



**DRAFT**

**THE REGULAR MEETING FOR THE PLANNING COMMISSION BOARD HELD ON OCTOBER 17<sup>TH</sup>, 2022, 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 Dan Erickson. Members present were Victoria Hallin, Eldon Johnson, Scott Moller, Jon George-per Zoom, and Gene Stoeckel (Princeton Township Rep). Staff present was Mary Lou DeWitt (Comm. Dev. Zoning Specialist).

**APPROVAL OF MINUTES OF THE REGULAR MEETING ON SEPTEMBER 19<sup>TH</sup>, 2022**

MOLLER MOVED, SECOND BY HALLIN, TO APPROVE THE MINUTES OF SEPTEMBER 19<sup>TH</sup>, 2022. UPON THE VOTE, THERE WERE 5 AYES, 0 NAYS. MOTION CARRIED.

**AGENDA ADDITIONS / DELETIONS:**

HALLIN MOVED, SECOND BY MOLLER, TO APPROVE THE AGENDA. UPON THE VOTE, THERE WERE 5 AYES, 0 NAYS. MOTION CARRIED.

**PUBLIC HEARING:**

**A. Variance to develop in the Crosswind Runway Safety Zone B for Fountain Place Plat**  
Mary Lou DeWitt, Comm. Dev. Zoning Specialist Memo:

**Background:**

R.W. Properties, LLC purchased Outlot E and vacated the alley north of the site, creating 5.11 acres and would like to develop it for residential. The property site is located within the Safety Zone B of the ALP. The proposed plat is to develop 20 unit twin homes along with one single family home in what is currently known as Outlot E, Sharco Estates. The site is located between the large drainage retention pond serving Meadow View and Sharco Estates and 14<sup>th</sup> Avenue South, south of First Street in the R-2, Residential District. The site is currently vacant.

The City of Princeton is in the process of removing the Crosswind Runway Safety Zone B from the Airport Layout Plan.

**Analysis:**

Princeton’s Airport Layout Plan (similar to a Comprehensive Future Land Use Plan) calls for a Crosswind Runway to potentially be built approximately perpendicular to the existing runway. Safety Zones were established to restrict the uses that might be hazardous to the operational safety of aircraft operating to and from the Princeton Municipal Airport, as well as limited population and building density in the runway approach areas. Safety Zones are also in place for the existing runway.

The applicant is requesting a variance from two zoning restrictions within Safety Zone B to develop the property into twin home lots less than the minimum required size of the 3 acres and exceeding the site population maximum of 15 times that the site acreage allowed density, in the Crosswind Runway Safety Zone B.

The site consist of 5.11 acres and this zoning regulation requires three acres for each housing unit, which would allow one lot on the subject property. The City of Princeton has limited residential vacant lots available and is in need of housing. The FAA is not required to review these variance requests to the Airport Zoning Ordinance. The Planning Commission has final decision. Staff has reached out to Rylan Juran, Planning Director for MnDOT out of courtesy in regards to the variance.

**Variance Standards:**

A variance shall not be granted by the Planning Commission unless it conforms to the following standards:

1. Is the variance in harmony with the general purposes and intent of the Zoning Ordinance?

Comment: Yes, the R-2, Residential District is to preserve the older historic areas of the city that were platted into small modest sized lots with a less restrictive zoning district permitting a higher density, but retaining the historic residential character of the district.

2. Is the variance consistent with the Comprehensive Plan?

Comment: The Future Land Use Plan designates this property as Residential, Low Density with typical housing styles with direct entry into each unit with densities ranging between 1-3 dwelling units per acre. The adjoining developments are designated low density, but exceed the number of dwellings per acre.

3. Does the property owner propose to use the property in a reasonable manner not permitted by the Zoning Ordinance?

Comment: The proposed Fountain Place plat follows the R-2, Residential Zoning Ordinance.

4. Are there circumstances unique to this property not created by the landowner?

Comment: Yes, the Crosswind Runway is in the process of being removed from the ALP.

5. Will the issuance of the variance maintain the essential character of the locality?

Comment: Yes, the surrounding developments have higher density than the proposed plat.

6. Does the alleged practical difficulty involve more than economic considerations?

Comment: Yes, without the variance only one single family home could be built on this site.

**Conclusion / Recommendation:**

If the Planning Commission finds the variance meets the review standards, the appropriate findings of fact should be a basis for the approval of Resolution #22-08. The variance is to develop the property into 20 twin home lots and one single family home in less than the minimum required size of 3 acres. It also exceeds the site population maximum of 15 times the site acreage allowed density in the Crosswind Runway Safety Zone B. The site is Outlot E, Sharco Estates PID #24-790-0350 and vacated alley, and PID #24-032-3400.

\*\*\*\*\*End of Staff Memo\*\*\*\*\*



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DeWitt said Seth Monroe, Rum River Surveyors is present to answer any questions.

JOHNSON MOVED, SECOND BY HALLIN, TO OPEN THE PUBLIC HEARING. UPON THE VOTE, THERE WERE 5 AYES, 0 NAYS. MOTION CARRIED.

Carla Vita, 1312 Meadow View Drive, gave her work background and said she is against the variance. The uniqueness falls to the wayside and the practical difficulty also. This does not follow the essential character of the location, it is single family lots in the area. Not twin homes. Housing is a need is not practical difficulty. This cannot be allowed as our State Statute requirements.

Dan Dearman, 204 14<sup>th</sup> Avenue South said he lives right next to proposed site. This development does not fit in the character of the area. To pack in that kind of density that close. This development would increase traffic. It is bad planning, and the development is not in the character of the neighborhood. It is dollars per square foot is what the builder is going after.

John Furman, 1307 First Street. The pond was not to be dug that big. He is not in agreement with the density of this plat. Sharco Estates used the railroad line area for that development and that is not similar to this. This development is not similar to the neighborhood. He is against the approval of this.

Christina Dearman, 204 14<sup>th</sup> Avenue South, said she moved here from Chicago Illinois with sight unseen. She liked the wonderful area of this site with trees and they will cut down 100% of the trees and disrupt the bird life. They will plant new trees, but it will still impact the wild life. Birds might be nesting in those trees. Will there be more wind with snow and such with the trees removed. Please consider why people moved here.

Dan Dearman 204 14<sup>th</sup> Avenue South. This twin home concept can be used somewhere else and the replating of this would be a minimal cost.

Seth Monroe, Rum River Land Surveyors was present in behalf of the applicant. They started the layout more than a year ago. The Developer knew the safety zone was being removed by the City and understood it was suppose to have been completed. This development is compliant with the R-2 District. The character of this development goes well with the surrounding neighborhoods. The Developer is planning to donate Outlot A where a new drainage pond will be on this site. The trail will be kept. This development will be much like Northfield Commons that the applicant developed. Twin homes are in high demand. Northfield Commons has received the final building permit for the development. Water issues for this site will not be a problem, they will be slab on grade. The sidewalk that is there currently will not be touched. The street will only have tying into the utilities, otherwise nothing will be changed for the right-of-way.

DeWitt said the Park Board will review the park dedication fees and give their recommendation

to the City Council.

Stoeckel asked on the group of mailboxes along 14<sup>th</sup> Avenue South that are currently there.

Monroe said the mailboxes may stay, they are at the edge of the road and he will have the Developer discuss that.

Stoeckel said he is on the Airport Board and when Peterson developed the plat it was determined that no crosswind runway will stay in the ALP. The FAA would not support a crosswind runway. This was suppose to be removed four years ago from the Airport Layout Plan. Staff changes has delayed the process. They are now in the process of removing it from the ALP. This is the final step that needs to be finalized and would have been, but with staff shortage at City Hall it has been delayed. Sherburne County and Baldwin Township have signed off on it. It is just Mille Lacs County and Princeton Township that need to sign off. It has been removed from the Airport Master Plan.

Julie Furman, 1307 First Street. She likes the small town with green space and large yards. She was told no one would ever be able to build on this lot. The green space is being removed. More townhomes are being built and it is overcrowding.

HALLIN MOVED, SECOND BY MOLLER, TO CLOSE THE PUBLIC HEARING. UPON THE VOTE, THERE WERE 5 AYES, 0 NAYS. MOTION CARRIED.

Moller said to clarify, if the crosswind runway were gone this would not be an issue. This plat follows the Zoning Ordinance. He appreciates the concerns of the neighbors.

Monroe said this is a plat for twin homes and does follow the Zoning Ordinance requirements.

John Furman asked with the trees being removed, will new trees be planted.

Monroe said they are leaving 15-20 feet of trees for a buffer on the north side of the lot. There is a lot of scrub underbrush in there with overgrown growth. The trees that are there currently are sporadically placed on the north side of this lot. The pine trees will remain with a 15-20 buffer.

MOLLER MOVED, SECOND BY JOHNSON, TO APPROVE RESOLUTION #22-08 RESOLUTION FOR A VARIANCE TO DEVELOP PROPERTY INTO TWIN HOME LOTS AND A SINGLE FAMILY LOT LESS THAN THE MINIMUM REQUIRED SIZE OF 3 ACRES AND EXCEEDING THE SITE POPULATION MAXIMUM OF 15 TIMES THAT THE SITE ACREAGE ALLOWED DENSITY IN THE CROSSWIND RUNWAY SAFETY ZONE B FOR THE PROPOSED DEVELOPMENT OF FOUNTAIN PLACE, WITH THE REASONING THAT THE CITY IS IN THE PROCESS OF REMOVING THE CROSSWIND RUNWAY FROM THE AIRPORT LAYOUT PLAN. UPON THE VOTE THERE WERE 4 AYES (MOLLER, JOHNSON,



ERICKSON, AND GEORGE) AND 1 NAY. (HALLIN VOTED NAY BECAUSE IT IS IN THE PROCESS OF BEING REMOVED FROM THE ALP AND SHOULD NOT HAVE TO GO THROUGH THE PROCESS.)

The Planning Commission reviewed the Findings of Fact:

1. Is the variance in harmony with the purpose and intent of the Ordinance? Yes.
  2. Is the variance consistent with the Comprehensive Plan? Yes.
  3. Does the proposal put the property to use in a reasonable manner? Yes.
  4. Are there unique circumstances to the property not created by the landowner? Yes.
  5. Will the variance maintain the essential character of the locality? Yes.
  6. Does the alleged practical difficulty involve more than economic considerations? Yes.
- The Planning Commission decision to approve.

**B. Preliminary Plat for Fountain Place Addition**

Mary Lou DeWitt, Comm. Dev. Zoning Specialist Memo:

**Background:**

R.W. Properties, LLC has submitted an application for a 20 unit twin home development along with one single family home in what is currently known as Outlot E, Sharco Estates. The site is located south of First Street, west of 14<sup>th</sup> Avenue South, and north of Meadow View Drive in the R-2, Residential District. The Future Land Use Plan has this site designated as Residential-Low Density.

**Analysis:**

Fountain Place Addition consist of Block 1, Lots 1 – 10 and Block 2, Lots 1 – 11. Each lot will have a twin home on it except for Block 2, Lot 9 will have a single family home.

**Zoning:**

	One Family	Twin Home <sup>9</sup>
A. Lot area minimum square feet	9,800	6,000
B. Lot width minimum feet <sup>1</sup>	66	40
C. Maximum lot coverage	40%	30%
D. Front yard minimum setback (living area) <sup>2</sup>	25	20
E. Front yard minimum setback (front porch) <sup>3</sup>	20	
F. Side yard minimum setback (living area)	10	10 <sup>7</sup>
G. Side yard minimum setback (garage) <sup>4</sup>	5	
H. Street side yard minimum setback	20	20

I. Rear yard minimum setback <sup>5</sup>	30	30
J. Rear yard minimum alley setback <sup>11</sup>	5	
	10	
K. Maximum height	30	30

Landscaping Plan:

Staff approves the landscaping plan that has been submitted. Sodding and seeding must be completed prior to issuing a temporary certificate of occupancy. If because of weather conditions sodding and/or seeding is inadvisable, a temporary certificate of occupancy may be issued subject to an escrow deposit to assure compliance by no later than July 1<sup>st</sup> of the following year. The applicant has stated this development will be an HOA (Homeowners Association).

The community mailboxes will be placed along 2<sup>nd</sup> Street South with the guidance of the Post Office. The three sites along Meadow View Drive will have their own mailbox.

Driveway:

If because of weather conditions, driveway asphalt installation is inadvisable a temporary certificate of occupancy may be issued subject to an escrow deposit to assure compliance by no later than July 1<sup>st</sup> of the following year.

Storm Water:

The City's Engineer's comments have been addressed.

Sanitary Sewer and Water Services:

The majority of the site for water and sanitary sewer will connect to the existing service of 14<sup>th</sup> Avenue South to the proposed 2<sup>nd</sup> Street South and the other three lots along Meadow View Drive will connect from that service. The applicant will contact the Public Works Department and Princeton Public Utilities for the connection of services. The SAC (Sewer Access Charge) and WAC (Water Access Charge) and a Digging Permit will be required prior to work. Where the water curb stop is in a paved area (usually driveway) there needs to be a mini-manhole.

Fire Chief:

The Fire Chief request that a hydrant be installed at the end of the cul-de-sac and has been addressed.

Access:

Access to the site will be from 14<sup>th</sup> Avenue South to the proposed plat street of 2<sup>nd</sup> Street South. The three lots along Meadow View Drive will have access from there.

Signage: The applicant has not submitted any signage at this time. If in the future the applicant is asking for a monument signage at the entrance of the development, it will have to be reviewed by the Planning Commission prior to building permit submittal.

**Conclusion / Recommendation:**

If the Preliminary Plat guidelines in the Zoning and Subdivision Ordinance standards are met, staff would recommend the approval of the Preliminary Plat with the following conditions:

1. Where the water curb stop is in a paved area (usually driveway) there needs to be a mini-manhole.
2. All necessary building permit applications need to be submitted and approved by the Building Inspector prior to building.
3. Signage will need to be reviewed and approved by staff and the Building Inspector prior to approval of the building permit.
4. When work on the site begins, the work shall be carried on with minimum of interference with traffic.
5. The plans reflect the conditions and conclusions of the City Engineer for storm water.
6. The Developer shall replace in-kind or better all streets, curbs, and sidewalks disturbed by this operations.
7. Applicant will contact Public Works Department and Princeton Public Utilities for the connections for water, electrical, sewer, and utility meters.

\*\*\*\*\*End of Staff Memo\*\*\*\*\*

Carla Vita , 1312 Meadow View Drive recommends because of the extreme difference with single family and twin lots, can the trees be staggered with more along 14 Avenue South to soften the impact and for the two lots on Meadow View Drive.

John Furman 1307 First Street, said if there could be larger trees. He would like more trees left where the vacated alley area is.

Dan Dearman, 204 14<sup>th</sup> Avenue South, said to have trees along 14<sup>th</sup> "Avenue South and Meadow View Drive to reduce the white wash from vehicles.

Christina Dearman, 204 14<sup>th</sup> Avenue South said it is fairly common to have a tree conservation plan for 20-30 year old trees. She is concerned with wild life and water in the area. They are cutting down trees in one place that are not small. Salting of the public streets is a concern and that run-off would be damaging. That could hurt the small trees. The light was with headlights should be a consideration for the people with homes along 14<sup>th</sup> Avenue South. The road is narrow and the traffic will increase, she is concerned for the kids being in danger with additional traffic. She does not want to be included in an association. They need to keep the association to themselves. This will be elderly people living in these homes and they will have

one car per house.

Bev Turnquist, 1409 Meadow View Drive asked is the pond will be filled in.

Monroe said no. All current park improvements will be given to the City. That pond will not be touched. Water is directed to a pretreatment area, not to that pond. The homeowner association is only for this development. In Minnesota homeowners associations are non-profit and only to the development.

Carla Vita said her recommendation is to have trees left and add more trees to be put in 14<sup>th</sup> Avenue South and by the homes on Meadow View Drive.

John Furman said he backs that up with having more trees and then the headlights will be diminished.

Monroe said the development street would be centered on the lot line for the homes across the street of 14<sup>th</sup> Avenue South and that will help with blockage from the vehicle lights.

Joe Vita, 1312 Meadow View Drive, is concerned that variance has passed with nothing in writing or nothing is concrete. Is that how it is always done. There is no concrete evidence.

Hallin said the FAA has no opposition to this.

Stoeckel said the FAA has no interest in a crosswind runway for the City of Princeton Airport. It is not on their ALP. It has been removed from the Master Plan. The process has been held up from City staff changes and a shortage of employees.

Joe Vita said don't we need documentation on this.

Stoeckel said only four people are left to sign off. The FAA has signed off on this and the FAA will not fund it or support it. It was taken off about five years ago because it would never happen. The Master Plan for the airport does not show the crosswind runway. It just has to go through the final loops. The FAA and MnDOT Aeronautics have signed off. The staff shortage with the City has been the reasoning they have not met with the last four people for the final procedure. This will be completed by December 31<sup>st</sup>, 2022. The Airport Board has been in favor of removing the crosswind runway from the ALP and it has been removed from the Master Plan. The final signatures is just a formality.

Hallin commented that more trees will be favorable for the neighbors present.

Carla Vita said yes. Coniferous trees like a spruce will help with the light blocking.

Monroe said surface runoff will go to the infiltration to the site pond and in case of extreme



events it has an outlet to the existing pond.

Christina Dearman, 204 14<sup>th</sup> Avenue South said the pond was her concern.

Monroe said it is an emergency overflow. This is to retain the water in the one pond to the existing pond.

Moller appreciates the concerns of those that came. The crosswind runway is going away and the variance would be a non-issue. The property is zoned R-2 and the plat is consistent with the area because there are townhomes currently there in the neighborhood. R.W. is a great building and a good addition to our city. He believes that buying a home next to a vacant lot you have to understand something could build there. Property owners have a right to do what they want to their property and this property owner has rights also. We do not have available housing and there is a housing shortage.

HALLIN MOVED, SECOND BY JOHNSON, TO APPROVE THE PRELIMINARY PLAT FOR FOUNTAIN PLACE AT THE LOCATION OF OUTLOT E, SHARCO ESTATES PID #24-790-0350 AND VACATED ALLEY, AND PID #24-032-3400, WITH THE FOLLOWING CONDITIONS:

1. WHERE THE WATER CURB STOP IS IN A PAVED AREA (USUALLY DRIVEWAY) THERE NEEDS TO BE A MINI-MANHOLE.
2. ALL NECESSARY BUILDING PERMIT APPLICATIONS NEED TO BE SUBMITTED AND APPROVED BY THE BUILDING INSPECTOR PRIOR TO BUILDING.
3. SIGNAGE WILL NEED TO BE REVIEWED AND APPROVED BY STAFF AND THE BUILDING INSPECTOR PRIOR TO APPROVAL OF THE BUILDING PERMIT.
4. WHEN WORK ON THE SITE BEGINS, THE WORK SHALL BE CARRIED ON WITH MINIMUM OF INTERFERENCE WITH TRAFFIC.
5. THE PLANS REFLECT THE CONDITIONS AND CONCLUSIONS OF THE CITY ENGINEER FOR STORM WATER.
6. THE DEVELOPER SHALL REPLACE IN-KIND OR BETTER ALL STREETS, CURBS, AND SIDEWALKS DISTURBED BY THIS OPERATIONS.
7. APPLICANT WILL CONTACT PUBLIC WORKS DEPARTMENT AND PRINCETON PUBLIC UTILITIES FOR THE CONNECTIONS FOR WATER, ELECTRICAL, SEWER, AND UTILITY METERS.
8. ADDITIONAL CONIFEROUS TREES ADDED FOR BLOCKAGE ON THE NORTH SIDE OF THE SITE

WHERE THE TREES ARE BEING REMOVED AND BY 14<sup>TH</sup> AVENUE SOUTH WHERE THE ENTRANCE TO FOUNTAIN PLACE WILL BE.

UPON THE VOTE, THERE WERE 5 AYES, 0 NAYS. MOTION CARRIED.

**OLD BUSINESS:** None

**NEW BUSINESS:** None

**COMMUNICATIONS AND REPORTS:** None

MOLLER MOVED, SECOND BY HALLIN, TO ADJOURN THE MEETING. UPON THE VOTE, THERE WERE 5 AYES, 0 NAYS. MOTION CARRIED. THE MEETING ADJOURNED AT 8:40 P.M.

ATTEST:

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Dan Erickson, Chair

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Mary Lou DeWitt, Comm. Dev. Zoning Specialist