

MINUTES

MANHATTAN URBAN AREA PLANNING BOARD

Virtual meeting location

Thursday, July 8, 2021

MEMBERS PRESENT

Phil Anderson

Ben Burton

Neil Parikh

Jerry Reynard

Gary Stith, chair

MEMBERS ABSENT

John Ball, vice-chair

Ken Ebert

STAFF PRESENT

Chad Bunger, Assistant Director of Community Development; John Adam, Senior Planner; Barry Beagle, Senior Planner

1. CALL TO ORDER

- 1.1. Stith 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 6/21/2021 Manhattan Urban Area Planning Board meeting
- 2.2. A PUBLIC HEARING to consider the REPLAT OF HODGES ADDITION, a 0.9-acre, 2-lot adjustment of a common lot line between Lots 107 & 108, Lee Mill Heights, Unit Three (*applicant: Andy Carson; file no. SUB-21-051*)

Anderson moved that the Board approve the Consent Agenda; Reynard seconded. Item 2.1 passed 4–0–1, Burton abstaining. Item 2.2 passed 5–0–0.

3. PUBLIC HEARINGS

- 3.1. A PUBLIC HEARING to consider the request for the RESIDENTIAL USE DESIGNATOR-EXTRANEIOUS FARMSTEAD for a 1.6-acre tract of land, generally located approximately 550 feet west of Pebblebrook Circle, on the south side of Cumberland Road (*applicant: Pottorff; file no. RCF-21-061*)
- 3.2. A PUBLIC HEARING to consider the CONCURRENT PLAT for a 1.6-acre tract of land

into a single lot, generally located approximately 550 feet west of Pebblebrook Circle, on the south side of Cumberland Road (*applicant: Pottorff; file no. RCF-21- 062*)

Isaac stated subject site is an approximately 1.6-acre portion of a larger approximately 10.2-acre parent tract. He said the applicant is requesting a Residential Use Designator - Extraneous Farmstead for that portion of the parent tract occupied by the existing single family residence that was built circa 1870 and used as storage/office for the applicant's tree service business. He said a woodshed and gazebo also occupy the proposed lot and are situated south of the existing home. He said the remainder of the parent tract is used for agricultural purposes/open space and developed with a monopole (Conditional Use Pet. #11-03).

Isaac said although the property is located within a designated growth area as per the Vision 2025 Comprehensive Plan for Riley County, Kansas and within the Manhattan Urban Service Area, it was recommended by staff that, due to the property being surrounded by floodplain and the nature of the existing land use, a residential use designator be utilized, rather than rezoning to a residential district in order to discourage additional residential growth at this location. Isaac stated as per the Manhattan Urban Area Subdivision Regulations, the remainder of the parent tract will remain in agricultural use that therefore be exempt from the platting requirements.

Staff recommended the Planning Board approve the request.

Stith questioned the plat doesn't show "restricted access" along Cumberland Road.

Bunger stated Cumberland Road is classified as a local road and the City of Manhattan only requires plats to show "restricted access" along collector and arterial streets.

Stith opened and closed the public hearing as there were no proponents or opponents.

Anderson moved to approve the request to receive a Residential Use Designator–Extraneous Farmstead as it was determined that it met the requirements of the Riley County Zoning Regulations; Reynard seconded. Motion carried 4--0--0

Anderson moved to approve the Concurrent Plat of Pottorff Addition, as it has been determined that all requirements of the Manhattan Urban Area Subdivision Regulations, Riley County Zoning Regulations and Sanitary Code have been met; Reynard seconded. Motion carried 4--0--0

Isaac announced the Board of County Commissioners will hear the rezoning request July 19, 2021 at 9:00 am in the County Commission chambers.

- 3.2. A PUBLIC HEARING to consider an AMENDMENT of the Manhattan Marketplace Shops, Unit 2, Planned Unit Development, to replace empty lot (formerly Bldg. H) with a drive-through for Hy-Vee Aisles Online at 601 North 3rd Place (*applicant: John Brehm, Hy-Vee, Inc.; file no. PUD-21-040*)

Adam presented the staff report. Hy-Vee proposes to use the currently vacant area between Hy-Vee and Petco for pickup lanes for their "Aisles Online" service. The ex-

isting pickup lane would be removed as part of this project and replaced by a widened sidewalk. An addition to the building would be added that would reach the new pickup lanes.

Adam stated that there would be some negative impact on pedestrian travel since the new lanes would require vehicles to enter and exit across a pedestrian walkway. Adam described the measures that are being taken to reduce impact on pedestrians and increase safety, such as the inclusion of raised crossings for the pedestrians.

City staff recommended approval of the request with the following conditions:

1. Consider moving the north end of the sidewalk crossing a few feet westward to give existing vehicles a space to stop that is not on the sidewalk while waiting to re-enter the N-S drive aisle.
2. Monitor the usage in the first few months to see if there are significant disruptions to the pedestrian traffic that can be addressed by non-physical improvements, such as signage.

Reynard asked whether only allowing vehicles to turn a certain direction to enter or exit the pickup lanes would be an effective way to control traffic patterns and improve safety in this location.

Parikh expressed concerns about the effects on traffic that having both the exit and entrance on the same side might have, referenced the Dillons pharmacy pickup. Adam explained that, though options that exited behind the Hy-Vee had been considered, there was hesitancy from staff about using the service road behind the store as an exit for general vehicular traffic. There was also concern about cars stacking trying to exit onto 4th Street.

Burton asked about concerns with a planned oak tree that would be within the median of the pickup lanes. Adam explained that the tree might have low branches that could cause sight-distance issues for drivers, particularly in the future.

Anderson inquired about the reasoning of locating the pickup lanes at the side of the building. Adam explained that the space is currently unused, and that there was enough space for Hy-Vee to build an extension of its building to accommodate for the needs of providing the service.

Stith asked if there would be a change in the curb line to the north of the pickup lanes. Adam explained that the curb would extend further out since one of the pharmacy lanes is being removed. Stith asked if the pharmacy window was being moved. Adam explained that the window was never used for interactions. A pneumatic tube system is used instead.

Stith opened the public hearing and comment from the applicant.

Director of Site Planning for Hy-Vee, John Brehm, gave additional background for the project, its purpose, and how the Aisles Online service functions. The Covid-19 pandemic greatly increased the desire for the Aisles Online program and much of the demand for this program has been retained post-pandemic. Brehm explained that, though the ideal situation is to allow customers to sign up for whatever time they would like, Hy-Vee does have the capability to control the number of customers signing up for pickup times to prevent traffic from backing up on the site.

Parikh asked if there was sufficient demand that would necessitate the need to expand the Aisles Online service or if this was a measure to stay relevant and handle future demand. Brehm explained that the plan serves to handle immediate demand and to stay relevant in the future. Specifically, he stated that, though the current method is able to keep up with demand, the methods are inefficient and the need for an accessory structure to handle current demand at the front of the store causes conflict with other services in the store.

Stith asked what the capacity of the lanes would be. Brehm stated that they would likely be able to hold 20–25 vehicles.

Stith asked how peak times are handled. Brehm stated that they are typically able to load orders within four minutes. If there are issues, they ask the customer to pull into a parking spot in order to not hold up the queue.

Parikh asked how the situation might be managed if vehicles do begin to back up. Brehm explained that they would likely begin asking customers to find a parking spot and helping them there.

Stith stated that if the management plan for the service was determined to be insufficient, he would like the City to have the ability to impose a new management plan. Bunger explained that the City would have little to no authority to be involved in the management plan of a private travel easement. Brehm further explained that Hy-Vee's interests are aligned with the city in terms of preventing traffic from backing up on their site.

Parikh asked what issues Hy-Vee saw with having the lanes exit to the back of the store. Brehm explained that Hy-Vee felt that that would be an unpleasant customer experience.

Burton commended Hy-Vee for creatively reusing a currently vacant space.

Parikh expressed concerns that the plan is not in the state that it needs to be in for approval, particularly in terms of traffic flow.

Anderson moved to recommend approval of the request with the two conditions in the staff report and the additional condition to authorize City staff to allow modification of the landscaping plan by removal of the tree between the ingress and egress lanes if found to be necessary for safe visibility. Reynard seconded. Motion passed 4–1–0, Parikh opposing.

4. WORK SESSION

- 4.1. ANNUAL REVIEW of the Manhattan Urban Area Comprehensive Plan to mark progress and lay out agenda for upcoming year (*file no. CPA-21-049*)

Adam presented the action table from the Comprehensive Plan. He stated that in the coming year there are plans to finish the Manhattan Development Code (MDC), complete a housing study that is beginning this year, continue working on the Aggieville Community Vision Plan, begin on the Downtown Plan, and possibly begin work on a Poyntz Avenue Corridor Plan.

Stith asked if everything was planned to be done in house other than the housing

study. Adam stated that everything was planned to be done in house.

Anderson encouraged that focus be put on reconnecting Manhattan with the Kansas River. Adam stated that reconnecting to the riverfront is a component that will be considered in the creation of the Downtown Plan. He also stated that there is currently only one railroad crossing to access the riverfront and that it would be nearly impossible to get any more crossings.

- 4.2. Manhattan Development Code (MDC) review—Presentation of applications, processes and fees, and final thoughts

Bunger stated that applications and processes would not be covered in the meeting as more work still needs to be completed on those items. Bunger showed the list of MDC recommendations from board members. He explained that the recommendations would go to the Ordinance Advisory Committee for review.

4. REPORTS AND COMMENTS

- 4.1. Planning updates from staff. Bunger stated that the consultant recommendation for the housing study has been approved by the City Commission. He also said the last round of community meetings for the Plaza West Redevelopment Study will be completed later in the month.
- 4.2. Comments from Board members
- 4.3. Next meeting. Chair announced the next meeting is Monday, July 19, 2021.

5. ADJOURNMENT

Meeting was adjourned at 8:57 p.m.

*Submitted by
Tyler Tripp, Bicycle and Pedestrian Coordinator*