

# MINUTES

## MANHATTAN URBAN AREA PLANNING BOARD

City Commission Room, City Hall  
1101 Poyntz Avenue

May 4, 2020

### MEMBERS PRESENT

Ken Ebert  
Phil Anderson  
John Ball  
Debbie Nuss

Neil Parikh  
Jerry Reynard, *chair*  
Gary Stith, *vice-chair*

### MEMBERS ABSENT

none

### STAFF PRESENT

Chad Bunger, Asst. Community Development Director; Barry Beagle, Senior Planner; John Adam, Senior Planner

## 1. CALL TO ORDER

- 1.1. Reynard called the meeting to order at 7:00 p.m. Staff called roll and stated there was a quorum.
- 1.2. Open Public Comments: there were none.

## 2. CONSENT AGENDA

- 2.1. Approve the minutes of the April 20, 2020 Manhattan Urban Area Planning Board meeting
- 2.2. Consider the FINAL PLAT of Heritage Square North, Unit Four a three-lot, 3.25-acre commercial subdivision on the north side of Hwy. 24 east of South Port Drive (*applicant: Heritage Capital Investors; file no. SUB-20-013*)
- 2.3. Consider the FINAL PLAT of Candlewood Center, Unit 3, a replat of Lots 1 & 2 of Candlewood Center, Unit 2, into a single-lot, 7.45-acre commercial subdivision on the northeast corner of Candlewood Drive and Kimball Avenue (*applicant: Jeanne A. Phelps; file no. SUB-20-023*)
- 2.4. Consider the FINAL DEVELOPMENT PLAN of Parkside PUD, a two-lot, 1.5-acre commercial planned unit development at the northeast corner of North 11th Street and Poyntz Avenue (*applicant: Phyllis Pease; file no. PUD-20-025*)
- 2.5. Consider the FINAL PLAT of Blueville Addition, Unit 2, a three -lot, 27.44-acre commercial subdivision on both sides of North Scenic Drive south of Anderson Avenue (*applicant: Blueville Nursery/Keith Westervelt; file no. SUB-19-068*)

**Stith moved that the Board approve the Consent Agenda; Ebert seconded. Motion passed 7-0-0.**

### **3. GENERAL AGENDA**

3.1. A PUBLIC HEARING to consider an Amendment of Westloop Shopping Center PUD to allow a drive-through automated car wash at the southeast corner of Claflin Road and Westloop Place (*applicant: Brixmor SPE 3; file no. PUD-20-014*)

Barry Beagle presented the staff report for item 3.1. City staff recommended approval of the proposed PUD amendment with the following conditions of approval:

1. At the time of building permit application, the applicant shall submit a final irrigation plan as required. The final irrigation plan shall be approved by Community Development prior to the building permit being issued.
2. At the time of building permit application, the applicant will be required to submit a landscape performance agreement. The agreement will need to be executed before the start of construction.
3. At the time of building permit application, the applicant shall submit specifications from the equipment manufacturer to confirm that the vacuum system and car wash fall within the prescribed noise level standard of Sec. 22-56 of the Manhattan Code of Ordinances.
4. All exterior lighting shall be downcast with full cut-off design to minimize cast-off lighting. Light fixtures shall be as represented on the photometric plan.
5. The full-color LED message board that is part of the pylon sign shall be subject to the requirements of a digital graphic sign. As such, the message board shall be restricted as follows:
  - a. The sign is capable of automated, remote or computer control to change a static image only as a slide show (series of images);
  - b. The sign shall be no closer than 100 feet from the nearest residential district property line;
  - c. The sign message shall remain static for a period of not less than 60 seconds with the transition from one message to the next being direct and immediate without any special effects including, but not limited to, dissolving, fading, scrolling, starbursts and wiping, which shall be prohibited;
  - d. The sign shall have a pitch of not greater than 20 millimeters between each pixel; and,
  - e. Between sunrise and sunset, the maximum illuminance shall be 5,000 nits and between sunset to sunrise, the maximum illuminance shall be 500 nits. If illumination is by means other than natural light, it must be equipped with an automatic dimmer control or other mechanism that automatically controls the sign's brightness.
6. With the primary route for accessing the car wash being the signalized intersection

of Westloop Place with Anderson Avenue, “Do Not Block Intersection” sign shall be installed along the route to allow for free flow of traffic between parking lots or to access Westloop Place.

Ebert asked if the current proposal is the same as the east side Tommy’s Car Wash. Beagle said from what he can see, the designs are very similar. Ebert also asked who owns the current bank building and who would own the car wash. Beagle said the entire Westloop shopping center is owned by one entity; the Brixmor Company, with Frontier Investments as the manager.

Stith said he is concerned that the turning radius at the corner of Westloop Place was not sufficient. He suggested that adding a requirement for Public Works to analyze it as a condition of approval. Stith also asked if it were possible to taper the western edge of the proposed site to allow a longer right-turn lane on Westloop Place. Beagle said they would pose the question to Public Works.

On car stacking, Stith asked if the total amount of cars shown would be an accurate representation of what to expect. Beagle said that it is unlikely, but the site does account for the stacking of a large volume of vehicles. Stith asked Beagle what signage or mechanisms were in place to prevent cars from stacking in other directions and trying to enter from the direction of Claflin. Beagle said there are currently no mechanisms to prevent that. Stith said if the volume of users is low enough he does not see any issue of where people attempt to enter, but if there is high volume there could be lots of issues. He asked Beagle if there was any form of barrier that could be placed to prevent patrons from taking left turns into the car wash. Beagle said theoretically a modified pork chop could be used. Stith said he didn’t think that would work very well; he sees people driving over the one on McCall Road all the time. He wondered if a “no left turn” sign would do any good. Beagle cautioned that the Board was straying away from considering the car wash site into modifying shopping center traffic movements, a conversation that should involve the property owner. Stith said that when the Board is reviewing an amendment to a PUD, they’re obliged to look at off-site impacts as well. But he said he would wait to see what the applicant had to say about it.

Anderson said he drives past the east side Tommy’s location and has never seen traffic back onto the frontage road. Nuss said in contrast she has seen precisely the issue on the east side that Stith is concerned about—waiting cars holding up traffic on the frontage road—and supports signage or modifications that control traffic and ease tension. Stith asked for Public Works to evaluate this question as well. Parikh said he is also concerned with the internal traffic of the Westloop shopping center site. He asked how traffic with the previous bank was. Nuss said when the bank was open, the Dillon’s was located on the east side and there was overall less traffic.

Ball asked if the egress from the site is one or two lanes, and can cars turn left and right. Beagle said the egress is wide enough for two cars and does not restrict direction.

Public hearing opened.

Kasey Graham, representing the applicant, said that these facilities can process over 100 cars in an hour. He said regularly they will not have near as many cars in queue as depicted. He said they expect only ten days of the year to ever reach high enough capacity to have cars stack into the road. During peak days, Tommy’s would have an employee standing near the entrance to ask patrons to come again later and not block the road. On

days when there are very few cars using the car wash, they would prefer drivers be able to turn left to enter the establishment. On the island by the egress, the applicant is willing to shorten the island to soften the turn radius.

Graham said that they have talked to Brixmor to add signage for wayfinding to help control flow of traffic. He said that the site is unable to be moved to increase a right-turn lane because of lack of space. He thanked the Board and staff for their time.

Ebert said he commends the applicant for their submittal. He said he found the packet very thorough and appreciated it.

Public hearing closed.

**Stith moved the Board recommend approval of the PUD amendment based on substantial compliance with Sections 9-104 and 9- 108 (B), with the conditions recommended in the staff report and two additional conditions of approval:**

- 1. Have Public Works review the turning radius of the right-hand turn on northbound Westloop Place to ensure it is adequate.**
- 2. Determine whether it is possible to extend the right-turn lane onto Clafin road further south.**

**Ebert seconded. Motion passed 7–0–0.**

#### **4. REPORTS AND COMMENTS BY BOARD MEMBERS AND STAFF**

4.1. Planning updates from staff. Beagle said June will have a full agenda with either six or seven cases. Reynard asked if future meetings will be able to have a meeting in June. Beagle said city staff are advertising future meetings as zoom sessions for the foreseeable future. Bunger said that staff are trying to figure out the best way to incorporate public comment and will continue making changes as necessary.

4.2. Comments from Board members. Ebert asked about any information about Planning Board appointments. Parikh said he has renewed for another three years and Stith said he has as well.

Adam reported that Reynard had lost power at his house and could not connect. Stith assumed role of chair.

4.3. Next meeting. Vice-chair announced the next meeting is Monday, May 18, 2020.

#### **5. ADJOURNMENT**

Meeting was adjourned at 8:07 p.m.

*Submitted by Dre'Vel Taylor, Planning Intern*