

CITY OF CLEARWATER, SEDGWICK COUNTY, KANSAS

PLANNING COMMISSION MINUTES

AUGUST 12, 2010

The regular meeting of the City of Clearwater, Sedgwick County, Kansas, Planning Commission was held on Thursday, August 12, 2010 at 7:00 p.m., in the Clearwater City Council Chamber, City Hall at 129 E. Ross Avenue, Clearwater, Kansas.

The following members were present: Lonnie Stieben, Mike Machart, Mike Cass, and Ryan Shackelford. George Rudy and Billy Lane were absent. The following City staff members were present: Kent Brown, City Administrator; Cheryl Wright, City Clerk; and Janet Amerine, City Attorney. Others present at the meeting: Bill Hammers & Beverly Hammers citizens, J.L. Walker Church of Christ, and Robert Snyder manager of the Golf Course.

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1. Approval of Minutes of the Meeting of July 6, 2010

City Clerk Wright stated that there is a correction to the motion approving the preliminary plat. The text states “the adjacent property owner to the east” and it should be to the west. City Attorney Amerine stated that the minutes should reflect that she questioned Meyer concerning access to the property. Amerine asked if there are any road easements and Meyer stated that, “there are none”.

MOTION: The motion to approve the minutes with the above corrections was made by Mike Machart, seconded by Ryan Shackelford and passed unanimously.

Bill Hammers spoke to the Planning Commission and reviewed in writing the points that he brought up at the last meeting. Hammers continued to state that he is opposed to zoning the property to I-1 for the following reasons.

1. 135th Street W. is a major artery for access to our city and a first impression of our city should not be additional industrial. There is already Duraform and the Coop.
2. Taxpayers have purchased property that is zoned I-1 and Hammers would rather see that property developed as it is a much better location for an industrial park.
3. Hammers stated that his property adjoins this property on the west and is concerned that the potential for industrial waste draining onto his property. The drainage from the Hammers property flows through a residential neighborhood in the northwest sector of Clearwater. The drainage from the

- property that the City purchased does not drain into any residential areas.
4. Hammers stated that he feels there is a much better growth potential if the area is zoned residential instead of industrial.

Hammers requested that he receive a copy of all agendas that deal with the Dugan property.

2. Recommendation from Planning Consultant John Riggs Regarding Roads on Dugan Property

City Administrator Brown stated that he received the preliminary plat for the Dugan property and he sent a copy to the City's engineer for review of city services sewer and water, how to access the property and a little on transportation and roads. City Attorney Amerine suggested having John Riggs, Certified Planner for Clearwater, also review the preliminary plat. Riggs provided the Planning Commission with a written response concerning his review of the preliminary plat as follows:

1. Conformance to the Comprehensive Plan.

The Future Land Use Plan for the City shows a strip along 135th St. between 95th and Diagonal as future residential. The development as proposed would change the land use direction for the interior of the tract from residential to industrial.

Due to an emerging pattern of residential development in this region of the community, coupled with the presence of major public facilities such as a cemetery, a church and a golf course, it is doubtful that the range of industrial activities potentially possible at this location with the proposed industrial zoning would be entirely compatible with the probable future development pattern of the City.

2. Lot layout and Design

As shown, the proposed platting pattern would result in a strip of very large commercial lots along the major streets which would isolate a substantial portion of the tract, leaving access only from 95th Street. This portion of the preliminary plat, noted as Lot 6, is proposed for industrial development, but does not show indication a possible future platting pattern. As noted by the Subdivision Regulations, it would be helpful for City planning purposes to have an overall land plan for the entire tract at the preliminary plat stage whether or not the entire tract will be final platted at the same time.

3. Vehicular Circulation

The proposed development pattern does not provide vehicular access or circulation other than by direct connection to the surrounding major streets for each lot. Due to the exceptionally large size of the proposed commercial lots, it is reasonable to assume that each will eventually accommodate several individual businesses, all of

which will require an individual access from the major street. In this regard, it will likely prove advantageous to incorporate a frontage road along the major streets in order to limit the number of individual driveways both for functional adequacy and for traffic safety.

It is also noted that the preliminary plat does not provide indication of vehicular circulation through the interior of the tract. This would leave the almost 2,500 foot deep interior Lot 6 accessible only from 95th Street on the north. As the proposed future development will likely generate substantial vehicle traffic, both passenger cars and commercial trucks, there should be major street access from both 95th and Diagonal. This could be accomplished by platting a major street right-of-way between Lots 3 and 4 with the intention of extending the street north through Lot 6 to 95th Street. Likewise, a street extension should also be platted toward the west from the north-south street to allow access to the adjoining underdeveloped acreage. These street corridors will be especially important for use by large emergency response vehicles.

4. Recommendation of John Riggs Planning Consultant

Due to the extent of possible design alterations, if the City subsequently elects to incorporate the above observations, the approval process should be amended to allow time for consideration of a new preliminary plat before proceeding with review and approval of a final plat drawing.

After reading the recommendation from John Riggs the Planning Commission examined the preliminary plat of the property. City Administrator Brown stated that the major consideration that was not addressed at the public hearing was vehicular circulation and road access to the interior of the proposed plat. Brown reviewed various options so that the property owner would have flexibility with his property and answer the problem of vehicle circulation. City Attorney Amerine stated that the idea is to have a road easement on the plat, even if the roads are not built any time in the near future. Brown stated that most of the right-of-ways are 60 feet. The Commission, Brown, Amerine and J.L. Walker reviewed the current maps and the preliminary plat and discussed road and utility easements and drainage.

7. Adjournment

With there being no further business to come before the Commission, Mike Machart made a motion to adjourn the meeting. The motion was seconded by Mike Cass and passed unanimously.

CERTIFICATE

State of Kansas }
County of Sedgwick }
City of Clearwater }

I, Cheryl Wright, City Clerk of the City of Clearwater, Sedgwick County, Kansas, hereby certify that the foregoing is a true and correct copy of the approved minutes of the August 12, 2010 Planning Commission meeting.

Given under my hand and official seal of the City of Clearwater, this 21st day of September 2010.

Cheryl Wright, City Clerk