing R-3 zoning could allow for a significantly higher density than what the PUD is proposing. He noted that the Grand Mere Master Plan and Manhattan Urban Area

Comprehensive Plan both promote a mixture of housing types within neighborhoods and the PUD conforms to those policies. The PUD layout has clusters of several dwellings with pedestrian access between them. He asked if the homes would be marketed to families, as some have four bedrooms, and suggested there may be a need for a play area. He said he would like to see what amenities are proposed in the open space areas. Stith said it is a good project and is consistent with the Comprehensive Plan's policy of providing a variety of housing types.

Bunger indicated amenity details would be provided with the Final Development Plan.

Ebert asked about when the Grand Mere Master Plan and the Manhattan Urban Area Comprehensive Plan were adopted.

Bunger identified that the Grand Mere Master Plan was adopted in 2000 and the Comprehensive Plan was last updated in 2015.

Stith moved that the Planning Board recommend approval of the proposed rezoning of the Interlachen Villas Residential Planned Unit Development from R-3, Multiple-Family Residential District, to PUD, Residential Planned Unit Development, based on the findings in the staff report, with the seven (7) conditions recommended by City Administration

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

Ball told the audience that the Board has heard its comments and concerns about parking along Colbert Hills Drive and could forward a recommendation to the City Commission that no parking be permitted along that street. He said that with regard to the owner occupancy issue it appears the size and cost of the homes, being higher end products, would likely prevent them from becoming rental units. He noted the proposed density is more consistent with the other R-3 developments in the Grand Mere area and is consistent with the mixture of housing types promoted by the Comprehensive Plan.

Ball called for the vote on the motion, which passed 7-0.

Stith made a motion the Planning Board forward a recommendation that the City Commission consider no parking along Colbert Hills Drive.

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

**CONTINUATION OF THE ANNUAL REVIEW OF COMPREHENSIVE PLAN:
PLANNING BOARD REVIEW AND DISCUSSION OF THE COMPREHENSIVE
PLAN AND COMMENTS RECEIVED DURING THE PUBLIC INPUT SESSION**

Evans outlined the public comments received during the public input session held on March 21st and how the Comprehensive Plan addresses those issues. He indicated that no comments were received from the City Commission or the two counties.

Evans presented an overview of the implementation items that City Administration has completed to date, including four rezonings to implement areas identified in the recently adopted Comprehensive Plan update. Two areas on the west side of campus were up-zoned to R-3, Multi-Family Residential District. East of City Park, approximately eleven blocks were down-zoned to R-1, Single-Family Residential District, and rezoning the four blocks identified as expansion areas for the M-FRO Multi-Family Redevelopment Overlay District. He also outlined the five priority items identified in the Chapter 12 Action Plan and how they are being addressed. He said City Administration is currently working on five main implementation projects:

1. Completing the draft Urban Core Residential Zoning Regulations to implement the goal of a high density housing zone adjacent to campus;
2. Working with Riley County on completing the draft, adopting, and implementing the Corridor Overlay Districts for the K-18 and K-177 entrances into Manhattan;
3. Revisiting the Aggieville – Campus Edge Plan establish a long term community vision for the development and revitalization of Aggieville;
4. Initiating the update of the Manhattan Zoning Regulations and the Urban Area Subdivision Regulations, which will involve selecting and contracting with a consultant who specializes in rewriting regulations; and
5. Initiating discussions with Pottawatomie County on issues of mutual interest involving planning and coordination issues. This is what the joint meeting on July 13th will begin to address.

Evans then presented an overview of development, growth and land absorption that has occurred over the last year.

Ball asked for Board discussion.

Anderson noted that KSU's enrollment has leveled off, and with construction of Wefald Hall and the Trails at Manhattan apartments on Marlatt Avenue, the student housing market is changing. He said the city rightfully intensified areas around the university to get student housing closer to campus. However, many older homes are less well kept in the older neighborhoods to the east of campus and the City needs to develop strategies for stabilizing older neighborhoods, such as the down-zoning east of City Park. However, even in that area about a third of the homes are neglected. He suggested focusing on stabilizing older areas and areas around elementary schools and the Bluemont Corridor. He suggested looking at tax abatements and other incentives to create pockets of investment.

Reynard suggested that was the reason for down-zoning the eleven blocks east of City Park and said the Board doesn't have the power to do tax abatements.

Ball said the Board is not ignoring these areas and that the targeted up-zonings were balanced with the down-zoning. Tax abatements should be considered and agreed that the Bluemont Avenue Corridor study, being a primary roadway, should be moved up in priority if possible.

Parikh agreed with Ball's comments, saying the Bluemont Corridor is not the most ideal in presenting a good looking gateway to KSU. He said the trade-offs with up-zoning and down-zoning are challenging; however the community needs to redevelop some areas in order to help take the pressure off and save other areas.

Reynard questioned what a study of the Bluemont Corridor would bring to the table.

Parikh suggested it could help identify other tools to consider by the private sector and others.

Reynard said it is important to follow the residential densities identified along the Bluemont Corridor in the recently updated Comprehensive Plan.

Ball said the purpose of the study would be to identify courses of action to consider in the future, including infrastructure needs.

Reynard said improved drainage is a primary concern in the areas east of campus.

Anderson said rental inspection is an important tool for neighborhood stabilization and that the City Commission needs to give the inspection program more teeth to address issues. He said renovation is another tool and the city should look at incentives and opportunities in the core neighborhoods.

Reynard agreed that there needs to be a tougher rental inspection program.

Stith suggested that the housing market is a big and complicated economic system and trying to direct it through zoning actions is a slow process that will take ten or more years. Taking pressure off some neighborhoods through the up-zonings and the proposed Urban Core Residential District along the east side of KSU will help. He said there needs to be targeted incentives for rehabilitation. The Bluemont Corridor study was proposed by a realtor who wanted to extend commercial development along the corridor. He said some owners in the area appear to be waiting for conversion to commercial, which may never happen. He suggested that what the Comprehensive Plan doesn't say is just as important as what it does say.

Nuss said the Bluemont Corridor is not all that long and that commercial creep along it is a very real issue and concern, so the study should be made a higher priority. She said that Bluemont School helps stabilize the area.

Stith said a look at the six block corridor would be helpful and asked if this was a project that would be done in-house.

Cattell said there is no CIP project proposed to hire a consultant, so it would have to be done in-house. However, given all the other projects the Community Development Department is currently doing in-house, it will be a while before it can be initiated.

Ball suggested looking at what tools might be available to help stabilize older neighborhoods and if tax abatements for residential rehabilitation in a targeted area might be possible. He suggested raising the priority of a Bluemont Corridor study if possible.

Anderson suggested the 800 block of Leavenworth might be a good test area to consider.

Stith said there might be tax incentives through the state historic preservation office, but it would be better to try and package more than one incentive.

REPORTS AND COMMENTS BY BOARD MEMBERS

Cattell reminded the Board about the joint meeting with the Riley County Planning Board on May 25th to discuss the rewrite of the Riley County zoning regulations, and the joint meeting with the Pottawatomie County Planning Commission on July 13th to start discussion of coordination on various planning issues.

Stith said it is important that Pottawatomie County start more detailed planning within the Blue Township area, as Blue Township is a critical growth area for the whole Manhattan urban area.

Anderson asked about the status of the traffic light at the 17th Street and Poyntz Avenue intersection.

Respectfully submitted,

Eric Cattell, AICP, Assistant Director for Planning