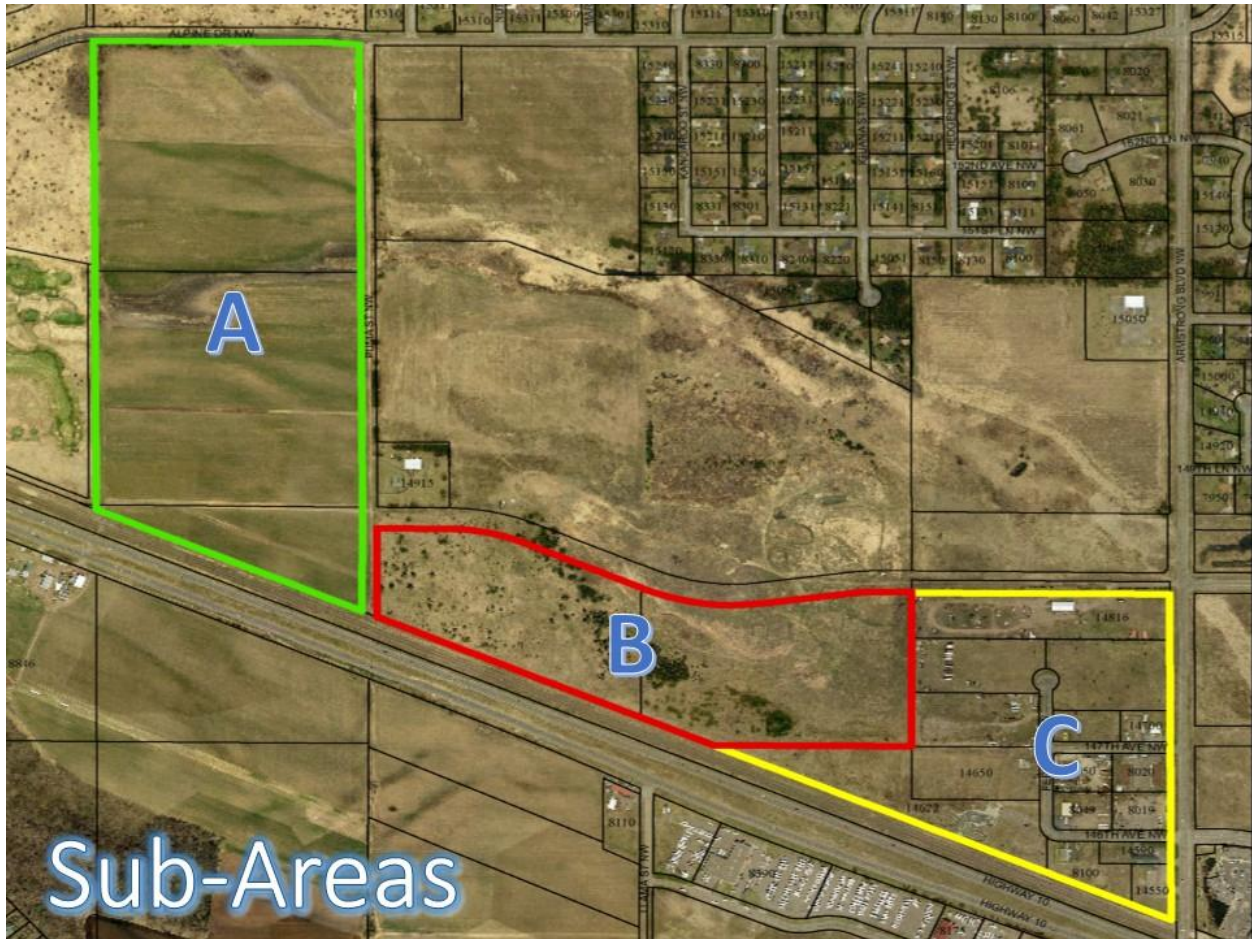


Public Discussion – December 12, 2013

The following represents comments submitted by participants.

Goals (as defined by participants)

- Add commercial and industrial land in order to add to the tax base
- Discuss necessary infrastructure
 - Water & sewer
 - Streets & access



Definitions

- Business Parks – uses could include warehousing, office, light manufacturing. May or may not include outside storage.
- Retail – places to shop.
- Low Density Residential – average three (3) homes per acre. May or may not include attached units.
- Medium Density Residential – three (3) to seven (7) homes per acre. Traditionally includes attached units, but may include detached units as well (twin-homes, detached townhomes, small-lot single-family).
- High Density Residential – seven (7) to fifteen (15) homes per acre.

Sub-Area 'A' – Pearson Properties [NOTE: discussion also added areas of Northfork, Inc. to the west and to the north]

- Portion of area as business park
 - Light manufacturing
 - Limited or no outside storage
 - High architectural standards
- Portion of area as residential
 - Low to medium density
 - Small lot single-family or twin-homes
 - High quality design standards
 - Fit well with adjacent golf course [The Links at Northfork]
 - Low traffic
 - PUD-Planned Unit Development
 - Cluster development with permanently protected green/open space to serve as buffer/transition
 - Conservation style subdivision without creating a new district/subdivision process (utilize existing PUD process)
 - NOTE: would NOT be the same, previous ordinance known as the Cluster Subdivision Ordinance (circa 2005).
 - Proposed PUD would permanently protect open space, not preserve areas for future development.
 - Focus on transition from residential to business park and compatibility with golf course
- Written Comments:
 - Keep in consideration golf course area for higher end residential & possibly private road (compared to industrial access)
 - Homes along golf course
 - Industrial park north of tracks
 - Residential North end
- Northfork, Inc. Area
 - Currently guided as larger acreage lots without sewer
 - Screening may be important depending on adjacent land use type
 - Interested in other land use options
 - Site has private, restrictive covenants
 - Could consider a higher density (low density to medium density) to match development pattern of what happens on Pearson site
 - Interested in working with Pearson Properties

Sub-Area 'B' – Hageman Holdings [NOTE: discussion also added other Hageman Holdings properties to the north]

- Open to a project in the short/near-term
- Focus = business park
- Open to the concept of retail
- Future school will provide its own buffer for compatibility
- Written Comments:
 - Industrial/business
 - Retail option
 - Not the school area or land on Alpine = residential
 - Residential north half
 - Industrial park south half

Hageman Residential Portion (36 Acres along Alpine Drive)

- High quality architecture
- Single-family feel
- Allow for some clustering with permanent buffer
- See Saint Michael example
 - Hans Hagen development adjacent to J & B Group
 - Medium density with screening/buffer
 - Twin-homes; small-lot single-family

Future School Site (North of Bunker and Sub-Area 'B')

- Current vision remains a school (user to be determined) or other youth-focused philanthropic endeavor
- If unable to develop as a school:
 - Potential for retail development (first choice)
 - Also potential for a business park

Sub-Area 'C' – West (COR) Retail

- Existing standards may be too restrictive
 - Continue quality standards on the façade
 - Default to traditional bulk standards (setbacks, parking, etc.)
- Potential/need for frontage roads
- Potential for railroad crossings and/or railroad spurs
- Hageman Holdings OK with concept of adjacent retail (Sub-Area 'B')
- Market should drive scale of retail
 - Large-scale (big-box) or small/medium-scale (convenience, food, etc.).
 - Not quite at the stage to fully determine where exact locations or large, medium, or small scale should be – let the market drive
- Reduced visibility due to Armstrong Interchange
- Need taller signs
- Written Comments:
 - Retail as best fit for the new interchange, etc.
 - Industrial park to the west