

CITY OF MEDINA PLANNING COMMISSION

Meeting Minutes

Tuesday, December 11, 2007

1. Call to Order: Chair Mary Verbick called the meeting to order at 7:02 p.m.

Present: Planning Commissioners Mary Verbick, Jeff Pederson, Doug Dickerson (arrived at 7:08 p.m.), Michele Litts, Charles Nolan and Robin Reid.

Absent: None

Also Present: Councilmember Elizabeth Weir, City Administrator Chad Adams, Planning Director Tim Benetti, Planning Consultant Jennifer Haskamp, Planning Consultant Andrew Gitzlaff, Assistant to Planning Dusty Finke.

2. Public Comments on items not on the agenda

No Comments

3. Update from City Council proceedings

Weir reported on Council actions since the November Commission meeting. These include: recognized Laura Sulander for her 23 years of service; approved issuance of GO bonds at 3.85%; approved the site plan/variance for 705 Hamel Road, as recommended by the Commission; reviewed a draft feasibility report for reconstruction of Hamel Road; and approved an agreement with Orono for water service to Keller Estates. The Council also looked for ways to trim the budget levy. With the theory that benefited parties should help pay for infrastructure, the Council will be looking at stormwater pollution districts, bonding for road improvements, partial assessments for upgrading roads, and fund transfers as allowed by law. The Council also reduced the Fire Department Public Works equipment budgets and deferred filling staff vacancies. Weir also stated that the goal is to be responsive and maintain services.

4. Planning Department Report

Benetti noted that, at this point, there are no land use applications to review in January. He stated that the Commission will discuss anything they do not get to this evening. Benetti stated that he, Verbick, and Weir will conduct interviews for vacant Commissioners spots.

5. Approval of November 13, 2007 Planning Commission Minutes and November 27, 2007 Special Planning Commission Minutes

Motion by Dickerson, seconded by Reid to approve the November 13, 2007 minutes as presented. **Motion carries unanimously.**

Motion by Reid, seconded by Pederson to approve the November 27, 2007 minutes as corrected. **Motion carries unanimously.**

6. Decennial Update of the Medina Comprehensive Plan. *Public Hearing*

Verbick thanked everyone for attending the Public Hearing. She stated that comments should be limited to four minutes per person. She reminded people to give their name and address. Verbick stated that everyone here cares about Medina, and urged people to not be rude, to avoid being sarcastic, and to please not clap or boo. Verbick noted that the draft is not a departure from the current Plan, but an expansion of it. She reviewed the Comp Plan process over the past two years.

Haskamp thanked the Advisory Panel, Planning Commission, staff, and consultants, as well as residents and business owners who had been active in the process. She stated that the Panel had begun by establishing strong visions, goals, and strategies. She stated that this acted as the baseline, and the Panel attempted to tie all decisions back to this.

Haskamp delivered an abbreviated version of the presentation delivered at the November 27 Special Meeting. The presentation described the process which draft went through, and summarized the major portions of the plan. She also described the next steps. In order to implement the Plan, the City will need to update its subdivision/zoning ordinances, develop Open Space/Conservation Development ordinances, and establish a Points System for the staging plan.

Public Hearing opened at 7:35 p.m.

Ann Thies (Park Commission, 1922 Willow Drive) stated that the Park Commission was actively discussing the Parks and Trails Plan, and made some suggestions after the packet was prepared for the Planning Commission. The Commission identified three "Natural Study Areas" in addition to the "Active Study Areas." In terms of trails, she pointed out three additions that the Park Commission had discussed: along CR11 from Loretto to Independence; from City Hall to Wolsfeld Woods; and a connection from Homestead Trail west to Willow Drive.

Ann Thies (1922 Willow Drive) stated she personally (not as a Park Commissioner) suggests adding the Open Space Task Force executive summary to the text of the Comp Plan.

Robert Jackson (Rockler Co., 4365 Highway 55) inquired what percentage of Medina is park land.

Haskamp replied that according to the chart in the draft it would be 14.8%.

Dave Wessin (1125 Hamel Road) thanked the Commissioners for visiting his property and listening to what he suggested for his property. He stated he does not support the removal of the Tamarack/Hwy 55 stop light from the plan. It would not have to go in until some development occurs, but it should remain shown on the plan.

Michael Leuer (1522 Medina Road) stated that he would like to speak about the watertower parcel on Willow Drive. He stated it is currently guided commercial and has sewer/water to it today. He was told when he bought the property that he could come in with a plan and develop it, but now under the new Plan, he would not be able to do so until 2016. He stated that he wishes to be in the current staging period. While he came in with a plan showing some residential, and then mixed use, neighbors have motivated him to get back towards industrial. The neighbors near the Plymouth Ponds Industrial Park originally fought the business park, but now they love it. People leave after work, and it is very quiet at nights and on weekends. He stated they are committed to moving forward with a PUD for an industrial park similar to Plymouth Ponds, and that they wish to do so right away, not wait until 2016. He stated this would be a win for the neighbors, a win for owners, and a win for Medina. Commercial property has a high tax value, with a lower cost for services.

Susan Seeland (470 Peavey Road, Wayzata; owner of PID 28-118-23-21-0003) stated that she wished to ensure that all five points she raised at the November 27 meeting were correctly in the minutes. She stated that she made five points: 1) the wetlands map in the Comp Plan should be updated to show approved delineations, or at least to use the more accurate WSB map; 2) questioned the accuracy of the MLCCS, and the fact that they're farm still shows a messic prairie even though it is now plowed for row cropping; 3) Deerhill Road is not shown as a future roadway as it was in the 2000 plan; 4) Homestead Trail should not be classified as a more intensive roadway than Willow or Tamarack because of the dangerous curves; and 5) the Trail plan unfairly burdens their property more than any other with three proposed trails.

Joe Cavanaugh (275 Lakeview Road) stated that the removal of the stoplight at Tamarack/Hwy 55 was too important to be swept under the rug. The land use map shows this area along Highway 55 should be used for retail, restaurants and commercial uses. These will create some traffic. Not placing a stoplight at this intersection will lead to unsignaled access onto Hwy 55 or emptying onto CR116 and Arrowhead. Traffic onto unsignaled intersections would cause accidents and perhaps deaths. Cavanaugh stated that MnDOT planned for this signal, took property for it, and put in a median. The Highway 55 coalition's wishes should not be used as a reason. We have to look at Medina's needs. Cavanaugh stated that MnDOT's 2030 plan may indeed close the intersection, but the stoplight is necessary in the meantime.

Jerry Jubert (2440 St. Alvin Street, Roseville; owner of PID 02-118-23-43-0002) stated that he supports a stoplight when the Tamarack/Highway 55 area is developed. The connection is essential for development on the property, and not having a signal would force traffic onto CR116 and Arrowhead. The Commission should create a community, and not having an access here would divide up that community. He handed out a letter to be entered into the record as well. Jubert also stated that property to the east should be guided the same as their parcel.

Joe Cavanaugh Sr. (3220 Niagara Lane, Plymouth) stated that his family owned property around the Tamarack/Highway 55 intersection. He stated that he supports the guiding, but opposed closing the intersection. He said when the State condemned the land, they did so for the stoplight, because it would help control the flow. He stated that he talked with people in

Foxberry and they had some concerns as well. He said there was no good reason to say “no” to the stoplight.

Diane Brady (4700 Covey Trail) stated that the Kirt/Rymskamp land is right behind their property. The area is a neighborhood and they don’t want any industrial or commercial uses as the property owners have requested.

Michael Fine (550 Navajo Road) stated that he had asked a question at the November 27 meeting which wasn’t adequately answered. The Holasek property was talked about a lot during the summer and it was very charged. It has been a hot topic for 20 years. In 2000, only 45 homes were allowed, and there was a concept this summer showed 408 units. The Advisory Panel ultimately decided to mix MDR, LDR, and RR on the site. There was also discussion about adding something to the Plan regarding what the vision was for the site. Using the density ranges, it could mean 194-368 units. There was a lot of discussion about what this should look like, but it shouldn’t be forgotten. He asked how they can be sure that this is part of the discussion.

Haskamp stated that the AP had discussed the parcel for half a meeting. No vision statement or goal statement was established. Describing what the site should look like can be accomplished with zoning (which is not part of the Comp Plan) as the appropriate tool. When the ordinances are updated, there is a lot more information regarding lot size, setbacks, etc. When the zoning is created for the properties, the ideas that people had can be better flushed out.

Jack Bilski (3595 Pioneer Trail) stated that he objects to the proposal to change the zoning on the horse farm at Pioneer and Highway 55. He noted that he retained an expert from Lindquist and Vennum at a significant cost to formalize his opposition, because a change in zoning would cost him much more. He stated that it was a rural area where homeowners spent a lot of money on their homes. He stated that he has 31 years in real estate and knows that if this corner changes to commercial, everyone’s property value in the area would be impacted.

Reid inquired if he was happy with the permanent rural designation which is shown on the DRAFT.

Bilski replied that he would prefer the rural designation.

John Raskob (owner of 500 Hamel Road) stated that the property is currently zoned commercial, but the Advisory Panel wants to rezone it to 3-6.99 units/acre. A potential buyer wishes to use the property as commercial; do they have to send this buyer on their way? He stated that they’ve been in limbo since 1999. If it isn’t zoning, it’s one excuse or another. They wish to know what the City wants there. Raskob questioned why the City would run a sewer line to Loretto and Corcoran when there are systems failing within the City. He stated that a City of 4500 people does not need more parks when it already has Three Rivers Park, golf courses, and three parks in Hamel. Raskob stated that they, the Juberts, Wessins, Scherers are all third and fourth generation people. How many farmers are waiting for favorable zoning?

How long is the process going to keep going on? He stated that two potential developers walked out after losing \$30,000, and this is not a good way for the City to do business.

Raskob stated that there is a rumor that the City may lose state aid on roads.

Weir replied that the City is not yet qualified for state aid, because the population is not 5000.

Mary Belford (4565 Pioneer Trail) stated that she would like to see the property at Highway 55 and Pioneer Trail remain guided Rural Residential.

Dennis Hedtke (3522 Sioux Drive) stated Sioux drive is the gateway to Hamel, yet the Highway 55 Coalition's concept shows a holding pond taking half of his buildable land. He said this would devastate the value of the lot. He heard the Commission is also talking about increasing setbacks for wetlands. People have asked for a nice restaurant along there. He stated that with the improvements for the Highway 55 and additional wetland setbacks, it would basically be a taking. Hedtke urged against additional setbacks for wetlands.

Robert Raskob (Medina Recreations) stated their customers think the Clydesdale stoplight is one of the best things to happen out here in the past 10 years. He said the City should be more supportive of building and growth. He stated that taxes are high because we get no taxes from farmland. Commercial businesses could pay a lot of taxes, if you give them rights to do business.

Verbick stated that she wished to enter comments from the November 27th meeting, written comment received by the City, and comments from the October 25 and October 27 Open Houses into the public record.

The general consensus of the Commission was to add these comments into the record.

Verbick stated this will be the last opportunity to speak on the DRAFT comprehensive plan as part of the Public Hearing.

Susan Seeland stated that when the Advisory Panel met, they had requested plans from landowners with what they wished to see on their property. She wished to include that plan as part of the official public record.

Joe Cavanaugh stated there are a lot of businesses who wish to keep the stoplight at Clydesdale and Highway 55.

John Raskob stated that he wished to officially request that when sewer/water is taken to the Holasek parcel, sewer is taken down Holy Name Drive as well.

Public Hearing closed at 8:34 p.m.

Nolan suggested starting with discussion on the future land use map, then phasing, and then transportation.

Reid stated that she believes it would make sense to include the two parcels along Navajo Road East within the MUSA.

Nolan stated that he agrees, assuming the right-of-way to the south isn't used with the same excuse and things start to creep.

The general consensus of the Commission was to recommend that 25 and 75 Navajo Road E. be guided LDR.

Reid inquired if areas designated as Mixed Use must have a mix.

Haskamp replied that MU-B calls for higher density, and the area is mainly smaller lots. Because of that, every parcel wouldn't have to include both a commercial and a residential component, but the entire district would have to meet the density range described. The "pink" Mixed-Use should be seen as larger clusters. Each of these clusters would need to include commercial and residential, although individual parcels within the cluster may not need to.

Reid inquired concerning what was requested on the 500 Hamel Road parcel.

Suzie Sween (2112 Holy Name Drive) replied that they would be happy with the medium density mixed use because that would give them a little more flexibility.

Reid stated that she would be inclined to guide this parcel as the lower density mixed use.

Nolan stated that they had a lot of discussion on this parcel. He looked at this area and stated that a transition is entirely appropriate. He noted that this may be unpopular to some of the people talking in the summer about traffic concerns.

Dickerson stated that with the constraints on the property (floodplains, wetlands, impervious surface), it seems like it should be allowed flexibility to be even lower density. He wouldn't want to put the owners between a rock and a hard place.

Finke noted that the parcel to the west currently has three commercial buildings located on it, but the draft identifies it as medium-density residential.

The general consensus of the Commission was to recommend guiding 500 Hamel Road as Mixed-Use and the parcel immediately to the west as Commercial.

Reid inquired if the Seelands were happy with the guiding on the draft.

Susan Seeland replied that the Met Council long term plans show 300 sewerred residential units in this southern portion of Medina. She stated that they wished to do a conservation subdivision on most of the property. They showed a portion of the property which could

meet the three units per acre for the Met Council, but they don't need sewer on all of the property.

Litts stated that she lives near the Kirk property and thinks it would affect the surrounding property owners, which she is one of. She recommended the parcel stay rural, and also noted some drainage problems in the area.

Pederson stated that he agrees it should stay rural, and that development on that corner would be putting people at risk.

Dickerson stated that the developer may have to pay for a lot of the improvements in this area. It was purchased as a farm and the surrounding area is rural. He recommended that it stay permanent rural.

Nolan stated that he has the opposite view after visiting the property. He stated that no one ever wants commercial except those who own the land, and then those who shop there after it is built. Safety, screening for the surroundings and site drainage are dealt with at time of an application. The site is on Highway 55, across from what will become light industrial/business park in Corcoran. The way that it sits below Highway 55 would suit a commercial use. He stated that the City would likely be looking at its guiding and infrastructure again before anything would happen this far west anyways. Nolan stated that while he thinks commercial is appropriate in this area, he is ok to go with the group to keep the recommendation clean.

Verbick stated that it would be good to look at it again in 10 years.

The general consensus of the Commission was to recommend guiding 4550 Pioneer Trail Permanent Rural.

Verbick suggested that the Commission discuss the watertower site on Willow Drive.

Reid inquired if the mixed use shown on the draft would allow for some of the business park uses that the owner was speaking about.

Haskamp noted that it could include some of these uses, to a smaller scale, but must include some residential components.

Nolan stated that general business makes sense on a large portion of this site, but the presence of the rural residential nearby begs the need for some sort of transition. The neighbors seem to be objecting to large amounts of residential traffic. He stated that he is comfortable with the mixed use, putting more control in with zoning regulations, and really fine tuning it at time of an application.

Verbick stated that mixed use allows the greatest amount of flexibility to get some transition.

Dickerson stated that this one hits pretty close to home. It has been guided for commercial for 15-20 years. He thanked everyone for coming and expressing comments. Dickerson read page 1 from the 2000 Comp Plan. It is important to respect the guide plan. When he bought the property, the future showed this as business, not for 176 housing units. Dickerson stated that such an idea is totally ridiculous. He stated that the railroad tracks are close by and 34 neighbors are opposed to the mixed use. Dickerson stated that the City has a lack of light industrial property available. Businesses have to locate somewhere and the City and school districts need the tax revenues. The City has a good idea of what we could get because we can look at Plymouth Ponds, and the developer is a Medina resident.

Haskamp stated that a number had to be used to project housing units. Residential use was assumed at 50% of the buildable area, at the 3.5 units/acres.

Pederson stated that if the guiding isn't commercial, it will likely be sold and something totally different will be brought in. The residents want light industrial/business park. This site should be commercial. Pederson stated that he also doesn't agree with the later staging for this property.

Dickerson stated that the Planning Commission was shown a residential and a commercial concept. At the City Council level, discussion began about the mixed use and then it went back to the Advisory Panel. It is not good policy that the surrounding owners only knew about the mixed use because of a petition.

Litts stated that the concern was the density, and this would be present no matter how the zoning is worked out. She wouldn't recommend residential along Pioneer Trail.

Motion by Dickerson, seconded by Pederson to recommend guiding PIDs 04-118-23-43-0003, 04-118-23-34-0001, and 04-118-23-44-0001 General Business. **Motion carries** (Opposed: Verbick, Nolan).

Verbick stated that she wished to move on and talk about the parcels between Foxberry and Bridgewater.

Reid stated that it seems to make sense to leave these properties similarly guided with the surrounding areas.

Haskamp stated that what the owners had suggested for ideas on this property could probably be accomplished through low density residential.

Verbick stated that she concurred that it made sense to leave it similar with the surrounding parcels.

The general consensus of the Commission was to recommend guiding PIDs 02-118-23-22-0001, 02-118-23-22-0002, 02-118-23-21-0001, and 02-118-23-21-0002 as Low Density Residential.

Haskamp noted that people from the Elm Creek Drive neighborhood had expressed concerns that the draft shows their area as medium density residential. However, when you look at the lot sizes, the area does fall within the medium density residential range.

The Commission discussed the parcels adjacent to the Jubert parcel north of Highway 55 at Tamarack. There was discussion about the large areas of wetlands on these properties, and what could possibly be built under the guiding in the draft.

Nolan stated that the mixed use-business parcel north of the Ballroom seems out of place.

Haskamp stated that this site had been MU-B throughout the Advisory Panel's work, but that there was never a lot of discussion about it.

Commissioners discussed the possibility of guiding other surrounding parcels MU-B, or of recommending that this property be guided commercial.

Finke noted that the parcels to the west are commercially developed and the parcels to the east are either wetlands or stormwater ponds.

The general consensus of the Commission was to not recommend changes to these three areas.

Haskamp suggested discussion on the Holasek parcel, since there was so much discussion at the Advisory Panel.

Nolan stated that the AP thought the guiding was a good way to get density near the park and Uptown Hamel and then transition into lower density to the south.

Verbick suggested discussing the Wessin parcels south of Hamel Road.

Nolan stated that the Advisory Panel was concerned with putting sewer development south of Hamel Road in this area. With the forecasts the Panel had with an allowance for some residential on the watertower site, there was no reason to extend residential development here.

Verbick stated that she concurs that Hamel Road seems like a line that should not be crossed.

Pederson stated that if the City ultimately needs a place to add some residential development through negotiations with the Met Council, this may be the best place.

Dickerson stated that he believed they are at 90% of what the Met Council wants. Orono may come in at 80% and Corcoran at 60%. It looks like Medina is doing fine. He stated that if the MUSA includes this property, there is no obvious natural buffer to stop development from creeping to the west.

Nolan stated that he would support allowing development out at Pioneer and Highway 55 before allowing it south of Hamel Road.

The general consensus of the Commission was to not recommend a change in guiding for these two areas.

Verbick suggested that the Commission discuss the Staging Plan.

Nolan stated that he had heard people talking about being allowed to develop early because there is pipe nearby. He stated that this isn't the only reason for staging. Staging speaks more to how the City wishes to grow. There are certain capacities, and growth in some places may take away the chance in other places where it may make a lot more sense. The staging plan describes, generally speaking, development from east to west. However, it allows the flexibility to shift ahead or back. This wouldn't preclude people from coming in and making an argument.

Dickerson stated that he likes the staging plan as is, and loves the flexibility it allows.

Pederson stated that after hearing what Haskamp and Nolan had to say, the staging plan makes sense.

The general consensus of the Commission was not to recommend changes to the staging plan.

Verbick suggested discussion about the Tamarack/Highway 55 stoplight.

Weir summarized the Highway 55 Coalition, and their various interests. MnDOT wants to move traffic efficiently along Highway 55. She stated that there is not funding in place out to 2020 for any of these improvements. The Coalition has come up with a concept for the long term future of the roadway, but this could be even farther past 2030.

Adams stated that it may be worth identifying the Tamarack/Hwy 55 intersection as a "traffic signal study area." He described the situation with the Clydesdale/Hwy 55 stoplight, and why it was required by MnDOT, even though their plans 30 years from now may call for the intersection to be closed. It was a better plan in the interim, it was safer, and it functions better for the next two decades. Perhaps MnDOT would support a similar situation at Tamarack, where it would be studied at time of development to see if a stoplight is warranted. Similar to Clydesdale, they may look at closing the intersection after a few decades, but it is the best plan in the meantime. MnDOT depends on the local land use to decide if lights are necessary.

Verbick inquired how critical it would be for this information to be included within the Comprehensive Plan.

Adams stated that the City can make recommendations within its plan which need to make sense for us. MnDOT will ultimately have their influence, since it is a trunk highway.

Pederson stated that MnDOT is doing their job, and the City Council of Medina should do their job and keep local businesses. He stated that the improvements have to happen towards

Buffalo first before they start adding lanes and closing intersections in Medina and Plymouth. Pederson inquired why there isn't discussion about a park and ride.

Reid stated that the City needs a stronger statement about park and ride. Plymouth MetroLink is nearby and could be available. The City should say that they want and need a park and ride. If the demand is there, someone will want to come out and offer bus service.

Pederson suggested the Hennepin County site so that no property would need to be purchased.

Adams suggested a discussion about public transportation in general. There was discussion about how to get people across CR101 and Hwy 55.

Stronger statement regarding park and rides and public transportation.

Reid stated that she is concerned that if the City puts the Highway 55 Concept into the Comp Plan, it is an endorsement of the plan. Like Shady Oak Road in Minnetonka, MnDOT and the County can force things even if situations change and things become much more expensive. Reid stated that she did not want to see two interchanges in Medina, even if it is 20 years from now. If it is included in the Comp Plan, the City is saying they are ok with it.

Adams stated that it is important to remember that this is a long term concept.

Cavanaugh stated that by making Medina's plans based on what someone else says might happen someday, we are tying our hands and not letting things progress in a way that makes sense for Medina. He stated that he has heard no negative about leaving the Tamarack stoplight in the plan.

Dickerson stated that getting Highway 55 to four lanes from Arrowhead to CR19 should be the priority. The study showed a light is needed at Clydesdale, and it is needed at Tamarack, it just makes sense. There will be residential density to the north and south of Highway 55, as well as retail to the north. Maybe in 100 years it will be an interstate, but our plans now should show a stoplight.

Adams stated that he is advocating calling the Tamarack/Hwy 55 intersection a Traffic Signal Study Area so that a stoplight can be added with development if it is warranted.

Reid stated that the City should make it clear that they are not ruling out a stoplight.

Verbick inquired how much control the City had over a stoplight.

Adams stated that while the City doesn't have control, they do have some influence.

Nolan stated that it is not likely that MnDOT will allow lights every quarter mile, nor does it make a lot of sense to do so. CR19, CR116, and CR101 make sense because they serve a broader area. Clydesdale dead ends into a shopping center and Tamarack may as well. Maybe lights make sense at some of these intersections in the meantime, as Adams is

suggesting, but ultimately we'll have to pick and choose to maintain the intersections that make the most sense. Nolan stated that in the long term, well planned frontage roads and more efficient highways will serve better from a regional perspective.

The general consensus of the Commission was to recommend that the Tamarack/Hwy 55, Clydesdale/Hwy 55, Clydesdale/CR101, and Clydesdale/CR116 intersections be identified as Traffic Signal Study Areas in the transportation plan.

The general consensus of the Commission was to move in the agenda to #7 and possibly move back to #6 afterwards.

7. Darrel A. Farr Development – Concept Plan (preliminary) for the development of a 64-bed memory care center and two business condo structures in the Uptown Hamel (UH) zoning district – 22, 36, and 42 Hamel Road (PIDs 12-118-23-41-0011, 12-118-23-41-0014 and 12-118-23-41-0013). Public Hearing

Benetti delivered a brief staff report. He stated that a memory care use is not listed as a permitted or conditional use in the district. If the Commission were supportive of such a use, the developer would have to request an amendment to the Uptown Hamel district to allow for it. Benetti discussed the parking needs of the memory care (staff and visitors) and office uses. He also discussed this parking in context with a possible restaurant use at the adjacent lot. Benetti noted that underground parking is required for multi-residential housing in Uptown Hamel, but this use is likely different. The architecture and design, without specific material information, appear to be similar to Uptown Hamel standards. Benetti stated that access for fire fighting equipment was also a concern from the fire marshal.

Carl Runck (Farr Development) and John Rova (Miller Hansen Architects) reviewed similar senior housing, assisted living, and memory care projects which they had completed.

Runck stated that what they are proposing is classified similar to assisted living, rather than nursing homes, and there would be one staff member per shift per neighborhood. Runck said they had analyzed parking needs, including the adjacent restaurant, and the peak parking would be lunch time during the week. Their proposed parking would likely be adequate during the remaining portion of the week and weekend. He stated they were talking to the VFW for overflow. Runck said Mohagan's design for the office condos would be similar to the Town Center Office Plaza in Plymouth.

Olga (Miller Hansen) Berkovskaya described the memory care architecture and how it breaks the massing, has various bays, and uses high quality and attractive materials. She described the conceptual floorplans of the neighborhoods.

Runck concluded that the development would add \$12 million estimated value market value to the Uptown Hamel area and 50 new jobs. He said it includes world-class architectural design and an opportunity to keep family members close.

Public Hearing opened at 11:25 p.m.

Verbick inquired how the parking arrangement would be handled.

Benetti stated that some cities require some sort of proof. The Uptown Hamel district doesn't require an agreement and leaves the opportunity for flexible parking.

Dickerson inquired about the fire safety concerns.

Loren Kohlen (Medina Fire Marshal and Building Official) stated that other cities have different equipment, and that the Hamel Fire Department is very limited. It would be impossible to maneuver a ladder truck (if we are able to get another City to bring one in) in the parking lot, and there is no access to the rear. If the wind was from the north, smoke and flames would be blown directly towards the only place the firefighters have access to. Sprinklers don't always put out all fires, and people could easily be hurt.

Rova stated that the building could be divided by fire barriers and horizontal refuge/rescue locations. The entire building would also be sprinkled.

Pederson stated that he commends Farr for the investment in Uptown Hamel. This appears to be too much building for the site. Underground parking should be used and there should be better fire access. Pederson stated that it seems like a good use.

Verbick stated that the architecture seems marvelous. It would seem like an asset to have such a use within the neighborhood.

Reid stated that it seems like a lot to jam onto the site, however, she likes the idea and likes the architectural design.

Litts stated that the building is beautiful, but parking and fire access must be considered.

Nolan stated the front elevation is great. The look from the back is perhaps even more important, because it will be so visible from Highway 55. He strongly urged the developer to use four-sided architecture when they come back with a Site Plan. He doesn't have an issue with the intensity of the use, because this is exactly what the City wants in Uptown Hamel. The parking is a concern, however. The idea of underground parking would be better than an agreement with a private party in another City.

Dickerson stated that the main thing that struck him was parking. The architecture is beautiful. Dickerson stated that he respects Kohlen's opinion on this matter, but was curious if this is going to be a constant issue in the Uptown Hamel, and what can be done.

Kohlen stated that they will work with the applicant, but they have to meet fire code.

Verbick summarized the Planning Commission discussion. There seemed to be general support for a memory care type use in Uptown Hamel. The site needs to be adjusted to take into

account parking and fire safety concerns. The Commission liked the front elevation as shown, but would require four sided architecture.

Public Hearing closed at 11:45 p.m.

The general consensus of the Commission was to deviate back to #6 on the agenda.

6. (con't) Decennial Update of the Medina Comprehensive Plan. *Public Hearing*

Haskamp stated that Deerhill Road is shown as a future collector in the 2000 Comp Plan. In the draft transportation plan it is not shown.

Seeland stated that they do not care about a future collector, but they want to make sure they have access to Homestead Trail.

Weir asked if it would be a bad idea for a road to connect at the S-curve on Homestead.

Benetti stated that it would not be the best situation, especially on a major collector.

Reid inquired if the trails between Homestead and Willow would be more of an issue to discuss at time of development.

Haskamp stated that trail corridors on the map are showing intent and ideas. Obviously, the City wishes to make connections. State statute regulates how much land the City can take for trails.

Haskamp stated that if the Commission believes that the trails map should be changed so that there are less trails adjacent or within certain properties, they can make that recommendation.

Verbick inquired if there could be language on the map that says that all of these trails may not necessarily ever be completed.

Haskamp stated that you shouldn't have a plan that isn't a plan. If the Commission doesn't think all the trails shown on the map should be built one day in the future, they should recommend removing the trails they disagree with.

The general consensus of the Commission was to recommend the Parks and Trails maps as presented by Chair Thies, with further discussion on whether to keep all of the future trails between Willow and Homestead.

Weir suggested a discussion about vacating the right-of-way for Tamarack Drive. A number of residents wished to see that vacated to prevent a north-south roadway.

Nolan inquired if the vacation of a particular right-of-way was really a Comp Plan issue.

Reid stated she thought she read in one of the documents that vacations would be considered if requested by the property owner.

Finke stated that the "Q&A sheet" from the November 27 meeting stated that the mere existence of right-of-way does not imply that there will be a future road. The transportation plan identifies the future collector roads which the engineers thought necessary for the land uses proposed.

Verbick inquired how likely it is that the City would vacate right-of-way.

Haskamp stated that the most important thing was Finke's first point. The plan does not show a future collector road in that area. She stated that in terms of vacating right-of-way, her perception is that the City does not do this very often.

Reid stated that it would be better if the maps differentiated better between roads and ROW.

Weir stated that she believed people in the community know that Medina is nearly 5000 people and could be eligible for state-aid funding. In order to secure that funding, a City must have a major north-south/east-west grid. She stated that you don't get \$125,000 for nothing, you have to develop the grid. Weir stated that it was a bigger question than colors on a map. There is a fear of that north-south roadway.

Motion by Reid, seconded by Nolan to recommend the DRAFT Comprehensive Plan to the City Council with the suggestions discussed this evening. **Motion carries unanimously.**

8. Ordinance Amendment – Section 828.43 – Pertaining to regulations related to wetlands.
Continued Public Hearing

The general consensus of the Commission was to postpone the Public Hearing to the January Planning Commission meeting.

9. Ordinance Amendment – Section 826.21 and 826.98 – Removing Animal-Assisted Therapy as a Conditional Use in the Rural Residential (RR) zoning district.
Public Hearing

The general consensus of the Commission was to postpone the Public Hearing to the January Planning Commission meeting.

10. Adjourn

Motion by Pederson, seconded by Pederson to adjourn at 12:02 a.m. **Motion carries unanimously.**