The meeting was called to order at 7:00 P.M., by Dan Erickson. Members present were Victoria Hallin, Jeff Reynolds, Eldon Johnson, and Gene Stoeckel (Princeton Twsp. Rep.) Staff present were Robert Barbian (City Admin.) and Mary Lou DeWitt (Comm. Dev. Assistant).

Absent was Scott Moller.

APPROVAL OF MINUTES OF REGULAR MEETING ON MAY 21ST, 2018
JOHNSON MOVED, SECOND BY HALLIN, TO APPROVE THE MINUTES OF MAY 21ST, 2018. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED.

AGENDA ADDITIONS / DELETIONS:
Barbian wanted to discuss the cell tower options under verbal report.

HALLIN MOVED, SECOND BY REYNOLDS, TO ADD TO VERBAL REPORT, CELL TOWER OPTIONS. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED.

PUBLIC HEARING: None

OLD BUSINESS: None

NEW BUSINESS:
A. Kwik Trip Signage
Comm. Dev. Assistant Memo:

REQUEST
LaCrosse Sign Group on behalf of Kwik Trip, has submitted a permit application for a pylon sign and monument sign at 707 Northland Drive. Kwik Trip will begin building in the fall of 2018 and the site is located south of Northland Drive and west of Rum River Drive North.

The property is zoned B-3 General Commercial Business. The Zoning Ordinance requires pylon and monument signage be permitted by the Planning Commission if they meet the ordinance requirements.

Zoning Provisions
The applicant is proposing a pylon sign south of their site where it can be seen along Hwy. #169 and Rum River Drive North. The sign height of 60 feet meets the required maximum sign height in the B-3 District. The 150 total square footage of all three panels also meets the maximum sign height in the B-3 District. The 150 total square footage of all three panels also meets the
maximum signage requirements. This signage will have changeable copy (electronic) displays for the gas pricing.

The monument signage will be placed on the northeast corner of the site where it will be visible from Northland Drive. The Zoning Ordinance allows a maximum sign area of 100 square feet and maximum height of 10 feet. The proposed sign will have a total square foot of 82.42 square feet and height of 10 feet. A portion of the signage will have changeable copy (electronic) non-pictorial text information in which it will display the gas price and amenities inside the food court. Th Kwik Trip and carwash signage will be a standard sign face. The signage meets the zoning requirements.

Staff has reviewed the wall signage for front of the building and carwash. The Zoning Ordinance allows three wall signs per side if the building faces two or more streets. The total signage per wall cannot exceed 10 percent of the building wall or 200 square feet, whichever is smaller. The wall signage also meets the ordinance.

The canopy signage cannot exceed 5% of the building façade on which it is erected or 40 square feet, whichever is greater. The Kwik Trip signage is 24.20 square feet for the canopy. The diesel enter canopy signage is 18.6 square feet. The diesel fluid column signage (6 sq. ft.) is a directional sign and does not require a building permit if less than nine square feet in area.

The applicants are also proposing other signs for vehicular traffic and parking directional signs that are allowed without a building permit if less than nine square feet in area (Chapter VII.7.I.) There are few non-lit directional signs on site that are 4.50 square feet.

CONCLUSION / RECOMMENDATION
The proposed pylon and monument signage meet zoning requirements and staff would recommend approval of the sign permit based on the condition that the building permit be approved prior to installation. The building permit code for pylon signs is that the plans are Engineered signed.

The sign plans were given to the Planning Commission Board.

DeWitt gave an over view of the Kwik Trip signage.

JOHNSON MOVED, SECOND BY HALLIN, TO APPROVE THE KWIK TRIP PYLON AND MONUMENT SIGNAGE AT THE 707 NORTHLAND DRIVE LOCATION, WITH THE CONDITION THAT THE BUILDING PERMIT BE APPROVED PRIOR TO INSTALLATION AND THE PLANS FOR THE PYLON SIGN ARE ENGINEERED SIGNED. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED.
B. Airport Discussion
Barbian said he invited John Sautter who attends the Airport Advisory meetings to come to the Planning Commission meeting to give the wants and needs the Airport members are looking for. The Planning Commission has not been involved with the Airport Board and they have to see where they have been in the past and where they want to go in the future. What the Airport’s interest are.

John Sautter introduced himself and gave a brief description of his background. He is a long time Princeton resident, private pilot, works at Glenn Metal Craft, and is a member of a flying club. They are trying to make the pilot community grow. He wants to see it grow and become an economic driver. The airport can offer a lot to the community and he believes the airport has been overlooked. Sautter brought a data sheet that he put together from survey information that was filled out from those that used the airport courtesy car. The log sheet shows the courtesy car was used 159 times. 124 of those were from Minnesota and 35 from out of state. 59 of them came to eat. One of them wrote that they come to Princeton once a month to eat. Three of the users came for Prairie Restorations and one of those was from Nebraska. The master plan needs to be changed were the airport concerns are addressed the right way. They would like to see Jet A fuel and aircraft camping. There needs to be runway improvements. Zoning protections need to be protected. There is no way to put in a crosswind runway. They would like to see a longer runway. They would also like to have availability for wing camping. Maybe where there can be a fire ring where pilots can hang out together. They are a social group.

Stoeckel said someone had asked to do camping. Milaca allows camping at their airport where you pitch a tent under the wing.

Erickson asked if the runway can be extended.

Sautter said 4,900 is what they would love to expand the runway to. If it were go to 5,000 feet then there are more restrictions which would result in some T-hangers that would have to be removed.

Stoeckel said with the airport runway the church should never have been built and also the Public Safety Building should not have been built.

Sautter believes that all the stuff for the crosswind runway is still in place.

Johnson asked if we are getting the two townships and Airport Board together to eliminate the crosswind runway.

Sautter said there have been some people asking to build T-hangers to rent. There is the Build-A-Plane Program, Kruse wants to have bigger buildings to get plane restoration started, and
also a possibility of educational airport maintenance. The DNR is also looking at a bigger building.

Barbian said modification to the master plan would need to be done. There is no request from the airport to extend the runway right now. They believe the land aid protection rights are put in place for the zoning to extend it. We need to get rid of the east and west runway. The church would be grandfathered in so it would be okay. Yes, it is still in the fly zone. This is smaller items for Jet A fuel, hangers, and such.

Sautter showed the airport map and where it would be extended. Right now the runway is 3,900 feet.

Barbian said there is a couple ideas for the runway extension. They have not met since 1978 so now is the time once the FAA is done working on it.

Reynolds said the Council did not support to extend the runway past 3,900.

Barbian said the Council reviewed the runway and decided to keep it where it is at.

Reynolds said the Planning Commission was never asked on what they would like to see for the runway. If there was to be a development by Prairie Restoration land, then the expansion of the runway would not happen.

Barbian said the “Joint Zoning Board” would be able to change the zoning requirements.

Stoeckel said three people from each township, City and Mille Lacs and Sherburne Counties would be in the Joint Zoning Board. A total of 15 people.

Reynolds said the Council was not supportive of 4,900 foot runway. They would not get much bigger aircraft class to land here.

Sautter said he would like to see the airport grown to bring more to the community.

Barbian said the airport needs to be at a break-even point. It is close to that. There are some hanger spaces left. A T-hanger is a smaller hanger where you back them into the hanger.

Sautter just wanted the discussion started with the Planning Commission Board and make sure things are being done the right way.

Johnson mentioned to Barbian to check out the fly zone area for the south by Prairie Restorations.

Barbian said they have to look at what is best for the community.
Johnson said he was looking at housing.

Erickson said the airport is a valuable asset to the community.

Barbian would like to talk with the FAA to have a Planner from the FAA to work with the City on the master plan. He understands the airport community wants to start discussion on the zoning to make a longer airport runway.

**COMMUNICATION AND REPORTS:**
A. **Verbal Report**
**Tower Under Discussion**-
Reynolds liked the flat roof and landscaping. It should be built big enough where you do not need to add on.

Barbian said AT & T was going to build a building big enough for them and the City and the extra that will rent a spot would have to pay to add on to it.

Johnson liked the L shape building.

Hallin agreed she liked that also with landscaping around it.

Erickson is okay with all of them.

The consensus was that have a L shaped building with a pitched roof, and landscaping.

Barbian said it might not need a full roof. Could have slats in the roof it to give an appearance of a full roof. They are working on the contract right now.

The Planning Commission Board liked the fake brick look.

**B. City Council Minutes for May, 2018**
The Planning Commission Board had no comments.

HALLIN MOVED, SECOND BY JOHNSON, TO ADJOURN THE MEETING. UPON THE VOTE, THERE WERE 4 AYES, 0 NAYS. MOTION CARRIED. THE MEETING ADJOURNED AT 8:13 P.M.

ATTEST:

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Dan Erickson, Chair       Mary Lou DeWitt, Comm. Dev. Assistant