

MINUTES
MANHATTAN URBAN AREA PLANNING BOARD
City Commission Room, City Hall
1101 Poyntz Avenue
October 17, 2016
7:00 p.m.

MEMBERS PRESENT: Neil Parikh, Chairperson; Jerry Reynard; Phil Anderson; Ken Ebert; and John Ball.

MEMBERS ABSENT: Debbie Nuss, Vice-Chairperson; Gary Stith

STAFF PRESENT: Eric Cattell, Assistant Director for Planning; Chad Bunger, Senior Planner; Doug May Planner.

OPEN PUBLIC COMMENTS

No one spoke.

CONSENT AGENDA

APPROVE THE MINUTES OF THE October 3, 2016, MANHATTAN URBAN AREA PLANNING BOARD MEETING.

Anderson moved that the Board approve the Consent Agenda. Reynard seconded the motion, which passed on a vote of 5-0.

GENERAL AGENDA

A PUBLIC HEARING TO CONSIDER THE CONCURRENT PLAT (PRELIMINARY PLAT AND FINAL PLAT) OF THE 2618 KIMBALL ADDITION, GENERALLY LOCATED AT THE NORTHEAST CORNER OF KIMBALL AVENUE AND PARKWAY DRIVE, WHICH WILL CONSIST OF TWO (2) RESIDENTIAL LOTS. (APPLICANT: DAN MANLY, SCHWAB-EATON; OWNER: SEAN RUTH)

Doug May presented the staff report and recommended approval.

Ebert asked for clarification if access would still be allowed from Kimball Avenue to the 2618 Kimball property.

May responded that the access would be moved from Kimball Avenue to Parkway Drive.

Bunger added that legal access was not removed from Kimball Avenue on the Final Plat because doing so would result in no access to the lot which violates the Subdivision

Regulations. However, the physical curb cut and driveway would be removed as part of the building permit application for the garage. Additionally, if a future owner of the property ever wanted to re-establish the physical access on Kimball Avenue, it would be denied by the City Engineer because it would violate the 350 foot driveway separation regulation.

Anderson asked if the Final Plat resulted in two equal rectangular lots.

May answered that the lots are irregularly shaped in the Final Plat to allow access to 2618 Kimball Avenue from Parkway Drive.

Ball asked in regards to an email that was sent from Luann Miller, 2033 Parkway Drive, if there is a problem with rainwater flowing from Kimball Avenue down Parkway Drive.

May responded that Kimball Avenue is higher in elevation than Parkway Drive, which could result in some runoff. The email expressed concern that the new driveway adds impervious surface, which adds to the rainwater runoff issue. May added that the relocation of the driveway does not substantially increase the amount of impervious surface.

Ball said he wanted the record to show that the Board had discussed the issue raised in the email and that the relocation of the access drive would not substantially change drainage in the area.

Parikh opened the public hearing.

Mike Glessner, 2008 and 2010 Parkway Drive, stated that he does not have an issue with the 2618 Kimball Addition concurrent plat. However, he expressed concern about the narrow width of the Parkway Drive entrance off Kimball Avenue and the amount of cars from rental houses across Kimball Avenue that park along the edges of Parkway Drive just north of the intersection, which makes it difficult and dangerous to enter and exit Parkway Drive. He also stated that there is a storm water runoff problem, which primarily impacts the rear areas of the lots along the west side Parkway Drive, which is coming from Browning and Kimball and flowing north. He said there is an erosion issue at the north end of Parkway Drive. He recognized that the proposed driveway relocation would have little, if any, impact on the rainwater runoff situation. He agreed with the proposal to remove the access drive on Kimball Avenue.

Anderson asked if the parking problem was game day parking.

Glessner said it was more rental properties south of Kimball parking along Parkway Drive and that there is no turn-around at the end of Parkway Drive.

Anderson what was being done about drainage and if Parkway Drive has any storm water infrastructure, or if paving it and adding curb and gutters would help.

Bunger recommended that Glessner contact Brian Johnson, City Engineer, to possibly create a no parking zone near the intersection of Parkway Drive and Kimball Avenue. He also commented that Parkway Drive was likely a township road that never got upgraded when it was annexed into the City. He also explained that the stormwater runoff that flows from the west of Parkway Drive is part of the headwaters of the Marlatt drainage basin and is more of a localized issue and that the City engineers are aware of this problem. Parkway Drive is not really part of the rear yard drainage problem.

Parikh closed the public hearing.

Ball moved that the Planning Board approve the Concurrent Plat (Preliminary Plat and Final Plat) of 2618 Kimball Addition, with the a Variation of Article X, Section 10-1001 (D) Sidewalks, based on conformance with the Manhattan Urban Area Subdivision Regulations Concurrent Plat of the 2618 Kimball Addition.

Reynard seconded the motion.

Anderson said from the discussion it appears the plat won't cause any additional drainage problem and will increase safety by removing the driveway on Kimball Avenue.

The motion passed on a vote of 5-0.

CONSIDER ANNEXATION OF CITY OF MANHATTAN OWNED PROPERTY ASSOCIATED WITH THE MANHATTAN REGIONAL AIRPORT'S FIXED BASE OPERATOR FACILITY, THE FORMER ARMORY BUILDING AND ADJACENT RIGHT-OF-WAY, TWO (2) TRACT OF LAND TOTALLY APPROXIMATE 6.44 ACRES, GENERALLY LOCATED ALONG S. AIRPORT ROAD. (APPLICANT/ OWNER: CITY OF MANHATTAN, RON FEHR, CITY MANAGER)

A PUBLIC HEARING TO CONSIDER REZONING OF TWO (2) TRACT OF LAND TOTALLY APPROXIMATE 6.44 ACRES FOR CITY OF MANHATTAN OWNED PROPERTY ASSOCIATED WITH THE MANHATTAN REGIONAL AIRPORT'S FIXED BASE OPERATOR FACILITY, THE FORMER ARMORY BUILDING AND ADJACENT RIGHT-OF-WAY FROM RILEY COUNTY C-4, HIGHWAY BUSINESS DISTRICT TO AO, AIRPORT OVERLAY DISTRICT. THE SITE IS GENERALLY LOCATED ALONG S. AIRPORT ROAD. (APPLICANT/ OWNER: CITY OF MANHATTAN, RON FEHR, CITY MANAGER)

Bunger presented the staff reports on both the annexation and rezoning items and recommended approval, based on the findings in the staff reports.

Ball asked if it was known what the former armory building would be used for.

Bunger said he did not know.

Ball moved that the Manhattan Urban Area Planning Board recommend approval of the annexation of approximately 6.44-acres of land consisting of City of Manhattan owned property associated with the Manhattan Regional Airport's Fixed Base Operator facility, the former Armory Building and adjacent S. Airport Road right-of-way, based on conformance with the Comprehensive Plan for the Manhattan Urban Area and the City of Manhattan, Kansas, the Growth Vision, and the Capital Improvements Program.

Reynard seconded the motion, which passed on a vote of 5-0.

Parikh opened and closed the public hearing on the rezoning with no one speaking.

Ebert moved that the Manhattan Urban Area Planning Board recommend approval of the proposed rezoning of City of Manhattan owned property associated with the Manhattan Regional Airport's Fixed Base Operator facility, the former Armory Building and adjacent S. Airport Road right-of-way from Riley County C-4, Highway Business District, to AO, Airport Overlay District, based on the findings in the Staff Report.

Reynard seconded the motion, which passed on a vote of 5-0.

REPORTS AND COMMENTS BY BOARD MEMBERS

Anderson commented that the new bicycle way-finding signage that had been recently installed around town looked great. He added that his bed and breakfast provides free showers and breakfast to bikers who are traveling across the country.

Respectfully submitted,

Doug May, Planner; Eric Cattell, Assistant Director for Planning