

MINUTES
CANBY PLANNING COMMISSION
Regular Meeting
August 12, 1996
7:30 P.M.

I. ROLL CALL

Present: Chairman Schrader, Vice-Chair Ewert, Commissioners Stewart, Dillon and Keller. [Vice-Chair Ewert chaired the meeting as Chairman Schrader arrived at 8:05 p.m.]

Staff: James Wheeler, Planning Director, and Joyce Faltus, Secretary

Others Present: Chris Mogue, Mel Moss

II. MINUTES

Commissioner Stewart moved to approve the July 22, 1996 minutes, as submitted. Commissioner Keller seconded the motion and it carried unanimously.

III. CITIZEN INPUT ON NON-AGENDA ITEMS

Commissioner Ewert reported that he received a letter regarding an Amtrack Station in Canby, called an AmShack. He explained that the target year for fast rail from Eugene, Oregon to Vancouver, B.C. is 1998. The State of Washington will be starting to improve their tracks, elevated areas, curbs, etc., to handle the increased speed. Oregon has not yet committed any dollars, even though federal dollars are a match arrangement. Although Milwaukie and Oregon City are considering the value of the suburban station, a more centrally located station between Salem and Portland is needed to serve Woodburn, Molalla, Canby, and Oregon City. Amtrack is going to announce the elimination of the Pioneer eastbound train, making the opportunity to get one of their AmShack's as a station for Canby. There already are AmShacks in Pendleton, Baker City, Ontario, Napa, etc., and there is the possibility that there would be no cost involved, except for moving it. An AmShack is a four-sided enclosed structure with 12-18 bucket seats, with an automatic timer lock on the door, which opens one hour prior to the arrival of the train. It can be fitted with lights and heat, although this would probably not be needed. Amtrack pays a caretaker to monitor it and keep the area surrounding it clean. Canby would be obligated to supply a new parking area if sited south, by Elm Street Inn, but there would be no cost of siting if sited just north of the Elm Street crossing. A blacktop walkway 8' wide, 80'x100' long between the parking lot and the tracks would be required. If the City is interested, the O.D.O.T. Rail Department must be notified.

Chairman Schrader arrived and stated he believed the City of Sandy was also investigating the possibility of becoming a suburban station.

IV. FINDINGS

DR 96-08 - Boyer

Commissioner Schrader moved to approve the Final Order for DR 96-08. Commissioner Keller seconded the motion and it carried unanimously.

V. PUBLIC HEARINGS

SUB 96-03, an application by Oregon Development to subdivide a 1.49 acre lot into 6 single family residential lots. The property is located at 135 N.E. Territorial Road, on the south side of N.E. Territorial Road, between N.E. Territorial and N.E. 14th Avenue, east of N. Ivy Street [Tax Lot 1600 of Tax Map 3-1E-28CD].

Vice-Chair Ewert asked if any Commissioner had ex-parte contact or conflict of interest. Commissioner Keller explained that, as a realtor, there might be a potential conflict if he is involved with the sale of any of the lots. No one questioned him. Commissioner Ewert stated that he visited the site and spoke with some neighbors who were curious about his walking the site, as they were unaware that it was going to be developed. Nothing positive or negative about the application was discussed. Other than just visiting the site, but coming to no conclusions, no other ex-parte contact or conflicts were indicated. He then reviewed the hearing process and procedures and indicated that the applicable criteria was posted on the wall.

Mr. Wheeler presented the staff report. He explained that the site, recently annexed into the City, and zoned R-1, is a flag to the south of Territorial Road and accesses onto Territorial Road. It is also located immediately north, and a little to the east of the terminus of N. Ivy Street. As part of the proposed subdivision, N. Ivy Street is proposed to be extended to Territorial Road. There is an existing house on proposed Parcel 1 which faces to the north. In order for N. Ivy Street to be extended to Territorial Road, the United Methodist Church will need to dedicate land for right-of-way purposes. Discussions have been ongoing between representatives of the church, the applicant, and the City, and appears likely to occur. Included in the proposed conditions of approval, is a condition requiring the dedication prior to development of the property and prior to signing of the plat.

With regard to the Solar Ordinance, Mr. Wheeler explained that only Parcel 2 meets the basic standard criteria of the ordinance for new developments. Additionally, the protected solar building line is feasible for Parcel 3. Parcels 4, 5, and 6 cannot meet the basic

standards or even a solar building line because the lots are only approximately 70 - 78 feet wide in the north-south dimension, which does not allow enough for a setback line that meets the solar ordinance requirement. However, staff is recommending a performance deed restriction option placed on 2 of the 3 northern parcels, with regard to the orientation of the homes in order to meet the Solar Ordinance for new developments [recommended condition of approval #5].

Regarding setbacks, Mr. Wheeler explained that under normal circumstances, the front of a house and the street frontage are the same. In the case of the existing home on Parcel 1, the actual front of the structure faces Territorial Road, but the street frontage is going to end up to the west side of the house. The definitions for yard setbacks and yard requirements is that the rear yard is traditionally opposite the front of the house. In this case, if the rear yard is considered to be opposite the street frontage on the extended N. Ivy, and there is a 20 foot yard requirement, Parcel 2 would end up only 63 feet wide, and the physical side yard of the house on Parcel 2 would, therefore, be reduced. Staff has determined that the southern end of Parcel 2 is the rear yard, which is opposite the front yard, and the side yard, which requires 7 feet, is actually 15 feet, and meets requirements. There is a portion of the Canby United Methodist Church property that lies to the south and east of the N. Ivy Street right-of-way dedication which is not necessary for right-of-way road purposes. A small triangular piece of land [approximately 20' of frontage along N. Ivy] owned by the church, and situated outside of the proposed 60' right-of-way where the N. Ivy Street extension is proposed [at the jog in the road], will be dedicated to the City but, as the City does not need it for the right-of-way, it would be vacated to Parcel 1 of the proposed subdivision.

Applicant

The applicant was not present.

Neither For Nor Against

Bill Moss, 646 N.W. 12th Avenue explained that he was the Chairman of the Board of Trustees of the United Methodist Church. He explained that the church would be dedicating more than 20,357 square feet of property for the right-of-way and has nothing in writing from the developer or the City with regard to the terms of this dedication. Mr. Wheeler explained that the Pastor and Paul Ashton have both seen the plans, and that Mr. Ashton has a copy of the plat. Mr. Moss asked for a copy of the plat to bring before the entire Board of Trustees.

With no additional testimony, the public portion of the hearing was closed for Commission deliberation. Issues discussed included:

1. Regarding input from Clackamas County about Territorial Road, Mr. Wheeler explained that the City received no response to the Request for Comments.

Furthermore, Mr. Wheeler reported that during a recent preconstruction conference for Tofte Farms, the County voiced very little concern about issues dealing with S.E. 13th Avenue and basically abdicated their authority to the City for construction standards and improvements.

2. Regarding the improvements on N. Ivy, Mr. Wheeler explained that there would be full street improvements. The City will pick up approximately half of the road construction because the developer does not need the full street improvements to service his property, while the improvements will serve many City purposes. The developer has enough property to do a 40 foot full street improvement that would just serve his development. Since the City would prefer to extend N. Ivy to Territorial, it has agreed to pick up half the cost to make the connection.
3. Development of the rear portion of the church's property was discussed. Mr. Wheeler explained that it was a developable portion of the property, almost 200 feet wide, and that the church was considering building a parking lot in that rear portion, along with the possibility of a gymnasium.
4. The Commission questioned whether the church would be responsible for half of the street improvements if the rear 200 foot wide strip of land was developed. Mr. Wheeler explained that the church would incur no costs for the dedication of land, so the church would be released from any reimbursement of improvement costs. The City could only be reimbursed for the street costs through the Advanced Financing mechanism, which only permits application for the advanced financing to be brought in six months after the improvement is complete. Furthermore, Mr. Wheeler explained that whomever benefits from the improvements could wait 10 years until the advanced financing arrangement expires. When asked if the Commission could apply a condition of approval to ensure the church would pay for the benefits received from the improvements, Mr. Wheeler explained that he was unaware of a conditional advanced financing arrangement, but could investigate it further. After further discussion, the Commission agreed to forego the church's obligations for advanced financing for road improvements in order for the church to have access to the new road due to the generous dedication of right-of-way, and instructed staff to put it in writing for the Board of Directors.
5. Regarding traffic due to the extra load on Territorial, Mr. Wheeler explained that there is ongoing discussion about possibly amending the Transportation Plan to make N. Ivy Street a collector street. Vice-Chair Ewert requested that staff ask the Traffic Committee to investigate installing signage along the new extension of N. Ivy to prevent speeding in this previously quiet section. The unimproved section of N. Ivy, from 10th to 13th was also discussed. The Commission asked if this section could be improved when N. Ivy was extended. Mr. Wheeler stated he would pass this request on to the Public Works Supervisor.

6. Regarding the dedication of property from the church, Mr. Wheeler explained that the offer of dedication is not official yet, although he has been in communication with church officials. Although the dedication is anticipated to be approved, the officials explained it must first come before the church body for a vote.
7. With regard to the Transportation Plan, the Commission discussed the development community's fees that are paid for transportation improvements in conjunction with the City's match funds. Mr. Wheeler explained that the street fund is made up of monies from both the State and the developers.
8. The property to the east of this site was discussed. Mr. Wheeler explained that it is currently zoned Clackamas County RRF-5, and would be zoned low density residential when and if annexed into the City.

Commissioner Keller moved to approve SUB 96-03 with the following conditions:

For the Final Plat:

1. The interior lot lines shall have six (6) foot utility easements. An easement for street tree planting shall be recorded for the twelve (12) foot utility easement along the N. Ivy Street connection. An easement for Lot 3, defining the solar building setback line shall be recorded.
2. The final plat shall reference this land use application - City of Canby, File No. SUB 96-03, and shall be registered with the Clackamas County Surveyor's Office and recorded with the Clackamas County Clerk's Office. Evidence of this shall be provided to the City of Canby Planning Department prior to the issuance of building permits requested subsequent to the date of this approval.
3. The final plat mylars must contain, in the form specified, all information necessary to satisfy all matters of concern to the County Surveyor, or his authorized Deputy, including, but not necessarily limited to, various matters related to land surveying, land title, plat security, and plat recordation.
4. The name of the street shall be N. Ivy Street.
5. Solar access deed restrictions for any two of the following three lots, Lots 4, 5 and 6, that meet either option (a) or (b) below shall be recorded with the County on the plat or on documents recorded with the plat. The deed restrictions shall be reviewed by the City prior to the recording of the plat and/or documents.
 - a. Habitable structures shall have their long axis oriented within 30 degrees of a true east-west axis, and at least 80% of their ground floor south wall will be protected from shade by structure and non-exempt trees.

- b. Habitable structures shall orient at least 32% of their glazing (window areas) and at least 500 square feet of their roof areas to face within 30 degrees east or west of true south, and that glazing and roof-areas are protected from shade by structures and non-exempt trees.
6. The subdivision development fee, as provided in the Land Development and Planning Ordinance Section 16.68.040(G), shall be paid.
7. The land divider shall follow the provisions of Section 16.64.070, Improvements, in particular, but not limited to, subparagraph (O) Bonds, which requires a surety bond, personal bond, or cash bond for subdivision improvements for any improvement not completed prior to the signing of the final plat. The bond shall provide for the City to complete the required improvements and recover the full cost of the improvements.
8. One of two options shall be fulfilled for the planting of street trees prior to the signing of the final plat: Option 1, a contract, with a licensed landscape contractor, shall be executed. The contract shall include the City as the contractee: Option 2; the developer shall pay the City \$495 for the 3 trees to be planted (\$165 a tree). If option 2 is chosen, the City becomes responsible for the planting of the street trees.

As a part of construction:

9. A pre-construction conference shall be held prior to construction. The pre-construction plans shall be reviewed and approved by the Canby Utility Board, the Canby Telephone Association, and the City prior to the pre-construction conference. The City's review and approval shall be coordinated through the Planning Office. The construction plans shall include the street design, storm water, sewer, water, electric, telephone, gas, street lights, mail boxes and street trees. The street tree planting location shall be determined as a part of the pre-construction review process.
10. Any necessary utilities shall be constructed to the specifications of the utility provider.
11. Street name and traffic control signs shall be provided at the developer's expense. This shall include "Stop" street signs where required by the Director of Public Works.
12. Erosion-control during construction shall be provided by following the recommendations of the "Erosion Control Plans Technical Guidance Handbook," as used by Clackamas County, dated August 1991, and as revised.
13. The construction of the sewer system and street storm water system for the subdivision shall be approved by the Public Works Supervisor.

14. The local road shall be constructed to City specifications and standards. The improvements shall include: forty (40) feet of paving, curb to curb; ten (10) inches of crushed rock and two (2) inches of Class "C" asphalt concrete pavement - with another one and a half (1-1/2) inches of Class "C" asphalt concrete pavement overlay applied one (1) year later; curbs; five (5) foot sidewalks, including the curbs; street trees; storm water drainage; extension of the utilities; and street lights.
15. The sidewalks shall be located against the curb, and shall be five-feet wide, including the curb. Where mailboxes, newspaper boxes or other obstructions (such as fire hydrants) are located at the curb, the sidewalk shall be set away from the curb such that the sidewalk remains unobstructed for a full five-foot width. The sidewalks that are adjacent to the existing sidewalks shall be adjusted from the existing sidewalk setback of two feet to the new location against the curb. This adjustment shall occur in the shortest distance that is practicable.
16. Six (6) street trees shall be planted. The trees shall be planted eleven (11) feet from the street curb.

Prior to the signing of the Final Plat:

17. Dedication of right-of-way property necessary for the extension of N. Ivy Street by the Canby Methodist Church shall be recorded prior to the signing of the final plat.

Notes:

18. The rear yard for the existing home on Lot 1 shall be considered to be to the south of the existing house.
19. "As-built" drawings shall be submitted to the City within sixty (60) days of completion. A copy of the "as-built" drawings shall be submitted on a computer disk in an autocad format.
20. Garages shall be set back a minimum of nineteen (19) feet from the back of the sidewalk. The distance shall be measured from the closest edge of the sidewalk at the driveway.
21. The final plat must be submitted to the City within one (1) year of the approval of the preliminary plat approval, according to Section 16.68.020.
22. The approval will be null and void if the final plat is not submitted to the County within six (6) months after signing of the plat by the chairman of the Planning Commission (Section 16.68.070).

Commissioner Stewart seconded the motion and it carried unanimously.

DR 96-09, an application by Chris Bogue for approval to build a 24'x30' steel building, with a 12 foot eave height. The property is located on the south side of S.W. 2nd, east of S. Grant Street, across from the Canby Fire Station [Tax Lot 7500 of Tax Map 3-1E-33CD].

Vice-Chair Ewert asked if any Commissioners had ex-parte contact or conflict of interest. Commissioner Ewert explained that he was friends with Mr. Bogue, but that he had no conflict of interest. No one questioned Commissioner Ewert. Other than visiting the site, but drawing no conclusions, no other conflicts or ex-parte contacts were indicated.

Mr. Wheeler presented the staff report. He explained that the applicant is proposing to construct a small auto repair shop on the north side of S.W. 2nd Avenue, just east of S. Grant Street, across from the fire station. Within an approximate 2 block area of the subject site, there are approximately 5 auto repair facilities. The subject site is a narrow, deep lot, with an existing single family residence on the front portion, an 8'x11' storage shed, and an existing concrete driveway on the side of the house, up to the property line. Additional pavement areas are proposed in front of, and on the side of the proposed shop building, which will be located to the rear of the existing home, for parking and maneuvering purposes. There are several mature trees on the site, in and around the portion of the site where the proposed building will be located, and there is some question about the survivability of the trees south of where the new building would be located. If any of the trees have to be removed, they will be replaced with 2" street trees that would be able to handle more of the urban environment. Approximately 34% of the overall lot will remain landscaped after the proposed concrete areas and shop building are constructed. The building is proposed to be a 24' x 30' steel building, 14 feet high in the center, with 12 foot height at the eaves. A 6 foot high cedar fence is proposed along the eastern and western property boundaries, and chain link fencing with slats is proposed around the auto repair area, although there are no slats proposed for the chain link fencing along the rear area, as there is a row of mature shrubs which provide screening along the northern boundary.

Within the shop building, there will be an oil-separator drain which would drain into the City's sewer system. Staff proposes that storage of material and equipment be kept inside the proposed building or behind a screened area.

Applicant

Chris Bogue, 246 S.W. 2nd Avenue stated that he originally had a permit to run a used car business from the site, but it was stipulated that no repairs could be made to the vehicles on-site because there was no enclosed structure. For the most part he repairs cars to sell off-site, but with the proposed building he also has the option of running an actual repair business on the site. Mr. Bogue further explained that he had an arborist come out to the site. After reviewing the tree inventory on site, the arborist recommended that the cedar tree would have to be removed, which would actually permit additional parking. Mr. Bogue submitted an amended layout of the proposed parking on the site, showing the removal of the 14" cedar tree. Regarding the fence, Mr. Bogue explained that the entire parking area behind the existing home would be screened. The cedar fence will be installed from the rear of the existing home to the back of the shop building or

the parking area, and the dog run would be moved from the front of the site to the west side of the proposed building. To define the concept of the soaker trench, Mr. Bogue explained that it is approximately a 3 foot wide, 3 foot deep, 20 foot long gravel trench where the roof pipe is inserted for water runoff. The concept is approved by Clackamas County he added. Further, Mr. Bogue explained that he is not proposing an auto body shop, but an auto repair shop. With regard to the floor drain, he explained that he conferred with Mr. Hester, who approved of a separator system that feeds into the City sanitary system. Outdoor storage will be minimal, he added, and the building will help clean up the present condition of the property.

With no additional testimony, the public portion of the hearing was closed for Commission deliberation. Issues discussed included:

1. The Planning Commission discussed the site and agreed that in order to maintain the visual quality and safety of the area, storage of all equipment and materials associated with the business should be kept inside or behind a screened area.
2. The Planning Commission discussed landscaping for the site and agreed that a new tree should be planted to replace the 14" cedar tree that will be removed when the property is developed.
3. The number of required parking spaces was discussed. Mr. Wheeler explained that the proposed project requires an additional 1.5 parking spaces and four are proposed. Two spaces are reserved for use by the property homeowners and the existing storage shed will be removed to provide parking for 2 vehicles.
4. The Commission discussed the possibility of auto body work done on-site. Mr. Bogue explained that he would not be doing any painting at all, but might do some body work, such as knocking out dents.
5. The Commission agreed to adopt the parking plan submitted by the applicant, which depicted the removal of the 14" cedar trees and the retention of the other existing trees. Staff agreed to amend proposed condition #1 to include the removal of the cedar tree and the planting of an additional street tree.
6. The Commission discussed the industry standards associated with the removal of solvents. Mr. Bogue explained that used oil is put in a drum and is hauled away by a waste-oil company, that the cleaning solvent will be removed by a local company who comes in approximately every 6 weeks and removes the old can and replaces it with fresh solvent, and the anti freeze and freon is recycled. No drums or cans will be stored outside.
7. The Commission questioned whether the applicant planned to buy and sell cars from the site. The applicant explained that this would be a very limited practice. For the most part, he would repair a car and bring it to a consignment lot because he realized he was limited to the permitted parking on the site.

Commissioner Schrader moved to approve DR 96-09 with the following conditions:

Prior to the Building Permit Issuance:

1. A detailed landscape construction plan shall be submitted with the building permit. The detailed landscape plan shall show that adequate landscape planter spaces for the existing mature trees - approximately 2'-3' from each trunk have been provided, or the plan will indicate location and type of new tree plantings. One tree from the City of Canby Street Tree list shall be planted in place of the 14" cedar tree that will be removed.

During Construction:

2. An oil separator drain for the interior building drainage will be installed to allow for safe connection to the City sewer system.
3. Given the additional parking lot and building roof areas of the project, a soaker trench shall be installed on the site.
4. Erosion-control measures during construction shall be provided by following Clackamas County's Erosion Control guidelines.

Notes:

5. All handling and storage of auto repair-related materials will follow industry standards for disposal and storage.
6. Storage of all equipment and materials shall be kept inside.
7. Prior to the placement of any signage that requires a sign permit, approval from the Planning Commission shall be received. This condition shall expire twenty-four (24) months after the final occupancy of the building. The Planning Commission's review of the signage shall be in accordance with Section 16.49.040 and shall be conducted through a limited land use process.

Commissioner Stewart seconded the motion and it carried unanimously.

TA 96-01, an application by the City of Canby for approval to amend Sections 16.04, 16.08, 16.10, 16.16, 16.18, 16.20, 16.22, 16.24, 16.32, 16.42, 16.46, 16.49, 16.58, 16.64, 16.76, and 16.88 of Chapter 16, Land Development and Planning Ordinance.

Vice Chair Ewert praised staff for the hard work that went into producing the staff report proposing amendments to the Land Development and Zoning Ordinance. The public hearing was officially opened even though there was no one in the audience. As this was not a quasi judicial hearing, it was not necessary to read the hearing process and procedures.

Jim Wheeler presented the staff report.

1. Regarding Section 16.20.030, Mr. Wheeler explained that he met with representatives of the Canby Utility Board and reached a reasonable compromise regarding minimum yard requirements. A provision will be added that a building could be constructed within the standard setback, as close as 3 feet to the property line, and 60 feet back from the street, provided written permission is received from the Canby Utility Board to do so. By so doing, the homeowner would be aware that it is their responsibility to assume costs that would be incurred should the utility provider need install a line in an existing utility easement. Such provision would only affect buildings larger than 120 square feet, because a building permit is not required for building smaller than 120 square feet. Section 16.20.030(C)(3) would read:
 3. Interior yard: One side seven feet, other side(s) ten feet. Interior yards may be reduced to three feet for detached accessory structures erected sixty feet or more from any street other than an alley, provided that written permission is received from the Canby Utility Board prior to issuance of building permit.

The same wording would be inserted in Sections 16.16.030(C)(3) and 16.18.030(C)(3).

2. The Design Review Compatibility Matrix was reviewed. Mr. Wheeler explained that he received comments from a County Commissioner, who felt the matrix needed to be more detailed. Dr. Schrader stated he received opposing feedback from three other people, who felt the built-in flexibility was very beneficial. The Commission pointed out that the matrix is a guideline, not only for applicants, but for the Commission decision-making process. Further, the current matrix is a foundation that will be built upon and become more detailed as the City grows. Mr. Wheeler referred to amendments he made to the matrix in response to the concerns he received:
 1. Under Types of Landscaping, amount of grass, he added percentages of grass planted.
 2. Under Types of Landscaping, location of shrubs, the wording is now foreground and background, the idea being that the area is more open with grass in the front and visual, and shrubs being located further back toward the building.

Regarding the issue of compatibility, Mr. Wheeler explained that the way a project directly impacts a neighboring site is addressed under Building Appearance. Various avenues, including the possibility of renaming this section to "Building" and adding items like "building location" and "tree location" were discussed. The

Commission agreed it was nearly impossible to get everything the Commission might consider on the matrix, but additional items could be added to the bonus section.

Commissioner Schrader asked that a memo be forwarded to City Council along with the staff report for TA 96-01 and the Right to Farm Ordinance, information about the Commission's traffic safety concerns so the Council is aware of this concern. Mr. Wheeler explained that although the traffic safety issue is not part of the ordinance amendments, he intended to include that concern in his staff report to City Council, requesting feedback from the Council. Commissioner Schrader also asked that Commission's concerns regarding delayed annexation and the need to work with the County toward an intergovernmental agreement, be forwarded to the Council, as it would add to the tax base and encourage potential tax breaks for businesses desiring to locate in Canby.

Commissioner Schrader moved to recommend City Council approve TA 96-01 as amended, regarding setback easements for accessory structures, along with letters staff was directed to attach to the staff report. Commissioner Stewart seconded the motion and it carried unanimously.

Dr. Schrader stated he would submit the letters regarding the Right to Farm Ordinance and Delayed Annexation which staff would then forward to Council.

VII. COMMISSION DISCUSSION OF PLANNING ISSUES

Mr. Wheeler explained that he has been having discussions with Mr. Kelley, Mr. Robinson, Mr. Kleinman, and Ed Sullivan regarding the SUB 96-02 appeal [Country Club Estates #4]. Mr. Robinson has argued that, since 1991, it has been a requirement that all subdivisions be reviewed as limited land use applications. Mr. Wheeler stated that if that is a correct interpretation of the 1991 legislation, Site and Design Review falls under the same category. At that time, Canby interpreted it to be an option, which would not be pursued and that, at the very least, the applicant would have to apply under a limited land use application. Staff is awaiting a copy of a LUBA case which might provide further clarification.

Mr. Wheeler explained that under a limited land use decision, the Comprehensive Plan's Goals and Policies cannot be applied unless the specific goals and policies that apply are each identified and listed under the criteria. A good way would be to add criteria under the subdivision criteria. For example, in dealing with the pedestrian and fire access issues under transportation [Policy #7 under the Transportation Element], it might be best to more specific wording about this issue, as is required by House Bill 3065, which says that the goals and policies of the Comprehensive Plan cannot be applied under a limited land use decision, unless they are specifically adopted in the ordinance. The Commission

unanimously agreed that it is a priority to adopt certain goals and policies into the Site and Design Review, Land Partition, and Subdivision criterion.

Mr. Wheeler further explained that he was unsure whether the limited land use decision process comes at the applicant's option, the City's option, or whether there is no option.

VIII. DIRECTOR'S REPORT

Mr. Wheeler referred to a handout he distributed which discusses "skinny" streets.

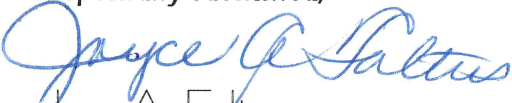
Mr. Wheeler also reported that Kittleson submitted a report explaining they could do a traffic study report for Highway 99-E/Territorial for \$3000 - \$3500 and that he would contact the applicant about going forward with the report.

Furthermore, Mr. Wheeler reported that another annexation application, for property on N. Redwood, has been received. A traffic study for the Redwood/Highway 99-E intersection would probably also be helpful.

VIII. ADJOURNMENT

The meeting was adjourned at 10:15 p.m.

Respectfully submitted,


Joyce A. Faltus