



**City of Sherwood
PLANNING COMMISSION**

**Stewart Senior/Community Center
855 N. Sherwood Boulevard**

April 2, 2002

Regular Meeting -7:00 PM

Work Session after Regular Meeting

A G E N D A

1. **Call to Order/Roll Call**
2. **Consent Agenda – March 19, 2002 PC Minutes will be available April 16, 2002**
3. **Agenda Review**
4. **Community Comments** *are limited to items NOT on the printed Agenda.*
5. **Public Hearings:** (Commissioners declare conflict of interest, ex-parte contact, or personal bias) **Public Hearings** before the City Council and other Boards and Commissions shall follow the procedure identified in Resolution 98-743, adopted June 9, 1998 (copies available on table):
 - A. **Public Hearing Closed PA 01-07/SUB 01-04/SP 01-10 Vintage Creek Plan Map Amendment, Preliminary Plat and Site Plan (cont'd from 03-19-02):** a request to rezone Tax Lot 3100, Map 2S 1 30D from Medium Density Residential Low (MDRL) to High Density Residential (HDR) and Tax Lot 3200, Map 2S 1 30D from Medium Density Residential Low (MDRL) to Institutional Public (IP). The Commission will make a recommendation on the rezone to the City Council. The joint application includes Preliminary Plat and Site Plan approval for a 71-lot townhome development on Tax Lot 3100. The site is located east of 99W and west of Smith Farms Estates. (*Keith Jones, Senior Planner*)
 - B. **SP 01-08 Juniper Ridge Sherwood Retail Site Plan (cont'd from 03-19-02)** a request by Juniper Ridge Investments LLC to construct two retail buildings (7,872 sq ft and 10,067 sq ft) at the southeast corner of 99W and Tualatin-Sherwood Rd, Tax Lots 700 and 1100, Map 2S 1 29B. (*Keith Jones, Senior Planner*)
6. **New Business**
 - A. **Report from Council Liaison** (*Ken Shannon*)
7. **Adjourn to Work Session to review:**
 - **Proposed Sign Ordinance Plan Text Amendments**
 - **Proposed Old Town Design Guidelines**

**ITEMS NOT COMPLETED BY 11:00 PM WILL BE CONTINUED
TO THE NEXT REGULARLY SCHEDULED MEETING**

APPROVED MINUTES

City of Sherwood, Oregon
Planning Commission Minutes
April 2, 2002

1. Call to Order/Roll Call

Chair Adrian Emery called the Planning Commission meeting to order at 7:05 PM.

Commission Members present:

Patrick Allen
Adrian Emery
Jean Lafayette
Lee Weislogel
Bill Whiteman

Staff:

Dave Wechner, Planning Director
Keith Jones, Senior Planner
Terry Keyes, City Engineer
Shannon Johnson, Legal Counsel
Roxanne Gibbons, Recording Secretary

Commission Members absent:

Kevin Henry
Ken Shannon

2. Consent Agenda – March 19, 2002 PC Minutes

The March 19, 2002 Planning Commission meeting minutes will be available at the April 16, 2002 Regular Commission meeting.

3. Agenda Review

Dave Wechner announced that Adrian Emery and Kevin Henry will be re-appointed by the Council to serve 4-year terms on the Planning Commission through March 2006. He thanked them for serving on the Commission.

4. Community Comments

There were no community comments.

5. Public Hearings

5A. PA 01-07/SUB 01-04/SP 01-10 Vintage Creek Townhomes Plan Text Amendment, Preliminary Plat and Site Plan (public hearing closed)

Chair Emery announced the public hearing was closed at the March 19, 2002 Regular Commission meeting. He referred the Commission to a memo dated April 2, 2002 from Keith Jones, Senior Planner, recommending a revision to Conditions F.1a and F.1b on page 5 of the draft Notice of Decision.

Mr. Allen said the revised finding for Criteria D regarding other lands in the City being available for immediate development was very helpful.

Mr. Jones reviewed Conditions F.1, a, b and c and the scenarios that any of the conditions could occur. They included transfer of jurisdiction of the frontage road to the City, ODOT issuing permits for access to the frontage road or the applicant staging the final plat so that the lots directly accessing the frontage road would not be recorded until either Condition 1a or 1b had occurred.

In response to Mr. Whiteman's question, Mr. Keyes said the process for transfer of jurisdiction could take up to three years. Ideally the City would like this to occur sooner. The City is working with ODOT to help speed up the process. The applicant has reviewed the revised language.

Jean Lafayette moved the Planning Commission amend Conditions F.1a and F.1b as recommended by Staff in their April 2, 2002 memo. Seconded by Lee Weislogel.

Vote for Passage of Motion: 5-Yes, 0-No, 0-Abstain

Mr. Whiteman noted he was not in attendance at the March 19, 2002 public hearing, but he had reviewed the Staff Report and application materials and felt he could make an informed decision on the application.

Patrick Allen moved the Planning Commission approve SUB 01-04/SP 01-10 Vintage Creek Preliminary Plat and Site Plan, with Conditions F.1.a and F.1.b as revised tonight, based on the Staff Report, previous public testimony and other conditions of approval as presented in the Draft Notice of Decision.

Vote for Passage of Motion: 5-Yes, 0-No, 0-Abstain

Patrick Allen moved the Planning Commission recommend to the City Council approval of PA 01-07 Vintage Creek Plan Map Amendment based on previous public testimony, Staff Report and findings, including the revised finding for Criteria D, suitability and availability of alternative sites. Seconded by Lee Weislogel.

Vote for Passage of Motion: 5-Yes, 0-No, 0-Abstain

5B. SP 01-08 Juniper Ridge Sherwood Retail Site Plan (cont'd from 03-19-02)
Chair Emery opened the public hearing for SP 01-08.

Shannon Johnson read the hearings disclosure statement and asked that Commission members reveal any conflicts of interest, ex-parte contact or bias.

There were no Commissioner disclosures or objections from the public.

Chair Emery called for the Staff Report.

Keith Jones referred the Commission to the Supplemental Staff Report dated March 27, 2002, a complete copy of which is contained in the City Planning File SP 01-08. He noted:

- The applicant is requesting site plan approval for two retail buildings totaling 17,939 sq feet to be located on the Regal Cinemas Site located at the southeast corner of Highway 99W and Tualatin-Sherwood Road.
- The original Staff Report recommended denial of the application based on several transportation issues. The public hearing was continued to allow Staff and the applicant additional time to work through the traffic mitigation issues. It was determined that to construct the two retail buildings the applicant would be required to complete the following transportation improvements:
 - A new west bound lane on Tualatin-Sherwood Road extending from the eastern property boundary of Tax Lot 1100 to the intersection of the Marketplace access drive. In the interim, this lane would be used as a right-turn lane in to the Juniper Ridge/Theater site.
 - The traffic signal supports at the northeast corner of Tualatin-Sherwood Road and the Marketplace access drive must be modified to allow extra room for the new Tualatin-Sherwood Road westbound lane.
 - Right-of-way dedication between the Marketplace access drive and the east boundary of Tax Lot 1100 to allow room for the new westbound turn lane.
- The City Engineer issued the Trip Allocation Certificate, a copy of which is included with the Staff Report.

In conclusion, the findings and conditions have been revised and Staff recommends approval of the application with conditions.

The Commission asked Terry Keyes, City Engineer, to respond in more detail about the transportation issues.

Terry Keyes provided the following summarized testimony:

- Transportation issues on this project have existed since it was submitted. This was the reason Staff originally recommended denial of the project. Staff spent the last few months working with the applicant, ODOT and Washington County to develop mitigation that would meet the Highway 99W Capacity Allocation Program (CAP). The revised Staff Report and conditions of approval identify this mitigation.
- The applicant and City have agreed to this mitigation. He referred the Commission to his letter dated March 26, 2002 regarding Trip Allocation Certificate for Juniper Ridge Development Site. A copy was included in the packets.
- The CAP limits the net trips for the 13.85 acre Juniper Ridge site to 43 trips per acre. Because the projected build-out of the site does not exceed the City's CAP limit, the Trip Allocation Certificate covers the entire site.
- The process for traffic mitigation was made more complicated because Washington County has not completed their Transportation System Plan (TSP). The TSP should be adopted in Fall 2002.
- The CAP Ordinance also requires mitigation. The mitigation required for various phases of site development were included in the March 26, 2002 letter.

- All mitigation is intended to bring the portion of Tualatin-Sherwood Road fronting the site up to the projected 20-year ultimate design. He referenced the drawing titled, “*20-Year Ultimate Design Concept*” that was included in the packets.
- He reviewed in detail the mitigation required for the two proposed retail buildings.
- The mitigation for future development will include additional right-of-way dedication under the Washington County TSP.
- Phase 3 development will require construction of a second westbound lane on Tualatin-Sherwood Road from Marketplace to 99W, including sidewalk, street trees and lighting. Modification of the Marketplace/Tualatin-Sherwood Road intersection signal equipment on the north side of Tualatin-Sherwood Road and west side of Marketplace to accommodate the ultimate curb for a second westbound through lane will be required.
- Phase 4 development will require accommodations for future access between the site and future Adams Street extension.
- The mitigation is proposed to keep the intersections at Tualatin-Sherwood Road/Highway 99W and Marketplace/Tualatin-Sherwood Road from failing.
- The Trip Allocation Certificate is subject to the conditions contained in the March 26, 2002 letter.

Mr. Whiteman asked if future developments in the area will have to participate in mitigation or pay back funds to the applicant for the mitigation of the Juniper Ridge site.

Mr. Keyes said any future commercial developments would need to provide their own mitigation even if they are not adjacent to this intersection. A westbound lane is still required on the west of Highway 99W. The mitigation for this project has been phased to allow the applicant to receive TIF credits.

Mr. Weislogel thought that the Marketplace private drive name in the Albertson’s Shopping Center could be confused with the other Marketplace (GI Joes) Shopping Center.

Mr. Keyes said Mr. Weislogel made a good point.

In response to Mr. Whiteman’s question, Mr. Keyes said Phase 2 of the mitigation would require some striping and the signing would need to be changed so vehicles can enter the site at the Langer Drive signal around the Les Schwab site. This will be a private drive and provide another access from Tualatin-Sherwood Road to the site.

Mr. Allen asked what phases of the proposed mitigation are allowed under the current Washington County Transportation System Plan (TSP).

Mr. Keyes said construction of the second westbound lane on Tualatin-Sherwood Road in Phase 3 from Marketplace to 99W would not be allowed. Part of this lane exists now, but completion of this lane cannot be completed under Washington County’s current TSP. When the west side of 99W and north side of Roy Rogers Boulevard is developed, construction of an additional eastbound through lane will be needed. The applicant will be paying their fair share for the transportation mitigation as Juniper Ridge Site is developed.

Mr. Allen asked why the sidewalk was not completed on Highway 99W along the Regal Cinemas site.

Mr. Keyes said Regal Cinemas (previously Act III) was conditioned to build the sidewalk. However, ODOT signed off on all of the improvements on 99W and did not require a sidewalk.

Jim Morse said Juniper Ridge Investments owns the Regal Cinemas site, but that Regal Cinemas was conditioned to build the sidewalk as part of their site plan approval.

Mr. Wechner said the City has not determined if ODOT still holds the bond for this sidewalk. Staff has asked for a response from ODOT. If there is no bond, it would probably be up to the applicant and Regal Cinemas to determine who pays for the sidewalk. It is conceivable that the property owner could be response for the construction of this sidewalk along the site on 99W.

Ms. Lafayette asked if Washington County and ODOT have agreed to the mitigation that is contained in the trip certificate.

Mr. Keyes said ODOT has agreed because they did not require anything for this project. ODOT would not allow a right-in, right-out from this project to 99W. Washington County has agreed to the mitigation proposed for the first and second phases, but there is still a debate over the number of left-turn lanes from Tualatin-Sherwood Road to 99W south. The applicant or representative from Kittelson & Associates would be able to address the numbers they used for trip generation.

Ms. Lafayette said the Kittelson Report and City figures have a 23% variance. Mr. Keyes said the previous site plan approval for the Regal Cinemas (SP 97-4 Act III Theaters Site Plan) expired. The City did a separate analysis for trip generation figures based on a reading of the ITE Manual.

Mr. Allen noted that he had experienced traffic being backed-up in the southbound left-turn lane from 99W to Tualatin-Sherwood into the southbound through lanes of 99W. Mr. Keyes said this project would not help this situation. The problem is there is no place for the traffic to go at this time. Tualatin-Sherwood Road cannot handle any more left-turn traffic from 99W. The City is looking at the 20-year plan for Tualatin-Sherwood Road for mitigation.

Chair Emery asked if the applicant wished to provide testimony.

Jim Morse, 17147 Old River Road, Lake Oswego, Oregon 97034, addressed the Commission. He and his brother, Steve, own Juniper Ridge Investments. They have owned this property since 1994 when the site was basically vacant. They paid for a lot of improvements when they owned Pacific Lumber Company that was located near this site. Their architect and representatives from Kittelson & Associates are also in attendance to answer questions. He noted:

- They worked with the City, Washington County and ODOT on the transportation issues. They are presenting what the County and City have asked for which is a part of the 20-year plan for Tualatin-Sherwood Road and Highway 99W intersection. The focus has been on what is in front of their site.

- They are giving up very valuable property that could be leased in the interest of mitigating traffic on Tualatin-Sherwood Road
- He identified on the map where the additional right-of-way would be dedicated on their site and where the right-turn lane in to their site was going to be built. After Washington County adopts their TSP, this lane will become a through lane.
- There is a 24-hour access that runs in front of the Les Schwab store from Langer Drive to the Juniper Ridge site. The existing gate will be removed.
- He referred the Commission to the elevations of the proposed buildings that will be for general retail use. They have been working with representatives of a sit-down restaurant to locate in one of the buildings. Other possible tenants would be some type of retail sales.
- They have used an upgraded style of materials for the buildings. They redesigned the buildings with various peaks as recommended by Staff. The buildings will be low-maintenance and appealing to the eye.
- He would defer to Steve Pinger to answer additional questions about building materials from the Commission.

Steve Pinger, WPH Architecture, 513 NW 13th Avenue, Portland, Oregon 97209, addressed the Commission. He distributed 11" x 14" color elevations of the two buildings. He referred the Commission to the larger elevations on display and noted:

- The two buildings are slightly different in proportion, but very similar in form and material. Both buildings will front towards the parking area. They are slightly different in depth and width.
- There will be an open area between the two buildings.
- The building form will provide an arcaded colony along the pedestrian access points facing the parking fields. There will be a similar façade on the rear of the building. The rear of the building will have a modest elevation change of 4-8 inches. The rear wall will not be a flat wall.
- The buildings will be masonry and concrete block using several different color combinations.
- The height of the buildings will be similar to those in the Albertson's and Safeway shopping centers.

Mr. Allen said the City has made progress with recent developments, Albertson's and Safeway, in using a higher quality of buildings materials such as brick. The elevations for this project seem to show a lower quality of building materials. He asked if the applicant would be willing to improve the buildings by using more brick treatment.

Mr. Morse responded no, because the concrete block and building color palette being used is more expensive than their original proposal. They redesigned the buildings to meet the City's requirement for a higher end product. He said the materials proposed are equal to the materials used on other buildings in the area.

The Commission asked several questions about the materials being used for these buildings.

Mr. Pinger said the back side of the building will have an in-fill panel that is slightly recessed from the face. The back facades of the existing retail buildings facing Langer Drive are a good representation of the materials and composition of the two buildings.

Mr. Allen said there is a difference between Langer Drive and the intersection of Tualatin-Sherwood and Highway 99W due to the higher degree of traffic. He asked if the style of the back of these buildings would be a good representation for the City.

Mr. Morse said the back of the buildings are designed as good as you can make the back side of a building to be architecturally pleasing. They put an "A" program into these buildings after redesigning them. There will be columns, colors changes and a peaked roof design. There will also be center court yards between the buildings. There is no reason to have a covered area on the back side of the buildings because there will not be any pedestrian traffic in this area.

Mr. Allen said he appreciated the effort the applicant had taken. He was concerned that the back side of two retail buildings facing a highly traveled intersection did not meet the design standards for the City.

Mr. Whiteman asked if one of the buildings would be designed specifically for a restaurant.

Mr. Morse said the restaurant would have their own design on the interior, but the building exterior remain as shown on the elevations.

Mr. Whiteman said if they are planning for a 3,000 square foot restaurant to be located in one of the buildings, where is the grease bucket going to be located, where are the delivery trucks going to park, where will the garbage container will be located, and where will the cardboard be recycled. He knows from experience that the back of a restaurant is not very attractive.

Mr. Pinger said there will be two enclosed trash and recycling bins located at the side of each building.

Mr. Morse said they have tried to pursue a restaurant as a tenant, but no leases have been signed. He thought that the City would benefit from sit-down type of restaurant.

Mr. Whiteman said a sit-down restaurant is different from a Baskin-Robbins or Subway. He would like to see that the applicant has reasonably anticipated that one of the buildings could accommodate a sit-down restaurant.

Mr. Pinger said the applicant submitted rear elevations of the buildings and a materials board as part of their application.

Ms. Lafayette said the larger drawings do not show any landscaping other than just the deciduous trees.

Mr. Pinger said the landscaping will include a sidewalk with 4-foot high shrubs in the rear of the buildings along with the street trees.

Mr. Morse said the Albertson's site has delivery trucks that provide services for their restaurants and this would not be different from this proposal. The trucks use the parking lot or park on Langer Drive when they make deliveries.

Mr. Whiteman said some of the restaurants are not open in the morning. He would suggest the applicant find out how the restaurants in the other shopping centers handle their recycling and garbage.

Mr. Morse agreed that this was good advice. He was not sure a restaurant would eventually be located in one the buildings. They declared several different uses when developing the traffic count for this project. The terms of the lease would deal with stacking cardboard and trash at the back of the buildings.

Ms. Lafayette asked if the applicant had submitted a more thorough response to the criteria for narrative discussion for site plan approval other than the one page document that states they have complied with the criteria.

Mr. Morse said the document she had was what was submitted.

Ms. Lafayette noted the Code states that you cannot have any strip of parking more than 15 spaces. The plans 20 spaces along the frontage of one building and 19 spaces along the other building. The parking in front is 21 stalls deep. She did not believe this was in compliance with the Code. Section 5.202.02 requires 64 sq feet of plantings for every 15 parking stalls.

Mr. Morse said they would comply. With regard to Tri-Met services, there will be a bus shelter and the Park and Ride will remain on the site. This was not shown on the plan because Tri-Met will make the final decision on the shelter location.

Mr. Wechner said the Park & Ride was a condition of the Regal Cinemas Site Plan approval. Tri-Met wants to see how the site will be developed before they make a decision on the location of the bus shelter.

Ms. Lafayette noted the Staff Report, under Section 8.304.06A2 omits the "DBH" term and it should be added in the conditions. Page 9 of the Staff Report findings should be modified to reference only Building #2 being in the visual corridor.

John Ringert, Kittelson & Associates, 610 SW Alder, Suite 700, Portland, Oregon 97205, addressed the Commission. He responded to the previous questions from the Commission regarding traffic.

- The original approval from the County was 335 trips for the 10-screen theater only. At that time, it was not known how the rest of the site would be developed. The County was very concerned about the amount of development they wanted to allow. It was determined that future phases of the site would need to go through County approval.

- He explained the difference between the number of trips in the traffic study and the City Engineer's CAP letter. There are two ways to determine trip generation. One is to do traffic counts on an existing development to determine the number of trips. The 43 trips per acre CAP is based on ITE Manual.
- With regard to the left turn lane on Highway 99W on to Tualatin-Sherwood Road, a number of traffic issues have developed at this intersection over the past six or seven years. The traffic patterns have changed at this intersection. The people from ODOT who operate the system are under-staffed and slow to respond. It could take a few years to go out and retime the signal. The signals at this intersection probably need to be retimed.
- He discussed the 20-year plan for the Tualatin-Sherwood Road and 99W intersection and how it would be phased. The plan will allow them to handle the traffic in the near term as well as for future development.
- Adding the right-turn lane more than mitigates the two retail buildings. These retail buildings will not be the high traffic generators of the site. Fast food businesses generate a lot of traffic. Phases 2 and 3 will widen the intersection and allow full build-out of the site. The problem at the 99W left-turn lane is timing of the signals and having enough capacity go through the intersection so traffic does not back up.

Mr. Keyes said the City's analysis shows there only needs to be one left-turn lane, 300 feet in length, from 99W to Tualatin-Sherwood Road, to keep traffic from backing up on to the 99W through lanes.

Mr. Ringert said this left-turn lane may need to be lengthened from its current 300 feet. If the traffic begins to back up consistently in this left-turn lane, then ODOT will take steps to eliminate this problem.

Mr. Keyes said when Adams Street is built, this left-turn movement will decrease.

Mr. Morse said that they have been working with the City on this project for quite some time. They worked to meet the City requirements and hopefully, the infrastructure this development provides will be a solution to some of the traffic problems in this area. They want to be an asset to the City.

Chair Emery asked if there was any proponent or opponent testimony. There being none, Chair Emery dispensed with the rebuttal portion of the hearing and closed the public hearing for SP 01-08 for Commission deliberations.

Chair Emery recessed the meeting for a short break at 9:00 PM and reconvened the meeting at 9:15 PM.

Keith Jones said that Staff would recommend continuing this application to allow time to prepare additional language for conditions regarding landscaping between parking spaces and loading areas. Staff would bring the draft conditions back to the April 16, 2002 Regular Commission meeting. Staff will also revise Condition C.1 to clarify the sidewalk issue.

Ms. Lafayette asked if Staff could revise Condition D.1.b to preference it with “a minimum of” and under E, that the applicant will comply with Condition 2 of the letter from Washington County.

Dave Wechner said Staff will revise the conditions based on the Commission’s direction. The 120-day deadline would not be in jeopardy.

Mr. Whiteman asked if the Commission could ask the applicant to provide colored elevations of the rear side of the proposed buildings.

Mr. Wechner said detailed elevations, including the rear of the buildings, were previously submitted, but they were not colored elevations.

Mr. Allen said originally he was concerned about transportation. These concerns were addressed during the public hearing. He does not believe that the applicant has demonstrated that they have complied with Section 5.101.02. These buildings will be placed along one of the most visible and highly traveled corner of the City. It does not seem to meet the community design objectives.

Mr. Whiteman said he agreed with Mr. Allen. He would like to applaud the applicant for what has been done to address the traffic issues. He was concerned about the design of the rear of the buildings.

Mr. Weislogel supported the approach the applicant took in meeting traffic needs. He would like to see how the landscaping would be incorporated into the visual corridor along the rear of the buildings. He would like to see the road identified “Marketplace” changed to another name so it does not get confused with the Sherwood Marketplace shopping center.

Ms. Lafayette said she was concerned about traffic and the testimony addressed her questions. With regard to the buildings, the rear side looks like a large blank wall.

Mr. Allen said buildings fronting the Tualatin-Sherwood Road and Highway 99W intersection should be designed so that the rear of the buildings do not appear as large blank walls.

Ms. Lafayette said the proposed Target store was an example where the applicant redesigned and repositioned the building to make it more attractive to public view.

Jean Lafayette moved the Planning Commission re-open the public hearing on SP 01-08 Juniper Ridge Sherwood Retail Site Plan to receive additional information. Seconded by Patrick Allen.

Vote for Passage of Motion: 5-Yes, 0-No, 0-Abstain

Mr. Wechner said Staff would provide the revised conditions to the applicant prior to the next hearing. He asked the Commission if they had any further direction regarding the building design.

Mr. Allen said it looks as though the back roof line is a continuous roof line with no changes in pitch. Additional design concerns are the 4-inch deep arcade and solid security doors on the back side of the building. The arcade could be made to look like a functional arcade or include some display windows to break up the solid wall with only security doors. A change in building orientation could also be an improvement.

Ms. Lafayette said maybe something could be done to improve pedestrian appeal in the rear of the buildings like was done on the side of the buildings.

Mr. Morse made several comments from the audience about the building design. He asked if the Commission could be more specific on what they would like to see in building design.

The Commission made the following suggestions regarding building design:

- More depth to the rear of the building arcade.
- Review the number of security doors needed in the back of the building and still meet building and fire code. Three businesses may only need 3 doors and the elevation shows 8 doors.
- Use some type of metal trellis or something to break up the blank wall in the rear of the building. This could be done with colored block.
- “Eye candy” was the term used for visual effect.
- Provide a materials board for the buildings.
- Integrate landscaping in terms of seasons.
- Identify the type of recessed lighting that will be used.
- Remember that the rear of these buildings will be seen visually as the front of the buildings for people traveling on 99W and Tualatin-Sherwood Road.

Bill Whiteman moved the Planning Commission continue SP 01-08 Juniper Ridge Sherwood Retail Site Plan to the April 16, 2002 Regular Commission meeting. This continuance will allow time for Staff to submit revised conditions. Seconded by Lee Weislogel.

Vote for Passage of Motion: 5-Yes, 0-No, 0-Abstain

6. New Business

Jean Lafayette read a statement from The Oregonian regarding G.I. Joes, “Our Sherwood store was another quantum leap because we really started looking at color, texture, graphics and lights. New stores in the Seattle area will be patterned after Sherwood.”

7. There being no further business to discuss, Chair Emery adjourned the regular meeting at 9:50 PM to a work session to continue review of Old Town Design Guidelines and Sign Ordinance Plan Text Amendments.

The Commission agreed to hold another work session on the Old Town Design Guidelines and Sign Ordinance Plan Text Amendments.

The work session was adjourned at 11:00 PM.

Respectfully submitted,

Planning Department