

## PLAN COMMISSION

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Time and Date: The Plan Commission met on May 21, 2013, at 5:00 p.m. in the Common Council Chambers of Wausau City Hall.

Members Present: Marquardt, Radtke, Bohlken, Valitchka, Oberbeck

Others Present: Lenz, Hebert, DeSantis, Harvey, Fish, Dombrowski, Tobalsky, Higginbotham, Hartjes, Tasche, Burish, Hoelter, Evans, Wanserski, Jordan, Bowman, Wagner, Knoblock, Stenstrom, Kalish, Bowman, Mary Whittum, Malcolm Whittum, Juedes, Schwichtenberg, Jacobson, Nagle, Engen

In compliance with Chapter 19, Wisconsin Statutes, notice of this meeting was posted and transmitted to the *Wausau Daily Herald* in the proper manner.

Noting the presence of a quorum, at approximately 5:00 p.m. Marquardt called the meeting to order.

### **Approve minutes of the April 24, 2013 meeting.**

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Radtke motioned to approve the minutes of the April 24, 2013 meeting. Bohlken seconded, and the motion carried unanimously 5-0.

### **PUBLIC HEARING: Approve a conditional use at 2607 North 18<sup>th</sup> Street to allow for sponsorship signs on the outfield fence of the varsity baseball diamond, in a R1, Single Family Residence District (Harvey).**

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Greg Harvey, Wausau East High School, said that he is present to address any questions. The signs will be like the signs approved for Wausau West High School and will be hung for advertising and fundraising.

Marquardt closed the public hearing.

Lenz said that the ordinance was changed to allow these types of signs by conditional use. There are eight different requirements of the signs that are covered in the staff report. The petitioner will follow the standards. An aerial photo shows the location of the signs – they will not be visible from the outside. Staff recommends approval of the sign.

Radtke moved to approve the conditional use at 2607 North 18<sup>th</sup> Street to allow for sponsorship signs on the outfield fence of the varsity baseball diamond, in a R1, Single Family Residential District. Valitchka seconded and the motion carried unanimously 5-0. This item will go to Common Council on June 11, 2013.

### **PUBLIC HEARING: Approve a conditional use at 317 North 1<sup>st</sup> Street to allow for an integrated merchants sign, in a B4, Central Business District (MetroPlains).**

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Chris Fish, Graphic House, said that he is available to answer any questions.

Marquardt closed the public hearing.

Lenz said that there is a rendering in the packet similar to the last sign proposal. He said that unlike the previous signs, there aren't any set standards for integrated merchants signage – they are taken on a case-by-case basis. This sign is a little different than what was originally presented, but it is the same size and is externally illuminated. A site plan showing exactly where the sign is going to be located is missing. Staff recommends that if this sign is approved, a precise site plan showing where the sign will be located from the property lines should be included with the sign permit.

Valitchka moved to approve a conditional use at 317 North 1<sup>st</sup> Street to allow for an integrated merchants sign, in a B4, Central Business District with the condition that a precise site plan showing the property

lines needs to be available when the sign permit is issued. Radtke seconded, and the motion carried unanimously 5-0. This item will go to Common Council on June 11, 2013.

**PUBLIC HEARING: Approve a conditional use at 840 South 66<sup>th</sup> Avenue to allow for manufacturing of concrete and epoxy countertops, stair treads, and wall panels, in a M1, Limited Industrial District (Dombrowski).**

Rodney Dombrowski, 840 South 66<sup>th</sup> Avenue, said that he is available for any questions.

Marquardt closed the public hearing.

Lenz said that staff looked at other uses allowed in the district, and others allowed by conditional use. Some of these are listed in the staff report. This specific use is not spelled out, but similar uses are allowed with the zoning and/or conditional use. The property is surrounded by M1 zoning, except to the south where there are railroad tracks, then Sunnyvale Park. This would be a redevelopment so the necessary infrastructure is present. Negative impact to surrounding property owners is not likely.

Valitchka asked Dombrowski if it is a new business. Dombrowski answered yes. Valitchka asked how many employees the business will have. Dombrowski answered ten. Valitchka asked what items are produced. Dombrowski answered epoxy and concrete countertops, stair treads, and wall panels and added that it is a national industry.

Oberbeck moved to approve a conditional use at 840 South 66<sup>th</sup> Avenue to allow for manufacturing of concrete and epoxy countertops, stair treads, and wall panels, in a M1, Limited Industrial District. Bohlken seconded, and the motion unanimously carried 5-0. This item will go to Common Council on June 11, 2013.

**PUBLIC HEARING: Rezone 2121 Northwestern Avenue from R1, Single Family Residence District to M1, Limited Industrial District, and approve a conditional use to allow for railroad terminals, railroad switching and classification yards; repair shops and roundhouses; demolition and construction material disposal site; and warehousing and wholesale establishments, and storage other than accessory to permitted retail uses (Higginbotham).**

Jack Tobalsky, 2136 Meadow Brook Way, said that he is a resident of the Brookdale Subdivision. There are still vacant lots in the subdivision and the neighborhood is under ten years old. If the petition goes through it will cause irreparable damage to the neighborhood. It will be a much less appealing subdivision, impede the future sales of the remaining lots, decline the property values, will add noise pollution, will cause a reduction in clean air, may cause possible health issues from the demolition, will cause additional traffic issues, and will create road damage on Northwestern Avenue that does not currently allow truck traffic. There will be safety issues for children, the railroad terminals, railroad switching, and classification yards will cause a decline in aesthetics of the area, and the possible sand mining will cause damage to the wildlife habitat in the area. These items will lower the property values. Tobalsky said he opposes the rezoning and asked the commission to leave it as R1 zoning.

Dan Higginbotham, P4225 Pine View Boulevard; Birnamwood, showed an overview of the area. The property was outlined in purple and showed the Brookdale Subdivision. The property they purchased is a 49 acre parcel but they aren't requesting the rezoning for the whole area, just the 17 acres of the property lying between Northwestern Avenue and the railroad tracks. The property on the other side of the railroad tracks is currently zoned M2, which is mainly for WAOW towers. The property to the south is zoned either M1 or M2 and is in the Town of Weston. At this time, the plan is to cut and level the property to where the railroad grade can be utilized. Higginbotham said that his wife and he own 20 acres southeast of the property and will be building their house there as soon as their current house sells. He

said there is 1500 feet of land between Camp Sturtevant and the property that is being requested for rezoning. There have been talks with the city for the past two months and they have proposed to donate a bike trail along Northwestern Avenue along the entire frontage to help move people. The area to the south near the railroad right-of-way will hopefully be an area to help people get from the Curling Club and soccer fields to the Mountain Bay Trail. They try to be good stewards of any property they own. Higginbotham said that he developed the Eagle Valley Subdivision and through that expanded Sylvan Hills. Higginbotham said they will try to remain environmentally conscious. He showed access roads that would be used to work on the property, which will be an internal driveway. There will be slope of 3 to 1 and is difficult to do much else with the property. The development will be compatible with the railroad and the 3000 feet of railroad is valuable. It will take two to three years to achieve the necessary grade.

Michael Hartjes, 2176 Meadow Brook Way, said he is opposed to the rezoning. In the last few weeks, trucks have been hauling into the area 12 hours a day until 7:30 p.m. and he is concerned that this will continue. Hartjes also stated that Chapter 23.40.010 of the Wausau Municipal Code states that the purpose of M1 zoning is designed to provide an environment suitable for industrial activities that do not create appreciable nuisances or hazards, or that require a pleasant, hazard and nuisance free environment.

Bonnie Tasche, 2172 Meadow Brook Way, said that the petitioner must think this is a cut and dry issue since he has been dumping debris for weeks on a street where trucks are not allowed. Tasche asked the following questions: Why is M1 zoning being requested? What is planned for the site and is mining included? How will the wetlands and river be protected? How will be safeguards be implemented? Who is going to be paying for the heavy truck damage? It is a dangerous road because of the speed and the hills. Tasche said she would like further details.

Kathryn Burish, 2124 Meadow Brook Way, said that they are at the property at the beginning of the curve. The back part of the land is wetlands and there are rabbits, turkeys, deer, and other animals that use it as a habitat. Burish asked what is going to happen to the land and to the animals. Wetlands cannot be right across the street from construction. It is a strong knit community. There are pine trees that are over 100 years old. It was designed for residents and they are very concerned. Burish said she has seen everything and hopes it will stay the same way, but there has been so much construction and dumping going on. It has been said that the portion closest will not be used, but there aren't any guarantees if it is sold off.

Joel Hoelter, 2119 Meadow Brook Way, said that he is not sure if any of the commission members live near the area. To take a glimpse of the neighborhood, he took his wife to work and most people travel 50-55 mph on Northwestern Avenue where the speed limit is 35 mph. The cars fly so fast it is so hard to get out of stop signs and there are so many children. Camp Sturtevant is near the location. Hoelter said he is concerned about the waste. Hoelter said he has lived here for seven years and loves the area. The change is wrong and does not do anything for the City of Wausau's mission statement.

Daniel Evans, 2103 Meadow Brook Way, said that he seconds the concerns and this rezoning will put a financial strain on homeowners. Evans said his house is for sale, had an accepted offer, and the buyers second guessed purchasing the home because of this petition. Evans said the petitioner is asking for permission for something they are already doing and asks the commission to deny the request.

Dr. Wanserski, 2225 Hawthorne Lane, said that he lives adjacent and said there has been an increase to the actual noise pollution. There is some very desirable real estate near Greenwood Hills and this will have adverse effects on the values and tax base. The property is also adjacent to the Eau Claire River and the activity will result in water pollution. The property is also adjacent to the YMCA camp and we need to preserve the surroundings. An alternative would be to find an alternative site, work with the railroad, and use this for residential homes. The property shouldn't be condemned forever because of the railroad

siding. This rezoning is not in adjacent property owners' best interest.

Joe Jordan, 4102 Camp Phillips Road, said he is a neighbor to the sand pit in Weston and is very pleased with the conduct Higginbotham has exhibited. There were strong stipulations put on because of the concern from the neighbors in regards to hours of operation, dust, and some other concerns which were all honored by Higginbotham. The Village of Weston ended up buying 40 acres of the land for the disc golf course and Jordan said he has been amazed with the attendance. A well site was obtained for the village and was needed for continued growth. Jordan said he is pleased with the project even with the dirt and noise. Jordan said he is the CEO of Wausau Supply and they have 15 locations and would like to see the railroad access. The railroads will switch whenever it is convenient for them. Jordan said that since Wausau Supply has moved to the Weston Industrial Park, the amount of rail needed is significant. As the industry starts to recover, it would be a great thing to have a rail spot for businesses and would also help the economy. Rail access is limited in Wausau. Jordan asked the commission to consider the economic difference it would make to be able to ship things from Weston to Rapids City or other places.

Harold Bohman, said he has lived in the area for 11 years and finds it disturbing to find out that demolition will take place. Bohman said he is upset that Higginbotham stated that he is going to do demolition, and hasn't been able to tell people what is going to happen. There has been a lack of communication and asked who the alderman is. There have been strong points made. He wants to be able to get on a bike with his son but is concerned with this development. Boehm said he will move to a different community if this is passed.

Romey Wagner, 3500 Golf View Drive, said he is still the alderperson and has tried to get back to anyone who has called. Wagner said he is here to support his area and wants to hear both sides of the issue. Wagner said he is glad that the constituents are voicing their thoughts.

Jackie Knoblock, 2123 Meadow Brook Way, said that she is concerned about the expansion of the railroad and there seems to be no regard to the traffic. Knoblock asked what is going to happen with the traffic problems if this passes.

Marcy Stenstrom, 2144 Meadow Brook Way, said the Camp Phillips Road expansion was entirely different. The speed limit on Camp Phillips Road is 45 mph and was reduced to 35 mph, the traffic lanes were increased from two lanes to four lanes, and a nice bike path was put in. Currently Northwestern Avenue is two lanes, the speed limit is 35 mph, and people drive very fast. Stenstrom said she is scared to put her kids on the bike and it is safer to put the children in the van, but would like to bike with them instead.

Brian Kalish, 2120 Meadow Brook Way, said that the reason that they bought the house was because it was in a secluded location. Traffic is already a major concern, especially in the summer. Any additional traffic is a concern and said he has yet to find one other person that is on board with the project. Kalish said he is strongly opposed to the rezoning.

Ben Bowman, 2112 Meadow Brook Way, said he is a 1-year resident of the subdivision, a first time homeowner, and is very much concerned. Bowman said he is a runner and would like to run outdoors. The neighborhood is already in bad condition with the added noise pollution and extra activity. Bowman said he is concerned about the property values and almost feels trapped.

Mary Whittum, 1913 Brook View Court, said they built their home 10 years ago and at the time were made aware of the wildlife and wetlands. They were told they had to align the home in such a way to be 75' from the brook to preserve land. They just paid \$8,000 to upgrade the curb and gutter. They would like to be part of any changes or industry brought to this residential area.

Malcoln Whittum, 1913 Brook View Court, said that there are other areas where it could be built, not here in this neighborhood.

Steve Juedes, 2149 Meadow Brook Way, said he is standing alongside his neighbors. There have been piles of dirt and concrete brought in and it has not been approved. Juedes asked what will happen in the future as there are so many variables. The location is very dangerous.

Donna Schwichtenberg, 1920 Brook View Court, said she wants to support everything that has been said, but there are some areas that need to be highlighted. The presentation spoke about what is being planned and what is hoped for, but minds can be changed. There is nothing specific in the proposal and the petitioner should be more specific. Schwichtenberg asked what it means to deposit demolition and construction materials. She asked how a bike trail on Northwestern Avenue is safe and how this proposal will affect the soccer field and tourism – they have waited for years for the soccer fields. She also said that the Plan Commission needs to think about how Higginbotham brought materials to the site, prior to the approval.

Tobalski handed a petition of signatures to the commission to be placed on record.

Marquardt closed the public hearing.

Lenz said that there were a couple of extra handouts for the commissioners. One page was omitted from the staff report due to a copier error – it lists the points the Plan Commission should consider when recommending a rezoning and a conditional use. Also, there have been a couple of letters and an email since the report was sent out – the letters were from Tobalski and Burish and the email was from Kalish.

Valitchka asked Higginbotham if the dumping that has been going on is part of his land ownership. Higginbotham answered that he understands what the neighbors are saying. Valitchka asked Higginbotham under what authority the activity is taking place. Hebert answered that dumping and moving was preliminary and will not continue. Higginbotham said that behind the Primrose Apartments, a new residential area is being constructed and material needed to be removed. The material will be used to fill the space from the house and barn, as these will be razed. Valitchka asked if the neighbors' observations were correct and if it will cease until such a time it is approved. Higginbotham said that there aren't any more materials that need to be moved. Valitchka asked if it was a mistake. Higginbotham said yes.

Valitchka asked if the typical procedures regarding notification have been followed. Lenz said that the procedures were followed. By ordinance, we are required to send notices to property owners within 100 feet of the petitioned property. In this case, staff went out three times that, to 300 feet, to make sure all of the surrounding owners were notified. The buffer did not reach the subdivision, but this was not intentional.

Jacobson said she is concerned with the statutory authority to rezone as some of the property is not in the City of Wausau's jurisdiction. Some of the property is in the Town of Weston. The City lacks the authority to rezone and not sure if anything can be done at this time. Jacobson said that Higginbotham has not yet signed the annexation petition. Jacobson said she has checked with a law firm and the state and without the approved annexation there is no definite answer of how a vote can occur. Lenz added that part of the property is in the city and some if it still in the Town of Weston, which is why the annexation was necessary. It would be okay to rezone the portion that is in the city, if the commission is inclined to do so.

Valitchka said that a 3D view was shown and asked if Higginbotham is proposing to excavate a portion of the hillside to create the relatively level area that could serve for a railroad area and yard. Higginbotham

answered yes. Valitchka asked where the excavated materials would go. Higginbotham answered that they would be exported. Valitchka said there is language about material debris and asked if that was the text in the language or if more material will be brought in. Higginbotham said that if it is approved, some material will be brought on the site for recycling of asphalt and concrete. This is similar to material that gets taken out of the city for the same purpose. Valitchka said that there would be a business on the site that prior to excavation, material recycling and processing may be completed. Higginbotham answered that it would be part of the change and would go along with the excavation and railroad changes.

Valitchka asked if there is a long-term plan for Northwestern Avenue in regards to public safety. Valitchka added that it is okay if there is not enough information. As some people mention, Northwestern Avenue is a listed bike route and it needs to be improved for a thoroughfare to connect the communities. Lenz said that the local truck route is designated as Townline Road. Trucks would need to get into and out of the site from Townline Road. He said a concern may be about that northern portion of Northwestern Avenue, but not necessarily to the southeast. Lenz said he does not believe that there are any immediate plans for Northwestern Avenue, but we will need to address it soon.

Valitchka said that he understands that the truck traffic will cease and desist at this time. Valitchka asked what other zoning approaches might the city consider in propositions like this given the potential impacts we're hearing or may exist into the future in regards to environmental, industrial, job creation, aesthetics, and residential. Lenz answered that a UDD zoning could be considered, and it is not out of character for how UDD has been used in the past. It would allow the City to have more control over the design of the site, and the uses that go there. Hebert said the conditional use also gives the ability to approve portions of the application and restrict other uses. The conditional use can be revoked if certain uses are done that have been restricted. Valitchka said the city may have regulatory authorities and asked what is more advantageous to the public interest. Lenz said that with the rezoning to M1 plus the conditional use, the M1 zoning would stay and would open up the property to other uses permitted in M1. We wouldn't have much control as long as the uses are permitted in the district. There is more control with UDD zoning because the exact uses would be specified and we can weigh-in on the site plan.

Valitchka asked Jacobson if she is uncomfortable with the legal status and if the recommendation is that the commission not proceed at this time. Jacobson said that it could make a recommendation to Common Council on the portion already in the City, but doesn't know whether this would be acceptable to the petitioner.

Valitchka asked Higginbotham about his schedule, time frame, and delays. Higginbotham said it would be okay to request the portion that is in the city, but can delay it until the annexation is approved by the state. Valitchka asked Higginbotham how he felt with UDD zoning, which gives the city more control. Higginbotham said that he is comfortable with it and can understand the neighbors concern. Valitchka said the neighbors could use a venue where some discussion could be heard.

Oberbeck said the access point in the winter with a 20 foot trailer is an interesting venture when you come across a car and asked how it will be addressed. There are safety issues in regards to the loop, especially with snow and ice, doubling the slope and the hill will remain. There is only one access point and asked how to address it if it is blocked. The general layout of the property is a concern and this may not help with what the City is trying to do with the soccer fields and parks along the river. Higginbotham said that during construction there will be one access point, after construction access will be gained on the both sides of the hill. Higginbotham said he understands the truck traffic issue and if a driveway is put down further on Northwestern Avenue it would encourage truck traffic.

Valitchka motioned to table the rezoning and conditional use request until the legal questions can be clarified, until a time where Higginbotham and staff have had an opportunity to discuss an alternative approach to the zoning as UDD zoning, and a sense of the project and the public access on Northwestern

Avenue can be better proposed. Radtke seconded, and the motion carried unanimously 5-0.

Marquardt asked that the Meadow Brook residents get notice of the next meeting.

**Amend Precise Implementation Plan for 1500 North 1<sup>st</sup> Street to allow for signage.**

Lenz said that Trolley Quarter Flats is requesting that the precise implementation plan is amended for signage that was not addressed in the original approval. Staff does not see any issues with the sign. It will be non-lit and staff recommends approval and the ability to approve future signs.

DeSantis asked that the address be listed on the signage. Hebert said that large numbers of the address will be located on the building. DeSantis said that will be fine.

Radtke motioned to amend the Precise Implementation Plan at 1500 North 1<sup>st</sup> Street to allow for signage and to give staff the authority to approve future sign requests. Bohlken seconded and the motion carried unanimously 5-0. This recommendation will go before Common Council on June 11, 2013.

**Discussion and possible action on driveway paving requirement – Wausau Municipal Code 23.12.140(c)**

Marquardt gave a brief explanation of this item and some additional information was passed out prior to the meeting. In 2008, Plan Commission and Common Council passed an ordinance that would require residential driveways to be paved by September 30, 2014. Notification was supposed to go out immediately after the ordinance was passed, but the ball was dropped somewhere along the way. A notice was included in the last City newsletter, and since then staff and alderpersons have been receiving calls to delay the deadline or to reconsider the action altogether. Staff is asking the commission to discuss this during a future public hearing. Marquardt said that it could be extended at least one to two years, based on the direction from Plan Commission.

Radtke motioned to authorize a public hearing of the driveway paving requirement and asked for a deadline of September 30, 2019. Oberbeck seconded and the motion carried unanimously 5-0.

**Discuss rezone of 1500 Grand Avenue (Kwik Trip) and authorize public hearing for zoning map amendment.**

Bill Nagle, 1018 Graves Avenue, said that the memo reflects a variety of issues. Kwik Trip, on Grand Avenue, is leaving and relocating on Kent Street and there is a rumor circulating that a tobacco and liquor outlet may be located there. Nagle asked that the property be rezoned to a district more compatible with the neighborhood. There is a duplex to north and a monument company to the south. It is a great neighborhood with affordable housing and is well kept. A tobacco and liquor outlet would not be a compatible use and he asked to rezone the property to a neighborhood or business use. Before the gas station was there, it was housing and a traditional neighborhood commercial. In the zoning code, the Plan Commission is to find the highest and best use of parcels in the city in keeping with the public health and safety. It is an opportunity with the business moving and seems to work well with us.

Valitchka asked Nagle which option in the staff report he would recommend. Nagle said he favors option 2. Hebert said that option 2, which calls for B1 zoning, would allow for a liquor store. Nagle said that whatever option does not allow for a liquor store.

Lenz said that other zoning options can be considered if frontage is counted along each of the three streets – any districts would be in play because it would have enough frontage to qualify for a rezone. He suggested that if a residential district is the preferred option, a public hearing should be set for the most

lenient district, then it could be downzoned at the meeting to be more restrictive. We wouldn't be able to amend it at the meeting to a more lenient district than what is stated in the public notice.

Oberbeck asked what the rights of property owners would be. Hebert said that typically owners request the rezoning, but Common Council can rezone by adoption of a resolution, a majority vote of the Plan Commission, or a petition of neighbors. Oberbeck asked how this will fit in with the Grand Avenue plan for the City of Wausau. Lenz said there is not a specific plan for the parcel or this area. There has been some commercial zoning further south on Grand Avenue – the old Kmart – that was rezoned for residential use. In the Comprehensive Plan, there is a concern that some arterials have an overabundance of commercial properties and this can affect traffic. There is not a plan for the reconstruction of Grand Avenue. The DOT is only resurfacing it next year. He said it is a popular idea among certain groups to make Grand Avenue a friendlier street to pedestrians, bicyclists, and property owners. Oberbeck said he is concerned that this would be spot zoning and said that Grand Avenue should be looked at as a larger picture. He said that the planning needs to be reviewed. Hebert said that the owner will be notified and staff talked to the real estate personnel for Kwik Trip. Lenz said the owners are aware of the concerns and have been cooperative to work with but they haven't had any detailed discussions yet.

Valitchka asked if the building is going to be razed. Lenz said that that they plan to leave it, but remove the canopy and gas tanks. Valitchka said that Grand Avenue has challenges and opportunities. From Thomas Street to Kent Street, there are minimal commercial properties on Grand Avenue. The neighborhood amenities could be improved and some planning should be done. The questions are valid. The loss of Kwik Trip isn't as damaging in regards to the tax base as one would think.

Valitchka motioned to authorize a public hearing to rezone 1500 Grand Avenue to R3 zoning. Radtke seconded and the motion carried unanimously 5-0.

#### **Discuss off-street parking regulations in commercial districts.**

Lenz said that this item was requested several months ago to look at the parking regulations. This is more of a discussion item and long-range planning exercise to see what could be done. A zoning map is included at the back of the packet. There are a lot of different zoning districts all which have different parking requirements. On the east side, the downtown zoning district doesn't require any off-street parking if the business is under 40,000 square feet in area. It is a different zoning district on the west side and any business over 2,000 square feet in area needs to have off-street parking. This restriction could inhibit redevelopment. The first section of the staff report addresses the different parts of the ordinance pertaining to parking. Lenz said another key clause is that other parcels can be used for off-street parking if they are within 500 feet.

Oberbeck said that there are limitations and requirements deter from future development, especially on the west side. There are many times that the parking lots are not full and the parking requirements have hurt the whole west side. Oberbeck said he is in support of moving in the direction of adjusting the zoning ordinances. Hebert asked if this would be amending the text or expanding the downtown zoning district. Oberbeck answered either way, as long as it is addressed. Lenz said that B2 and B3 zoning applies all over the city, including in more suburban areas. He said some cities go away from minimum parking standards and leave it up to the business owners. Staff can look into the specifics and different models.

Valitchka said he likes what he hears. Valitchka thanked the commission for postponing this discussion. Valitchka said he has heard stories of redevelopment in urban areas where zoning challenges become a burden on the project. Valitchka asked that the planning and zoning departments do an evaluation in the next few months to remove the inconsistencies to improve and enhance development. It may be important to recognize such things as the times of days and hours of operation. We need to sustain and

revitalize the existing housing stock. Small neighborhood businesses may help to redefine the neighborhoods and sustain the tax base.

Lenz said that staff can look into different options. The first part of this was to outline some of the rules that we have in ordinances and what items may have to be amended. Oberbeck said studies could be reviewed as to how streetscape should be maintained for a continuation of business-to-business to draw people versus a having a void. Oberbeck said that 3<sup>rd</sup> Street should be developed all the way to Bridge Street to provide a tax base and create a downtown atmosphere. This is a good time to talk about looking to the future. Marquardt suggested that staff continue to look at the parking and the commission agreed.

**Discuss future agenda items for consideration.**

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Oberbeck said that the commission had talked about looking at the comprehensive plan. A stronger look has been taken with Thomas Street and the west side and possibly moving forward with such things as Grand Avenue. We should be taking a closer look and making sure that we are getting the best use for each site. This is especially necessary when dealing with TIF funding and making the best use of it.

Lenz said that he agrees and has brought up the comp plan many times. The current plan is from 2006 and it helps with zoning decisions, but it could be more specific. Comp plans can be very general in terms of citywide policies, or very specific and focus on redeveloping small areas. A plan with a lot of redevelopment details would be helpful, but it would take tremendous effort and could take a couple of years to develop. Lenz said we should start planning for the plan. A task force was previously created and could be revived again. Oberbeck said a plan can restrict and enhance what developers can do. The bar will be raised. Everyone has a vision, but starting is important.

**Adjourn.**

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Radtke moved to adjourn. Oberbeck seconded. Motion to adjourn carried unanimously and the meeting adjourned at 7:00 p.m.

**The Plan Commission is next scheduled to meet at 5:00 pm on Tuesday, June 4, 2013.**