

**PLANNING COMMISSION
Meeting Agenda
Monday – January 9, 2012
7:00 PM**

City Council Chambers – 155 NW 2nd Avenue

Chair Dan Ewert – Vice-Chair (Vacant)

Commissioners Sean Joyce, Charles Kocher, John Proctor, Misty Slagle and Randy Tessman

- 1. CALL TO ORDER**
- 2. CITIZEN INPUT ON NON-AGENDA ITEMS**
- 3. PUBLIC HEARINGS - None**
- 4. NEW BUSINESS**
- 5. FINAL DECISIONS**

Note: These are final, written versions of previous oral decisions. No public testimony.

- a. Site and Design Review and Conditional Use Permit, Village on the Lochs Phase II - DR 11-04/CUP 11- 02
- b. Site and Design Review, 1st Avenue Redevelopment - DR 11-05

6. MINUTES

December 12, 2011 Regular Planning Commission Meeting

- 7. ITEMS OF INTEREST/REPORT FROM STAFF**
- 8. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION**
- 9. ADJOURNMENT**

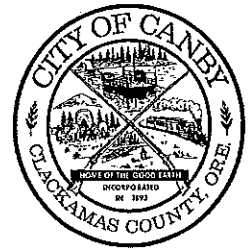
The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting at 503-266-7001.

A copy of this agenda can be found on the City's web page at www.ci.canby.or.us

City Council and Planning Commission Meetings are broadcast live and can be viewed on OCTS Channel 5.

For a schedule of the playback times, please call 503-263-6287.

**BEFORE THE PLANNING COMMISSION
OF THE
CITY OF CANBY**



REGARDING A REQUEST FOR SITE AND DESIGN REVIEW AND CONDITIONAL USE PERMIT FOR PROPERTY ON NORTH SIDE OF SOUTH ELM STREET EAST OF VILLAGE OF THE LOCHS, CANBY OREGON.) FINDINGS CONCLUSION & FINAL ORDER) APPLICATION: DR 11-04CUP11-02) VILLAGE ON THE LOCHS II MANUFACTURED HOME PARK)

A. NATURE OF APPLICATION

The City received an application for Site and Design Review DR 11-04 and Conditional Use Permit CUP11-02 to construct a new 10 unit manufactured home park adjacent to the existing Village on the Lochs manufactured home park. This proposed phase II park has the same ownership as the adjacent existing park and some share utility infrastructure is proposed but street circulation is independent. The property is located in the R-1/H&WO – Low Density Residential with Flood Hazard & Wetlands Overlay zone district.

B. CRITERIA AND STANDARDS

Zoning Standards

This application is being reviewed through a Type III “Site and Design Review” and “Conditional Use Permit” process. Canby Municipal Code (CMC) 16.49.030 requires “all new mobile home parks” to receive a Site and Design Review. CMC 16.16.020.K lists a manufactured home park as a “Conditional Use” within the R1 base zone district. This imposes an additional application and Type III review of a Conditional Use Permit in accordance with the standards in CMC 16.50 for use permits and the processing procedures of CMC 16.89 for use permits and site and design review applications. These two application reviews are considered a “quasi-judicial” process where a decision is made by the Planning Commission after notice and a public hearing, with any possible appeal to be reviewed by the City Council. In addition, and most importantly, manufactured home parks are subject to the review criteria of CMC 16.44 Manufactured Home Parks.

**16.49.030, .035, .040, .050, .070, .080, .100A&C Site and Design Review
Criteria and Standards**

The following Site and Design Review Criteria and Standards have been determined to apply to an application for a manufactured home park:

16.49.030.

- A. The following projects require site and design review approval, except as exempted in (B) below:
 - 2. All new mobile home parks.
- C. Construction, site development and landscaping shall be carried out in substantial accord with the approved site and design review plan.
- D. No fence/wall shall be constructed throughout a project that is/was subject to site and design review approval where the effect or purposed is to wall said project off from the rest of the community unless reviewed and approved by the Planning Commission.

16.49.035

- B. All other projects subject to site and design review approval pursuant to Section 16.49.030 are subject to the Type III procedural requirements set forth in Chapter 16.89. The applicant shall submit a type III application for approval pursuant to the approval criteria set forth in 16.49.040.

16.49.040 Criteria and Standards: In review of a Type III Site and Design Review Application described in Section 16.49.035.B. the Board shall, in exercising or performing its powers, duties or functions, determine whether there is compliance with the following A through D, and with Criteria 4, 5, and 6 below:

- A. The proposed site development, including the site plan, architecture, landscaping and graphic design, is in conformance with the standards of this and other applicable city ordinances insofar as the location, height and appearance of the proposed development are involved; and
- B. The proposed design of the development is compatible with the design of other developments in the same general vicinity; and
- C. The location, design, size, color and materials of the exterior of all structures and signs are compatible with the proposed development and appropriate to the design character of other structures in the same vicinity.
- D. The proposed development incorporates the use of LID best management practices whenever feasible based on site and soil conditions. LID best management practices include, but are not limited to, minimizing impervious surfaces, designing on-site LID storm water management facilities, and retaining native vegetation.
- E. The Board shall, in making its determination of compliance with subsections B through D above, use the matrix in Table 16.49.040 to determine compatibility unless this matrix is superseded by another matrix applicable to a specific zone or zones under this title. An application is considered to be compatible, in regards to subsections B, C, and D above, if the following conditions are met:

16.49.040 Criteria and standards

4. The Board shall, in making its determination of compliance with the above requirements, be guided by the objectives and standards set forth in this section. It must be demonstrated that all required public facilities and services are available, or will become available through the development, to adequately meet the needs of the proposed development. If the site and design review plan includes utility facilities or public utility facility, then the City Planner shall determine whether those aspects of the proposed plan comply with applicable standards.

5. The Board shall, in making its determination of compliance with the requirements set forth, consider the effect of its action on the availability and cost of needed housing. The Board shall not use the requirements of this section to exclude needed housing types. However, consideration of these factors shall not prevent the Board from imposing conditions of approval necessary to meet the requirements of this section. The costs of such conditions shall not unduly increase the cost of housing beyond the minimum necessary to achieve the purposes of this ordinance.

6. As part of the site and design review, the property owner may apply for approval to cut trees in addition to those allowed in Chapter 12.32, the city Tree Ordinance. The granting or denial of said application will be based on the criteria in Chapter 12.32. The cutting of trees does not in and of itself constitute change in the appearance of the property which would necessitate application for site and design review.

Conditional Use Criteria

According to the Canby Municipal Code (CMC) Table 16.89.020, a Conditional Use Permit is reviewed as a Type III procedure. Type III decisions are made by the Planning Commission after a public hearing, with appeals reviewed by the City Council. Type III procedures generally use discretionary approval criteria (16.89.020.C).

16.50.010: Authorization to grant or deny conditional uses:A conditional use listed in this title shall be permitted, altered, or denied in accordance with the standards and procedures of this chapter. In the case of a use existing prior to the effective date of the ordinance codified in this title as a conditional use, a change in the use, or reduction in lot area, or an alteration of the structure, shall require the prior issuance of a conditional use permit. In judging whether or not a conditional use permit shall be approved or denied, the Planning Commission shall weigh the proposal's positive and negative features that would result from authorizing the particular development at the location proposed and to approve such use, shall find that the following criteria[A, B, C and D below] are either met, can be met by observance of conditions, or are not applicable.

Criterion A. The proposal will be consistent with the policies of the Comprehensive Plan and the requirements of this title and other applicable policies of the City.

Criterion B. The characteristics of the site are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features;

Criterion C. All required public facilities and services exist to adequately meet the needs of the proposed development;

Criterion D. The proposed use will not alter the character of the surrounding areas in a manner which substantially limits, or precludes the use of surrounding properties for the uses listed as permitted in the zone. (Ord. 740 section 10.3.75 (A), 1984).

16.49.070 Authority and Intent

The purpose of this section is to establish standards for landscaping within the City of Canby in order to enhance the environmental and aesthetic quality of the city...

16.49.080 General provisions for landscaping. ...

16.49.100 Landscaping installation and maintenance.

A. All landscaping and exterior improvements required as part of the site and design review approval shall be completed prior to the issuance of any certificate of occupancy.

C. All landscaping approved through the site and design review process shall be continually maintained, including necessary watering, weeding, pruning and replacement, in a manner substantially similar to that originally approved by the Planning Commission.

16.16 R-1 Low Density Residential Zone

CMC 16.16.020.K indicates that manufactured home park is a conditional use in the R-1 zone.

16.43 Outdoor Lighting Standards

Street lighting is excluded from all provisions of this section except they must be "fully shielded" which is defined as a luminaire emitting no luminous flux above the horizontal plane. Street lights are exempt from the luminaire maximum wattage standards and the height mounting restrictions. The proposed lighting lease agreement with CUB shall address the city street lighting shielding standard.

16.46 Access Limitations on Project Density

CMC 16.46.010.B.1 indicates that manufactured home parks are considered single ownership developments for which the proposed two private access roads shall be a minimum width of 20 feet with no parking permitted, or 28 feet with parking restricted to one side only. Only one access point into such a park is required for up to 30 dwelling units. The proposed development complies.

16.89.040 Application and Review Procedures

CMC Table 16.89.020 indicates that Conditional Use Permits and Site and Design Review applications are considered a Type III application which requires a decision by the Planning Commission after a public hearing and generally use discretionary approval criteria. A pre-application conference was held. Notice to property owners within 500 feet is required and provided but a neighborhood meeting was not deemed to not be required.

16.130 Riparian Preservation

This section of the Canby Municipal Code is intended to implement the policies of the Canby Comprehensive Plan to resolve conflicts between development and conservation

of riparian areas. An unnamed drainage channel crosses through this property. Isolated wetlands and minor streams (including adjacent wetlands) have no riparian setback indicated by the code. The riparian corridor protection area is defined by the upland edge of the delineated wetland. The proposed plan does not impact the identified riparian corridor, so no mitigation is necessary, and no setback reduction or variances are requested.

16.140 Wetland Preservation

This section of the CMC is intended to implement the policies of the Comp Plan by establishing standards which will minimize the degradation and destruction of wetlands within the City of Canby's UGB, and conserves wetland resources and their functions and values. A wetlands delineation prepared by Pacific Habitat for the applicant was submitted with the application. The site plan information submitted provides a precise boundary of the identified wetlands resource. CMC 16.140.030 indicates that all developments proposed within or adjacent to a designated wetland area shall be subject to the provisions of this ordinance section and Site Plan Review pursuant to Canby's Land Development and Planning Ordinance. The delineated wetland is identified to lie within a "landscaped 15-foot perimeter" area. This designation indicates that development will not occur within this area. The site plan indicates that home placement would not impact any portion of the identified wetlands area and that a clear physical presence through use of a curb with protective markers will delineate the on-site wetlands boundary.

15.12 Flood Hazard Protection

This section of the CMC implements the City's participation and responsibility to implement FEMA's flood protection requirements for our participation in the flood insurance program. The applicable standards of this ordinance will be implemented through a subsequent Flood Hazard Development Permit through the building official (Floodplain Administrator). The property is designated to lie within an area identified on the Flood Insurance Rate Map to be a special flood hazard area.

C. FINDINGS AND REASONS

The Planning Commission held a public hearing on October 10, 2011, during which the September 30, 2011 staff report was presented. Due to concerns raised in staff's report requesting additional information along with public testimony regarding similar concerns and additional traffic concerns, the public hearing was continued to a date certain of November 14, 2011. At that continued public hearing all parties agreed that the lateness in submittal of necessary information did not afford staff adequate time to review and make a final recommendation. Therefore, without accepting additional public input at that point, the public hearing was continued again to a date certain of December 12, 2011. At this continued public hearing staff presented a supplemental staff report for the record dated December 2, 2011 containing further findings, and a recommendation for approval of Site and Design Review DR 11-04 and Conditional Use Permit CUP 11-02 pursuant to the conditions presented in the December 2, 2011 supplemental staff report.

The Planning Commission, after holding a final public hearing on December 12, 2011 and considering the December 2, 2011 supplemental Staff Report, the original staff report and all original and revised materials submitted by the applicant; deliberated and reached a decision approving the applicant's request for Design Review and Conditional Use. The Commission adopted the findings and conclusions contained in the supplemental December 2, 2011 Staff Report, and concluded that, with the conditions of approval included therein, along with the additional findings listed below, that the applications met the approval criteria, as reflected in the written Order below.

As a result of clarification provided by the applicant's engineer on several points, input received from the public, and deliberation by the Commission, the following additional findings and or amendments to staff's recommendation were made.

- The additional post-development run-off of 325 cubic feet was over a 24 hour period and based on a 25-year storm event. It was pointed out that this runoff would be similar to 9 little kids' swimming pools. The two proposed drainage easements are proposed to contain bio swales with vegetation that will detain/slowdown, and partially filter and process contaminants from the runoff. There will be outlets that control the rate of runoff into the drainage channel. Details of this are required to be submitted to the City during the construction plan approval stage.
- It was indicated by the applicant's engineer that the proposed curbing to delineate the edge of the wetlands boundary was chosen because it would not block resident views or the existing access to the wetlands area. Existing pathways indicate that people in the area are crossing into the wetlands area. Staff had recommended that a split rail fence would be preferable to the unnatural looking curb and would not block normal drainage runoff. The Commission acknowledges that the fencing alternative might have additional long-term maintenance issues; so on balance accepted the applicant's arguments to keep the proposed use of a curb to delineate the on-site wetlands boundary. It was agreed to delete condition #4 from staff's recommendation.
- The applicant clarified that they agreed with staff that it was unlikely due to the placement of driveways that any on-street parking opposite the sidewalk would be possible and agreed to restrict and post "no parking" for both sides of the internal private roadways.
- The applicant agreed to modify the common mailbox location to wherever City staff and the Canby Postmaster could agree to be less impactful in blocking the Elm Street egress sight vision. It was noted that the City has the ability to post no parking on Elm Street adjacent to the development in the future if it becomes necessary to do so to assist with line of sight safety in exiting onto Elm Street.
- It was agreed that the usual requirement for the installation of street trees along the Elm Street frontage would be waived to prevent traffic line of sight distance problems due to the steep hill in combination with the curve and identified excess speed problem on this section of Elm Street.
- It was agreed that 5 additional trees (one per lot) shall be planted within the 15-foot landscape buffer along the west side of the park next to the existing park. It was found that they would be useful for promoting energy efficiency, screening homes between the two parks, and serve to replace the Elm Street trees that were waived.

- In response to public input, it was found that the intersection of the two internal private streets would provide sufficient accommodation for emergency vehicles and trash trucks to turn around without backing out onto Elm Street. The restriction for no parking on the interior private streets was determined to assist in making the turnaround possible on-site.
- In response to concern voiced by a citizen about possible capacity issues with the sewer pump station within the existing adjacent park, it was found that a staff recommended condition of approval would assure that adequate information is presented to the City during approval of the construction plans to confirm that the proposed shared pump station has enough excess capacity to serve the additional 10-units proposed to be added from this development.
- The Planning Commission accepted staff's recommendation to add this section of Elm Street to the police department's "driver speed feedback sign" rotation schedule upon completion of development of this park as the preferred traffic calming measure to address the speed study results commissioned by the applicant to address public input regarding safety considerations of the new driveway due to existing excessive speeds.

CONCLUSION

The Planning Commission concludes that with the application of certain conditions:

- The Village of the Lochs, Phase II proposal is consistent with the policies of the Comprehensive Plan and the requirements of CMC Chapter 16 and other applicable codes and policies of the City.
-
- The characteristics of the sites are suitable for the proposed use considering size, shape, design, location, topography, existence of improvements and natural features.
-
- All required public facilities and services exist, or will become available through development to adequately meet the needs of the proposed development.
- The proposed use will not alter the character of the surrounding areas in a manner which substantially limits or precludes the use of properties for the uses listed as permitted in the zone.
- All criteria and standards for approving a manufactured home park are satisfied.
- The proposal meets the Site and Design Review standards.
- The Conditional Use Permit is in conformance with the City's Comprehensive Plan and the Zoning Ordinance.
- The line of sight limitations this development presents onto Elm Street have been adequately mitigated through design considerations and appropriate conditions of approval.
- Development within the 100-floodplain has been demonstrated to comply with FEMA and City requirements.

ORDER

IT IS ORDERED BY THE PLANNING COMMISSION of the City of Canby that DR 11-04 and CUP11-02is **APPROVED** subject to the following conditions:

Design Conditions Unique to This Proposal

1. The applicant shall submit a Letter of Map Amendment (LOMA) to FEMA applicable to the home sites demonstrated to be located outside of the special flood hazard area prior to issuance of the first building permit.
2. The applicant shall provide assurance that flood water storage capacity during a 100-year storm event is not compromised on this property through submittal of a grading plan prior to construction that clearly indicates “no net change” in flood storage volume on-site.
3. A Drainage Report shall be submitted with approval of the final construction plans that provides adequate evidence to the satisfaction of the City’s contract drainage engineer that no adverse impacts related to flooding or erosion will occur off-site due to the concentration and increased runoff projected to occur from this site.
4. The proposed wording of the associated signs to be posted on 4 individual home sites shall be modified to say: “Protected Wetland Natural Area”.
5. On-Street Parking shall be disallowed/restricted on both sides of the interior private streets to preserve emergency access.
6. The delineation on the site plan and construction of the 5 visitor parking spaces needs to be clearly identified on the final construction drawing site plan and paving plans in order to provide adequate parking within this manufactured home park.
7. The line of site shall be indicated on the final Site Plan submitted with construction plan approval to assure that a manufactured home does not encroach into the identified vision line of sight. A registered engineer shall provide verification that an adequate sight distance exists prior to occupancy of the site. This determination shall be based on the Traffic Impact Study and as modified by recommendation of the City’s traffic engineer that based on the separate speed study performed the line of sight be based on the 85-percentile speed of 32 mph.
8. A final detailed landscape plan shall be submitted with approval of the construction plans that identifies the area extent, total number, and gallon size of the identified shrub to be erected within the front 25-foot wide setback area along with the identification of the species and size of interior trees to be utilized to assure City standard conformance. The detailed landscape plan shall include 5 trees (one per lot) to be erected by the developer within the 15-wide buffer strip along the west side of the development. An irrigation system shall be submitted for the intensive landscape area within the front 25-foot setback adjacent to Elm Street.
9. All identified easements shall be recorded with a copy provided to the City as proof prior to installation of improvements.
10. The common mailbox location shall be relocated by mutual agreement between the City and the Canby Postmaster so as to be less impactful in blocking the egress line of sight vision onto Elm Street whether internal to the development or on the opposite side of Elm Street.
11. The standard perimeter fencing requirement is waived.
12. The erection interior street lighting in accordance with the lease agreement with CUB shall conform to the City of Canby street lighting shielding standard.
13. A Flood Hazard Development Permit shall be secured in accordance with CMC

15. 12for each dwelling unit within this park unless or until one or more are officially brought out of the 100-year base flood.
14. The building permit for each manufactured home unit shall assure that a patio area of at least 150 square feet but no more than 500 square feet is to be constructed and two on-site hard surface parking spaces are provided.
15. That the City direct the police department to add this section of Elm Street as an addition to the rotation schedule for their “driver speed feedback sign” as the preferred method to address the identified need for traffic calming.
16. The developer is responsible for any street frontage improvements necessitated by connection of the private access drive to S. Elm Street and identified on the construction plans.
17. Easements shall be provided by separate instrument as indicated on the approved site plan and subsequent construction plans and filed of record at the applicant’s expense prior to installation of utilities and development commencing.

Procedural Conditions *(Prior to Issuance of a Building Permit):*

18. A Pre-construction Conference with sign-off by all agencies on all final Plans.
19. The design of storm water facilities on site must be approved by the City of Canby in accordance with Clean Water Services standards detailing infiltration and drainage analysis to the 25-year storm. Submit a drainage analysis as part of the construction plan approval.
20. Submit erosion and grading control plans for permit approval with the construction plans and prior to commencing site work.
21. Street lights are required and are to be per lease agreement with CUB and Village on the Lochs II. City street light standards require that they be “fully shielded” – where the luminaire emits no luminous flux above the horizontal plane.
22. Sanitary sewer service shall be limited to use of the existing private sanitary sewer lift station located in Village of the Lochs, Phase I which was sized to accommodate the Phase II development. Access is proposed between Lots 2 and 3. The City shall review capacity findings of the existing pump station before signing off on the construction plans.
23. Fire hydrants shall be installed as recommended by the Canby Fire District with the construction utility plan.
24. Prior to the issuance of a building permit, installation of public utilities, or any other site work other than rough site grading, construction plans must be approved and signed by the City and all other utility/service providers. The design, location, and planned installation of all roadway improvements and utilities including but not limited to water, electric, sanitary sewer, natural gas, telephone, storm water, cable television, emergency service provision is subject to approval by the appropriate utility/service provider.

I CERTIFY THAT THIS ORDER approving **DR 11-04 and CUP11-02** was presented to and **APPROVED** by the Planning Commission of the City of Canby.

DATED this 9th day of January, 2012.

Daniel K. Ewert, Chairman
Canby Planning Commission

Bryan Brown
Planning Director

ATTEST:

ORAL DECISION – December 12, 2011

AYES: Milne, Joyce, Kocher, Tessman

NOES: None

ABSTAIN: None

ABSENT: Ewert, Slagle, Proctor

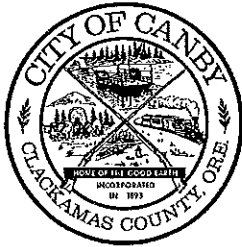
WRITTEN DECISION – January 9, 2012

AYES: Ewert, Joyce, Kocher, Tessman

NOES: None

ABSTAIN: Proctor, Slagle

ABSENT: Milne (Term Expired)



**BEFORE THE PLANNING COMMISSION
OF THE CITY OF CANBY**

**A REQUEST FOR SITE AND DESIGN)
REVIEW FOR THE REDEVELOPMENT)
OF THE 1ST AVENUE CORRIDOR)
BETWEEN ELM AND IVY)** **FINDINGS, CONCLUSION & FINAL ORDER
DR 11-05
CITY OF CANBY**

NATURE OF THE APPLICATION

The City received DR 11-05, a Site and Design Review application, for the redevelopment of the 1st Avenue corridor between Elm and Ivy. The site is approximately 0.3 acres and is zoned Downtown Commercial (C-1) and is within the Downtown Canby Overlay Zone (DCO).

CRITERIA AND STANDARDS

In judging whether or not a Site and Design Review application shall be approved, the Planning Commission determines whether criteria from the Code are met, or can be met by observance of conditions, in accordance with Chapter 16.49.040. Other applicable code criteria and standards were reviewed in the Staff Report presented at the December 12, 2011 meeting of the Canby Planning Commission.

FINDINGS AND REASON

The Planning Commission held a public hearing on December 12, 2011 during which the Staff Report, including all attachments, was presented. Staff recommended approval of the Site and Design Review application with conditions of approval in order to ensure that the proposed development will meet all required approval criteria.

Applicant Representative/Owner Testimony: Oral testimony was received from Michael Cerbone, representative of the applicant, stating that the applicant was able to meet the code criteria as presented in the staff report, with the exception of the following standards, which the Planning Commission approved an alteration from the Code standards:

- Chapter 16.10.070 (B)(13) regarding reduced driveway setbacks—(Findings presented on page 10 of the Staff Report)
- Chapter 16.41.050 (A) regarding increased setbacks for the pavilions—(Findings presented on page 17-18 of the Staff Report)
- Chapter 16.41.050 (A)(2) regarding decreased floor-area ratios (FARs)—(Findings presented on page 18 of the Staff Report)
- Chapter 16.41.070(A) regarding reduced window transparencies for the restroom pavilion—(Findings presented on page 25 of the Staff Report)
- Chapter 16.49.120(E) regarding the design of nine parking stalls instead of eight parking stalls between landscaping islands—(Page 55 of the Staff Report)
- In addition, the applicant requested that Design Condition #4 regarding pervious paving requirements, as presented on page 59 of the Staff Report, be removed. He argued that the

development serves a park function and has more than adequate amounts of landscaping and that the stormwater will be piped to a regional low-impact facility. The Planning Commission granted this request and is reflected in the final conditions below.

Proponent/Opponent/ Testimony: Oral testimony was received from the audience who was in support, neutral, and in opposition of the project. Topics for comments included, but were not limited to, parking, landscaping, street trees, business sign visibility, pavilion purposes, design of curb bumpouts, and construction phasing/business disruption.

In summary, the Planning Commission adopted the findings contained in the Staff Report, and concluded that, with xxx conditions of approval, the Site and Design Review application meets the approval criteria, as reflected in the written Order below.

CONCLUSION

The Planning Commission concluded that File #DR 11-05 for the redevelopment of the First Avenue Corridor between Elm and Ivy, be approved with the application of the conditions presented in the Order below.

ORDER

IT IS ORDERED BY THE PLANNING COMMISSION of the City of Canby that **DR 11-05** is approved, subject to the following conditions:

Design Conditions

1. Ensure compliance with 16.10.070(A)(9), Table 16.10.070(B)(9), and ORS 447.233 regarding handicapped accessible parking. The applicant shall show compliance with this condition prior to final construction by submitting final building plans and a narrative addressing these criteria.
2. Ensure compliance with Table 16.41.070 (C)(2) and Table 16.41.070(E)(2), which address the design of the pavilions. The applicant shall show compliance with this condition prior to final construction by submitting final building plans and a narrative addressing the standards in the above Tables.
3. The applicant shall submit a lighting plan that addresses the standards in 16.43.060(A), 16.43.070(A-E), Table 16.43.070, 16.43.080(A), 16.43.100(B), and 16.43.110(A-E). The applicant shall show compliance with this condition prior to final construction by submitting final building plans and a narrative addressing these criteria.
4. (Omitted per Planning Commission Decision; see Applicant Representative/Owner Testimony above)
5. The applicant shall submit a landscape plan that addresses the standards in 16.49.080 (I-L), 16.49.080(N-P), 16.49.090(A-D), 16.49.100, 16.49.100, 16.49.120(F-H), and 16.49.130. The applicant shall show compliance with this condition prior to final construction by submitting final building plans and a narrative addressing these criteria.
6. The applicant shall address agency comments in the construction phase of the project.

Procedural Conditions

Prior to Issuance of Building Permit the following must be completed:

1. The applicant may submit the civil construction drawings separate from the building permit submittal package for final preconstruction conference sign-off approval.
2. A Pre-Construction Conference with sign-off on all final plans is required.
3. The property owner's design engineer shall provide 3 copies of the final Storm Drainage Report

detailing infiltration and drainage analysis with the final construction plans submittal.

4. A Grading and Erosion Control Permits will be required from the City prior to commencing site work.
5. The building permit application shall include a revised set of all full size development plans (including site plan, landscape plan, elevations, etc.) which depicts each of the written conditions to the satisfaction of the City Planning Department. All written conditions must be met prior to final occupancy of the building unless otherwise noted.
6. Prior to the issuance of a building permit, installation of public utilities, or any other site work other than rough site grading, construction plans must be approved and signed by the City and all other utility/service providers. The design, location, and planned installation of all roadway improvements and utilities including but not limited to water, electric, sanitary sewer, natural gas, telephone, storm water, cable television, and emergency service provision is subject to approval by the appropriate utility/service provider. The City of Canby's preconstruction process procedures shall be followed.
7. Construction plans shall be designed and stamped by a Professional Engineer registered in the State of Oregon.
8. Clackamas County will provide review of Fire & Life Safety, Plumbing, and Electrical permits for this project. Fire & Life Safety approval must be obtained from Canby Fire prior to issuance of a City building permit.

Prior to Issuance of Occupancy Permit the following must be completed:

1. A non-residential wastewater survey must be submitted for review and approval prior to final building occupancy.

I CERTIFY THAT THIS ORDER approving DR 11-05 was presented to and APPROVED by the Planning Commission of the City of Canby.

DATED this 9th day of January, 2012

Daniel K. Ewert, Chairman
Canby Planning Commission

Bryan Brown
Planning Director

Attest

ORAL DECISION: December 12, 2011

Ayes: Milne, Joyce, Kocher, Tessman

Noes: None

Abstain: None

Absent: Ewert, Slagle, Proctor

WRITTEN DECISION: January 9, 2012

Ayes: Ewert, Joyce, Kocher, Tessman

Noes: None

Abstain: Proctor, Slagle

Absent: Milne (Term Expired)

MINUTES
CANBY PLANNING COMMISSION
7:00 PM – December 12, 2011
City Council Chambers – 155 NW 2nd Avenue

PRESENT: Vice Chair Janet, Commissioners Chuck Kocher, Sean Joyce, and Randy Tessman

ABSENT: Chair Dan Ewert and Commissioners Misty Slagle and John Proctor

STAFF: Bryan Brown, Planning Director, Angie Lehnert, Associate Planner, Renate Mengelberg, Economic Development Director, Dan Drentlaw, Urban Renewal Project Manager and Laney Fouse, Planning Staff

OTHERS: Brian Hodson, City Council Liaison; Tom Pettit, Village on the Lochs owner; Mark Ellingson, Pacific NW Engineering; Michael Cerbone, Cardno WRG; Bev Doolittle, Canby Chamber of Commerce; Manfred Zysk, Scott Sasse, Barry Lucas, Matt Zacker, Greg Mitchell, Josef Fleischman, Solomon Jacobsen, Roger Skoe, and Phil Shepard

1. **CALL TO ORDER** 7:00 pm

2. **CITIZEN INPUT-** None

3. **PUBLIC HEARING:**

- a. Continued Public Hearing - Consider a request from Tom Petit for approval of a **Site and Design Review and Conditional Use Permit (DR 11-04/CUP 11- 02)** application for a 10-unit manufactured home park on property adjacent to the existing Village on the Lochs manufactured home park on S. Elm Street.
Staff: Bryan Brown, Planning Director

Vice Chair Milne opened the public hearing. Commissioners indicated no ex parte contacts, no conflict of interest and Commissioners Tessman, Kocher and Vice Chair Milne visited the site but drew no conclusions.

Staff Presentation:

Bryan Brown, Planning Director entered his staff report into the record and reported on the additional information provided by the applicant for the Phase II addition to the Village on the Lochs manufactured home park. The staff report addresses the issues from the Public Hearing on October 10, 2011 Planning Commission meeting. He said the applicant has submitted a revised plan addressing previously identified issues: the flood plain issue; elevation of the pad sites; and lowest floor elevation of the units. Staff feels the height for the units is quite adequate and meets flood plain requirements, drainage, on-street parking, visitor parking, site distance, sidewalks, and landscaping

Mr. Brown asked Commissioners if they had any specific questions about the list of conditions.

Chair Milne called for questions from the Commissioners.

Commissioner Kocher asked if the low shrubbery was proposed instead of the street trees which were indicated on the site plan to be placed in the area adjacent to the Elm Street frontage. Mr. Brown responded that the site plan still indicates street trees.

Mr. Brown said he did not have time to resolve the mailbox locations that are shown to be on Elm St. on the uphill side and the mailboxes may prove to be a site issue.

Applicant Presentation:

Tom Pettit, applicant and Mike Ellingston, Pacific NW Engineering presented a slide presentation to address the issues of their site plan. It covered drainage issues, parking, the Flood Hazard Designation, and showed the base flood elevation line. Mr. Ellingston explained how they arrived at the base flood elevation (BFE) for each site. He said where the stream comes out of the channel by the road, the BFE is 111 feet and at the bottom of the property the BFE is at 110 feet.

Mr. Ellingston's slides showed the direction and amount of storm water runoff in the new park. Vice Chair Milne asked what type of storm was the information was based upon. Mr. Ellingston responded their calculations were based on a 25-year storm. Mr. Ellingston said that to take care of the water coming off the roadways they are putting in some bio-swales to process and slow down the water. He said there will be two bio-swale locations, one in Lot 5 and one in Lot 7.

To address wetlands preservation, Mr. Ellingston said they have building setbacks on each site. He said they have proposed a concrete landscape curb strip along lots 5, 6, 7, 8 along with signage indicating it is a protected wetland. Mr. Brown asked Mr. Ellingston to address staff's alternative suggestion of using a split rail fence. Mr. Ellingston said they are still proposing to do the curb instead because it does not set up a barrier therefore, leaving the wetlands open to the residents and general community.

Mr. Ellingston said that as far as parking and sidewalks they are going to restrict parking on the streets. He said the mailboxes will be placed wherever the Postmaster and City agree upon. Mr. Ellingston said as far as landscaping goes they too would like to eliminate the street trees in order to have a good line of site.

Vice Chair Milne called for questions from the Commissioners.

Commissioner Kocher asked if access to the existing trails would be lost because of the development. Mr. Ellingston pointed out that the access area for the trails will not be on private property.

Vice Chair Milne asked about the location of the proposed one tree on each lot. Mr. Ellingston said the location of the tree was not set in stone but one tree will be required at the time of occupancy.

Vice Chair Milne said she could see the advantage to the entire property if deciduous trees were planted on the west side of property.

Commissioner Joyce asked if the entire property is inside the flood plain and if the applicant applied for a LOMA if that would bring the property out of the flood plain. Mr. Ellingston said that only lots 4, 5 6 and 7 were in the floodplain. Mr. Pettit said it was their intention to apply for a LOMA which could potentially bring those properties out of the flood plain. He agreed with Vice Chair Milne that it would be beneficial to the homeowners for insurance purposes.

Commissioner Kocher asked if the units were actually tied to ground. Mr. Pettit responded it was required by code to meet earthquake standards.

Commissioner Tessman asked where visitor parking would be located. Mr. Pettit said visitor parking would be located at lot 6.

Commissioner Joyce asked if the elevations for the pads would change if they got the LOMA. Mr. Ellingston said the elevations are based on the contour of the land.

Vice Chair Milne thanked Mr. Ellingston for bringing the slide show.

Public Testimony:

Proponents: None

Neutral: None

Opponents: Manfred Zysk lives at top of the hill on S. Elm St. and sees safety issues with the development for S. Elm St., especially the large delivery trucks having no turnaround that would have to back out on Elm St. He's worried about vehicles speeding down the hill and possible accidents. He also thinks the expansion needs a separate sewage system.

Applicant Rebuttal:

Mr. Pettit said the turnaround meets the needs of an emergency service vehicles and delivery trucks. Mr. Brown said the applicant has agreed to restrict parking on both sides of the street which will assist in trucks being able to turn around and thereby eliminating the need to back out. Mr. Pettit said parking on Elm St. is currently happening in Phase I of the park and, according to management, it is monitored by the city's enforcement division.

Mr. Pettit said the original sewage system's pump station was designed to handle the additional sites.

Mr. Ellingston said the speed study determined that 85% of the cars traveling on the downhill curve are going 32 mph or less. Commissioner Kocher said he drives a 15-passenger bus into the park quite frequently and the only problem he sees is if there were trees in the curve; otherwise he doesn't see problem. He would like to see low vegetation planted on the downhill curve.

The Commissioners and the applicant are agreeable to whatever decision is made between the Postmaster and the City of Canby on the location of the mailboxes.

Vice Chair Milne closed the public testimony part of the hearing.

Commission Discussion:

Commissioner Kocher said he wants low vegetation in the 25-foot buffer.

Commissioner Tessman asked if the Commission was going to waive the street tree policy. Vice Chair Milne replied yes, because it was a safety issue.

The Commissioners favored the concrete curbing as a better long term solution over the split rail fence which would require ongoing maintenance.

Commissioner Tessman said the only concern he had with the base floor elevation was with the drainage but that it would be addressed in the construction process.

The Commissioners were all in agreement about the restricted parking inside the manufactured home park. Commissioner Kocher said parking on S. Elm St. has not been a problem because it is not a main thoroughfare. He said most of the people who use this street are the people who live there.

Commissioners were in agreement about the five guest parking spaces. Mr. Brown said Planning had included a condition that guest parking spaces will be required.

Commissioner Tessman said the line of site issues are an overriding concern for cars entering and exiting the park. He said the trees offsite may need to be addressed and the applicant may need to contact the person who owns the property.

Vice Chair Milne asked about the rotation of the Canby Police speed sign. Mr. Brown said that it was included as a condition of approval.

Commissioner Joyce voiced concerns about the line of site distance and asked if it should be increased and by how much distance. Mr. Brown said, based on the findings of the speed study, the applicant has agreed to meet and comply with the 280 foot site distance stopping standard by eliminating the vegetation. Commissioner Joyce said he sees a liability associated with approving this when a registered engineer states that the site line distance needs to be increased. Mr. Brown explained that with the engineer's suggested speed control sign used on rotation there will not be a problem and with Conditions 7 and 15 they are addressing the traffic engineer recommendations.

Vice Chair Milne said, perhaps by developing the property this may help to reduce the speed. Commissioners Tessman and Kocher agreed.

Commissioners agreed to delete Condition 4 requiring a split rail fence.

Commissioners agreed to change Condition 5 to "On-street parking shall be disallowed on interior private streets."

Commissioners agreed to change Condition 8 to include 5 additional trees in the 15 foot wide buffer. Mr. Brown said in Condition 8 an irrigation system is required within the front setback on Elm St. Vice Chair Milne ask that they consider a temporary irrigation system when that plan is submitted.

Mr. Brown suggested the wording on Condition 10 be changed regarding the location of the mailboxes. It was agreed upon that the wording will be determined in the final order.

Mr. Brown said that Condition 22 addresses concerns about the sanitary sewer system. He said Planning would make sure the City engineer evaluates and makes certain the pump station will accommodate the Phase II addition because that proof has not yet been submitted.

MOTION:

A motion was made by Commissioner Tessman to approve Village on the Lochs Phase II – DR 11-05/CUP 11-02 with the following: delete Condition 4; we change the wording on Condition 5 to "On-street parking shall be disallowed/restricted on interior private streets"; we make a requirement in Condition 8 for five street trees, one per lot; and change the language in Condition 10. The motion was seconded by Commissioner Kocher as amended. The motion passed 4-0.

PUBLIC HEARING:

- a. Consider approval of a **Site and Design Review DR 11-05** for the redevelopment of the First Avenue corridor between Elm and Ivy. The site is approximately 0.3 acres and is zoned Downtown Commercial (C-1); and is within the Downtown Canby Overlay Zone (DCO). Staff: Angie Lehnert

STAFF PRESENTATION:

Angie Lehnert, Associate Planner entered her staff report into the record regarding the **Site and Design Review DR 11-05** for the redevelopment of the First Avenue corridor between Elm and Ivy Streets. The site is approximately 0.3 acres and is zoned Downtown Commercial (C-1); and is within the Downtown Canby Overlay Zone (DCO). Ms. Lehnert said this is an urban renewal project to revitalize downtown Canby to make it more attractive and a more pedestrian friendly city center. Ms. Lehnert said the private parcel in the parking lot is the only part of the project subjected to land use review. She said the project includes several improvements including widening sidewalks; bump outs at intersections to improve pedestrian safety, addition of street trees, and incorporating four pavilion structures.

Overall, Ms Lehnert said, the design complies with the code although there are some areas of deviation which include the 1) parking stall depth which does not meet requirements; 2) some of the driveways do not meet the City's driveway standards; 3) the setback for the pavilions is 16 feet; 4) floor area ratio requirement is not met but would not be applied to a parking lot; 5) the window transparency requirement will not apply to the windows of the restrooms, and 6) the maximum number of contiguous parking stalls before breaking it up with landscaping. Ms. Lehnert said the conditions of approval mainly apply to landscaping and lighting design. Staff will expect the applicant to meet the landscaping and lighting requirements along with other conditions of approval.

Ms. Lehnert said there was both written and verbal public testimony. She said there are concerns about the loss of parking, construction signage, consistent façade designs in the downtown area, and suggested tree species. She said the designs before the Commission were the result of extensive public outreach and consensus including consensus from business owners, public agencies, Public Works. A list of all the parties involved is included in the Public Involvement Summary.

Vice Chair Milne called for questions.

Commissioner Kocher said a lot people driving an RV or pulling a trailer are unable to find a place to park in the downtown area and we should be have a place to accommodate these bigger rigs. Commissioner Tessman said he hoped we would have busloads of people coming to town but we needed a place for the bus to park.

There was discussion about the parking spots being wide enough but shorter than normal and if the bigger rigs would be able to negotiate the parking lot. Ms. Lehnert responded that the code calls for a depth of 18 feet 9 inches but the applicant's are only 16 feet deep. Mr. Brown said staff felt the extra half foot of width accounted for the lack of depth and would allow the extended cabs with long beds the ability to park and back out of the spaces. Ms. Lehnert said the loss of most of the parking spaces is due to the railroad right away requirement. Mr. Brown said the railroad is requiring fence on the property boundary. Commissioner Kocher pointed out the total backup shown in the documents is 26.5 ft. and that should be enough room.

Applicant Presentation:

Michael Cerbone, Cardno WRG representing the City of Canby Urban Renewal Agency said he worked with an advisory group from the community -- First Avenue Working Group which consisted of council members, city employees, the Chamber of Commerce, the Planning Commission and residents. He said this group ultimately formed the recommendations that were taken to the Urban Renewal Agency for final approval. That same group, he said, also worked with the design team.

Mr. Cerbone said there were three community open houses where they brainstormed about the opportunities and constraints about this piece of property and discussed what the vision was for the downtown area. He said once the contractor is on board then another open house is being planned. He said that both he and the landscaped architect interacted with business owners and property owners.

Mr. Cerbone said the parking lot design meets the City's standard. He showed how their design would provide enough room to allow a street cleaner to be able to clean. In addition, he said they designed a smooth curb which allows for a 2 foot overhang thus making the parking spot 18.9 feet which meets City standards,

Mr. Cerbone addressed the condition of approval requiring pervious paving. He said pervious paving was optional at this point due to the cost.

Public Testimony:**Proponents:**

Scott Sasse said he thought the applicant did a good job but with the loss of the railroad property when fence goes up, parking will be an issue. He's opposed to the bump outs and trees on the sidewalk because business owners do not want them. As a landscaper, he said, he's sorry to lose the big trees but the design allows for a 3 to 1 replacement ratio.

Commissioner Kocher said he agrees with Mr. Sasse about sidewalk trees and bump outs.

Neutral:

Bev Doolittle, Director of the Canby Chamber of Commerce has been a part of the process since the beginning and said she fought hard for parking for businesses. She said, the parking has been lost and it's not something we can fix or replace. She said she believes the compromises are adequate. Once the construction starts it will hurt businesses she said, and the contractors will need to work with businesses because the construction is going to hurt them. She said she has been pleased with the process so far especially the open meetings.

Commissioner Tessman asked if there was full buy in. Ms. Doolittle said no and that there would not be full buy in especially with some of the business losing parking. Commissioner Tessman asked if the businesses realize it's not under the City's control. Ms. Doolittle said that once the police and transit buses are out there will be more parking.

Vice Chair Milne asked if Ms. Doolittle would share her opinion on the pavilions. Ms. Doolittle said she does not like them. She said she sees it more as a gathering transient area with kids hanging out and would rather see it open because it's just another thing that blocks storefronts.

Commissioner Joyce asked Ms. Doolittle about business concerns regarding the pervious paving. She said the businesses felt like there was not a need to spend a lot of money doing the bricks and dahlia design.

Opponents:

Barry Lucas from the American Legion and longtime resident said he doesn't like the project and believes the construction will cause some of the businesses to close as well as the lack of parking. He said he also does not like the trees that are planned for the parking lot because they block business storefronts.

Matt Zacker, part of the ownership group of Canby Rentals on First and Elm said he admires the process and the results because he thinks it will look nice. Be he's not sure if bringing foot traffic into the area is worth the cost. He agrees with the others that the City will lose some First Avenue businesses. He would like to see less trees and more parking as well as the streets open during construction especially to accommodate the bigger vehicles and trailers that frequent Canby Rentals.

Applicant Rebuttal:

Mr. Cerbone said it's possible not to have a pavilion on the property but the space could not be used for parking. The pavilions, he said, will provide for micro business opportunities.

Mr. Cerbone said the planned curb extensions are eight feet off the curb while the ones on 2nd Street are 17 feet off the curb due to diagonal parking. He explained that the curb extensions provide visual cues for pedestrian safety and serve as a traffic calming measure.

Mr. Cerbone said the standard they used to design the parking spaces was equal to a F350 crew cab, long bed truck. Accommodating RV parking in the downtown area would require larger parking spots because the RVs are wider and longer and this would take up a lot of space, he said.

Mr. Cerbone said only one or two businesses requested no trees on the sidewalks but more often than not the businesses said they did not want benches. He said they did not want to put anything in front of the businesses that the owners did not want there.

Mr. Cerbone pointed out that the parking spaces are going away and the railroad is still going to require a fence to be erected. He explained what type of trees that will be planted in the parking lot.

One of the biggest concerns, Mr. Cerbone pointed out, is the construction impacts and how they are going to be managed. He said phasing the construction into small areas will not make construction less painful. One of the keys is for people to know that the businesses are open, as well as safe and efficient access to the businesses.

Mr. Cerbone requested that the Commission to remove Condition 4 requiring pervious paving.

Commissioner Kocher asked if the construction would be done all at one time or block by block. Mr. Cerbone responded that it could be done either way. He said Dan Drentlaw would be the first line of defense in coordinating with the contractor to get the job done and Carndo WRG would be the second line of defense. He said one of the key things would be to look and see what the contractors are offering so the impact to the community would be lessened.

Vice Chair Milne closed the public hearing.

Commission Discussion:

Vice Chair Milne said she feels some people are not in favor of this project because they think that the City bought the railroad parking lot because they wanted to. She said the way it was explained to her was the City had leased the railroad parking for a long time, for which the City

paid a minimal amount of lease. The City, she said, learned that their lease was expiring and the railroad was not going to renew it unless the price was renegotiated to an amount that was well over six figures which put it out of the range of affordability. The City, she said, was forced into a position to purchase the property because it could not afford to lose the parking.

Commissioner Kocher said he likes the design, but not totally. He said he has a problem with closing off Ivy. He said he does not like the bump outs because of maneuverability issues for the bigger vehicles but overall feels it is a good plan.

Commissioner Tessman said he looks at the design issues and has some issues in excluding Condition 4 especially when they make that a requirement of others. He said he also has concerns with the depth of the parking spaces.

Vice Chair Milne said that the applicant explained that once you take into consideration the two foot overhang where the first tire hits the curb the depth meets the City's requirements.

Commissioner Tessman when he travels down 2nd Avenue he sometimes has to go into the other lane when someone does not park fully into the slot.

Vice Chair Milne said she does not share Commissioner Tessman's concern about pervious paving because it does not make sense for the City to spend the extra money for the pervious paving as well as maintain it since the water runoff is already being treated. Commissioner Tessman said the Commission has made that requirement for parking on another development. Commissioner Joyce agrees with Commissioner Tessman saying it is extremely hypocritical when it's required of the private citizens.

Commissioner Joyce said he has concerns about the trees on the sidewalk and impacts to the business and prefers that businesses have the opportunity to opt out. He said, he also has concerns with the pavilions as hangouts and wondered about the design of them. Ms. Lehnert said the pavilions are enclosed. Commissioner Tessman wanted to know why there were so many pavilions. Mr. Cerbone said the pavilions were made to anchor the corners and they want people to gather in those pavilions. Vice Chair Milne said the pavilions and trees add to the aesthetics.

Mr. Cerbone said this is unique circumstance because they are basically building a park that is a parking lot in the City's downtown that will serve multiple purposes.

Mr. Cerbone explained that it would not be necessary to tear apart everything that had been built when the Civic block is constructed.

There was more discussion regarding the pervious pavement. Mr. Brown said the matrix is still new and we are still testing it and the matrix is primarily applied to building situations where this project is pavilions and a parking lot. It makes it difficult, he said, when you try to apply it to an odd situation. Ms. Lehnert said the applicant met the other elements of design standards with high scores and would not have a problem with excluding Condition 4. She said they could make up the 2 points using drought tolerant species of trees. Vice Chair Milne said the reason for requiring pervious pavement was to reach the City's goal to reduce storm water runoff. Commissioner Tessman wanted to know if they would grant the same variance to other applicants. Vice Chair Milne said it was one item on the matrix but it isn't required, and that the matrix was designed to address buildings.

Commissioner Joyce had questions about the turning radius on Holly and Grant. Mr. Cerbone said they are working with the Fire Marshall.

Commissioner Tessman asked if this project goes on to the City Council and Vice Chair Milne said it did not; the Commission would we have final authority for this application.

Mr. Brown told the Commission that what they were approving was the railroad parking lot and not the street right-of-away was for the City and Community to decide.

Vice Chair Milne ask Commissioner Tessman if they were in agreement on condition #4. Commissioner Tessman said yes. Commissioner Joyce said he is concerned about removing the pervious payment condition, and if another applicant came in requesting the same thing, he feels they would be morally obligated to approve it. Mr. Brown said the findings would reflect why the Commission chose to delete Condition 4 because it's a design of a park and the stormwater runoff will be piped to a regional low-impact facility.

MOTION:

A motion was made by Commissioner Joyce to approve the conditions of approval for the Site and Design Review DR 11-05 with the exclusion of Condition 4, as submitted and seconded by Commissioner Tessman. The motion passed 4/0.

4. NEW BUSINESS - None

MINUTES - November 21, 2011

Commissioner Tessman moved to approve minutes of November 21, 2011 as written and seconded by Commissioner Kocher. Motion passed 4/0.

5. ITEMS OF INTEREST FROM STAFF –

Mr. Brown read a farewell/thank you letter to Vice Chair Janet Milne whose term will end on Dec. 31, 2011. Tonight was her last meeting.

Vice Chair Milne said, "It has been an honor, a privilege and a real pleasure to work with my fellow Commissioners and City Staff."

6. ITEMS OF INTEREST/GUIDANCE FROM PLANNING COMMISSION

7. ADJOURNMENT: 10:25 PM.

