

**MINUTES**  
**MANHATTAN URBAN AREA PLANNING BOARD**  
**City Commission Room, City Hall**  
**1101 Poyntz Avenue**  
**February 23, 2017**  
**7:00 p.m.**

**MEMBERS PRESENT:** Neil Parikh, Chairperson, Vice-Chairperson, Gary Stith, John Ball and Debbie Nuss.

**MEMBERS ABSENT:** Phil Anderson, Ken Ebert and Jerry Reynard.

**STAFF PRESENT:** Eric Cattell, Director of Community Development; Chad Bunger, Assistant Director of Community Development; John Adam, Senior Planner.

**OPEN PUBLIC COMMENTS**

No one spoke.

**CONSENT AGENDA**

**APPROVE THE MINUTES OF THE FEBRUARY 6, 2017, MANHATTAN URBAN AREA PLANNING BOARD MEETING.**

**APPROVE THE FINAL PLAT OF THE HIGHLANDS AT GRAND MERE, UNIT ONE, GENERALLY LOCATED TO THE NORTH OF THE DEAD END OF GRAND MERE PARKWAY (APPLICANT/OWNER LO LAND COMPANY, LLC – TIM SCHULTZ).**

**APPROVE THE FINAL PLAT OF THE PRAIRIE VILLAGE AT THE HIGHLANDS, UNIT ONE, GENERALLY LOCATED 280 FEET TO THE NORTH OF THE INTERSECTION OF MACNAGHTEN DRIVE AND MACKINNON DRIVE, ROADS TO BE PLATTED WITH THE HIGHLANDS AT GRAND MERE, UNIT ONE (APPLICANT/OWNER LO LAND COMPANY, LLC – TIM SCHULTZ).**

Stith moved that the Board approve the Consent Agenda.

Nuss seconded the motion, which passed on a vote of 3–0–1 with Nuss abstaining.

**WORK SESSION**

**2018-2022 CAPITAL IMPROVEMENTS PROGRAM**

Cattell opened by mentioning the City of Manhattan is moving to a five-year program as compared to the six-year program used in previous years. This is due to a new software

program that manages the CIP process was purchased and now used by the City. It also aligns with what is done in other cities. Therefore, this CIP process will be from 2018-22.

Cattell highlighted previous projects brought to the CIP by the Planning Board, which included the annual sidewalk improvement fund (\$50,000 per year) and annual alley rehabilitation project (\$50,000 per year). He also said another Planning Board item that has been in the CIP for a number of years is the Aggieville Campus Edge Parking Garage, which is in the 2017 program at a cost of \$5 million. Also, the FTA grant match for bus stops, which was added last year, has been an annually identified project.

Cattell stated a new project proposed by City Administration for this year's CIP process was the Safe Streets program, which is another terminology for Complete Streets. The program is from the Manhattan Area Transportation Strategy (MATS) document, a companion document to the comprehensive plan that is for multi-modal transportation issues and policies. This project is a joint proposal between Community Development and Public Works and has a cost of \$75,000.

Stith identified the roundabout at Grand Mere Parkway and Kimball Avenue as a potential project. He said it is not something that needs to be in the first year, but he wishes to see design work started so it can be addressed in the future. He said with the number of new developments approved in the area, traffic has increased at this roundabout.

Cattell mentioned a short-term fix is being considered by Public Works.

Bunger mentioned possible discussion about design improvements to Kimball Avenue between Hudson Avenue and Anderson Avenue in 2018. He believed the roundabout could be one of the first projects as part of those improvements.

Parikh asked if those improvements would address the merging of the lanes at the intersection of Hudson Avenue and Kimball Avenue. Cattell clarified that while this intersection is currently designed for two lanes, it could be altered to accommodate four lanes.

Cattell asked to clarify which year the Board would like the identified roundabout project to be placed. Nuss suggested 2019.

Stith asked about the circulation analysis as part of the Aggieville Community Vision Plan.

Cattell said the Aggieville Community Vision Plan is on track to be adopted in March 2017 to help support this analysis. Once the Plan is adopted, City management is expected to move forward on hiring a consultant to do the circulation analysis in 2017.

Stith asked about the text amendments to the Aggieville Community Vision Plan discussed by the plan committee. These include the short- and long-term changes.

Cattell said the staff will make the short-term changes to the C-3, Aggieville Business District, which include eliminating auto-oriented businesses (e.g. gas stations, auto supply stores, drive-up window businesses), prohibiting new curb cuts on Moro Street, and locating off-street parking lots to behind the buildings. He said other revisions that may need to be made pertain to the bulk regulations in C-3, Aggieville Business District, such as building height limits and the massing around the district.

Cattell said the Community Development staff would probably not wait for the Unified Development Ordinance (UDO) process to be completed before making follow-up revisions and amendments to the C-3, Aggieville Business District because “the market is there right now.”

Stith asked when the Urban Core Residential (UCR) zoning district was adopted, would the re-zoning of the area take place. Cattell confirmed that was correct.

Ball suggested a planning process to make improvements to the runways at the airport so it can handle heavier aircraft. He believed it was important to work towards improving the runways over a long period of time to help identify funding as well as possible land to expand. Ball said, over the time, with heavier aircraft flying in and out of Manhattan, the main runway would need to be resurfaced, which would require it to be shut down for a period of time. He considers the two major shortfalls of the airport are a second parallel main runway and the cross-wind runway being inadequate to handle larger aircraft. Ball suggested this planning process would be put into the CIP for 2022.

Nuss said she agreed with Stith’s suggestion for improvements to the roundabout at Grand Mere Parkway and Kimball Avenue.

Nuss also suggested safety improvements along Fort Riley Boulevard, including the blind spot as one drives eastbound near Westwood Road, and the stone wall that impedes the view for drivers making a right-hand turn at Westwood Road onto Fort Riley Boulevard.

Stith asked if there had been discussions on Fort Riley Boulevard improvements. Cattell said the bridge has been under discussion due to the impact of Wildcat Creek flooding, and construction of the diverging diamond interchange at Seth Childs Road and Fort Riley Boulevard is on track to begin in the near-term. Cattell said there have also been discussions to improve the pedestrian access on the north end of Fort Riley Boulevard near the old Holiday Inn.

Stith suggested a sidewalk be placed on the north side of Fort Riley Boulevard west of 17th Street. Bunger stated Public Works and the Bicycle and Pedestrian Advisory Committee have already identified this as a CIP project.

Parikh asked about the alley rehabilitation program and the actual costs. Cattell said in a future City Commission meeting, Public Works will revisit the alley policy so they could be more aggressive in renovating the alleys in the M-FRO, Multi-Family Redevelopment

Overlay District area east of the Kansas State University campus. Parikh believed the current financing for the program is insufficient.

Ball moved that the Board approve the listed items to be recommended for the CIP program as well as add the projects identified in the discussion during the meeting.

Nuss seconded the motion, which passed on a vote of 4-0.

**REPORTS AND COMMENTS BY BOARD MEMBERS**

Cattell stated the Board should be prepared to come up with a game plan for the comprehensive plan. After the Aggieville Community Vision Plan process is complete and adopted, the Community Development staff will be asking the Board in April for direction on implementing projects in the comprehensive plan.

Stith stated there will be an open-house meeting hosted by the Flint Hills Metropolitan Planning Organization on March 1 to review the proposed changes to the fixed-route bus system. The meeting will be from 4-6 p.m. in the City Commission room.

Following no additional comments or reports, Parikh adjourned the meeting.

Respectfully submitted,

Chris Kutz, Planning Intern