

CERTIFICATION OF CLERK

I, Brenda K. Wolf, the duly appointed, qualified, and Assistant City Clerk of Manhattan, Kansas, do hereby certify that the foregoing Minutes were duly adopted at a meeting of the City of Manhattan, Kansas, held on the 16th day of August, 2011, and that said Minutes have been compared by me with the original thereof on file and of record in my office, is a true copy of the whole of said original.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the City of Manhattan, Kansas, this 16th day of August, 2011.



Brenda K. Wolf

Brenda K. Wolf, CMC, Assistant City Clerk



***MINUTES
CITY COMMISSION MEETING
TUESDAY, AUGUST 2, 2011
7:00 P.M.***

The Regular Meeting of the City Commission was held at 7:00 p.m. in the City Commission Room. Mayor James E. Sherow and Commissioners Loren J. Pepperd, John Matta, Wynn Butler, and Richard B. Jankovich were present. Also present were the City Manager Ron R. Fehr, Assistant City Manager Jason Hilgers, Assistant City Manager Lauren Palmer, City Attorney Bill Frost, City Clerk Gary S. Fees, 14 staff, and approximately 28 interested citizens.

PLEDGE OF ALLEGIANCE

Mayor Sherow led the Commission in the Pledge of Allegiance.

MAYOR'S COMMUNITY SERVICE AWARDS

Mayor Sherow and City Manager Ron Fehr recognized City of Manhattan employees Rick Petrie and Mark Kewley, recipients of the Mayor's Community Service Award for their work in helping to establish the Warner Park Disc Golf Course.

PUBLIC COMMENTS

Mayor Sherow opened the public comments.

Hearing no comments, Mayor Sherow closed the public comments.

COMMISSIONER COMMENTS

Commissioner Jankovich informed the community that the first meeting of the Wildcat Creek Watershed Working Group was held on Thursday, July 28, 2011, and announced that the next public meeting of the Working Group would be on Thursday, August 11, 2011, at 6:30 p.m., in the City Commission Room, City Hall.

COMMISSIONER COMMENTS (CONTINUED)

Mayor Sherow thanked Commissioner Jankovich for his leadership as Co-Chair of the Wildcat Creek Watershed Working Group. He then provided an overview of items mentioned during the Discussion/Briefing Session held prior to the City Commission Legislative Meeting including an update on staffing for the former City's Rental Inspection Program; discussed Commissioner calendars; discussed redistricting considerations; received an update on K-18 and Miller Parkway/Davis Drive closures and was informed that the Kansas Department of Transportation has expressed a willingness to participate in upgrading Shuss Road; received an update that a Presidential Declaration has been declared for the recent flooding events in June 2011; received an update on the Health Board; and discussed upcoming meetings and conferences.

Ron Fehr, City Manager, provided an update on the status of the former City's Rental Inspection Program and staffing.

CONSENT AGENDA

(* denotes those items discussed)

MINUTES

The Commission approved the minutes of the Regular City Commission Meeting held Tuesday, July 19, 2011, and the Special City Commission Meetings held on Thursday, July 21, 2011, and Tuesday, July 26, 2011.

CLAIMS REGISTER NO. 2677

The Commission approved Claims Register No. 2677 authorizing and approving the payment of claims from July 13, 2011, to July 26, 2011, in the amount of \$5,611,607.81.

LICENSE

The Commission approved an annual Cereal Malt Beverage Off-Premises License for Hy-Vee Gas, 206 Leavenworth Street.

CHARTER ORDINANCE NO. 49/RESOLUTION NO. 080211-A – RELINQUISH CLAIM TO BOARD OF HEALTH FUNDS

The Commission approved Charter Ordinance No. 49 exempting the City of Manhattan from the provisions of KSA 65-210 relating to the Joint Board of Health funding; and approved Resolution No. 080211-A relinquishing all claims to reserve funds and personal property of the Health Department, contingent upon final approval of Charter Ordinance No. 49.

CONSENT AGENDA (CONTINUED)

ORDINANCE NO. 6905 - REMOVE BOARD OF HEALTH – ENFORCEMENT OF NUISANCES

The Commission approved Ordinance No. 6905 amending Chapter 21 to remove the Board of Health as an authorized agency to identify and enforce nuisances, effective December 31, 2011.

* ORDINANCE NO. 6906 – ANNEX – BELLERIVE ADDITION

Jerry Petty, Project Director, Grand Mere Development, Inc., provided additional information on the Grand Mere Master Plan and on the annexation and rezoning of Bellerive Addition. He then responded to questions from the Commission regarding the proposed community recreation complex, future growth plans for Grand Mere, and the potential to include school district boundaries on the plat.

Bill Frost, City Attorney, provided clarification of including items on the plat and informed the Commission that items outside the City's control on the plat are problematic, such as the school district boundaries that may change over time.

Zac Burton, Fieldhouse Development, responded to questions from the Commission. He stated that there have been several meetings with the homeowners earlier and that the Bellerive Addition item has been discussed at the Manhattan Urban Area Planning Board meeting and at the July 19, 2011, City Commission meeting.

The Commission approved Ordinance No. 6906 annexing the proposed Bellerive Addition, an approximate 21 acre tract, generally located northwest of the intersection of Heartland Drive and Grand Mere Parkway, based on conformance with the Comprehensive Plan, the Growth Vision, and the Capital Improvements Program; and

ORDINANCE NO. 6907 – REZONE – BELLERIVE ADDITION

The Commission approved Ordinance No. 6907 rezoning a 7.44 acre tract of land, from County Residential Planned Unit Development District, to R-2, Two-Family Residential District, and rezoning a 13.81 acre tract of land, from County Residential Planned Unit Development District, to R-3, Multiple-Family Residential District, based on the findings in the Staff Reports (*See Attachments No. 1 and 2*).

* ORDINANCE NO. 6908 – LEVY SPECIAL ASSESSMENTS (GOB 2011-A)

Ron Fehr, City Manager, responded to questions from the Commission on the City-At-Large portion of the street improvements for Barton Place Addition, Unit Two, Phases One and Two.

CONSENT AGENDA (CONTINUED)

* **ORDINANCE NO. 6908 – LEVY SPECIAL ASSESSMENTS (GOB 2011-A)**
(CONTINUED)

Bernie Hayen, Director of Finance, provided additional information on the financing of the City-At-Large portion of the improvements.

The Commission approved Ordinance No. 6908 levying special assessments against the benefiting properties in the following seven (7) public improvement districts: *Barton Place Addition, Unit Two, Phases One and Two – Street (ST0620); Grand Mere Vanesta, Unit Three – Sanitary Sewer (SS0905); Street (ST0904); and Water (WA0902); and Scenic Meadows Addition, Unit Two, Phase Two – Sanitary Sewer (SS0813); Street (ST0820); and Water (WA0810).*

* **REQUEST FOR PROPOSALS/QUALIFICATIONS – TRAFFIC OPERATION FACILITY (SP1112; CIP TR013P)**

Ron Fehr, City Manager, provided additional information on the item. He then responded to questions from the Commission regarding insurance proceeds from the damaged Traffic Division building, demolition plans for the old building, and expanded on the future design and expansion capabilities of the proposed new Traffic Division facility.

The Commission approved the “design/build” process as outlined in the documents prepared by City Administration; authorized City Administration to solicit proposals and qualifications for a replacement building for the Traffic Division; and appointed Commissioner Pepperd to serve on the Selection Committee.

* **AGREEMENT – ENGINEERING SERVICES – DEPOT CONNECTION (SP1110)**

Jason Hilgers, Assistant City Manager, provided additional information on the item, project financing, and work that will be completed by Alfred Benesch and Company.

Ron Fehr, City Manager, and Dale Houdeshell, Director of Public Works, informed the Commission that the Kansas Department of Transportation (KDOT) has conceptually approved the Depot Connection Project and would continue to work with KDOT.

The Commission authorized the Mayor and City Clerk to execute an agreement in the amount of \$73,290.00 with Alfred Benesch and Company, of Manhattan, Kansas, to provide professional engineering services for the Depot Connection Project (SP1110) in the South Redevelopment Area.

CONSENT AGENDA (CONTINUED)

* **AGREEMENT – REAL ESTATE ACQUISITION – WESTERN INTERCEPTOR (SS0913)**

Item was moved to the end of the General Agenda at the request of Commissioner Butler.

GRANT AGREEMENT/PUBLIC SERVICE AGREEMENTS – YEAR TWO

The Commission authorized the Mayor to sign the Community Development Block Grant (CDBG) 2011 Grant Agreement (B-11-MC-20-0009) and the CDBG Public Services agreements with the Sunflower CASA Project, Inc., and the Manhattan Emergency Shelter, Inc.

OUTSIDE CITY SEWER AGREEMENT – RICHARD AND ANGELA BRITT

The Commission authorized the Mayor to execute an agreement for outside of city limits sanitary sewer connection with the Richard E. Britt, Jr. and Angela G. Britt (1000 South Scenic Drive).

SELL - AIRCRAFT GROUND SUPPORT EQUIPMENT

The Commission authorized City Administration to finalize the sale of aircraft Ground Support Equipment to American Eagle Airlines, Inc., in the amount of \$69,020.00 and return the proceeds of the sale to the Economic Development Fund.

BOARD APPOINTMENTS

The Commission approved appointments by Mayor Sherow to various boards and committees of the City.

Board of Zoning Appeals

Appointment of Bruce Kent, 1550 Williamsburg Court, to fill the unexpired term of Ricci Dillon. Mr. Kent's term begins immediately, and will expire December 31, 2012.

Social Services Advisory Board

Re-appointment of Lindsay Randall, 323 Fort Riley Boulevard, to a three-year term. Ms. Randall's term begins immediately, and will expire June 30, 2014.

Special Alcohol Funds Advisory Committee

Appointment of Adam Bonewitz, 3430 Woodduck Way, to a three-year term. Mr. Bonewitz's term begins immediately, and will expire June 30, 2014.

CONSENT AGENDA (CONTINUED)

After discussion, Commissioner Jankovich moved to approve the consent agenda, as read, with Item J: AGREEMENT – REAL ESTATE ACQUISITION – WESTERN INTERCEPTOR, being moved to the end of the General Agenda. Commissioner Matta seconded the motion. On a roll call vote, motion carried 5-0, with the exception of Item E, ORDINANCE NO. 6905 - REMOVE BOARD OF HEALTH – ENFORCEMENT OF NUISANCES, which carried 4-1, with Commissioner Butler voting against the item.

GENERAL AGENDA

PUBLIC HEARING – 2012 BUDGET

Bernie Hayen, Director of Finance, presented an overview on the proposed 2012 City Budget; the 2012 proposed salary adjustments; Cost of Living Index; 2012-2017 Capital Improvements Program; property tax mill levies; homeowner impact for a \$200,000.00 home; and utility rate increases and rate comparisons with other Kansas cities. He then responded to questions from the Commission.

Ron Fehr, City Manager, provided clarification and additional information on the proposed 2012 City Budget.

Lauren Palmer, Assistant City Manager, responded to questions from the Commission on the proposed 2012 salary adjustments and step raises for the Local 2275 International Association of Firefighters.

Bernie Hayen, Director of Finance, responded to questions from the Commission and stated that second reading of the 2012 Budget Ordinance, utility ordinances, first reading of the annual Salary Ordinance, and Memorandum of Agreement for the Local 2275 International Association of Firefighters would be on the agenda for the Tuesday, August 16, 2011, City Commission meeting.

Mayor Sherow opened the public hearing.

Steve Galitzer, Board Member, Manhattan Arts Center (MAC), informed the Commission that he appreciated leaving the budget amount as requested for MAC and stated that this provides MAC a chance to develop alternatives to find additional funds elsewhere.

Ron Fehr, City Manager, responded to questions from the Commission regarding moving the budget amounts for the Manhattan Arts Center and the Wolf House Museum under the Parks and Recreation Department. He informed the Commission that the Parks and Recreation Advisory Board could discuss this as part of their overall budget discussions.

GENERAL AGENDA (CONTINUED)

PUBLIC HEARING – 2012 BUDGET (CONTINUED)

Curt Loupe, Director of Parks and Recreation, responded to questions from the Commission and provided additional information on programs and activities offered by Parks and Recreation and Manhattan Arts Center.

Steve Galitzer, Board Member, Manhattan Arts Center (MAC), responded to questions from the Commission and provided additional information on the current programs and activities offered by MAC. He informed the Commission that the MAC Board has not discussed this and asked for time to discuss this with the various boards.

Ron Fehr, City Manager, provided additional information on the item. He informed the Commission that his recommendation would be to keep the MAC and Wolf House Museum as it currently is in the 2012 Budget. He stated there would be an opportunity next year to speak to a contractual relationship and responsibilities.

After further discussion, the Commission decided that additional discussions to move MAC and Wolf House Museum under the Parks and Recreation Department would occur during the initial discussions of the 2013 Budget.

Ron Fehr, City Manager, informed the Commission that this item can be discussed during the initial Work Session of the 2013 Budget.

Hearing no other comments, the Mayor closed the public hearing.

FIRST READINGS – 2012 BUDGET – INCREASE UTILITY RATES

After discussion, Commissioner Jankovich moved to approve first reading of the 2012 City Budget ordinance, first readings of ordinances increasing water rates, tap fees, and wastewater rates effective January 1, 2012, and first reading of a Charter Ordinance increasing stormwater rates effective January 1, 2012. Commissioner Matta seconded the motion. After additional discussion, on a roll call vote, motion carried 5-0.

DEVELOPMENT OF LOT 9, SOUTH DOWNTOWN REDEVELOPMENT DISTRICT

Jason Hilgers, Assistant City Manager, presented an overview on the draft Development Agreement, provided a breakdown of the South End Downtown Entertainment District, presented the financial analysis on the South End Redevelopment for Lot 9, and the impact of Lot 9 to the North Tax Increment Financing (TIF) B Bonds.

Bill Frost, City Attorney, provided additional information and clarification on the draft Development Agreement.

GENERAL AGENDA (*CONTINUED*)

DEVELOPMENT OF LOT 9, SOUTH DOWNTOWN REDEVELOPMENT DISTRICT (*CONTINUED*)

Jason Hilgers, Assistant City Manager, responded to questions from the Commission regarding the appraised price; analysis and review that will need to be completed on the Flint Hills Square proposal; development of the lots and timeframe for development; and referred to the Report provided by Strategic Advisory Group (SAG).

Emily Campbell, Budget Officer, and Jason Hilgers, Assistant City Manager, responded to questions from the Commission and provided additional information on the bonds and coverage ratios.

Bill Frost, City Attorney; Bernie Hayen, Director of Finance; and Jason Hilgers, Assistant City Manager, provided clarification on the bonds and coverage ratios. They also provided additional information on the conceptual drawing of the lots and on the draft Development Agreement.

John Conderman, Attorney, representing Flint Hills Square, LLC, informed the Commission that this is an opportunity to bring everything together for Lot 9 and would be appropriate for the City of Manhattan. He stated that the proposal of Flint Hills Square is the best option for the City with local developers, presented information on the incremental direct spending scenario potential comparison for the conference center, and provided the benefits of the proposal. He voiced concerns with the SAG Report presented to the Commission earlier and stated that the revenue losses predicted for the Hilton Garden Inn are inaccurate and the concerns mentioned in the Report are unfounded. He stated that HCW, developer of Hilton Garden Inn, invests in quality products and has been extremely successful in the past. He also stated that the Flint Hills Square group is committed to the conditions of the Development Agreement and the design requirements. He informed the Commission that this is what he would call a bird in the hand versus two in the bush and asked the Commission to approve the Development Agreement with Flint Hills Square.

Rick Huffman, Principal, HCW Manhattan, LLC, asked questions about the assumptions and projections of the bonds, who will pay for the property taxes on the City-owned lots, STAR bonds and financing of the project, and discussed findings in the SAG Report. He voiced concerns with the projected revenue loss to the Hilton Garden Inn indicated in the SAG Report and the adjacency of two additional hotels.

Jason Hilgers, Assistant City Manager, responded to questions and provided additional background information on the item and on the draft Development Agreement.

GENERAL AGENDA (CONTINUED)

DEVELOPMENT OF LOT 9, SOUTH DOWNTOWN REDEVELOPMENT DISTRICT (CONTINUED)

Rick Huffman, Principal, HCW Manhattan, LLC, responded to additional questions from the Commission and stated that their firm submitted an earlier proposal to the City. He asked the Commission to still consider a Request For Proposals (RFP) process to serve the South End better. He stated that if the Commission does a RFP, the City will get some great proposals and will have a great project.

After additional discussion and comments by the Commission, Commissioner Butler moved to authorize City Administration to finalize and the Mayor and City Clerk to execute the Final Development Agreement and associated documents with Flint Hills Square, LLC, et. al., for the redevelopment of Lot 9, Downtown Entertainment District. Commissioner Jankovich seconded the motion. On a roll call vote, motion carried 5-0.

At 9:55 p.m., the Commission took a brief recess.

SOUTH END PARK NAMING RECOMMENDATION

Curt Loupe, Director of Parks and Recreation, presented an overview of the item.

Linda Teener, Chair, Parks and Recreation Advisory Board, informed the Commission that the Advisory Board preferred the name Discovery Park Plaza. She then responded to questions from the Commission.

Bob Workman, Director, Flint Hills Discovery Center, provided additional information on the item and informed the Commission as the Discovery Center develops marketing materials, it will be important to have a name for the park. He stated that the motivation for Discovery Park is to move beyond the reference to south park and would welcome additional ideas on naming the park.

Linda Teener, Chair, Parks and Recreation Advisory Board, informed the Commission that the Parks and Recreation Advisory Board would be glad to consider and suggest additional names for the park.

After discussion of the Commission, the consensus was to have the Parks and Advisory Board gather additional naming options and considerations for the Commission.

Ron Fehr, City Manager, provided clarification on the item and stated that the item would come back to the Commission for action.

LOT 4, SOUTH DOWNTOWN REDEVELOPMENT DISTRICT AGREEMENT

Jason Hilgers, Assistant City Manager, presented the item. He then responded to questions from the Commission regarding ownership of the land.

GENERAL AGENDA (*CONTINUED*)

LOT 4, SOUTH DOWNTOWN REDEVELOPMENT DISTRICT AGREEMENT (*CONTINUED*)

Jason Hilgers, Assistant City Manager, and Bill Frost, City Attorney, responded to questions from the Commission and provided clarification on the item.

After discussion, Commissioner Jankovich moved to authorize City Administration to finalize and the Mayor and City Clerk to execute the agreement with HCW on Lot 4. Commissioner Matta seconded the motion. On a roll call vote, motion carried 5-0.

PUBLIC HEARING - MUNICIPAL FACILITY REVIEW - RILEY COUNTY FLEET VEHICLE PARKING LOT

Eric Cattell, Assistant Director for Planning, presented an overview of the item and Municipal Facility Review process.

Clancy Holeman, Riley County Counselor, representing the applicant, provided additional background information on the item, the proposed costs of construction, the need for accessible parking, and the meetings that have occurred on this item. He informed the Commission that Riley County has met the factors to be considered for a Municipal Facility Review process.

Rod Meredith, Assistant Director of Public Works, responded to questions from the Commission and provided additional information on the County's request.

Mayor Sherow opened the public hearing.

Joe Knopp, Attorney, representing Reed and Elliott Trust, presented an aerial map showing the property of his client and provided background information on the item. He informed the Commission that it would be a poor decision to develop this land as a parking lot and to consider the long-term implications. He stated that the land is zoned C-4, which is ideally suited for commercial and residential development. He asked the Commission to table this item, to not allow Riley County to use this valuable space for additional parking, and to consider other alternatives that can generate tax dollars for the City of Manhattan, Riley County, and U.S.D. 383. He then responded to questions from the Commission.

Clancy Holeman, Riley County Counselor, representing the applicant, informed the Commission that his client currently owns the property and that this request fits the needs and serves the public interests. He provided additional information on the item and encouraged the Commission to approve the request and to allow the item to move forward.

Hearing no other comments, the Mayor closed the public hearing.

GENERAL AGENDA (CONTINUED)

FIRST READING – MUNICIPAL FACILITY REVIEW - RILEY COUNTY FLEET VEHICLE PARKING LOT

Commissioner Jankovich moved that the Commission find that the public interests to be served by the proposed Municipal Facility for a Riley County fleet vehicle parking lot for Riley County-owned vehicles outweigh the impacts upon legitimate community interests; and, approve first reading of an ordinance authorizing the proposed Municipal Facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles, generally located at 500 Humboldt Street, based on the findings in the Staff Report (*See Attachment No. 3*), as recommended by the Planning Board. Commissioner Pepperd seconded the motion.

Bill Frost, City Attorney, responded to questions from the Commission and provided clarification on two competing public interests in relationship to zoning.

After additional discussion, on a roll call vote, motion carried 4-1, with Commissioner Butler voting against the motion.

EXECUTIVE SESSION

At 11:00 p.m., Commissioner Jankovich moved to recess into Executive Session until 11:05 p.m. for the purpose of preliminary discussions related to the acquisition of real property. Commissioner Butler seconded the motion. On vote, motion carried 5-0.

At 11:05 p.m., the Commission reconvened with Mayor Sherow and Commissioners Pepperd, Matta, Butler, and Jankovich in attendance.

ITEM REMOVED FROM CONSENT AGENDA

AGREEMENT FOR PURCHASE OF REAL ESTATE FOR WESTERN INTERCEPTOR (SS0913)

After discussion, Commissioner Butler moved to approve and authorize the Mayor and City Clerk to execute an agreement with the Sara Baril Trust for acquisition of real estate for the Western Interceptor project (SS0913). Commissioner Pepperd seconded the motion. On a roll call vote, motion carried 5-0.

ADJOURNMENT

At 11:06 p.m., the Commission adjourned.



Gary S. Fees, MMC, City Clerk

STAFF REPORT

ON AN APPLICATION TO REZONE PROPERTY

FROM: County R-PUD, Residential Planned Unit Development District.

TO: R-2, Two-Family Residential District.

APPLICANT: Jeff Hancock, SMH Consultants, as Agent on behalf of Grand Mere Development – Mary L. Vanier for Field House Development, Inc. – Zachary J. Burton, President.

ADDRESS: 2021 Vanesta Drive, Suite A, Manhattan, KS 66503; 2520 Heartland Drive, Manhattan, KS 66503.

OWNER: Grand Mere Development – Mary L. Vanier.

ADDRESS: 2021 Vanesta Drive, Suite A, Manhattan, KS 66503.

LOCATION: Generally located northwest of the intersection of Grand Mere Parkway and Heartland Drive intersection, along the west side of Grand Mere Parkway.

AREA: 7.6 acres.

DATE OF PUBLIC NOTICE PUBLICATION: Monday, May 16, 2011.

DATE OF PUBLIC HEARING: PLANNING BOARD: Monday, June 6, 2011.

CITY COMMISSION: Tuesday, June 21, 2011.

EXISTING USE: Open and undeveloped tract of land in Grand Mere, a master planned golf course community.

PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS: Open range land with native grass cover. The site is an elongated tract of land bounded on the east by Grand Mere Parkway and on the immediate west by the proposed R-3, Multiple-Family Residential District portion of the Bellerive Addition. Further to the west is the Colbert Hills Golf Course. The site drains primarily to the east.

SURROUNDING LAND USE AND ZONING:

Attachment No. 1

- (1) **NORTH:** Undeveloped land (future Grand Mere apartment neighborhood and open space); County R-PUD.
- (2) **SOUTH:** Colbert Hills Golf Course, and undeveloped land (future Grand Mere villas, single-family dwellings); R-S District and County R-PUD.
- (3) **EAST:** Grand Mere Parkway, single-family homes, and undeveloped land (divided four lane collector street, future Grand Mere villas, single-family dwellings, and townhomes with two to six dwellings per building), and Colbert Hills Golf Course; County R-PUD, R District, and R-S District.
- (4) **WEST:** Colbert Hills Golf Course, future Bellerive R-3; R-S District and County R-PUD proposed to be rezoned to R-3.

GENERAL NEIGHBORHOOD CHARACTER: Currently, the general character of the neighborhood is a mix of low density residential and golf course uses developing within a comprehensively planned neighborhood.

SUITABILITY OF SITE FOR USES UNDER CURRENT ZONING: The site was rezoned to County R-PUD in 1997. At the time of the rezoning, the developer of the golf course wanted assurance that when the golf course was annexed a zoning, specifically the County R-PUD for the golf course was attached. The rezoning was done primarily for the benefit of the golf course development. Those portions of Grand Mere that are not annexed remain County R-PUD. The current County R-PUD predated the Grand Mere Master Plan and Comprehensive Plan, which currently recommends “Apartments”, and medium density residential, respectively. Development in Grand Mere is progressing to ensure attractive and orderly neighborhoods in response to changing market demand. The site is suitable for the proposed rezoning to R-2 District.

COMPATIBILITY OF PROPOSED DISTRICT WITH NEARBY PROPERTIES AND EXTENT TO WHICH IT MAY HAVE DETRIMENTAL AFFECTS: The proposed rezoning to R-2 District is compatible with the surrounding neighborhood. The proposed rezoning is separated by distance from existing single-family homes to the east and south by a wide public street, approximately 135 feet in width at the south end, and 110 feet in width at the north end. By distance, the R-2 area is as close as about 135 feet from single-family homes to the east, at the south end, and approximately 1,000 feet to the nearest single-family lot at the north end of the proposed R-2 area. Access to the site is proposed off the west side of Grand Mere Parkway from intersections, which were planned, designed and constructed to be consistent with the master plan for Grand Mere.

Attachment No. 1

An increase in light, noise and traffic can be expected but with minimal impact on the surrounding area. The site is intended to be developed as “Apartments” and is planned for and consistent with the Grand Mere Master Plan and Comprehensive Plan.

To ensure compatibility within Grand Mere, architectural guidelines and design standards provide for building review and approval. A design review committee is responsible for enforcement of guidelines and standards (*see policy statement below under Comprehensive Plan, part III.*) The guidelines and standards are private and are not part of the rezoning. The policy statements are mentioned because they are part of the Grand Mere Master Plan policies.

CONFORMANCE WITH COMPREHENSIVE PLAN:

COMPREHENSIVE PLAN

THE PROPOSED SITE IS SHOWN ON THE FUTURE LAND USE MAP IN THE NORTHWEST PLANNING AREA AS RESIDENTIAL MEDIUM HIGH DENSITY (RMH.)

The Grand Mere Community Master Plan was originally adopted in April 2000, and is included as a specific Land Use Element of the current Comprehensive Plan adopted in 2003. The Grand Mere Plan is a more detailed level neighborhood plan for the site, which notes the annexation site as, Apartments (RMH) in the written document on page 10, and on the Grand Mere Master Plan map as Apartments # 1 17.0 AC (RMH.)

Applicable policies of the Comprehensive Plan and Grand Mere, a Master Planned Golf Course Community, are set out below in italics and bold italics.

Residential Medium/High Density (RMH)

RMH 1: Characteristics

The Residential Medium/High Density designation shall incorporate a mix of housing types in a neighborhood setting in combination with compatible non-residential land uses, such as retail, service commercial, and office uses, developed at a neighborhood scale that is in harmony with the area’s residential characteristics and in conformance with the policies for Neighborhood Commercial Centers. Appropriate housing types may include a combination of small lot single-family, duplexes, townhomes, or fourplexes on individual lots. However, under a planned unit development concept, or when subject to design and site plan standards (design review process), larger apartment or condominium buildings may be permissible as well, provided the density range is complied with.

RMH 2: Appropriate Density Range

Densities within a Residential Medium/High neighborhood range from 11 to 19 dwelling units per net acre.

RMH 3: Location

Residential Medium/High Density neighborhoods should be located close to arterial streets and be bounded by collector streets where possible, with a direct connection to work, shopping, and leisure activities.

RMH 4: Variety of Housing Styles

To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged.

Grand Mere, a Master Planned Golf Course Community

I. INTRODUCTION

A. PURPOSE OF SUBMITTAL

This Grand Mere submittal is a proposed amendment to the 1991 City of Manhattan Comprehensive Land Use Plan. It is intended to be the guide for future zoning requests as the Grand Mere Community develops.

B. PROJECT INTENT

The overall Land Use Amendment is intended to create a community designed within a park. By responding to the natural terrain, preserving natural corridors, protecting the slopes and riparian environment, a harmonious relationship with the land can be created for the community.

Grand Mere is envisioned as an upscale residential community, with the University's Colbert Hills Golf Course and preserved open space interwoven throughout the development. The community is made up of individual neighborhoods defined by open space features, topography, connection to the Grand Mere Parkway, and the golf course. A strong joint effort has integrated the golf course design (Colbert Hills) and the overall community design (Grand Mere Development). The interconnectivity of automobile circulation, pedestrian/bicycles, and open space, as well as residential neighborhood placement and overall community utility location, has created a well integrated community with both future residences and community recreation as the main focus. Flexibility is built into the land use plan to allow the development to respond to market demand.

Attachment No. 1

Specific types of residential product may subtly change in the future due to market demand as the development pattern becomes clearer and as the community matures. The community will offer a high level of design quality, architectural variety, and a wide range of housing types to address the potential markets appropriate for an upscale development.

5 KEY DESIGN CONCEPTS

1. Create a high quality residential community

Create a community of villages, residential neighborhoods, and neighborhood commercial areas centered along the projects' spine, Grand Mere Parkway. Through the use of architectural design guidelines and development reviews the quality of building construction will be maintained at the highest level.

2. Integrate the Natural Environment

Preserve the natural slopes and open space features. Provide a visual connection to the natural beauty of the development: the golf course in the valleys, the long vistas/views, and the prairie environment.

3. Offer a Variety of Residential Living

Offer a wide range of residential products and lot types to address the market demands of the well informed and upscale consumer. An integrated community of many housing types will help to provide an interesting streetscape, a quality neighborhood texture, and a sustainable development.

4. Create a Pedestrian/Bicycle System

Provide pedestrian/bicycle connections throughout the development, following the Grand Mere Parkway, open space corridors and the linear park connections provided as part of the Master Plan along Little Kitten Creek and the continuation of the Hudson trail.
Grand Mere Community Overall Development Plan

5. Establish a 'heart' to the community

Provide a central community feature for the residents of Grand Mere. Utilizing the golf clubhouse access as a link between the east and west parts of the property, a private community recreation complex would be provided at the intersection of Grand Mere Parkway and Colbert Hills Drive. This central location along the bike trail and pedestrian sidewalk connections to all the neighborhoods would provide an accessible 'recreational heart' for the community.

III. COMMUNITY CONCEPTS AND DEVELOPMENT STRATEGY

Grand Mere is proposed as a Master Planned Community consisting of a wide range of residential housing types and densities and will be utilizing both Planned Unit Development and Conventional Zoning Development standards based on specific sites and development types.

The overall Grand Mere Project consists of 1,054 (estimated) acres, including the Colbert Hills Golf Course. Rather than dispersing development throughout the entire property, the project purposes to “concentrate” neighborhood development within residential and commercial villages on approximately 543 acres preserving almost 50% of the land as natural open space or golf course. This concept, while proposing a variety of home types and densities, provides large natural open spaces, golf course amenity for the general public, and peripheral residential villages as large lot or low density residential products that create an overall density (1.5 du/ac) for the site, consistent with the surrounding neighborhoods. All housing types shall belong to the Master Homes Association, which will be responsible for enforcing the covenants and restrictions, and maintaining the common grounds.

Within the community, residential neighborhoods are supported by neighborhood commercial services, which provide a focus and entry element for the development. These neighborhood office and retail villages are envisioned as community services located at the development entries along the Little Kitten Creek entry and Kimball Ave. and the future northern entry on Marlatt.

Throughout the plan, connecting open space systems, sidewalks and bike trails provide pedestrian connections between residential neighborhoods, public amenities and the neighborhood services. These are planned connections to occur in a variety of types and locations. As each phase of development is planned in detail, the specific pedestrian connections will be part of each village plat and relate back to the overall Circulation Parks & Open Space Plan.

Grand Mere Community Architectural Guidelines and Design Standards will provide for the review and approval of all site and building plans for the Grand Mere property. The Design Review Committee of Grand Mere will be responsible for enforcement of these guidelines and standards. The Developer believes that careful planning and enforcement of design and development standards will ensure orderly, attractive, and lasting development, all of which will preserve and enhance the value of the community.

A. Residential Neighborhoods

The planning concept proposes a wide range of residential uses, with densities ranging from 1 to 20 dwelling units per acre (du/ac) within individual parcels. Generally, individual neighborhoods are envisioned as small enclaves in order to promote a mix of different product types, create intimate neighborhoods, and to build a strong community image from the project's onset. The key to a sustainable successful development is quality design and construction, and a variety of housing price points to attract a wide spectrum of residential consumers. Higher density residential, as well as small lot single-family opportunities are integrated into the community along Grand Mere Parkway, rather than isolated or located along the site's edges. While building a stronger new community, this concept also reduces impact on existing adjacent neighborhoods by focusing the traffic and circulation internally.

Residential Types:

Apartments (RMH)

The apartment villages are located on two parcels of ground, 17.0 and 18.4 acres, along the parkway in areas where the architecture can take advantage of and incorporate the topography, soil conditions and golf course buffering. The buildings would be 2 to 3 stories with individual entries. Attached, detached garages, carports and open air parking would be provided for the residents. Slab on grade construction along the parkway would avoid much of the underlying rock and 2 story uphill side and 3 story downhill side architecture, behind the preserved open space and landform ridge, would minimize the grading necessary to incorporate housing along the 6th fairway. The architecture would be designed to provide an overall theme and consistent material quality throughout the neighborhood.

C. Streets and Circulation System

Residential streets within Grand Mere are envisioned as a key element of "neighborhood quality," offering a place to walk and play, as well as to drive and park. The streetscape in and along the roads will reflect the quality of the community through the use of signage monumentation and landscaping depending on the location and natural conditions of the space providing strong visual "cues" to better orient drivers to their locations and destinations.

Attachment No. 1

When utilizing the approved Manhattan street system standards the hierarchy, street-widths, design speeds, and travel/parking lanes are consistent and will not compromise auto on-street parking, or bike and pedestrian access. The street layout will frame important views and vistas, including buildings, golf course, and natural features. On-street parking is available on all local streets.

The Master Planned Community will be accessed from Kimball Avenue and Marlatt Avenue. Additional access points into the Community from surrounding residential streets are shown on the Master Plan.

D. Pedestrian and Bicycle Circulation System

Connectivity with the City of Manhattan Linear Park Master Plan is our main focus for the overall trails system. A comprehensive pedestrian and bicycle system is proposed for the community to provide access to individual neighborhoods, the Club Facility and Hotel site, commercial services, and open space amenities~ Elements include both off-street and on street bike paths, natural unimproved trails, and a 17.2 acre linear park along Little Kitten Creek. An easement shall be provided for the extension of the Hudson trail northward, along the east property line to northeast corner section 3-10-7. All trail/path systems will be site- specifically designed at the time of construction. Each will be reviewed on a site-by-site basis to ensure sensitive placement and minimum disturbance. This will be coordinated with the Park & Recreation Board and the Parks and Recreation Department.

G. Golf Course Development

The Grand Mere development drainage and detention system shall be designed to work in concert with the golf course drainage and detention system. The course was designed to meet the environmental goals of the Audubon International Signature Status Program.

Bike Paths, Trails and Sidewalks

Bike paths, trails and sidewalks are provided along the internal streets and open spaces to provide internal connections between the villages where possible. See the Circulation Parks & Open Space Plan

M. Current School District Boundaries

The school district boundary between Manhattan U.S.D. 383 and Riley County U.S.D. 378 divides Grand Mere into east and west jurisdictions crossing the property beginning at the S.W. Corner of Section 3-10-7 and continuing north to the N.W. Corner of Section 3-10-7.

Attachment No. 1

As noted on the proposed Preliminary Plat, the R-2 density is 4.27 dwelling units per net acre. The Comprehensive Plan suggests up to 19 dwelling units per net acre is appropriate in the RMH category and the Grand Mere Plan suggests a range of one up to 20 dwelling units per net acre.

THE REZONING OF THE PROPOSED 7.6 ACRE TRACT CONFORMS TO THE POLICIES OF Grand Mere, a Master Planned Golf Course Community, and the Comprehensive Plan.

ZONING HISTORY AND LENGTH OF TIME VACANT AS ZONED:

August 7, 1997	Riley County Commission approved Preliminary Development Plan of Colbert Hills and the Wildcat PUD.
August 14, 1997	Riley County Commission approved Final Development Plan.
February 7, 2000	Planning Board approves resolution adopting Grand Mere Community Master Plan and amendment of Comprehensive Land Use Plan.
March 7, 2000	City Commission approved first reading of an ordinance adopting the Grand Mere Community Master Plan.
April 2003	Comprehensive Plan adopted. Grand Mere Community Master Plan adopted as a related plan and implementation document.

The tract has remained vacant to date and was range land prior to development of the adjoining golf course and surrounding Grand Mere.

CONSISTENCY WITH INTENT AND PURPOSE OF THE ZONING ORDINANCE: The intent and purpose of the Manhattan Zoning Regulations is to protect the public health, safety, and general welfare; regulate the use of land and buildings within zoning districts to assure compatibility; and to protect property values.

The proposed rezoning is consistent with the intent and purpose of the Manhattan Zoning Regulations and R-2 District because proposed lot sizes conform to the minimum requirements of the R-2 District. In addition, the proposed Preliminary Plat dedicates easements and rights-of-way to serve the subdivision consistent with the requirements of the Manhattan Urban Area Subdivision Regulations.

Attachment No. 1

The R-2, Two-Family Residential District is designed to provide a dwelling zone at a density no greater than two (2) attached dwelling units per 7,500 square feet. Minimum lot size for single-family detached dwellings is 6,000 square feet in area; 3,750 square feet for single-family attached; and, 7,500 square feet for a two-family dwelling unit.

The proposed R-2 District portion of the Bellerive Addition consists of single-family attached dwelling units in which lots range from approximately 8,127 square feet in area to 13, 970 square feet in area. The proposed lots conform to the requirements of the proposed R-2 District.

RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY AND WELFARE THAT DENIAL OF THE REQUEST WOULD ACCOMPLISH, COMPARED WITH THE HARDSHIP IMPOSED UPON THE APPLICANT: There appears to be no gain to the public that denial would accomplish. No expected adverse affects on the public health, safety and welfare as a result of the rezoning. Development of the site cannot proceed until the proposed Preliminary Plat is approved. A separate application was submitted for approval of a Preliminary Plat. It may be a hardship upon the owner if the rezoning is denied.

ADEQUACY OF PUBLIC FACILITIES AND SERVICES: Adequate street, sanitary sewer and water services are available to serve the rezoning site.

OTHER APPLICABLE FACTORS: None.

STAFF COMMENTS: City Administration recommends approval of the proposed rezoning of a 7.6 acre portion of the proposed Bellerive Addition from County R-PUD, Residential Planned Unit Development District, to R-2, Two-Family Residential District.

ALTERNATIVES:

1. Recommend approval of the proposed rezoning of rezoning of a 7.6 acre portion of the proposed Bellerive Addition from County R-PUD, Residential Planned Unit Development District, to R-2, Two-Family Residential District, stating the basis for such recommendation.
2. Recommend denial of the proposed rezoning, stating the specific reasons for denial.
3. Table the proposed rezoning to a specific date, for specifically stated reasons.

POSSIBLE MOTION:

The Manhattan Urban Area Planning Board recommends approval of the rezoning of a 7.6 acre portion of the proposed Bellerive Addition from County R-PUD, Residential Planned Unit Development District, to R-2, Two-Family Residential District, based on the findings in the Staff Report.

PREPARED BY: Steve Zilkie, AICP, Senior Planner

DATE: June 1, 2011

STAFF REPORT

ON AN APPLICATION TO REZONE PROPERTY

FROM: County R-PUD, Residential Planned Unit Development District.

TO: R-3, Multiple-Family Residential District.

APPLICANT: Jeff Hancock, SMH Consultants, as Agent on behalf of Grand Mere Development – Mary L. Vanier for Field House Development, Inc. – Zachary J. Burton, President.

ADDRESS: 2021 Vanesta Drive, Suite A, Manhattan, KS 66503; 2520 Heartland Drive, Manhattan, KS 66503.

OWNER: Grand Mere Development – Mary L. Vanier.

ADDRESS: 2021 Vanesta Drive, Suite A, Manhattan, KS 66503.

LOCATION: Generally located northwest of the intersection of Grand Mere Parkway and Heartland Drive intersection, along the west side of Grand Mere Parkway.

AREA: 13.6 acres.

DATE OF PUBLIC NOTICE PUBLICATION: Monday, May 16, 2011.

DATE OF PUBLIC HEARING: PLANNING BOARD: Monday, June 6, 2011.
CITY COMMISSION: Tuesday, June 21, 2011.

EXISTING USE: Open and undeveloped tract of land in Grand Mere, a master planned golf course community.

PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS: Open range land with native grass cover. The site is an elongated tract of land bounded on the east by the proposed R-2, Two-Family Residential District portion of the Bellerive Addition and Grand Mere Parkway. On the immediate west is the Colbert Hills Golf Course. The site drains to the east and west.

SURROUNDING LAND USE AND ZONING:

- (1) **NORTH:** Undeveloped land (future Grand Mere apartment neighborhood and open space); County R-PUD.
- (2) **SOUTH:** Colbert Hills Golf Course, and undeveloped land (future Grand Mere villas, single-family dwellings); R-S District and County R-PUD.
- (3) **EAST:** Future Bellerive R-2, and Grand Mere Parkway, single-family homes, and undeveloped land (divided four lane collector street, future Grand Mere villas, single-family dwellings, and townhomes with two to six dwellings per building), and Colbert Hills Golf Course; County R-PUD, R District, and R-S District.
- (4) **WEST:** Colbert Hills Golf Course; R-S District.

GENERAL NEIGHBORHOOD CHARACTER: Currently, the general character of the neighborhood is a mix of low density residential and golf course uses developing within a comprehensively planned neighborhood.

SUITABILITY OF SITE FOR USES UNDER CURRENT ZONING: The site was rezoned to County R-PUD in 1997. At the time of the rezoning, the developer of the golf course wanted assurance that when the golf course was annexed that a zoning, specifically the County R-PUD for the golf course was attached. The rezoning was done primarily for the benefit of the golf course development. Those portions of Grand Mere that are not annexed remain County R-PUD. The current County R-PUD predated the Grand Mere Master Plan and Comprehensive Plan, which currently recommends Apartments (RMH), and medium density residential, respectively. Development in Grand Mere is progressing to ensure attractive and orderly neighborhoods in response to changing market demand. The site is suitable for the proposed rezoning to R-3 District.

COMPATIBILITY OF PROPOSED DISTRICT WITH NEARBY PROPERTIES AND EXTENT TO WHICH IT MAY HAVE DETRIMENTAL AFFECTS: The proposed rezoning to R-3 District is compatible with the surrounding neighborhood. The proposed rezoning is separated by distance from existing single-family homes to the east and south by a wide public street, approximately 135 feet in width at the south end, and 110 feet in width at the north end as well as by distance from single-family homes to the east, approximately 1,100 feet to the nearest single-family lot. Access to the site is proposed off the west side of Grand Mere Parkway from intersections, which were planned, designed and constructed to be consistent with the master plan for Grand Mere.

An increase in light, noise and traffic can be expected but with minimal impact on the surrounding area. The site is intended to be developed as “Apartments” and is planned for and consistent with the Grand Mere Master Plan and Comprehensive Plan.

To ensure compatibility within Grand Mere, architectural guidelines and design standards provide for building review and approval. A design review committee is responsible for enforcement of guidelines and standards (*see policy statement below under Comprehensive Plan, part III.*) The guidelines and standards are private and are not part of the rezoning. The policy statements are mentioned because they are part of the Grand Mere Master Plan policies.

CONFORMANCE WITH COMPREHENSIVE PLAN:

COMPREHENSIVE PLAN

THE PROPOSED SITE IS SHOWN ON THE FUTURE LAND USE MAP IN THE NORTHWEST PLANNING AREA AS RESIDENTIAL MEDIUM HIGH DENSITY (RMH.)

The Grand Mere Community Master Plan was originally adopted in April 2000, and is included as a specific Land Use Element of the current Comprehensive Plan adopted in 2003. The Grand Mere Plan is a more detailed level neighborhood plan for the site, which notes the annexation site as, Apartments (RMH) in the written document on page 10, and on the Grand Mere Master Plan map as Apartments # 1 17.0 AC (RMH.)

Applicable policies of the Comprehensive Plan and Grand Mere, a Master Planned Golf Course Community, are set out below in italics and bold italics.

Residential Medium/High Density (RMH)

RMH 1: Characteristics

The Residential Medium/High Density designation shall incorporate a mix of housing types in a neighborhood setting in combination with compatible non-residential land uses, such as retail, service commercial, and office uses, developed at a neighborhood scale that is in harmony with the area’s residential characteristics and in conformance with the policies for Neighborhood Commercial Centers. Appropriate housing types may include a combination of small lot single-family, duplexes, townhomes, or fourplexes on individual lots. However, under a planned unit development concept, or when subject to design and site plan standards (design review process), larger apartment or condominium buildings may be permissible as well, provided the density range is complied with.

RMH 2: Appropriate Density Range

Densities within a Residential Medium/High neighborhood range from 11 to 19 dwelling units per net acre.

RMH 3: Location

Residential Medium/High Density neighborhoods should be located close to arterial streets and be bounded by collector streets where possible, with a direct connection to work, shopping, and leisure activities.

RMH 4: Variety of Housing Styles

To avoid monotonous streetscapes, the incorporation of a variety of housing models and sizes is strongly encouraged.

Grand Mere, a Master Planned Golf Course Community

I. INTRODUCTION

A. PURPOSE OF SUBMITTAL

This Grand Mere submittal is a proposed amendment to the 1991 City of Manhattan Comprehensive Land Use Plan. It is intended to be the guide for future zoning requests as the Grand Mere Community develops.

B. PROJECT INTENT

The overall Land Use Amendment is intended to create a community designed within a park. By responding to the natural terrain, preserving natural corridors, protecting the slopes and riparian environment, a harmonious relationship with the land can be created for the community.

Grand Mere is envisioned as an upscale residential community, with the University's Colbert Hills Golf Course and preserved open space interwoven throughout the development. The community is made up of individual neighborhoods defined by open space features, topography, connection to the Grand Mere Parkway, and the golf course. A strong joint effort has integrated the golf course design (Colbert Hills) and the overall community design (Grand Mere Development). The interconnectivity of automobile circulation, pedestrian/bicycles, and open space, as well as residential neighborhood placement and overall community utility location, has created a well integrated community with both future residences and community recreation as the main focus. Flexibility is built into the land use plan to allow the development to respond to market demand.

Specific types of residential product may subtly change in the future due to market demand as the development pattern becomes clearer and as the community matures. The community will offer a high level of design quality, architectural variety, and a wide range of housing types to address the potential markets appropriate for an upscale development.

5 KEY DESIGN CONCEPTS

1. Create a high quality residential community

Create a community of villages, residential neighborhoods, and neighborhood commercial areas centered along the projects' spine, Grand Mere Parkway. Through the use of architectural design guidelines and development reviews the quality of building construction will be maintained at the highest level.

2. Integrate the Natural Environment

Preserve the natural slopes and open space features. Provide a visual connection to the natural beauty of the development: the golf course in the valleys, the long vistas/views, and the prairie environment.

3. Offer a Variety of Residential Living

Offer a wide range of residential products and lot types to address the market demands of the well informed and upscale consumer. An integrated community of many housing types will help to provide an interesting streetscape, a quality neighborhood texture, and a sustainable development.

4. Create a Pedestrian/Bicycle System

Provide pedestrian/bicycle connections throughout the development, following the Grand Mere Parkway, open space corridors and the linear park connections provided as part of the Master Plan along Little Kitten Creek and the continuation of the Hudson trail.
Grand Mere Community Overall Development Plan

5. Establish a 'heart' to the community

Provide a central community feature for the residents of Grand Mere. Utilizing the golf clubhouse access as a link between the east and west parts of the property, a private community recreation complex would be provided at the intersection of Grand Mere Parkway and Colbert Hills Drive. This central location along the bike trail and pedestrian sidewalk connections to all the neighborhoods would provide an accessible 'recreational heart' for the community.

III. COMMUNITY CONCEPTS AND DEVELOPMENT STRATEGY

Grand Mere is proposed as a Master Planned Community consisting of a wide range of residential housing types and densities and will be utilizing both Planned Unit Development and Conventional Zoning Development standards based on specific sites and development types.

The overall Grand Mere Project consists of 1,054 (estimated) acres, including the Colbert Hills Golf Course. Rather than dispersing development throughout the entire property, the project purposes to “concentrate” neighborhood development within residential and commercial villages on approximately 543 acres preserving almost 50% of the land as natural open space or golf course. This concept, while proposing a variety of home types and densities, provides large natural open spaces, golf course amenity for the general public, and peripheral residential villages as large lot or low density residential products that create an overall density (1.5 du/ac) for the site, consistent with the surrounding neighborhoods. All housing types shall belong to the Master Homes Association, which will be responsible for enforcing the covenants and restrictions, and maintaining the common grounds.

Within the community, residential neighborhoods are supported by neighborhood commercial services, which provide a focus and entry element for the development. These neighborhood office and retail villages are envisioned as community services located at the development entries along the Little Kitten Creek entry and Kimball Ave. and the future northern entry on Marlatt.

Throughout the plan, connecting open space systems, sidewalks and bike trails provide pedestrian connections between residential neighborhoods, public amenities and the neighborhood services. These are planned connections to occur in a variety of types and locations. As each phase of development is planned in detail, the specific pedestrian connections will be part of each village plat and relate back to the overall Circulation Parks & Open Space Plan.

Grand Mere Community Architectural Guidelines and Design Standards will provide for the review and approval of all site and building plans for the Grand Mere property. The Design Review Committee of Grand Mere will be responsible for enforcement of these guidelines and standards. The Developer believes that careful planning and enforcement of design and development standards will ensure orderly, attractive, and lasting development, all of which will preserve and enhance the value of the community.

A. Residential Neighborhoods

The planning concept proposes a wide range of residential uses, with densities ranging from 1 to 20 dwelling units per acre (du/ac) within individual parcels. Generally, individual neighborhoods are envisioned as small enclaves in order to promote a mix of different product types, create intimate neighborhoods, and to build a strong community image from the project's onset. The key to a sustainable successful development is quality design and construction, and a variety of housing price points to attract a wide spectrum of residential consumers. Higher density residential, as well as small lot single-family opportunities are integrated into the community along Grand Mere Parkway, rather than isolated or located along the site's edges. While building a stronger new community, this concept also reduces impact on existing adjacent neighborhoods by focusing the traffic and circulation internally.

Residential Types:

Apartments (RMH)

The apartment villages are located on two parcels of ground, 17.0 and 18.4 acres, along the parkway in areas where the architecture can take advantage of and incorporate the topography, soil conditions and golf course buffering. The buildings would be 2 to 3 stories with individual entries. Attached, detached garages, carports and open air parking would be provided for the residents. Slab on grade construction along the parkway would avoid much of the underlying rock and 2 story uphill side and 3 story downhill side architecture, behind the preserved open space and landform ridge, would minimize the grading necessary to incorporate housing along the 6th fairway. The architecture would be designed to provide an overall theme and consistent material quality throughout the neighborhood.

C. Streets and Circulation System

Residential streets within Grand Mere are envisioned as a key element of "neighborhood quality," offering a place to walk and play, as well as to drive and park. The streetscape in and along the roads will reflect the quality of the community through the use of signage monumentation and landscaping depending on the location and natural conditions of the space providing strong visual "cues" to better orient drivers to their locations and destinations.

Attachment No. 2

When utilizing the approved Manhattan street system standards the hierarchy, street-widths, design speeds, and travel/parking lanes are consistent and will not compromise auto on-street parking, or bike and pedestrian access. The street layout will frame important views and vistas, including buildings, golf course, and natural features. On-street parking is available on all local streets.

The Master Planned Community will be accessed from Kimball Avenue and Marlatt Avenue. Additional access points into the Community from surrounding residential streets are shown on the Master Plan.

D. Pedestrian and Bicycle Circulation System

Connectivity with the City of Manhattan Linear Park Master Plan is our main focus for the overall trails system. A comprehensive pedestrian and bicycle system is proposed for the community to provide access to individual neighborhoods, the Club Facility and Hotel site, commercial services, and open space amenities~ Elements include both off-street and on street bike paths, natural unimproved trails, and a 17.2 acre linear park along Little Kitten Creek. An easement shall be provided for the extension of the Hudson trail northward, along the east property line to northeast corner section 3-10-7. All trail/path systems will be site- specifically designed at the time of construction. Each will be reviewed on a site-by-site basis to ensure sensitive placement and minimum disturbance. This will be coordinated with the Park & Recreation Board and the Parks and Recreation Department.

G. Golf Course Development

The Grand Mere development drainage and detention system shall be designed to work in concert with the golf course drainage and detention system. The course was designed to meet the environmental goals of the Audubon International Signature Status Program.

Bike Paths, Trails and Sidewalks

Bike paths, trails and sidewalks are provided along the internal streets and open spaces to provide internal connections between the villages where possible. See the Circulation Parks & Open Space Plan

M. Current School District Boundaries

The school district boundary between Manhattan U.S.D. 383 and Riley County U.S.D. 378 divides Grand Mere into east and west jurisdictions crossing the property beginning at the S.W. Corner of Section 3-10-7 and continuing north to the N.W. Corner of Section 3-10-7.

As noted on the proposed Preliminary Plat, the R-3 density is 8.20 dwelling units per net acre. The Comprehensive Plan suggests up to 19 dwelling units per net acre is appropriate in the RMH category and the Grand Mere Plan suggests a range of one up to 20 dwelling units per net acre.

THE REZONING OF THE PROPOSED 13.6 ACRE PORTION OF THE BELLERIVE ADDITION CONFORMS TO THE POLICIES OF Grand Mere, a Master Planned Golf Course Community, and the Comprehensive Plan.

ZONING HISTORY AND LENGTH OF TIME VACANT AS ZONED:

August 7, 1997	Riley County Commission approved Preliminary Development Plan of Colbert Hills and the Wildcat PUD.
August 14, 1997	Riley County Commission approved Final Development Plan.
February 7, 2000	Planning Board approves resolution adopting Grand Mere Community Master Plan and amendment of Comprehensive Land Use Plan.
March 7, 2000	City Commission approved first reading of an ordinance adopting the Grand Mere Community Master Plan.
April 2003	Comprehensive Plan adopted. Grand Mere Community Master Plan adopted as a related plan and implementation document.

The tract has remained vacant to date and was range land prior to development of the golf course and surrounding Grand Mere.

CONSISTENCY WITH INTENT AND PURPOSE OF THE ZONING ORDINANCE: The intent and purpose of the Manhattan Zoning Regulations is to protect the public health, safety, and general welfare; regulate the use of land and buildings within zoning districts to assure compatibility; and to protect property values.

The proposed rezoning is consistent with the intent and purpose of the Manhattan Zoning Regulations and R-3 District because proposed lot sizes conform to the minimum requirements of the R-3 District. In addition, the proposed Preliminary Plat dedicates easements and rights-of-way to serve the subdivision consistent with the requirements of the Manhattan Urban Area Subdivision Regulations.

Attachment No. 2

The R-3, Multiple-Family Residential District is designed to provide for multiple-family development at a density no greater than one (1) dwelling unit per 1,000 square feet. Minimum lot size for single-family detached dwellings is 5,000 square feet in area; 3,750 square feet for single-family attached; 7,500 square feet for a two-family dwelling unit; and, 1,000 square feet per family but not less than 6,000 square feet for a multiple family dwelling.

The proposed R-3 District portion of the Bellerive Addition consists of lots, which range from approximately 8,400 square feet in area to 74,487 square feet in area. All lots conform to the requirements of the R-3 District.

RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY AND WELFARE THAT DENIAL OF THE REQUEST WOULD ACCOMPLISH, COMPARED WITH THE HARDSHIP IMPOSED UPON THE APPLICANT: There appears to be no gain to the public that denial would accomplish. No expected adverse affects on the public health, safety and welfare are expected as a result of the rezoning. Development of the site cannot proceed until the proposed Preliminary Plat is approved. A separate application was submitted for approval of a Preliminary Plat. It may be a hardship upon the owner if the rezoning is denied.

ADEQUACY OF PUBLIC FACILITIES AND SERVICES: Adequate street, sanitary sewer and water services are available to serve the rezoning site.

OTHER APPLICABLE FACTORS: None.

STAFF COMMENTS: City Administration recommends approval of the proposed rezoning of a 13.6 acre portion of the proposed Bellerive Addition from County R-PUD, Residential Planned Unit Development District, to R-3, Multiple-Family Residential District.

ALTERNATIVES:

4. Recommend approval of the proposed rezoning of rezoning of a 13.6 acre portion of the proposed Bellerive Addition from County R-PUD, Residential Planned Unit Development District, to R-3, Multiple-Family Residential District, stating the basis for such recommendation.
5. Recommend denial of the proposed rezoning, stating the specific reasons for denial.
6. Table the proposed rezoning to a specific date, for specifically stated reasons.

POSSIBLE MOTION:

The Manhattan Urban Area Planning Board recommends approval of the rezoning of a 13.6 acre portion of the proposed Bellerive Addition from County R-PUD, Residential Planned Unit Development District, to R-3, Multiple-Family Residential District, based on the findings in the Staff Report.

PREPARED BY: Steve Zilkie, AICP, Senior Planner

DATE: June 1, 2011

11022

**STAFF REPORT
STATE OR MUNICIPAL FACILITY REVIEW**

APPLICANT: The Board of County Commissioners, Riley County.

ADDRESS: 110 Courthouse Plaza, Manhattan, KS 66502.

LOCATION: Lot 397, Ward 2, generally located at 500 Humboldt Street, which is on the northwest corner of Humboldt Street and N. 5th Street.

AREA: Approximately 7,500 square feet.

DATE OF PUBLIC NOTICE PUBLICATION: Monday, June 27, 2011.

DATE OF PUBLIC HEARING: PLANNING BOARD: Monday, July 18, 2011.

CITY COMMISSION: Tuesday, August 2, 2011.

At the conclusion of the hearing, the Manhattan Urban Area Planning Board shall forward its recommendation to the Governing Body. Such recommendation shall include all factors and reasons the Board relies upon to support such recommendation. In arriving at such recommendation, the Planning Board shall balance the public interests to be served by the construction or expansion of the utility or facility, as opposed to the impact upon interests intended to be protected by the Zoning Regulations. In balancing such interests, the Planning Board shall consider factors, such as:

Municipal Facility Process

The Municipal Facility Review process is outlined in Section 3-412 of the Manhattan Zoning Regulations (attached), which indicates, in part, that: "Any public utility, or facility, owned and operated by either the State or a Municipality is hereby authorized as a permitted use in any zoning district, subject to the remaining provisions of this section."

If a utility or facility is specifically listed in a zoning district as a permitted or conditional use, the municipality can follow the requirements set out in Article IV, District Regulations, or follow the provisions of Section 3-412. If the utility or facility is not set out in a zoning district in which it is proposed, the utility or facility must follow the provisions of Section 3-412.

Attachment No. 3

The process requires that both the Manhattan Urban Area Planning Board and the City Commission hold public hearings on the proposal. This process is not a rezoning action, but a process whereby the Planning Board and the City Commission consider the proposal by balancing the public interests to be served by a proposed Municipal Utility or Facility, as opposed to the impact upon public interests intended to be protected by the Zoning Regulations. In performing this balancing test and evaluating a proposed facility, the Planning Board and City Commission must consider the factors listed under the Staff Report headings.

The City Commission is not bound by the recommendations of the Planning Board, nor is it obligated to return the matter to the Planning Board for reconsideration, unless the City Commission chooses to do so. If the City Commission approves the request, it does so by adoption of an ordinance, following a public hearing.

EXISTING USE: Vacant lot. The proposed use is located in the C-4, Central Business District (regulations attached). No accessory off-street parking facilities are required in the C-4 District, meaning there is no minimum number of off-street parking spaces required in C-4. However, parking facilities that are provided are required to meet applicable design standards such as configuration, landscaping, surfacing, lighting, and other standards (Section 7-102 (E) Design, attached).

PROPOSED USE: Municipal facility for a Riley County fleet vehicle concrete off-street parking lot with curb and gutter for 16 off-street parking spaces for Riley County owned vehicles only.

One way access to the proposed parking lot is from a proposed entrance only 14 foot wide curb cut off Humboldt Street. Sixteen 90 degree parking spaces are on the east side of the parking lot. Vehicles exit the parking lot to the alley from a 17 foot wide exit only curb cut onto a concrete paved two way 15 foot wide public alley. Access from the alley to the propose parking lot is prohibited. The entrance and exits will be signed accordingly (see attached site plan).

The minimum landscaping requirements for off-street parking lots requires five percent of the paved area be landscaped and one tree per 5,000 square feet of paved area, or each fraction thereof of 2,500 square feet. The paved portion of the parking lot is 6,318.25 square feet in area. Landscape space is 1,181.75 square feet in area, or 18.7 percent of the paved parking lot area. Landscape space along the eastern and southern edges of the parking lot, N. 5th Street and Humboldt Street frontages, consists of creeping sedum ground cover and one proposed tree along N. 5th Street at the approximate midpoint of the parking lot's street frontage. A approximate three foot wide grass strip is along the western side yard of the parking lot.

Attachment No. 3

Two on-street parking spaces along the Humboldt Street frontage of the proposed parking lot will be removed and the curb will be painted yellow indicating no parking.

No parking lot lights are proposed or required.

Screening is not required.

The proposed parking lot will drain to the alley and Humboldt Street.

PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS: Lot 397 is a flat tract of land, which is grass covered. Lot 397 is a Ward lot platted in the late 1800's and measures approximately 50 feet in width along Humboldt Street by 150 feet in depth along in N. 5th Street. Lot 397 is a corner lot with front lot lines along Humboldt Street and N. 5th Street. The northern lot line abuts a public alley and is a side lot line. The western side lot line abuts 510 Humboldt Street, which is developed with an apartment building and a sidewalk adjoining the proposed grass strip in the Riley County parking lot. The sidewalk connects the apartment building's off street parking and the building's front on Humboldt Street. There are no existing curb cuts along either of Lot 397's street frontages. Existing access to Lot 397 is to a former gravel parking area off the public alley. There are existing sidewalks along both of Lot 397's street frontages. Drainage is to the adjoining rights-of-way.

- 1. THE NATURE AND SCOPE OF THE MUNICIPALITY OR STATE AGENCY:**
The nature and scope of the municipality is Riley County, a municipality of the State of Kansas.
- 2. THE FUNCTION OF THE UTILITY OR FACILITY:** The function of the proposed facility is a Riley County fleet vehicle parking lot, which will create 16 off-street parking spaces for Riley County owned vehicles only.
- 3. THE EXTENT OF THE PUBLIC INTEREST TO BE SERVED BY THE UTILITY OR FACILITY:** The extent of the public interest to be served by the facility is described in the applicant's written Supplemental Application Information (attached). The applicant states, "The purpose of the facility is to increase the availability of public parking in the existing courthouse complex lot immediately west of the Riley County Office Building. This will better serve the citizens and address concerns from the public that they cannot find parking because fleet vehicles take up those spaces."

4. THE EFFECT THAT REGULATION OF THE CONSTRUCTION, OR EXPANSION, EITHER BY THE IMPOSITION OF REQUIREMENTS NECESSARY TO MITIGATE IMPACTS OR BY A COMPLETE DENIAL, WILL HAVE UPON THE MUNICIPALITY'S, OR STATE AGENCY'S, ABILITY TO EFFICIENTLY, ECONOMICALLY AND PRUDENTLY MEET THE PUBLIC INTERESTS THEY ARE SERVING: Denial of the request will have a negative impact upon Riley County's public interest to efficiently, economically and prudently improve their ability to provide more public off-street parking immediately adjacent to the west of the Riley County Office building. The permitted and conditional use lists of the C-4 District do not include municipally owned and operated parking lots. Location requirements for parking lots impose limitations on the applicant's ability to provide public off-street parking. Vision triangles and parking lot design standards place requirements on the Riley County's ability to provide off-street parking for the public. These requirements, however, have minimal impact on the public as described below.

The effect of the Manhattan Zoning Regulations on the proposed facility is that the municipally owned and operated off-street parking lot would not be allowed in the C-4 District because (1) municipal off-street parking lots are not listed as a permitted or conditional use in the C-4 District, and (2) the proposed off-street parking lot is not an accessory use as defined in the Zoning Regulations.

While the Design Standards indicate off-street parking lots may be located in the same zoning district and within 600 feet as the use served, municipal parking lots are not listed as a permitted or conditional use, and the proposed off-street parking lot cannot be considered an accessory use because it is not on the same zoning lot as the Riley County Office building. The more restrictive requirements apply when there is a contradicting regulation, which means the Zoning Regulations would otherwise prohibit the proposed off-street parking lot without approval of a Municipal Facility.

There are three vision triangles within the proposed off-street parking lot including a 15 foot triangle at Humboldt and N. 5th Street intersection, a ten foot triangle at the alley and N. 5th Street intersection and a ten foot triangle at the private drive and sidewalk on Humboldt Street. The regulations would not allow two of the proposed parking spaces within vision triangles in the southeast and northeast corners of the proposed off-street parking lot. Complete denial of the off-street parking lot based on vision triangles would not allow for the efficient provision for Riley County fleet vehicle parking and would not be in the public interest as additional parking for the public would not become available in the existing off-street parking lot to the west of the Riley County Office building.

Attachment No. 3

Vehicle encroachment in the vision triangles will occur with minimal impact on vehicles and pedestrian traffic in street and alley rights-of-way. The minimum ten foot vision triangle in the northeast corner of the off-street parking lot should not impact exiting movements from the alley to N. 5th Street. Any vehicle parked in the northern most parking space should not interfere with driver or bicyclist views of vehicles in N. 5th Street and pedestrians along the sidewalk as only a small part of the vehicles front end in the parking space will encroach in the vision triangle. In addition, the northern parking space is set back further, or approximately two feet, than the other parking spaces to the south. The 15 foot vision triangle at the N. 5th Street and Humboldt Street intersection is maintained with minimal encroachment from a vehicle's front end parked in the southern most parking space. Minimal impact on drivers and bicyclists' views is due to the proposed setbacks and removal of two parking spaces on Humboldt Street, which will provide for increased views for turning movements at the intersection of N. 5th Street and Humboldt Street. There is no encroachment in the ten foot vision triangle at the driveway intersection off Humboldt Street.

The design of the proposed parking lot is subject to the City's Parking Lot Configuration Standards. Minimum parking space width and depth is met. Backing aisle depth is 20 feet for the northern parking space and 22 feet in depth for the other 15 parking spaces. Minimum aisle depth is 26 feet. Driving aisle depth could be met, however, if parking space setbacks were reduced to zero feet along N. 5th Street, or to the edge of the sidewalk. This would also eliminate proposed landscape space and further extend the northern and southern parking spaces into vision triangles and impact motorists and pedestrian safety. As proposed, the driving aisle depth should be adequate to serve Riley County fleet vehicles only.

- 5. THE IMPACT THAT CONSTRUCTION OR EXPANSION OF THE UTILITY OR FACILITY WILL HAVE UPON THE LEGITIMATE INTERESTS OF THAT PORTION OF THE COMMUNITY IN WHICH IT IS PROPOSED TO BE LOCATED:** The proposed construction of the facility is expected to have minimal impact upon the legitimate interests of that portion of the community in which the proposed Riley County fleet vehicle only off-street parking lot is proposed. Two on-street parking spaces are removed along Humboldt Street, which creates a safer turning movement from N. 5th Street onto Humboldt Street as views along Humboldt Street to the west are improved. The proposed configuration, setbacks and landscaping are not inconsistent with other off-street parking lots in the immediate neighborhood in which the proposed facility will be located.

Attachment No. 3

The proposed off-street parking lot will accommodate off-street for 16 Riley County fleet vehicles only, which are currently stored in the Riley County Office Building's off-street parking lot to the southeast of the Humboldt Street and N. 5th Street intersection. The relocation of the fleet vehicles to the proposed off-street parking lot will accommodate 16 new parking spaces for the general public, which use the municipal services at the Riley County offices. Two on-street public parking spaces along the Humboldt Street, which are south of the proposed off-street parking lot, will be removed. The result is a net gain of 14 public off-street parking spaces in the immediate neighborhood.

There is no minimum front, side or rear yard setback in the C-4 District. The proposed parking lot's front yard setback is approximately three feet from the front property line along Humboldt Street and six feet from the front property line along N. 5th Street, with side yard setbacks of three feet to the west and generally at zero feet from the side property line along the alley. The southern, eastern and western setback spaces are proposed with landscaping consisting of either creeping sedum along the eastern and southern frontages and turf along the eastern side yard.

East of the proposed parking lot is N. 5th Street and a City municipally owned and operated off-street parking lot with parking spaces located generally at the front lot lines along N. 5th Street and Humboldt Street and at the opposite side lot lines. To the southeast is an existing Riley County off-street parking lot serving Riley County government facilities, with off-street parking spaces at the front lot line along Humboldt Street and N. 5th Street. To the immediate west is a private off-street parking lot, which adjoins the alley serving the apartment building. To the north is an existing building and off-street parking lot to the northeast of the building. Other off-street parking lots in the immediate area are private with similar parking setbacks from streets and alleys.

The proposed parking lot is within the environs of the following historic properties: Downtown Manhattan Historic District, Riley County Courthouse and Manhattan Carnegie Library. The Manhattan Historic resources Board reviewed the project at its June 27, 2011, meeting and found the project will not encroach upon, damage or destroy and listed historic property or its environs. The State Historic Preservation Officer reviewed the project and made the same finding (letters attached).

Proposed curb cuts to the off-street parking lot and the removal of on-street parking will not adversely affect the adjoining street rights-of-ways.

6. IF THE OWNER OF THE UTILITY OR FACILITY IS THE CITY OF MANHATTAN, AND IF THE FACILITY OR UTILITY IS OF A TYPE EMBRACED WITHIN THE COMPREHENSIVE PLAN, WHETHER OR NOT IT IS IN CONFORMITY WITH THAT PLAN: Riley County is the owner of the proposed Riley County fleet vehicle parking lot. The site is shown on the Downtown Core Neighborhoods Future Land Use map as Central Core District. Southeast of the proposed parking lot is the Riley County Office Building and Courthouse facilities, which are shown as public/semi-public. The Comprehensive Plan, with respect to the Central Core District, does not address off-street parking lots. However, the proposed parking lot is in close proximity to the Riley County Office Building and Courthouse facilities, which are designated as public/semi public. The proposed parking lot will serve the public/semi public designation embraced within the Plan. The proposed municipally owned and operated facility is in general conformance with the Plan.

7. OTHER FACTORS AS THE PLANNING BOARD DEEMS APPROPRIATE AND RELEVANT: If the Planning Board believes there are other factors to consider, the Board should determine those factors it deems appropriate and relevant and clearly articulate the factors.

STAFF RECOMMENDATION: City Administration recommends approval of a proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street.

The Planning Board shall not recommend approval of the request unless it determines, by a preponderance of the evidence, that the public interests to be served by the construction or expansion of the utility or facility outweigh any impact upon legitimate community interests, as such impact is mitigated by any requirements of the Planning Board.

If the Planning Board recommends approval, they shall also recommend any requirements or conditions they deem necessary to mitigate impacts caused by such use. Such requirements or conditions may include, but are not limited to, any bulk, or other requirements, which would have otherwise been applicable within the zoning district in which the proposed use is to be placed.

ALTERNATIVES

It appears the Planning Board has the following alternatives concerning the issue at hand. The Board may:

1. Hold a public hearing on the proposal and, following the hearing, recommend approval of a proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street, based on the findings in the staff report, as recommended by City Administration.
2. Hold a public hearing on the proposal and, following the hearing, recommend denial of the proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street, for specifically stated reasons.
3. Hold a public hearing on the proposal and, following the hearing, modify the site plan and/or conditions of approval, to meet the needs as perceived by the Planning Board, and establish such conditions, if any, as deemed necessary to mitigate any impacts created by the proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street.
4. Table the public hearing of a proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street, for specifically stated reasons and provide further direction to City Administration.

RECOMMENDATION

City Administration recommends that the Planning Board:

1. Hold a public hearing on the proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles;
2. Determine by a preponderance of the evidence, that the public interests to be served by the proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street, outweigh the impacts upon the legitimate community interests, as mitigated by requirements of the Planning Board; and,

3. Recommend approval of the proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street, as recommended by City Administration. This recommendation is based on the findings in the Staff Report.

POSSIBLE MOTION

The Manhattan Urban Area Planning Board finds that by a preponderance of the evidence, the public interests to be served by the proposed Municipal Facility, outweighs the impacts upon the legitimate community interests and recommends approval of a proposed Municipal facility for a Riley County fleet vehicle parking lot for Riley County owned vehicles at 500 Humboldt Street, based on the findings in the Staff Report, as recommended by City Administration.

PREPARED BY: Steve Zilkie, AICP, Senior Planner

DATE: July 12, 2011