



1. CALL TO ORDER

William Schnauber called the meeting to order at 5:30pm.

2. ROLL CALL

Committee members in attendance: William Schnauber, Gary Israel and Alex Zarchan. Staff in attendance: Mark Detter, City Administrator; Jennifer McCausland, Assistant City Administrator; Les Mangus, Director of Public Works & Community Development; Mike Roosevelt, Deputy Fire Chief & Fire Marshall and Lance Onstott, Stormwater/GIS/Planning Technician.

3. APPROVAL OF THE MINUTES OF THE DECEMBER 11, 2018 MEETING

Gary Israel made a motion to approve the minutes of the December 11, 2018 meeting as presented. Motion seconded by Alex Zarchan. Motion carried 3/0.

4. COMMUNICATIONS

A. COMMITTEE & STAFF REPORT

B. POTENTIAL RESIDENTIAL DEVELOPMENT REPORT

Les Mangus stated permit activity was down in 2018, but expectations are for more traditional permit numbers for 2019 based on the current subdivision activity.

5. REVIEW AND RECOMMENDATION ON THE HERITAGE PRELIMINARY PLANNED UNIT DEVELOPMENT PLAN LOCATED AT THE SOUTHWEST CORNER OF SOUTH YORKTOWN PARKWAY AND EAST DOUGLAS AVENUE

Jason Gish, MKEC, and Jason Ronk, Perfection Builders, were in attendance to represent the application.

Les Mangus stated that staff has been working with the applicant on finishing up some of the details associated with the plan. The plan is different than most subdivisions within the City. The alignment of Shay Road is recommended to be realigned. There are some emergency services questions to be answered.

Mr. Gish stated this site is a mixed use development. Commercial development is planned for the southern portion. Going north there may be office that leads to the residential on the northern portion. This particular application represents only the residential development on the northern portion. Although only the residential is on this application, all uses are very much tied together. There is a north-south greenway and park planned to tie it all in. Pedestrian routes are also planned to connect the entire development as well as to provide connections to other City amenities.

Mr. Gish shared a conceptual rendering of the residential portion of the development, which also depicted the expected boundary of the first phase. The east side of the development is an Epcon® product, of which a number currently exist throughout the metropolitan area.

Gary Israel asked for the proposed home sizes.

Mr. Ronk responded they have constructed these anywhere from 1,300 sf. to 4,800 sf.

Mr. Gish stated they are slab-on-grade homes with multiple configuration options.

Mr. Gish stated that the neighborhood design itself is more traditional, much like what is depicted in the City's US 54/400 Corridor Study; More blocks and less cul-de-sacs.

Mr. Gish indicated a clubhouse, pool and pickleball court are also planned for this portion. A center greenway will also connect this side of the first phase into the larger north-south greenway.

Mr. Gish stated the west side of this development is a high-density single-family residential design. He presented photos from similar developments in other communities. The idea is to have a walkable, front porch-oriented neighborhood. Garages will be rear load. Front setbacks are shorter than what is seen in more traditional subdivision design.

Les Mangus indicated that the Epcon® product has been very successful within the metropolitan area. The high-density design on the west of this plan is more pedestrian-friendly as compared to the more traditional subdivision design which is largely automobile-centered.

William Schnauber asked about extra parking for residents.

Mr. Gish indicated no additional parking is planned for the Epcon® product, as this is of traditional design, which includes an oversized garage and available spaces in the driveway and on-street. The high-density residential on the west side of the plan will provide parking within the garages, but all additional parking will be on-street since there are no driveways on-street.

William Schnauber asked if there was any advantage to offsetting homes on different sides of the street.

Mr. Gish responded that he doesn't believe there to be any advantage from an access standpoint.

Mr. Gish stated that the utility plans presented should be fairly accurate. Some final revisions and coordination with the utilities will be necessary. There will be off-site sanitary sewer improvements necessary to serve this development. Utilities located in alleys are planned to use a common trench. The location of transformers and pedestals are still being finalized.

Mr. Gish stated the alleys will be 15 ft. wide, and directed attention to the typical sections included with the submittal. A template was used to ensure trash trucks and larger vehicles (trucks, vans, etc.) would be able to maneuver within the alleys.

Alex Zarchan asked if larger vehicles would be able to park in the garages.

Mr. Gish responded that the garages are oversized.

Mr. Ronk indicated that the doors will be able to go up to 9 ft.

Les Mangus indicated that a major difference with this development is that residents will have to utilize their garages for vehicle storage, not as a general storage unit that is common in other types of subdivisions.

Mr. Gish agreed with Les Mangus, and added that no parking will be allowed in the alleys themselves.

William Schnauber asked whose responsibility it will be to enforce the alley parking.

Les Mangus responded that the homeowner's association will be responsible.

William Schnauber asked about planned lighting.

Mr. Gish responded that traditional street lights are planned for the public streets, and the locations are being finalized with Westar. Lighting for the alley is planned to be provided by lights on the individual garages.

Mr. Gish walked through the typical sections for the various streets included within the development.

Alex Zarchan asked if fencing in the alleys and between homes would be left to the individual buyer or would it be handled by the builder.

Mr. Ronk responded that nothing final has been decided, but does see a possible advantage to handling all the fencing in the alleys and between homes universally.

Mike Roosevelt asked for details regarding the homes on the west portion of the development that are depicted to have no public street frontage. His concern is that not all homes will be within 150 ft. of where a fire apparatus has access.

Mr. Gish provided an exhibit showing 150 ft. buffers from various locations on access roads. Further discussions about refined emergency access is welcomed.

Les Mangus stated that the lots on the west side, directly south of Douglas Ave., that do not have public-street access, may be better served from an emergency access perspective if the alleys adjacent to these lots included 20 ft. of pavement instead of the proposed 15 ft. Reinforced turf could be installed from the alleys to Douglas Ave. providing fire apparatus the ability to utilize the alleys for emergency access if required. The bump-outs depicted along Douglas Ave. would need to be located as to prevent the blockage of alley access. The southern portion of the west side includes 9 lots with no public-street frontage. The alley serving these lots is also suggested to include 20 ft. of pavement for emergency access instead of the proposed 15 ft.

Mr. Gish indicated that they have experience with similar issues in other communities in the area, and would like to meet to discuss alternative options in order to keep the 15 ft. of pavement where possible. The limitation of hardscape within the development is a priority.

Mike Roosevelt asked about addressing for the lots with no public-street frontage.

Mr. Gish indicated this detail would need to be worked out, but he assumes they would be addressed from the closest street.

Les Mangus stated he believes the addressing details can be worked out at a later time.

Les Mangus suggested Shay Road will be the major carrier of traffic through the development, so it should connect directly to Willowbrook Street instead of Sunset Drive. Sunset Drive, being the minor carrier, would then intersect with Shay Road. He presented a sketch of the proposed realignment.

Mr. Gish agreed with the proposed realignment, and also highlighted the inclusion of the bump-outs along the east side of Shay Road and the on-street parking along the west side.

Alex Zarchan asked if a wall along Douglas Avenue was proposed.

Mr. Gish responded that a greenway is planned.

Alex Zarchan asked about school bus access.

Mr. Gish responded that they are anticipating the school buses will work out pick-up locations that work that allow for bus access.

Les Mangus asked for clarification regarding the on-street parking located at the one-way entrance and exit from the development on the west side. As proposed, parking is included on the left side of a curve, which would seem to be difficult. This detail can be worked out another time as well.

Gary Israel commented he had concerns regarding on-street parking, lawn maintenance and whether the alleys will experience higher crime. He suggested having the Police Department review the plan.

Les Mangus stated that the streets with on-street parking allowed are actually larger than residential streets in a traditional subdivision.

Mr. Ronk indicated the development's will be low-maintenance, so all the maintenance that is required will be completed by one entity – individual homeowners will not have lawn maintenance responsibilities.

Mike Roosevelt asked if the alleys will allow vehicles travelling in opposite directions enough room to pass, if not will they be one-way alleys.

Mr. Gish responded that they believe the driveways will allow for passage if necessary, and are not planned to be one-way restricted.

Alex Zarchan commented he was concerned with lighting in the alleys.

Les Mangus indicated lighting could be handled by the applicant during the construction of the homes.

Mike Roosevelt asked if a man door is planned for the garages.

Mr. Ronk said it would be up to the home buyer.

Mike Roosevelt asked if the courtyard side of the home would be constructed with a one-hour wall.

Mr. Gish responded that only the zero-lot line side of the homes would be constructed with a one-hour wall.

Mr. Ronk indicated the ten feet of separation on the courtyard side does not require a one-hour wall per the code.

Les Mangus stated this can be further researched at the time of construction.

Mike Roosevelt asked if any of the other high-density communities have interior sprinkler systems.

Mr. Ronk responded that no Epcon® community in the nation has interior sprinklers.

Gary Israel made a motion to approve The Heritage Preliminary Planned Unit Development Plan with the following conditions: (1) All staff comments be met, (2) Emergency access items are finalized, and (3) Shay Road is reconfigured to intersect with Willowbrook Street. Motion seconded by William Schnauber. Motion carried 3/0.

6. MEMBER ITEMS

None

7. ADJOURN

Gary Israel made a motion to adjourn. Seconded by Alex Zarchan. Motion carried 3/0. Meeting adjourned at 7:06pm.

Respectfully submitted by:



Lance Onstott
Stormwater/GIS/Planning Technician

Approved on the 12th day of March, 2019 by the City of Andover Subdivision Committee.