

**THE REGULAR MEETING OF THE PLANNING COMMISSION BOARD HELD ON SEPTEMBER 20, 2010, AT
7:00 P.M., AT THE CITY HALL COUNCIL CHAMBERS**

The meeting was called to order at 7:00 P.M., by Ben Hanson. Members present were Jack Edmonds, Lee Steinbrecher, and Jim Kusler (Princeton Township). Staff present were Mike Nielson (WSB City Engineer), Jay Blake, and Mary Lou DeWitt.

Absent were Dave Thompson and Ken Haskamp. Haskamp has moved outside the City of Princeton and resigned his position.

APPROVAL OF MINUTES OF THE REGULAR MEETING ON AUGUST 16, 2010

STEINBRECHER MOVED, SECOND BY EDMONDS TO APPROVE THE MINUTES OF THE REGULAR MEETING ON AUGUST 16, 2010. UPON THE VOTE, THERE WERE 3 AYES, 0 NAYS. MOTION CARRIED.

PUBLIC HEARING:

A. #07-10 Preliminary & Final Plat for Air Park Addition

The City of Princeton and John and Sharolyn Westling are doing a Preliminary and Final Plat for the road right-of-way plat for 21st Avenue extension and the creation of three outlots for future development. Within the plat, three outlots will be retained by Westling for future development and the right-of-way will be acquired by the City to allow the connection from Aero Business Park to the Princeton Industrial Park, past the airport. Several land swaps will also occur relating to the current Airport Road easements.

There is no sewer or water extension planned at this time. With the construction of the roadway and utility improvements, it is anticipated that would allow Outlots A and B to be for future development. Further development of this site would be subject to final platting, rezoning, and site plan review by the Planning Commission Board. The property is currently zoned C-1 Conservation.

Mike Nielson, WSB City Engineer wrote a memo regarding 21st Avenue Extension and Air Park Addition that states:

The City Council has determined that the extension of 21st Avenue South from the south end of the Aero Business Park south to the Industrial Park connecting with 19th Avenue South is a priority for the City of Princeton to enhance the transportation system of the City.

The Air Park Addition provides for the acquisition of the privately owned property to make the needed roadway connection. The property is currently owned by John Westling and Sharolyn Westling. Air Park Addition includes the right-of-way for future construction of 21st Avenue South extension and a realignment of Airport Road. Airport addition also includes three outlots identified as Outlot A, B, and C.

The City has a purchase agreement with John Westling and Sharolyn Westling for the right-of-way needed for the future roadway improvements. The ownership of Outlots A-C will remain with John Westling and Sharolyn Westling.

This plat does not grant development rights for Outlots A-C, but merely is intended to identify the needed road right-of-way for the future extension of 21st Avenue South. Any future development plans for Outlots A-C will require a zoning change from the current Conservation zoning to meet the intended use and re-platting of the Outlots A-C.

In addition a future street name change will be required. The proposed roadway will connect 21st Avenue South with 19th Avenue South and will require the renaming of one or both of the streets to eliminate confusion with the addressing system.

Blake informed the Planning Commission Board that the City did not acquire all the signatures on the applications from John and Sharolyn Westling and this item could be continued or tabled. He recommends having those who are in attendance address the Planning Commission Board on their thoughts of the plat.

Hanson asked when Blake expects to get the signatures.

Blake responded he should have them shortly.

Nielson said that Outlot C may be given back to the City. There is not much use for this outlot.

Steinbrecher commented that the Planning Commission Board should hear the public comments from those who are in attendance.

Joe Glenn, 1502 14th Street South, asked what the intention would be from Rum River Drive and the Industrial Park.

Blake said this would give another exit from the Industrial Park. It is not intended to be a four lane highway. The purpose would be to increase traffic to 21st Avenue and reduce the traffic from the Industrial Park from Rum River Drive. This has been on the Comprehensive Plan since 1994 and has been on the City Council's future project list as number two to have done. The first item was the bridge.

Glenn said there will be no control of traffic coming from 21st Avenue through the Industrial Park.

Blake said the intention is going out of the Industrial Park, not to increase traffic to the Industrial Park.

Glenn has strong reservations for anymore traffic going through the Industrial Park and believes this would create more. USDP and Glenn Metalcraft, and Erdmans have delivery trucks that stacked up on the street now to unload. Adding more traffic through the Industrial Park will not benefit those in the Industrial Park. Glenn has never seen another Industrial Park that has more then one way in it. He does not believe the street can get any wider.

Blake said most industrial parks have two entrances and exits for safety purposes. The standard for storm water and road way standard needs to have a better design and this would help having this additional road. This proposed road would create an alternative way for those to get in or out of the industrial park. How to design, stripe it, curve it is very important. Blake understands Glenns concern. For the safety stand point he believes it is necessary.

Steinbrecher said the City Council is looking at what would be best for traffic control for the Industrial Park.

Richard Anderson, 31811 128th Street, asked what is the plan for the road. The plat does not show it.

It looks like the road goes into the airport. Why is this Preliminary and Final Plat being rushed through at one meeting. The plat does not show the full scope of the plans for the road. It should be platted where the road connects to another road and this map does not show it. This was not been presented to the Airport Board that met two weeks ago. He believes the City is not being upfront with this plat since they are not showing the full plans and are trying to get this passed quietly.

Blake said the plan has been reviewed with the City Council and they approved it. The City has not gotten permission from the FAA for the road.

Anderson wants to know what the Planning Commission Boards thoughts are on this. This will affect the cross wind runway. How this has been presented is wrong and a Planning Commission does not work this way.

Blake asked Hanson to table this item.

EDMONDS MOVED, SECOND BY STEINBRECHER TO TABLE #07-10 PRELIMINARY PLAT AND FINAL PLAT FOR AIR PARK ADDITION. UPON THE VOTE, THERE WERE 3 AYES, 0 NAYS. MOTION CARRIED.

B. Zoning Ordinance Amendments

The proposed Princeton Zoning Ordinance Amendments were prepared by Tina Goodroad from Bonestroo. This zoning draft reflects the discussions from past Planning Commission meetings that minor changes have been made to the zoning and subdivision ordinance. The document along with much of the unaltered sections within the current zoning ordinance will be incorporated and numbered once the review and the approval process is complete. The changes reflect many of the goals and policies found within the 2009 Princeton Comprehensive Land Use Plan and should work to improve the development process within the City.

Blake said that the City has been working through the Planning Commission and other Boards regarding these changes. The revisions should reduce the restrictions of the ordinances. Provisions have been added for the Planned Unit Development process. Standards have been set for developments. The data that needs to be provided has been reduced where the Developer does not need so many copies and electronic versions are also accepted.

There are changes in the Zoning Districts. The B-2 General Business District will now be Neighborhood Business District and B-3 Highway Commercial District will now be General Commercial District. The MOR District has been added. This is the Medical Office Residential District. There have been changes to the non-conforming use where they now are in compliance with the State Statute. There is a sunset clause added to the Interim Use Permit. In the R-2 District the lot sizes have been reduced. For R-1 District the lot size currently is 12,500 and now would be 9,800. For R-2 two family dwelling the size is currently 13,000 and reduced to 12,500. Reducing the lot size will make it easier for the property owners in the older section of town to build onto their current home. Variances are very difficult to show hardship and reducing the lot size, the homeowner will just have to meet the setbacks and lot coverage.

Blake said under the Conditional Use Permit section an accessory building is not permitted with a height exceeding 15 feet without a Conditional Use Permit. He would like to allow storage structures to have a greater height than 15 feet to be allowed without a Conditional use Permit. This is something he would like to talk with the Planning Commission Board after the overall review. In the zoning changes, any area that would be rezoned will be notified. They would have an opportunity to come to the public hearing and discuss the zoning. In the Performance Standards section the noise level shall be regulated by the standards of the Minnesota Pollution Control Agency. The section for fences now reads that a maintenance free fence may be erected upon the division line of the respective properties if the owner of the property adjoining agrees in writing. A survey made by a registered land survey will be required by the owner of the property upon which a fence exists or is proposed to establish the boundary lines of their property and neighboring property. In the event a property owner either does not have consent from the neighboring property owner, do not have a survey or property identification irons marked, a fence shall be located a minimum of two feet off the property line in order to provide ample space for maintenance. In the Landscaping section the wording is more flexible with the property owner and the City to determine what would work best for the site. A list of trees that are allowed in the City has been added to this section. This list can be amended at any time without an ordinance change.

Hanson questioned what the concern is with the height of an accessory building being no more than 15 feet.

Blake said it is the peak of the garage that would meet a 15 feet height. The concern is if they get higher than the 15 feet it can look out of character with the rest of the neighborhood. Another concern is if the accessory structure would have a mother-in-law apartment. It could also be a rental unit and on a 66 foot wide lot, it could cause a problem with the extra vehicles and the parking. The Conditional Use Permit would be used to review what the property owner wants to do with the added height.

Hanson said he would like to see the pitch of the garage match the pitch of the house. If the pitch of the accessory building is higher than the house, a Conditional Use Permit would be needed. If they want storage space in the additional space then they would need a Conditional Use Permit also.

Steinbrecher commented that could lead to a very extreme variation to roof tops. There would have to be a maximum height and then a Conditional Use Permit is needed.

Blake suggested anything over 20 or maybe 24 feet and/or if there is a storage area above then a Conditional Use Permit is needed.

Steinbrecher said that could cause a problem if they start building accessory buildings to store motor homes.

Edmonds does not like the idea that they can not have storage up there.

Nielson suggested no plumbing allowed in a accessory building unless they have a Conditional Use Permit. That would put a stop to living quarters added.

Blake said that would work and then allow them to go up to 24 feet height.

Edmonds asked if all fence permits would need a survey if on the property line.

Blake said the old part of town it would be hard to find the property pins and a survey could be used. He suggested a signed agreement or a survey for placing the fence on the property line.

Nielson said that a disclaimer that could be put on the fence permit states what the City is given for information regarding the property line is not up to the City to provide and the property owner needs to provide accurate information that they are sure of the property lines.

Hanson asked if the lots being 66 feet wide would increase the possibility of a new development of being over crowded.

Blake said that will be up to the Planning Commission to review with new developments.

STEINBRECHER MOVED, SECOND BY EDMONDS TO CLOSE THE PUBLIC HEARING. UPON THE VOTE, THERE WERE 3 AYES, 0 NAYS. MOTION CARRIED.

STEINBRECHER MOVED, SECOND BY EDMONDS TO APPROVE THE ZONING ORDINANCE AMENDMENTS TO BE FORWARD TO THE CITY COUNCIL WITH THE ADJUSTMENT OF THE ACCESSORY BUILDING HEIGHT AT 24 FEET AND ANYTHING EXCEEDING THAT HEIGHT AND/OR HAVING SEWER OR PLUMBING NEEDS A CONDITIONAL USE PERMIT. UPON THE VOTE, THERE WERE 3 AYES, 0 NAYS. MOTION CARRIED.

OLD BUSINESS: None

NEW BUSINESS: None

COMMUNICATION AND REPORTS:

A. Verbal Report

Building report was given to the Planning Commission Board for informational only and the City is ahead of last year's total. Ken Haskamp sold his house and submitted his resignation. He no longer lives in the City limits. The Planning Commission Board agreed to make sure they would be at the meetings to have a quorum till the end of the year, where we do not publish for a replacement to fill this year's last few months.

B. City Council Minutes for August, 2010

The Planning Commission Board had no comments.

STEINBRECHER MOVED, SECOND BY EDMONDS TO ADJOURN THE MEETING. UPON THE VOTE, THERE WERE 3 AYES, 0 NAYS. MOTION CARRIED. THE MEETING ADJOURNED AT 8:52 P.M.

ATTEST:

Ben Hanson, Vice Chairperson

Mary Lou DeWitt, Comm. Dev. Assistant