

City of Columbus
Public Hearing
Columbus 3597 JAMP, LLC NE Quad 35 Prelim and Final Plat (PC19-106)
April 17th, 2019

The April 17th, 2019 Public Hearing to consider a conditional use permit request by the applicant, Columbus 3597 JAMP, LLC (Tom Palmquist), to consider a request for a mixed use “planned unit development” (PUD) and preliminary & final plat “NE Quad 35” within the C/R Community Retail zoning district, was called to order at 7:32 p.m. by Chair Ron Hanegraaf at the City Hall. Present were Commission members Pam Wolowski, Jody Krebs, Barb Bobick and Kris King; City Administrator Elizabeth Mursko; and Public Communications Coordinator Jessica Hughes.

Also in attendance were Mayor Jesse Preiner; City Council members Janet Hegland, Shelly Logren, Denny Peterson; Mary Preiner, Pat Preiner, Joyce Guttsen, Morgan Kavanaugh, Ann Haslerud, Mark Kronbeck, Roberta Gronquist, Tom Palmquist, Phil Hoey, and Cindy and Myron Angel.

Hanegraaf: On the agenda number 10, were going to go to the public hearing on the NE quadrant. Jessica could you read the published Times notice.

Notice was read at this time by the recording secretary.

Hanegraaf: Thank you, Jessica. Were going to ask that Phil from HyVee and is it Tom and the third one, we’ll have to. State your names and who your representing.

Hoey: Phil Hoey, director of real estate with HyVee

Kronbeck: Hi I’m Mark Kronbeck with Alliant Engineering. We did the preliminary plat and the set (unintelligible) plan

Palmquist: Planning Commission Chair and members, I’m Tom Palmquist. I’m a member of Columbus 3597 JAMP LLC.

Hanegraaf: Well, this is a big project. I don’t know where to start. You’ve been up here before, well, been before the workshops and everything like that. And now were on another phase here. So, you want to tell us where were at now? Where you want to go?

Hoey: Sure, well, you’re right this is a big project. And where we think were at in the process is to a point to where HyVee has done a design, their project on this site. And is ready to advance that project forward to Planning Commission and Council. So, site plan approval. Along with that needing zoning approval to make sure our uses fit and comply with your zoning ordinances and laws and rules and those things. And so, the zoning application is to encompass the entirety of the 35/97 JAMP parcel that’s currently owned by the City. So, the whole North East Quadrant parcel. The zoning is to be over that, say as an umbrella, Elizabeth’s word, “the umbrella zoning”

over the entire property. Underneath that is the HyVee application before you also this evening for site plan approval. And then, before all that I should have said, there's a preliminary and final plat that's happening that the City is the actually the applicant on or it's the City's plat and JAMP listed as the applicant. So, if that made any sense, that's where I think were at. So were before you tonight really to get approving on the zoning. The CUP for the PUD zoning. And the reason for that would just be to allow for flexibility on the zoning ordinances where its appropriate, where it can be applied and a few examples of some flexibilities that would be requested be it in setbacks, parking requirements, some of those very specific areas that are typically the areas where PUD's are used, PUD zoning is used. And then as additional applications will come forward they'll be this, a similar process that HyVee's in right now, where that application will come before you. You would look at whatever would have been normally a variance you would look at whatever flexibility they would be requesting under the PUD and either grant those or not grant those. And if I've misspoken anyway, Elizabeth I'm sure can correct me from a planning standpoint.

Palmquist: And from, I'll just call the entity the property that controls the property JAMP for ease of not having to say the whole thing. JAMP envisioning back before your multiple times hear over the next several months and into next year as HyVee being the first piece of this puzzle. There are going to be subsequent pieces of this puzzle as well, in terms of users, uses and specific site plans, building elevations, and what not that you can respond too. (unintelligible)

Mursko: I'm going to start off because I think to keep order I will lay it out for you. So, tonight we are doing 2 public hearings but were doing it combined. And we did that because its on e application, I'm sorry, its several applications but it's still the same piece of land. So, we figured it would be easier if we only had one public hearing. And each one of us has a part in that role. So, I'm going to start off with the preliminary and final plat to give you an idea of what things are happening at the City level. What's unique about this project is the City is on both sides of this for acting as a developer, although we have a developer that we've now have purchase agreements with. The City owns land, normally we are on the regulatory side. So, we're kind of put in a situation where we are on both sides of the fence, let's just say. So, lets look at the preliminary plat, and this is the preliminary plat we have here. The City owns all of the property and its in the area of 20 acres. So, when we looked at this area initially, and when the city initially bought the property we knew that we were going to relocate the road, and this is Hornsby Street North. We have Hornsby Street to the south which we relocated several years ago. And so, when we bought the 4 quadrants we again knew that this was going to have to be relocated and that was one of the reasons this property was bought. There's another public hearing that's going to happen on May 8th. At the last City Council meeting they adopted resolution and that was an intent to vacate old Hornsby Street. Old Hornsby Street is about here and kind of goes up here and travels to the jurisdictional border. The City Council will hold a hearing on May 8th and they will vacate the entire street, meaning all of the right of way. And once that happens then this preliminary plat and final plat become key, because the road then will become what they call a "Public Right of Way" and it will be platted. So, this is the new area where the roads going to be located in. And this is part of the bridge project and part of that construction project. So, when we looked at the road we knew that this area was going to need public utilities, because as you heard, JAMP indicate to us earlier or you may or may not have

been at the EDA meeting, they have big plans for the area and need sewer and water. They also need stormwater ponding. And in this particular case rather than having, and right now they can have one development, or they can have 20 developments. We don't know yet. As far as how many applications will come through, we don't really know. But what we wanted to do is, we didn't want to have every single lot have to put stormwater ponding and take care of their stormwater. So, what we did was did a big overall plan. And with the overall plan, you'll see there's outlots. So generally, we do not do platting and have outlots, but in this particular case we will because the City will retain jurisdiction over some of the stormwater ponds it treats the water coming from the street and others JAMP will have or the new property owners who will take jurisdiction over, because it treats their water. In this case there's going to be a stormwater pond in this corner here, stormwater pond in Outlot D, and then a larger stormwater pond in Outlot B. And again, we don't normally have outlots, but this is kind of unusual since we don't know where the lot lines are going to be. We had a long discussion between the surveyor, attorney and myself, and we decided that yes, outlots would be best, in this particular case. The outlots you have seen in the past were undevelopable lots. And in this case the outlots are lots yet to be developed. So that's why you see a lot of outlots here and then you only have one lot. That's block 1, lot 1 and that is the lot that HyVee is purchasing. And so, looking at that reference to an umbrella, so if you look at it in big picture were going to vacate the road, were going to relocate the road with this plat. So, the plat has to be recorded the final plat will be recorded first. Then JAMP is coming in and their saying you know I have a really big plan; my plan is over the entire plat. So, you have an umbrella over the whole plat. And what they were talking about is when you have a PUD you have what we call variations. And the variations are in different parts of the code. It could be for setbacks, it could be signage and such. And Ill let them go through their own variations of what their asking, so there not variances, they're variations in the code. But you're allowing that because their having a master plan and because of that their asking for deviations because they can't accommodate all of the set backs in this small area. So, with that, you have this conditional use permit per PUD, under that umbrella, right now they have 1 development, they could have 10 developments, or 20 developments and they are going to keep coming back to you. So, this CUP is going to constantly come back to you and your going to use those variations and then your going to approve development underneath that umbrella. Now in this particular case you have HyVee, its not a conditional use permit that were used to. Its not an interim use permit, its simply a site plan review and that's because its permitted. So, there are no conditions in this. If they meet all the requirements in the code or in this case, I'm sure he's asking for some variations, under that umbrella that he's going to use on his lot, I don't know that for sure, but I'm pretty sure that there was some setbacks in there, that he's asking for. And he will be allowed to do that because its under that PUD. So little bit different from what were accustom to but it's a tool that's in our tool box that their allowed to use. So, in this case that's why you have many reports. You have one report for the planned unit development or the conditional use permit for the planned unit development. And then you have HyVee's application for a site plan review. Questions about process? Or layers of permits?

Hanegraaf: I don't have a question, I just got, I came to a few of these. So HyVee is buying the land.

Mursko: Lot 1, Block 1, right.

Hanegraaf: They're buying that. The rest of the property under the umbrella will be owned by JAMP then.

Palmquist: Possibly, but its also possible through our marketing efforts we bring in another buyer like HyVee that would parcel of a portion what remains of the JAMP property. And go through a similar process as HyVee is now going through, to have the lot and block designation, site plan approval, building elevation approval etc. for their particular lot. That's the flexibility that's allowed in kind of that PUD umbrella. That's what I say there's going to be a lot of bites at the apple that your going to get, relative to seeing us coming back to you with specific requests for specific uses on specific lots.

Hanegraaf: Is this unique? Or this done a lot in other cities or whatever? Where they'll take a developer and...

Palmquist: I think it's fairly common.

Hanegraaf: Common?

Palmquist: Very common.

Hoey: HyVee itself purchases large lots develops. We'll create a PUD zoning over the whole entire lot and develops the lots. (unintelligible) it's quite common.

Hanegraaf: So, these ponding's that were talking about, if you sell that lot or that block, it's that parties' responsibility to.... Am I losing something here?

Palmquist: Well, as to the pond I think ultimately its part of the development agreement process. There's going to be a pond maintenance agreement that all the parties that are owning property could be JAMP, could be HyVee, anybody else that owns the lot will take subject to a pond maintenance agreement that will govern the operation, the maintenance, the cost sharing.

Hanegraaf: Kind of like an association than?

Palmquist: Very much so.

Mursko: Because each of these ponds jointly take on the water from all the lots.

Hanegraaf: Okay.

Mursko: And its not jointly, there are some ponds that will take on more water from a certain development. One pond might take more water on from the street. One pond might take more on from HyVee. It just depends on, this area has 3 different areas that it drains to, so it's a little bit more complicated than most. But in this case, even MNDOT has a small pond along the on ramp on the property also.

Palmquist: So, if you want to point that out, if you've got a pointer. There's a 4th pond actually that's going to be on Outlot A, right in there someplace.

Mursko: Someplace in here.

Palmquist: Correct, and generally everything west of Hornsby is going to drain west of Hornsby, and everything east of Hornsby is going to drain east. And there's some connection between the pond that's on the southeast corner of Lot 1 Block 1 and Outlot D. But we'll be working with TKDA to figure that all out. TK and the City Attorney to figure out the documentation and the where the waters going and all that.

Hoey: And the approval for that overall master stormwater plan is in process right now. TKDA is developing that plan and has resubmitted it to the watershed for approval.

Hanegraaf: So, Elizabeth what do we work on the umbrella right away? Or do we work on HyVee right away?

Mursko: Either one you could work on. The site plan review does not require a public hearing. And so, that one is kind of on its own. But in order for HyVee to take advantage of any of the variations, you would take on the PUD first and that conditional use permit public hearing. So, Tom are you prepared to talk about variations you're asking of the code?

Palmquist: Yeah, I mean I think the Staff Report in the Findings of Fact basically provides the summary of what those are. I think that Mark Kronbeck from Alliant, and Phil can expand on those as well. Relative to, were coming in with some specific requests on the HyVee application which follows the discussion were now having. So, if its okay with you, we can kind of jump in and get specific. Were not trying to hide the ball, were trying to be very transparent, trying to be very forthright. But again, were trying to operate within these guidelines of the umbrella, relative to your approval. However, you want us to address any of this is fine.

Hanegraaf: So, whatever's the easiest for us to understand. I can see, I read a few of these and HyVee I don't know about, maybe we'll go down the line. Did you have any...

Bobick: The one he is referring to is the Staff Recommendations.

Hanegraaf: Go to Jody here.

Krebs: This is just it's a smart growth plan, I like it. What I'm looking at is, do you know what your short term, immediate other entities will be, so we can include some of those variations in this right now? And maybe some of your long-term ranges that might be coming that might need something tangible and here at this time?

Palmquist: Unfortunately, no. Would love to, say were going to be back to you when, and whatever those specific requests are you'll be able to address those at that time. I think general

ones are noted in 9 A, B, and C, of the Findings of Fact, D also I'm sorry. There's 4. And we can just address those specifically as to the HyVee plan and how it relates. You'll see visually that request is.

Hoey: I would say more times than not, the most common request through PUD would be the setback variances. More time than not, and even within HyVee's application most of the issues and Staff Report deal with setbacks and where certain easements lay. And certain improvements laying within those easements. More cases than not that becomes what the PUD's used for, is for setback variances. And my guess, that would be vary common going forward as well. Possibly parking variances but or building height variances, those are kind of more the common variances that I see through the PUD. But as it relates to the HyVee application, so we can talk about specifics. Most of the issues in the Staff Report deal with the setbacks or deal with drainage and utilities easements and improvements being within those drainage and utility easements. And so, for example on the, there's a small section of parking next to one of the access points. And that parking section is within the Hornsby setback. And so, our request would be that we be allowed to have parking within that setback. Or the easement.

Hanegraaf: It be on the west side there, then right of Hornsby there? That long straight line? 21 or whatever it says there.

Hoey: Correct.

Hanegraaf: So how much are you talking about on taking the easement?

Hoey: It would be maybe 10 feet? Its maybe 10 feet, about 10 feet basically.

Hanegraaf: So, Elizabeth, how would that effect the City, if they on an easement like that.

Mursko: No, earlier I had a conversation, with the mayor about this. I haven't had a chance to talk to the engineer about this. Generally, we take easement drainage, utility easements for water and sewer lines and utilities and I'm not sure how overlapping that could be. Because at the end of the day we still have to put sewer, water and utilities in the easements. And so, I'm really not sure how much we can shrink them or whether or not you can put over them. I'm really not sure how that's going to work.

Hoey: Yes, and Id add to that for our own sake, there's a comment in the staff report that deals with improvements within those easement areas and the encroachments. But then those easement areas, we wouldn't want to put improvements and easements that had the potential for say above ground improvements. So, in other words we wouldn't want a telephone pole to be placed in one of those utility easements that's located in one of our drive aisles. So that wouldn't work for us either. So, I think in a case like with the easements and with the improvements we have currently placed in those easements, we would want to work with staff and the consultants to understand what improvements are planned for those areas, what kinds of language around those easements, what would be allowed for improvements. We would certainly, there's certainly been cases in the past where we as an end user would agree that if there were improvements that needed to be

changed or modified that it would be our responsibility for any work that had to be done on those areas, that's pretty common. And one of the requirements here, even the TKDA pointed out, it would be acceptable that we had improvements so long as we understood that any repair or replacement would be the responsibility of HyVee, yes that's very common. But we certainly wouldn't want any easements to affect our use of those areas. If that's the case, we will just redesign those areas.

Hanegraaf: If you get a sewer problem and they have to dig it up and who's going to pay for it? I mean who's going to re landscape and do all that?

Hoey: We would landscape and re-do it.

Palmquist: Anything below grade, if the sewer needs to be replaced, that would be normally the city. But the repairs made, the contractor leaves and HyVee puts it back together.

Mursko: Which would all be laid out in the developer agreement.

Hoey: Right, we would want to, as TKDA finalizes their plans I think these areas become a lot more clear. As far as what could be in those areas and what could not be in those areas. We just don't know right now.

Palmquist: Does the Planning Commission have the TKDA memo on the HyVee Site plan report? So, if you look to the layout point number 2, first page. (Unintelligible) sentence. So, about the same 3 sentences. A Parking area adjacent to Hornsby, Hornsby is in the drainage utility easement. Landscaping improvement in those areas as well. I'll quote "This is acceptable with the caveat that if repair, replacement or relocation of any utilities in these easements become necessary in the future, the repair, replacement of any development surface improvement are the responsibility of HyVee." That's the context and that would flow through to the development agreement and that would be your mechanism for control.

Wolowski: Mr. Chair, is there any other concerns that you have Elizabeth that you want us to address in here? There's a lot of information to sift through here.

Mursko: There is a lot of information and this is kind of our first experience with this type of development in the commercial area and to this magnitude. So, I understand about the different layers and paper work and such. I think that in this case were going to be able to look at this a number of times in order to reevaluate every development that comes in. And so, I think that JAMP understood from the very beginning, because this was our concern, that they're asking for a PUD over all of the land but, yet we don't know what is going to go in the rest of the land and it's a little frustrating on their part because they too don know what's going on the rest of the land. And so, it's hard for them to ask for deviations that they may or may not need on the future. But HyVee wanted to be able to come in, using the PUD to get deviations and so we said okay we'll process this one knowing that its only HyVee under this particular CUP at this time and we'll amend it as we go along. So were trying to be flexible, knowing that there are going to be more developments coming in. And we may have to amend the current PUD.

Krebs: Because they'll all ride under the same PUD instead of having individual PUD's to individualize what they need in that particular use.

Mursko: And I'll agree. Even on a staff level we struggled, so how are we going to process paper? How are we going to organize this? And such. We'll come up with a plan as to how this is going to actually work after the first one we'll work through. What I don't know is, I will have to check with our attorney. My assumption is, there's going to be a development agreement with each lot that comes through. Because there was some issues that came up earlier as to cost and particulars to each lot. My assumption is there's going to be a developer's agreement with each lot and not one development agreement with JAMP for the whole thing, because from what I understand the liability then would land with JAMP to make sure all the conditions were met. Which I don't think that was the intent either. So, there's some things we still need to iron out overall in the legal end. But from a planning perspective, if your uncomfortable with any of the planning issues, which in this particular case, and I think we all agree that HyVee is a great use for this corner and convenience. So, we agree with planning. If you feel that, some of the deviations from setbacks is just not appropriate because it doesn't work, or the circulation doesn't work, or you don't think they have enough park spaces and those sorts of things, then I think we need to address with them and say, no I think we need to this/that. But overall if you're comfortable with the site plan, because that's what were doing with them is the site plan review and looking at building elevations and what the store is going to look like, the design they picked out, and the sign, Then I think that's what HyVee is looking for today. The other thing if you don't like the deviations as JAMP has presented then I would go back, we would give them feedback and say well I think that's too much, or I think that's too little in certain areas. I think that's what they need for feedback today. And if your uncomfortable with making with making those decisions today, then we have to come back with answers to your questions to those things.

Hanegraaf: Lets go to the site plan quick here. You state that you want to make 2 entrances to this correct? That's new, right? That just came in? The two entrances or exit, or was that always there?

Hoey: We always anticipated two entrances.

Hanegraaf: Okay the one the farthest to the north there, is that in the to, in your property?

Hoey: it is not.

Hanegraaf: So, if you're the first one to go in there. Is that going to be all developed then by JAMP? Or is that going to be developed by HyVee?

Hoey: So HyVee if they were to go in first they would build that road section and if the City was still an owner at that point at which that was constructed, or at the point of which Hyvee closed then they would probably request an easement from the city for that road section.

Mursko: You're talking about here?

Hanegraaf: No, farther up north.

Wolowski: Up here.

Hanegraaf: So, it's not in your block. It's not on your property.

Hoey: Correct its not on our parcel. That area there. The area shaped like a hatchet,

Hanegraaf: So, did I lose something here? Is JAMP buying all this property at one time? Or is it just piece mailed.

Hoey: JAMP has control to buy the whole parcel.

Hanegraaf: Oh, the whole parcel.

Palmquist: But to take it down in chunks, as opposed to buying all at one time.

Hanegraaf: So, is JAMP going to buy that piece there first? If HyVee buys

Hoey: Most likely, HyVee will be the first property to close. So Hyvee would buy that property. They would get an easement from the city for this parcel, that JAMP would have to consent to. But they would get an easement for that road connecting these parcels, ultimately whatever JAMP puts in that parcel to the north is going to want across access easement with the Hyvee parcel as well. Its really part of overall master development plan to have lots connecting and so this would sort of be the first puzzle piece to some of those, the continuity of the overall project.

Mursko: You know Phil, can you take the Planning Commission, because I think we have looked at the site plan with the EDA and the Council, but I don't know that the Planning Commission has actually gone through the site plan. And maybe take them through your building elevations.

Hoey: So, the plan itself, the store itself, I don't know what was reviewed from the EDA meeting that we had. But the store itself is a 10,800 sq. foot store, which is significantly larger than most other similar stores, that you would see that have fuel pumps. So, it's not a gas station. It has fuel pumps but it's a small grocery store with a coffee shop and a liquor store is what's being proposed. So, the coffee shop will have a drive thru as you can see in the site plan. On the other side of the store would be the wine and spirits store, be roughly 2,500 sq. feet plus or minus. And the balance of the store would be the market. So inside of that you'd have your convenience items, but you'd also have a high amount of other high quality say produce, meat selection, dairy selection would be inside there, which is not commonly seen in stores that have fuel pumps. Also, through our aisles on-line and our locker program you'd be able to order your groceries on-line and come to this location you'd be given a code, you'd enter it into a locker and have access to all the groceries that are available in a full grocery store. So, it's a nice way to get your food, its how we get our groceries today, we order, and somebody does our shopping for us and my wife never has to get out of the car with the two kids in the car seats. So, it works out pretty nice. So, you'll have access

to that through the locker system at this facility as well. As far as the elevations and what the building looks like, it would be similar in architecture to the other buildings that we use. Most of the buildings like this are built with panels that have brick face inlay in them. What we do is take a full brick. We actually cut the face off it and set that into a panel and those panels are put into place. There's variation in the architecture of the buildings because the coffee shop will have its own architecture elements, uses a dark wood-ish tile, type material on the exterior of the building. And so, if for example if you've been to the gas station, the Hyvee fuel station in Oakdale, you'd see that variation in color in the coffee shop, which is a Starbucks, and the fuel station there. It would be very similar to that in terms of the coloring in front of the Starbucks. But it uses a lot of glass, a lot of first-class material, brick like I said. And foresighted our architecture and at this particular location were showing seven single stacked pump islands, or fueling islands, with fueling positions on each side. I think that particular design or layout is nice for this location particularly if your towing a boat or trailer, so before you head up to the lake for the weekend, you can see the color, elevations the brick and the glass. As I was saying the fuel station pump islands are arranged in a single stack of pumps and makes it very convenient way if you have a boat or a trailer or if your hauling a camper. We also put a couple long stalls to the very southwest portion of the site for if your haling a camper for a place to park, as you go inside and get your groceries, ice, beverages, to fill up with.

Hanegraaf: Phil, if you have an 18wheeler coming in there to unload, how do they unload it? I don't, there's no dock or nothing. Do they just.

Hoey: I think they will use, in this particular case, they'll use that area on the very west end of the location to unload or they'll use that drive aisle where were currently encroaching on the utility easement area on the very south portion of the site, is where they would park and unload from there. And they would drop a ramp and...

Hanegraaf: Wheel it in?

Hoey: Yes.

Wolowski: Mr. Chair, may I ask Elizabeth another question? So, hearing from all of you and you and Elizabeth as well, it seems like you have quite a few meetings and how does everybody feel about this? Are you, everything that's laid out here, is, well with you guys as well, in your meetings. I guess what I'm looking for is a consensus of how happy is everyone with all the meetings and everything we have in front of us here? Are you feeling that all things are being met? Obviously, we have this umbrella and were going to play as we go but where we are standing with what's before us tonight.

Mursko: I think we're very pleased with, we've worked with HyVee now for 18 months in trying to get an ideal location for them here in Columbus, because we feel it's a good fit for us. Us meaning Columbus overall and they've been before the Economic Development Authority and before the City Council workshop and so, we feel that it's a good addition to the City. And it fits the zoning district. I do think that they've worked with us, through all the planning and the road and the stormwater and utilities and such, and those details will be worked out, through developer

agreements. I think its just the first step of many and they've already brought the second concept through with the EDA with some of the possibilities with mixed use with apartments. So, I think we will progressively see how this whole development lays out. Were excited. Were, as a staff, are excited that they're here. And Hyvee brings along others that we hope will co-locate.

Wolowski: Thank you. I like everything I'm seeing. Its just a lot of information.

King: Mr. Commissioner, can I ask a couple? Maybe I'm missing something, where are the lockers located on the site plan for HyVee? The lockers will get located as the final plan, we are kind of a design build of an operation. So, example the building is shown as 10,800 sq. feet, if it gets built as 10,800 sq. feet, I'm guessing there's going to be some flex in that. And some components might get bigger, some might get slightly smaller. Ultimately, were not going to make it so large that it starts to impact the parking, but my point is that where those lockers get placed will be as we start to complete design, and construction documents start to be produced. And we need to know where were going to be running utilities for those lockers. We ultimately want to put them where there accessible and easy to get to. There's been time where we've removed a pump island and replaced the pump island with the lockers. So, that is yet to be determined. But we need to run utilities to it, because we got to be able to heat it and cool it. So, if you have cold items that you get it needs to be airconditioned and cooled, so it stays cold, so your ice cream doesn't melt.

King: I assume to as far as people moving around, the safety of people, they're not in the path of, I'm sure you keep that all in mind, you don't want any accidents. You plan on 24 hour 7 days a week as being open.

Hoey: We want to have the ability to be 24 hours. It ultimately would be up to the area supervisor if they want to tone that back if they're not, if they don't need to be 24 hours. We want the flexibility to be a 24-hour location not everybody works 9 to 5, so to be able to serve people that work night shift is important. Also, with a kind of offering were going to have here I think having the flexibility to be open 24/7 would give people the chance to go grab something they can't get elsewhere. But it could be that they find out that its just not being utilized at 2 a.m. and so they don't stay open.

King: One other question, on the umbrella part of it. And I know you guys have talked about an apartment complex and possibly a hotel, which I assume then your going to have people moving around. Sidewalks? I'm not a big fan of putting sidewalks all over, but is there a thought process on that? Because I would think if your going to have, probably more if your going to put a hotel, your going to have people maybe walking over to get food and that. You know, and I was kind of looking at the one lay out, where it shows the driveways that would possibly be interconnecting, and I realize people can walk on the paved areas of that, but as far as safety.

Palmquist: That was the concept that was discussed early on by staff that they did want some interconnectivity not only vehicular based but also pedestrian based.

King: So that is kind of thought process.

Hoey: Definitely in the overall as you look at the overall concept plan there's lots of interconnectivity between the parcels.

King: Thank you.

Hanegraaf: Anybody else?

Palmquist: I might just comment briefly on Ms. Chair your comment to whether staff felt things were progressing, everyone was having a good feeling. I know from my prospective, from JAMP's prospective, we've enjoyed our relationship with City staff, City Attorney, and working through the various documents to get us to this point and yes there's some heavy lifting to do yet, relative to creating some documents that we can't say here's the document here's the development agreement. We do have a preliminary development agreement, that is executed, that sets forth a lot of the parameters, but it doesn't drill down into some of the detail that it will need to. And we have every confidence that it will continue on the same path with staff and come to concurrence on those documents.

Hoey: And I'll jump on that and say it has been a process, but it should be for a project of this size. There is a lot to think about and plan for and the City's right in the middle of it all with the DOT and the County and everybody else for all the other stuff that's going on out here.

Wolowski: The bridge, the realignment...

Hoey: Yeah, there's a lot happening. This is ground zero of a lot of activity and so there's a lot of coordination that has to happen and so, if there's any "T's" that aren't crossed or "I's" that aren't dotted, it's because we are all in the midst of this planning process currently as well as the City is. It's been a process like any, and I think for all the moving parts, I think we've progressed pretty well to get to here.

Hanegraaf: Yes, Jody.

Krebs: So, in looking at the, when your talking about sidewalks and such and having an apartment, people living there, have you thought about where school buses will be able to drop off and pick up kids? And are you willing to work with the school district so that they've got some place that they're going to be able to maneuver through there.

Hoey: I would say at the point in which there's an actual concept plan to bring back for the apartments, then that level of specificity would be necessary for that component.

Krebs: And snow removal. That's a big thing here, once in a while, well this year anyway.

Hoey: Like a week ago today, actually.

Krebs: And I'm not saying this to tell me. I'm just saying these are some things that you want to consider, to think about, when your going forward with everything.

Hoey: Sure

Hanegraaf: There's a lot of questions. I just am thinking an apartment complex, and this is down the road, that you know you got the YMCA just to the east of you, and there's not much walking traffic on that road. And I mean that's a joint effort with Washington county and whatever. That's in the future, we'll let that go. But its an issue, that when we get to that.

Krebs: And the bridge will have a walking or biking path, with our new bridge, that's something to really keep in mind when doing that development piece that hopefully it will tie right into some of that.

Palmquist: And I think we have the flexibility and the plan to accommodate that. So, it's really what's happening in the more macro sense. (unintelligible)

Hanegraaf: Any other discussion on this? Well, like everybody else, we can call you back up if we need to. And we'll open it up to the public. Than you very much, thank you for making it very clear.

King: Exciting.

Wolowski: It is.

Hanegraaf: Probably don't have to move much. I'm going to start it again. We're going to open up the public hearing. For the North East Quadrant preliminary. If there's anybody in the audience that would like to get up. State your name and have an opinion or a thought on this project. The window is open, the door is open. Guess you guys didn't have to walk far. I have no other questions. We're going to close the public hearing on that. And let's open up the discussion. Unless anybody has any other questions.

At this time Chair Hanegraaf closed the Public Hearing. Hearing closed at 8:19 p.m.

Respectfully submitted:

Rochelle Busch, Recording Secretary