



1. CALL TO ORDER

Chairperson Doug Allison called the meeting to order at 6:00pm.

2. ROLL CALL

Committee members in attendance: Chairperson Doug Allison, Don Kimble, Brandon Wilson, Todd Woolsoncroft and Greg Schneider. Member Nate Hinson was absent. Staff in attendance: Jennifer McCausland, Assistant City Administrator; Les Mangus, Director of Public Works & Community Development; Steve Anderson, City Engineer & Building Official; and Lance Onstott, Stormwater/GIS/Planning Technician.

3. APPROVAL OF THE MINUTES OF THE JANUARY 3, 2019 MEETING

Todd Woolsoncroft made a motion to approve the minutes of the January 3, 2019 meeting as presented. Motion seconded by Greg Schneider. Motion carried 5/0.

4. COMMUNICATIONS

- A. COMMITTEE & STAFF REPORT**
- B. POTENTIAL RESIDENTIAL DEVELOPMENT REPORT**

5. SP-2019-01; REVIEW AND APPROVE THE SITE PLAN FOR USD 385 MEADOWLARK

ELEMENTARY SCHOOL GENERALLY LOCATED AT 1122 N. 159TH ST. E.

Troy Hertel, SJCF Architecture; Michael Meyer, SJCF Architecture; Philip Meyer, Baughman & Co.; Pat Baer, Baughman & Co.; David Jackson, USD 385; and Troy Sanders, USD 385, were in attendance to represent the application.

Mr. Hertel stated this school is planned to replace the current Meadowlark Elementary located on Main St. The new building will house approximately 380 K-5 students. The building includes a gymnasium, cafeteria, classroom wings, media center and storm shelters. A pick-up/drop-off lane is provided south of the building. West of the building holds the parking lot. North of the building is the bus pick-up and drop-off location. The location of each allows for the separation of students, parking and bus operations.

Mr. Meyer presented the proposed palette, which consists of a masonry veneer and composite paneling at select locations.

Chairperson Allison asked if only one masonry veneer is proposed for the entire building.

Mr. Meyer confirmed one is proposed.

Mr. Hertel indicated two landscape plans are proposed. One plan meets the Site Plan Review standards, and the other is a more relaxed landscape plan. He asked the Committee to consider the relaxed plan based on the site's size (nearly 50 acres), future development of the CAPS program building on the northern portion of the site and potential future development on the southern portion of the site.

Mr. Jackson stated that the district is currently trying to add grounds maintenance positions in order to take over some of the maintenance tasks that are currently contracted, which have become expensive. He believes the district would struggle to maintain the landscaping in the plan that meets the Site Plan Review standards,

thus they are asking for leniency. Additionally, the site naturally includes a lot of open, green space and is set back from the road. He agreed with Mr. Sanders that leniency would also reduce the initial cost.

Todd Woolsoncroft asked if the palette presented is consistent with the district's other buildings.

Mr. Meyer responded that the palette is similar; most other buildings are a masonry veneer. The light wood grain paneling proposed at this location is a new introduction.

Mr. Hertel indicated other buildings include stucco finishes, metal panel finishes and this introduces a new kind of panel finish.

Greg Schneider sought to confirm that some landscaping is being proposed.

Mr. Hertel confirmed some landscaping is proposed. The second plan submitted includes significantly less than the plan that meets the standards.

Don Kimble asked for details regarding the bus circulation.

Mr. Hertel indicated the site has limited busing, and they will stack along the north drive, which includes a turnaround for egress using the same drive.

Mr. Jackson clarified that the projected number of students for the first year is approximately 280.

Brandon Wilson asked staff if schools have different landscaping standards based on their scale.

Les Mangus responded that schools do not have different landscaping standards. It is up to the Committee to decide whether more or less landscaping is required/allowed. The proposed plan includes approximately 1/3 the amount of plantings required per the standards.

Mr. Meyer stated that his opinion of the standards is that they apply to non-residential or commercial uses. A commercial development would typically fill this site with impervious surface if they could. This project is a campus as compared to a commercial development, which will include a lot of green, open space that would not be typical for a commercial development. The open space counters the lesser amount of plantings. Additionally, the site as designed, will garner the most attention at the corner of 13th St. and 159th St., so the landscape plan was designed to take this into account.

Don Kimble stated that he has concerns allowing a lesser standard for the school and any potential precedent that may set for future cases.

Paul Swartz, 1111 W. 13th St, indicated he has concerns regarding the proposed lighting of the site.

Mr. Jackson stated that the district employs a system that automatically turns off half of the site's lights at midnight of each night. Custodians are on site until midnight, thus the decision to turn off half the lights at that time.

Don Kimble made a motion to approve SP-2019-01 with the proposed, lesser landscape plan. Motion seconded by Todd Woolsoncroft. Motion carried 4/0/1. Brandon Wilson abstained.

6. **SP-2019-02; REVIEW AND APPROVE THE SITE PLAN FOR BUTLER COUNTY COMMUNITY COLLEGE EXPANSION/RENOVATION, ACCESSORY BULDING AND SITE IMPROVEMENTS GENERALLY LOCATED AT 715 E. 13TH ST.**

Vince Haines, Gravity Works Architecture; Dr. Kim Krull, Butler Community College; Samantha Dillon, Professional Engineering Consultants, P.A.; Scott Canfield, Professional Engineering Consultants, P.A.; and, Kurt Hurias, Professional Engineering Consultants, P.A., were in attendance to represent the application.

Dr. Krull indicated this project is being necessitated by USD 385's improvements to Andover High School. The College has been housed within the north end of Andover High School for a number of years, and this area will cease to exist as the district completes its improvements. The lease agreement between the College and the district has been terminated. This project will allow for the relocation of classroom spaces, a lab space and student services that have been located at the high school to the 5000 building on 13th St. They have tried to match timelines with the district. The College hopes to be out of the Andover High School site by May 2020, which would allow the district to meet their goal of occupying the new school in Fall 2020.

Mr. Haines stated that the current building on 13th St., which is approximately 159,000 sf., includes approximately 35,000 sf. of unfinished space that has been used for storage, facilities maintenance activities and IT deployment to serve both campuses. This unfinished space will be finished for use as classroom space and student services. The project also includes an additional 18,000 sf. building, which will hold facilities activities that are being relocated from the existing building, in addition to housing the College's manufacturing and technology lab space and classrooms.

Mr. Canfield presented the traffic impact study. The study included analysis to determine what type of improvements would be needed to 13th St., the overall operation and safety of the corridor and the impact the College's driveways would have. Today there is slightly over 5,700 vehicles per day that travel on 13th St. near Andover Rd. With the improvements to the College, that number is projected to increase to approximately 6,300 vehicles per day. At the College's site along 13th St., the vehicles per day are approximately 2,900-3,000. East of the campus, 13th St. sees approximately 1,800 vehicles per day. Based on the previous analysis, no need was demonstrated for auxiliary lane enhancements. The east driveway is expected to operate at a level of service grade of B. The west drive is expected to operate at a level of service grade of C+.

Mr. Hurias presented the landscape plan. Frontage along 13th St., the Yorktown Pkwy. right of way and the Commerce St. right of way were used in the formulation/calculation of the landscape plan. Screening requirements were a challenge based on a Westar easement along 13th St., of which prohibits the planting of trees and shrubs. In lieu of trees and shrubs, landscaped berms were included to screen the parking area from 13th St. There is not enough room to use berms along Yorktown Pkwy, which has resulted in the plan being light as far as screening is concerned. The Southern Star easement also presented challenges to screening. They included screening of the new building and its parking lot where they could, but the pipeline dictated its location. Most of the site will consist of non-irrigated buffalo grass. Native grasses are planned for around the storm water detention areas. Irrigated fescue is planned for around the buildings and within the landscaped islands found in the parking areas. Pedestrian routes have been included within the parking lots. Approximately 150 trees and 347 shrubs are included in the plan.

Ms. Dillon stated that the parking lots will drain into a series of detention basins. The plan is consistent with the existing drainage pattern on the site. Additional inlet structures are planned for the site to assist in the elimination of any ponding. The photometric plan submitted meets the Site Plan Review standards.

Mr. Haines indicated that the plan has been approved in writing by the Southern Star pipeline. Westar has also approved the berms to be located within their easement.

Chairperson Allison asked staff for comments.

Les Mangus stated the City has hired a traffic engineering consultant to study the Yorktown Pkwy. corridor. The study included a traffic generation component using complete build-out of the corridor. There are disagreements with the traffic impact study completed by Professional Engineering Consultants, P.A. as it relates to the built-out condition. Additionally, there are concerns regarding the driveway spacing proposed. The driveways are too close together to operate efficiently as traffic increases. Staff has no concerns regarding drainage or landscaping.

Chairperson Allison asked staff for recommended distance between driveways.

Les Mangus indicated that the development of Yorktown Pkwy. is essential to getting the appropriate spacing between driveways. This was discussed during the platting of the adjacent tract west of the existing building. The College's initial plan was to build a new building on the west tract, but an impasse was experienced regarding the development of Yorktown Pkwy. In response to this impasse, the College has decided to present this application, which includes the additional building on the same tract as the existing building. The College is one of the top-5 traffic generators within the City.

Don Kimble asked who is the City's traffic engineer.

Les Mangus responded that TranSystems is the City's consulting traffic engineer.

Don Kimble asked if the existing ditch along 13th St. is planned to stay. If so, will the existing culverts remain.

Ms. Dillon indicated it will stay, and new culverts will be installed.

Don Kimble asked if the traffic flow arrows at the east driveway indicated on the plan were correct.

Mr. Canfield indicated it should show a right-in, and a separate left-out/right-out on the east side of the proposed median.

Don Kimble asked if the east parking lot is planned to be closer to the ditch or does it follow the existing edge.

Ms. Dillon indicated it will follow the existing edge.

Don Kimble stated he would like to see increased turning radii at the driveways. He agreed with staff concerns regarding the driveways, and stated he cannot approve the project with the proposed driveways.

Brandon Wilson asked if portions of the parking lot will sheet drain.

Mr. Haines indicated that portions will sheet drain into adjacent detention basins.

Chairperson Allison asked staff if there was enough frontage along 13th St. in order to space the driveways appropriately.

Steve Anderson stated that the City's preferred location for access to the site is from Yorktown Pkwy. As proposed, the main entrance to the site from 13th St. crosses pedestrian traffic from the parking lot to the building. From a safety standpoint, the City has advocated that it is better to have the vehicular traffic entering the site from the east in order to separate vehicular and pedestrian circulation.

Chairperson Allison asked to confirm that staff's suggestion is to have the main entrance to the site from Yorktown Pkwy. and not from 13th St.

Mr. Canfield stated that the proposed driveways along 13th St. are approximately 13.5-15 ft. too close together.

Don Kimble asked if the west driveway can be moved further west to increase the separation.

Les Mangus responded that would not solve the problem of the proposed main drive being too close to the Yorktown Pkwy. intersection. The discussion during the platting process indicated the need for some functional restriction to the proposed main driveway, or closure, when Yorktown Pkwy. is constructed.

Mr. Haines stated that it remains their position that once Yorktown Pkwy. is constructed, the main driveway off 13th St. will be closed.

Chairperson Allison asked the applicant if they would be opposed to moving the main driveway to the northeast corner of the site, and then closing it once Yorktown Pkwy. is constructed. Once closed, the main access would be from Yorktown Pkwy.

Mr. Haines responded that this is doable.

Dr. Krull agreed that the moving of the entrance to the east would reduce the vehicular and pedestrian traffic conflicts.

Les Mangus stated that the best course of action would be to build Yorktown Pkwy. in order to avoid building the main entrance to the College twice.

Dr. Krull stated the College is not opposed to the building of Yorktown Pkwy., and they understand it will be built. The College is committed to doing road improvements. The question is the timeframe for improvements. The best option for the College is to build the entrance off 13th St. at the northeast corner of the site, and then relocate the entrance when Yorktown Pkwy. is built in the future.

Don Kimble asked the applicant to take a look at the elevations between the proposed northeast entrance location and the site.

Chairperson Allison asked for a description of the materials proposed.

Mr. Haines responded that a combination of panel profiles will be used in an attempt to prevent a metal building from looking like a metal building.

Todd Woolsoncroft asked if any material changes are being proposed for the existing building.

Mr. Haines confirmed no changes to the existing building are being proposed.

Todd Woolsoncroft stated concerns regarding the visibility of the rear of the proposed building from Yorktown Pkwy., near the southeast corner of the site.

Mr. Haines indicated that the mechanical equipment at the back of the building is similar to that of a residential condensing unit. They will also be located within the fenced and landscaped area.

Ms. Dillon added that trees will be planted to help screen the view from Yorktown Pkwy.

Todd Woolsoncroft asked what material is planned for the trash enclosure.

Mr. Haines stated it will be a metal panel enclosure similar to the exterior of the building.

Chairperson Allison asked if the designer was confident in the Galvalume® material.

Mr. Haines stated they have used it in a lot of places.

Don Kimble asked the applicant if they preferred to receive an approval with conditions this evening or to have time to think about revisions and bring the project back to the Committee next month.

Mr. Haines stated they preferred approval with conditions. He asked if they would need to make another appearance before the Committee to present compliance with the approval conditions or if staff could approve.

Dr. Krull asked when the plan alterations would need to be submitted.

Les Mangus stated that the relocation of the drive will have implications on the landscape plan as well. He would prefer the revisions are brought back to the Committee.

Jennifer McCausland indicated that a special meeting of the Committee could be called in order to try and keep the project moving.

Brandon Wilson asked if the City's traffic engineer could be available at the next meeting.

Les Mangus reiterated his preference to bring the application back to the next regularly scheduled Committee meeting to ensure the applicant has enough time to make revisions and City staff have enough time to review.

Mr. Haines stated that as long as a conditional approval does not impact the construction from commencing, he doesn't have a problem with that.

Steve Anderson indicated that staff still needs a couple weeks to review the building plans.

Chairperson Allison asked the applicant what their timeline is.

Mr. Haines responded that they are planning to begin the interior remodeling on April 15.

Chairperson Allison asked staff if the revisions necessary to the site impact permits for interior remodeling.

Les Mangus confirmed the interior remodeling permits are not affected by the revisions necessary for the site.

Ms. Dillon asked if the revised application would be able to be on the April Committee agenda.

Les Mangus indicated we will have to see how quickly the revised plans could be submitted and ultimately reviewed by the City.

Don Kimble made a motion to approve SP-2019-02 as presented with the following conditions: 1) move the main entrance as illustrated from the center of the site to the northeast corner if grading is doable, and this entrance is a phase I entrance, which will be relocated when Yorktown is put in, 2) evaluate and increase the turning radius on the drives off 13th St. Motion seconded by Todd Woolsoncroft. Motion carried 5/0.

7. MEMBER ITEMS

No member items.

8. ADJOURN

Meeting adjourned at 7:27pm.

Respectfully submitted by:



Lance Onstott
Stormwater/GIS/Planning Technician

Approved on the 3rd day of April, 2019 by the Site Plan Review Committee, City of Andover.