

**THE REGULAR MEETING OF THE PLANNING COMMISSION BOARD HELD ON  
OCTOBER 26, 2010, AT 7:00 P.M., AT THE CITY HALL COUNCIL CHAMBERS**

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

**APPROVAL OF MINUTES OF THE REGULAR MEETING ON SEPTEMBER 20, 2010**

STEINBRECHER MOVED, SECOND BY HANSON TO APPROVE THE MINUTES OF THE REGULAR MEETING ON SEPTEMBER 20, 2010. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED.

**PUBLIC HEARING:**

**#07-10 Preliminary & Final Plat for Air Park Addition – Continuation**

This item has been continued from the September 20, 2010, Planning Commission meeting. The City of Princeton and John and Sharolyn Westling are doing a Preliminary and Final Plat for the road right-of-way plat for 21<sup>st</sup> Avenue extension and the creation of three outlots for future development. Within the plat, three outlots will be retained by Westling's for future development and the right-of-way will be acquired by the City to allow the connection from Aero Business Park to Princeton Industrial Park, past the airport. Several land swaps will also occur relating to the current Airport Road easements.

Blake said the road way alignment and right-of-way has been reviewed by the City Council. The Bowen family has not committed to the south with their property for the extension of the road. In 2010, the City Council decided the number one project was the bridge and number two project was the extension of 21<sup>st</sup> Avenue. The cross wind runway was number 21 on the list and the lowest of the priorities. Joe Dresel, SEH City Airport Engineer, had written a memo dated October 13, 2010, stating that in his professional opinion if 21<sup>st</sup> Avenue is extended as shown on the City's most current Airport Layout Plan, the crosswind as shown on that ALP will not be built. Basically because of the cost involved. The Planning Commission Board had been given Minutes from the 2006 City Council meeting and in there it was recommend not to move forward with the crosswind runway and the City Council choose other improvements. Also were City Council Minutes from 2007 regarding the runway, the expense, and need of having the crosswind. The Council decided to build the north south road (21<sup>st</sup> Avenue) and bring back the conception plans and cost analysis to extend the runway south. The City would have to cover local cost and that would be expensive. Dresel mentioned that the location of the crosswind runway could be in another area at the airport so what was in the past might not work today because of the alignment.

Blake mentioned that there were concerns on whether or not this plat was done behind the backs of everyone and Blake said no. It has always been discussed at a public meeting. The other question was why the Planning Commission is reviewing both the Preliminary and Final Plat together and Blake said this can be done because there is no sewer being put in. If the Planning Commission decides to moves forward with this plat, it would go to the City Council at their next meeting.

Mike Nielson, WSB City Engineer, said that the Air Park Addition provides for the acquisition of the privately owned property to make needed roadway connection. The plat includes the right-of-way for future construction of 21<sup>st</sup> Avenue South extension and a realignment of Airport Road. The plat 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 for future roadway improvements. The ownership of Outlots A-C will remain with John Westling and Sharolyn Westling. This plat does not grant development right for Outlots A-C, but is intended to identify the needed road right-of-way for the future extension of 21<sup>st</sup> 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 a re-platting of the Outlots A-C. In addition, a future street name change will be required. The proposed roadway will connect 21<sup>st</sup> Avenue South with 19<sup>th</sup> Avenue South and will require the renaming of one or both of the streets to eliminate confusion with the addressing system. The City is still short of funds to make this extension so it is just to get the movement on it.

Nielson said that Outlot A is majority a wetland. Outlot B has a wetland also, but the north part on that land is buildable and there is an existing utility and water easement. That easement can not have a building on it, but could have a parking lot on it. Outlot C has almost all utility easements. Hangers could be put on that outlot. Also a land swap or trade to the airport is a possibility. There was a concern for traffic build up from Joe Glenn, Glenn Metalcraft, who has a business in the Industrial Park and mentioned at the September 20, 2010, Planning Commission meeting. Glenn had said it gets congested now when trucks are parked along the street waiting to dock. Additional traffic through the Industrial Park would make this worse. Nielson said that the existing roadway is 42 feet and does allow for two lanes and he recommends to put stripes on it where there is 16 feet on the north side. The south side there would not be any area for street parking. Another option is to widen the roadway to the north and provide additional area for tractor trailers to park. This should help the parking in the Industrial Park. Sherburne County said vacate the roadway that has a right-of-way and put a loop in and that would give additional parking. If improvements were had the road Sherburne County owns, he would make sure it is an Industrial road.

Blake said the businesses there would have to use the north side entrance instead of by Glenn Metalcraft business. He said Glenn is generally comfortable with the plan, but still has some concerns.

Steinbrecher said if the Industrial Park went through the south side it would be more traffic so this plan Nielson has would work. The road to the south has more traffic issues.

Sharon Sandberg was present and asked on the two lots in the plat if they going to be commercial or industrial.

Blake said Business Park/Industrial.

Sandberg said outside of Westling's property there is a swale in the road that can bottom out a vehicle if they are not careful. She wanted to have them aware of it.

Blake said the ditch would be resolved.

Steinbrecher said it is necessary for storm drainage.

Alden Osvold asked Blake if he has gotten the road approved by all necessary parties or not.

Blake said this is the first stage. The City is dealing with the FAA and also the DNR for alignment on the north side.

Osvold asked if they are going to shift the road to make it work.

Nielson said to change alignment of the road would be difficult. They would have to avoid wetlands and also deal with the airport alignment. It does bump out slightly to the west to avoid wetland and that could be changed.

Osvold asked how can there be a Final Plat when they do not know where the road will go. So what the plat is showing would not change.

Blake said no, it would not.

Sandberg said she has been flying for quite some time and a crosswind runway is very important to have at an airport. She did research that went back to 1953 when this airport had a crosswind runway. In 1963 there were two airports and both were used. One had the crosswind runway. Sandberg explained the importance of having the crosswind runway if the winds are above 20 miles. She said there are a lot of groups that use this airport and believes it is important to keep the plans of having a crosswind runway. Princeton is on the outskirts of the temporary flight restriction if someone important comes to the State where the smaller planes can still come into our airport. Hangers are building out there because of the reasonable price and the cheap fuel price is also bringing people to our airport.

Blake understands that the airport is an economic tool and valuable to local businesses.

Osvold commented that statement contradicts what Blake is saying for the purpose of having the road extension.

Blake explained that it would be a tough sale to the citizens of Princeton to fund a cross wind runway.

Steinbrecher said from the City Council's perspective for the Airport the priority would be extending the runway. The crosswind runway may not be used enough to justify the expense involved that it would cost in taxes from the citizens. The City does receive some funding for the Airport, but it also takes money from the general funds to take care of it. The Airport does not make money for the City. Maybe in the future a crosswind runway would be beneficial, but it could go in another area like the Engineer stated in his memo. The City Council's general agreement is a 5000 foot runway into Baldwin Township.

STEINBRECHER MOVED, SECOND BY HANSON TO CLOSE THE PUBLIC HEARING. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED.

EDMONDS MOVED, SECOND BY STEINBRECHER TO APPROVE ITEM #07-10 PRELIMINARY & FINAL PLAT FOR AIR PARK ADDITION. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED.

**OLD BUSINESS:** None

**NEW BUSINESS:** None

**COMMUNICATION AND REPORTS:**

**A. Verbal Report**

The City has been served with notice of detachment from the City. The land is approximately six acres. The property owners issue is the City taxes and the EDA Board has been working on a Rural Taxing District that this land would qualify for. The owner wants to keep the land agricultural for a feed lot. The other issue is the owner wants to be able to hunt on the land. The City does not allow fire arms in the City. The City of Ham Lake allows fire arms in larger tracks of land and Blake would like to create a Discharge of Fire Arms Zone in the City of Princeton. He had spoken to the Police Chief and he was okay with the concept. Blake would like to know the thoughts of the Planning Commission Board on this.

Hanson asked if there is a way to delineate between a rifle and a shotgun to be allowed in this zone. He would not like a rifle to be used because of the long range the bullet can travel. A shotgun he would be okay with.

Blake said if he addresses this issue he may have answered all of the owners concerns. He still believes that this probably would not stop the owner from detaching from the City. Blake is concerned that if this property were detached it could cause more properties to detach.

Thompson said that the sample of Ham Lake City Code has in one section that bow and arrow is permitted and then in another section does not state it is. Thompson believes it should be allowed in the same area as fire arms.

Blake said the City Attorney would review the proposed Discharge of Fire Arms Zone if the Planning Commission Board wanted to move forward with it.

The Planning Commission Board agreed that it would be okay with them to have this type of zone.

Blake will have this on the Planning Commission agenda for the November 15, 2010, meeting.

Other updates are Sterling Pointe Senior Assisted Living is putting in their foundation and footings. A resident from Baldwin Township had called Blake and was criticizing the City Of Princeton's Comprehensive Plan article that was in the Union Eagle newspaper. That person had used the word smart growth in the conversation and that term could be taken as a negative. Blake said he explained to that person that the City of Princeton's Comprehensive Plan is not geared to take the property owners rights away.

Thompson was happy to update the Planning Commission Board that there has been a ruling for the State of Minnesota, no private wells for those who do have the ability to be hooked up to a public water system.

**B. City Council Minutes for September, 2010**

The Planning Commission Board had no comments.

STEINBRECHER MOVED, SECOND BY HANSON TO ADJOURN THE MEETING. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED. THE MEETING ADJOURNED 8:08 P.M.

ATTEST:

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Dave Thompson, Chairperson

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Mary Lou DeWitt, Comm. Dev. Assistant