

MINUTES

CANBY PLANNING COMMISSION

Regular Meeting
October 26, 1998
7:30 P.M.

I ROLL CALL

Present: Chairman Stewart, Vice-Chairman Keller, Commissioners Brown, Tallman, Prince and Bliss

Staff: Jason Kruckeberg, Planning Direct; Clint Chiavarini, Project Planner; Dixie Harms, Secretary

Others Present: Buzz Weygandt, Terry Webber, Richard P Clark, David Kelly, Ivan and Robertha Arneson, Bill Ciz, Evelyn Staehely, Gladys McConnell, Bill McConnell, Jim Parsons, Chris Bremer, Marc Butorac, Walt Daniels, Matt Grady, Barry Cain, Jerry Slater, Terry N. Tolls, Katheryn Lewelling, Bob Zimmer, Roy Zimmer, Ron Swan, Barry Lucas, Allen Burden, Irene Burden, Bob Trappe, George Duncan, Jay Dee Wise, Dan Ewart, Roger Harris, Matthew Madeira, David Halstead, Warren Tyler, Jim Hensley, and Marilyn Coffell.

Chairman Stewart welcomed Commissioner Bliss and OCTS Channel 5.

II MINUTES

August 24, 1998

Commissioner Prince made the motion to approve the minutes of August 24, 1998, as submitted. Commissioner Tallman seconded the motion and it was carried 4-0, with Commissioner Keller abstaining, due to lack of review.

III CITIZEN INPUT ON NON-AGENDA ITEMS

None

IV FINDINGS

None

V PUBLIC HEARINGS

DR 98-08 an application by Gramor Oregon, Inc., requesting site and design review approval to construct a 165,000+ square foot Fred Meyer commercial store and six (6) additional commercial buildings comprising 51,993 square feet of floor area. The site abuts Highway 99E and SE 1st Avenue to the north, and the Molalla Forest Road to the west, (Tax Lots 900, 901 and 1000 of Tax Map 3-1E-34).

Chairman Stewart stated that due to the Commission receiving a revised application and staff report just prior to the opening of the meeting, the Commission could consider three options. The first one would be to open the hearing, then continue it until next Monday, giving the public the 7 days required by law to review the application. Option two would be to open the hearing, hear the staff report and Oregon Department of Transportation's (ODOT) recommendations, then continue the hearing to next Monday. The third option would be to hear the staff report, the report from ODOT and proceed until 11:00 p.m., then continue the hearing until November 2. The consensus of the Commission was to hear the staff report, the ODOT report, then continue the hearing to November 2.

It was determined that questioning would be allowed during the presentation of report due to numerous topics being interconnected.

Chairman Stewart reviewed the hearing process procedure and format, and asked if the Commissioners had a conflict of interest or ex-parte contact, except for visiting the site, but drawing no conclusions.

Commissioner Brown stated that he was employed by MGA Architects, who previously had a contract with Gramor. In this capacity, Commissioner Brown had contact with the Arnesons and with the Gramor staff, but drew no conclusions based on these contacts.

Commissioners Brown, Prince, Tallman and Chairman Stewart had no conflicts and also visited the site, drawing no conclusions. Commissioner Prince stated he was contacted by the Canby Herald, but refused a conversation regarding the application.

Jason Kruckeberg and Clint Chiavarini presented the staff report for DR 98-08. The applicant submitted a revised site plan on October 23, 1998. The Staff also received a revised letter from Kittelson and Associates, representatives of the applicant, responding to the changes in the plan, and a revised letter from ODOT. Revisions were made in the conditions on pages 28 through 39, which includes recommendations from ODOT and changes in the conclusions and conditions of approval.

John Kelley informed the Commission that with revisions extending the hearings, there is still adequate time to appeal to the City Council for a time extension within the 120 day clock.

Jason Kruckeberg continued with the staff report with the Commission having brief discussions for clarification on sufficient parking ratio, parking compliance, the setting of precedence for large scale commercial development in reference to signage, and the roles of the developer and City in the trail connection from the logging road to the development, the City being responsible for the actual connection. Mr. Kruckeberg reviewed sections of the Staff Report pertaining to the background of the property and application, landscaping, the Arborist's report, parking and access.

The Commission asked for clarification on the responsibility of the Azalea Arboretum. Mr. Kruckeberg explained that the applicant will develop the park, and the City will maintain it. The Parks Department felt this would not cause a hardship on the Parks staff.

Clint Chiavarini reviewed the sections of the Staff Report pertaining to Architecture, Signage and reports from the Utility and Service Providers. Mr. Chiavarini clarified for the Commission that as each pad is developed, the applicant will come before the Planning Commission for a site and design review.

Mr. Kruckeberg explained that David Kelley, the City's Traffic Engineer, recommended that an addendum to the existing traffic study be provided for the development as each of the satellite pads are developed, as a condition of the development, and that the Planning Staff is in agreement with this.

A discussion was held regarding Tri-Met's position. At this point, TriMet is not requesting a bus shelter on the development. The Industrial Area Master Plan calls for the use of the planter strip to accommodate a bus stop, which could be retro-fitted at a future date. The Commission discussed their desire to see a bus shelter as part of the development.

Commissioner Brown requested information on which specific issues changed, in order for the Staff's recommendation of denial to change to approval. Mr. Kruckeberg explained the ODOT letters were the key to this change and recommended ODOT representatives explain what changes took place, to change their (ODOT's) position. Leo Huff, Planning Manager for Region 1 and Bill Ciz, Traffic Manager, 123 NW Flanders, Portland, were present to explain their change in recommendation.

The access intersection off of Redwood was realigned giving more space between the intersection and Highway 99E, as well as the closure of one access, and modifications which alleviate the driver confusion. Bill Ciz explained that their recommendation changed to approval, still including the conditions as stated in the ODOT letter.

The Commission held a discussion on alignment of Redwood access and configuration of site for future growth, and a discussion on the process for requesting a speed limit change. Mr. Ciz's recommendation is to perform the traffic study for a speed limit change after

the structure is built and the business open, in order to get an accurate idea of the effect Fred Meyer will have on the traffic.

The Commission had a brief discussion on the termination of First Street, clarifying this could be limited by only one direction of traffic from Redwood, and a brief discussion on the traffic flow within the development.

David Kelley expressed concern of a temporary driveway. History has shown him, once a driveway exists, it's very difficult, if not impossible, to close at a later date. He also expressed a concern for the traffic flow and access for delivery trucks in the development.

The Commission held a discussion on the retention of the scarlet oak tree on the property. Retaining the tree will eliminate 6 more parking spaces. With this possibility, and the loss of several spaces with the new plan, it was determined that the parking will need to be re-evaluated. The arborist will be invited to the next hearing to answer questions regarding the scarlet oak tree.

With the conclusion of this portion of the hearing, and no additional questions, Chairman Stewart continued the hearing until November 2, 1998, at the Senior Center, at 7:30 p.m. at which time the applicant, proponents and opponents will have the opportunity to speak.

IV NEW BUSINESS

None

V DIRECTOR'S REPORT

Jason Kruckeberg introduced the City's new Associate Planner, John Williams.

VI ADJOURNMENT

The meeting was adjourned at 9:40 p.m.