

**ANOKA PLANNING COMMISSION
REGULAR MEETING
ANOKA CITY HALL
TUESDAY, JUNE 7, 2016
7:00 P.M.**

CALL TO ORDER:

The regular meeting of the Anoka Planning Commission was called to order at 7:00 p.m.

ROLL CALL:

Planning Commissioners present: Chair Don Kjonaas, Peter Rech, Sandy Herrala, James Cook, Karna Brewer, and Borgie Bonthuis.

Planning Commissioners absent: Commissioner Manley Brahs.

Staff present: Associate Planner Darnell

APPROVAL OF MINUTES:

- a. Approval of May 3, 2016 Regular Meeting Minutes

Commissioner Brewer referred to page two of the minutes, end of the first paragraph, and stated the word “imperious” should read “impervious”.

MOTION WAS MADE BY COMMISSIONER BONTHUIS, SECONDED BY COMMISSIONER BREWER, TO APPROVE THE AMENDED REGULAR MEETING MINUTES OF MAY 3, 2016

6 ayes – 0 nays. Motion carried.

- b. Approval of May 17, 2016 Work Session Minutes

MOTION WAS MADE BY COMMISSIONER BONTHUIS, SECONDED BY COMMISSIONER BREWER, TO APPROVE THE WORK SESSION MINUTES OF MAY 17, 2016

6 ayes – 0 nays. Motion carried.

NEW BUSINESS:

None.

OLD BUSINESS:

None.

PUBLIC HEARINGS ON NEW APPLICATIONS:

a. A2016-10, Variance, 1423 Fourth Avenue

Associate Planner Darnell reported the applicant, Alan Untereker, is requesting a variance to allow for the construction of a new deck at 1423 Fourth Avenue that will result in a rear yard setback that is smaller than the minimum rear yard setback. The property is located in the R-1 Single Family Residential zoning district.

Associate Planner Darnell reported the minimum rear yard setback in the R-1 zoning district is 25 feet. Decks are allowed to encroach into a front or rear yard setback area by a distance of six feet, therefore any deck must be located at least 19 feet from a rear property line. The deck that is being proposed would be located only 15.5 feet from the rear property line.

Associate Planner Darnell reported the applicant had a deck on the property in a similar location, but it was removed because it was in poor condition. That deck was nonconforming, as it was located only 17.5 feet from the rear property line. The applicant would like to expand the size of the deck to create a more functional space, which is resulting in the variance request for the smaller rear yard setback. The lot dimensions are 116 feet wide and 83 feet deep. The previous deck setback from the rear property line was 17.5 feet and the proposed deck setback is 15.5 feet.

Associate Planner Darnell summarized the findings of practical difficulty. Staff concluded: 1) The deck that is being proposed would be considered a reasonable use of the property; 2) The unique size of the lot and the existing configuration of the home provides physical circumstances unique to the lot not created by the property owner and results in the need for a variance; and 3) The proposed new deck is not drastically different than the previous one and will not alter the essential character of the locality.

Associate Planner Darnell stated staff believes that the applicant's arguments could be considered to meet the criteria required to grant a variance based on the findings. There could also be an argument that a variance is not required because the applicant has the ability to reconstruct the deck in its previous location, based on the previous deck's nonconforming status.

Associate Planner Darnell stated staff believes that the unique size of the lot, specifically the lot depth that is much smaller than the normal depth required for a single family lot, creates a difficulty in the applicant meeting the rear yard setback requirements. If the Planning Commission agrees with the applicant's arguments as described above, the granting of the variance would meet the criteria and would not cause any negative impacts on surrounding properties or the character of the locality.

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Associate Planner Darnell advised if the Planning Commission does not agree with the applicant's arguments and recommends denial of the variance, a finding could be that the applicant has the ability to reconstruct a nonconforming structure and have a deck on the property without the need for a variance. However, if the Planning Commission recommends approval, staff recommends that approval be contingent on the following conditions:

1. The deck shall be constructed to be consistent with the plans submitted on April 18, 2016.
2. The deck shall be constructed to be setback 15.5 feet from the rear property line.
3. The applicant shall obtain a building permit prior to construction.

Commissioner Rech asked if there was a reason the lot on Third Avenue was twice as deep as it should have been. Associate Planner Darnell stated it was originally platted as two lots that were combined into one parcel. The lots slope down to a low point in that area as well. The proposed additional two feet on the new deck is not encroaching on a livable structure.

Chair Kjonaas asked if there was a variance granted for the first deck. Associate Planner Darnell stated he could not find anything on record. Chair Kjonaas stated it is then approximately a three-and-a-half-foot variance, not a two-foot variance.

Commissioner Rech asked if the deck will require a building permit. Associate Planner Darnell stated the applicant has already submitted a building permit, which is how this issue was discovered, and it is a condition of approval.

Chair Kjonaas opened the public hearing at 7:10 p.m.

Mr. Alan Untereker, 1423 Fourth Avenue, applicant, stated he is trying to make his deck a little bigger to do his gardening on it. He stated it will add value to his property and has letters from the surrounding neighbors in support of it.

Commissioner Bonthuis commented there was not a letter included from the person who resides behind him. Mr. Untereker stated the people who reside there do not own the home and there have been some issues with them in the past. Associate Planner Darnell confirmed the property is a rental property, he tried to reach out to the owner, but did not hear back from them.

Mr. Steve Setterberg, 324 Washington Street, neighbor, commented he agrees an extension on the deck is not going to negatively impact anyone living in that area. A new deck will be better and safer than the old deck.

Ms. Jill Untereker, 1423 Fourth Avenue South, stated due to their small lot size, the deck is what they use for a yard.

Chair Kjonaas closed the public hearing at 7:21 p.m.

Chair Kjonaas stated it makes sense to allow this deck to be built.

MOTION WAS MADE BY COMMISSIONER BONTHUIS, SECONDED BY COMMISSIONER HERRALA, TO APPROVE APPLICATION A2016-10, VARIANCE, 1423 FOURTH AVENUE, SUBJECT TO THE FOLLOWING CONDITIONS:

1. The deck shall be constructed to be consistent with the plans submitted on April 18, 2016.
2. The deck shall be constructed to be setback 15.5 feet from the rear property line.
3. The applicant shall obtain a building permit prior to construction.

6 ayes – 0 nays. Motion carried.

Associate Planner Darnell advised this will go before the City Council on June 20, 2016.

b. A2016-11, Preliminary Plat and Site Plan Review, Green Haven Parkway Addition/1 Vista Way

Associate Planner Darnell reported on the background of the application. The applicant, AD Center, LLC - property owner at 1 Vista Way, proposes to replat private and city-owned land that is located on the northeast corner of Thurston Avenue and Highway 10. The land that will be replatted encompasses the property that is addressed 1 Vista Way, one additional lot, and two surrounding outlots. The City of Anoka currently owns the two outlots that are included in the area that is being replatted. The name of the plat will be Green Haven Parkway Addition.

Associate Planner Darnell explained the purpose of the plat is to create a development parcel in the center of the existing property, and plat other areas as right-of-way and outlot to allow for the construction of Green Haven Parkway and required stormwater management infrastructure in the future.

Associate Planner Darnell stated the property owner has also submitted an application for site plan review to construct a 61,000 square foot building expansion on the north side of the existing office/warehouse building. The property is located in the M-2 General Industrial zoning district, and office and warehouse uses are both permitted in that zoning district.

Associate Planner Darnell reported on the preliminary plat analysis. The plat encompasses 24.11 acres and encompasses four existing properties. The properties within the plat are Torrens. Torrens properties are properties that have been registered with the county recorder. City code requires every proposed subdivision to be submitted to the City in the form of a preliminary plat for Planning Commission and City Council approval. If the preliminary plat is approved, the

applicant must submit a subsequent (or concurrent) final plat application for City Council review and approval.

Associate Planner Darnell reported the plat contains the lots described as follows:

Lot 1, Block 1:

Size: 19.22 acres

Existing Use: Warehouse/office building

Future Use: Continued use as warehouse/office building with a 61,000 square foot expansion

Outlot A:

Size: 1.97 acres

Existing Use: Vacant land owned by the applicant and the City of Anoka

Future Use: Will be used for shared stormwater management facilities to serve the future building expansion and the future construction of Green Haven Parkway

Right-of-Way:

Size: 2.92 acres

Existing Use: Vacant land owned by the applicant and the City of Anoka.

Future Use: Will be preserved for the future construction of Green Haven Parkway, which is the first phase of the Anoka Solution plans and is scheduled for construction in 2017

Associate Planner Darnell reported the preliminary plat contains four easements which are described as follows:

- 1) 10-foot drainage and utility easement along the west, south, and southeast property lines of Lot 1. These easement areas will remain as they were recorded on the previous plat for this area (Eniva Addition).
- 2) 25-foot drainage and utility easement along the north property lines of Lot 1. This easement follows the south and west side of the Green Haven Parkway right-of-way.
- 3) 10-foot drainage and utility easement along the east property line of Lot 1. This easement follows the west side of the Green Haven Parkway right-of-way.
- 4) 20-foot sanitary sewer easement through the center of Lot 1. This easement will remain as it was recorded in Document Numbers 52890 and 55052.

Associate Planner Darnell reported the Engineering Department has identified four other easements that should be identified on the final plat, which have all been included as conditions of approval. Those easements are as follows:

- 1) A 10-foot drainage and utility easement shall be identified on the final plat along the south lot line of Lot 1, which is measured as 257.24 feet.
- 2) Outlot A shall be covered by a drainage and utility easement.

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- 3) The drainage and utility easement along the south and west side of the Green Haven Parkway right-of-way shall include sloping in the easement description on the preliminary plat.
- 4) A 20-foot drainage and utility easement shall be identified on the final plat to be centered over the existing public watermain along the west side of the parcel.

Associate Planner Darnell reported on the streets, access, and traffic associated with the application. The plat includes the dedication of right-of-way (ROW) to the City of Anoka to allow for the future construction of Green Haven Parkway. The access to the site currently is directly onto Thurston Avenue, as well as onto West Garfield Street on the east side of the property. Direct access will be maintained onto Thurston Avenue in the interim, with access being diverted to Green Haven Parkway once that roadway is constructed. The site will maintain access onto West Garfield Street.

Chair Kjonaas asked if there will be access to Thurston Avenue off Green Haven Parkway. Associate Planner Darnell replied Green Haven Parkway will extend and connect to Thurston Avenue.

Associate Planner Darnell reported on the site plan analysis. The proposed 61,000 square foot building addition is located on the north side of the existing building. The building addition will be a single story. The building addition will be 2' taller than the existing building, due to the grade sloping upwards on the northern portion of the site.

Associate Planner Darnell reported the exterior materials of the building addition will be precast concrete units with surfaces that have been treated with stone to provide for a decorative texture. The exterior finish will not include a raked texture. Precast concrete units with applied decorative material are a permitted type of exterior wall finish in the M-2 General Industrial zoning district. The exterior materials of the building addition will be colored so as to best match the existing building.

Associate Planner Darnell reported on the zoning requirements. The proposed building will become a corner lot with the construction of Green Haven Parkway. It will have a front yard setback of 40 feet and side yard setback of 226 feet, both meeting the minimum requirement for an M-2 General Industrial zoning district. The property will have two front yards on the north and west sides of the property, and two side yards on the east and south sides of the property. The maximum building height allowed by City Code is 50 feet, and the total height or the proposed building addition is 24 feet. The impervious surface coverage for the proposed building is 32.73% and is 76.29% for the proposed lot. These are both within the maximum allowable impervious surface coverage.

Associate Planner Darnell reported on access and circulation of the development. The access points on to Thurston Avenue will be maintained. Circulation through the site will be facilitated

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by a new access drive on the north side of the site, which will eventually connect to Green Haven Parkway. Truck traffic will use the north access drive to enter the property from Green Haven Parkway, and will enter a secure loading bay area on the east side of the building. Standard vehicles will enter and exit the property from West Garfield Street, as they do today, to access the main parking area that is located on the southeast portion of the site.

Associate Planner Darnell reported, in the future if the Thurston Avenue interchange is constructed at the intersection of Thurston Avenue and Highway 10, the access directly onto Thurston Avenue on the west side of the site may be severed. At this point in time, the applicant may construct a drive from the parking areas on the west side of the building to the new access drive on the north to provide access from the west side of the building onto Green Haven Parkway. This future drive is shown on the site plan and the applicant would be pre-approved to construct this drive in the future if necessary.

Associate Planner Darnell reported on parking requirements. Anoka City Code requires that office uses in the M-2 zoning district provide a minimum of one parking stall per 250 square feet of floor area. The office portion of the building is 57,855 sf. in size, which equates to a requirement of 231 parking spaces. Anoka City Code also requires that warehousing uses in the M-2 zoning district provide a minimum of one parking stall per 2,000 square feet of floor area. The warehousing portion of the building is 237,218 sf. in size, which equates to a requirement of 118 parking spaces.

Associate Planner Darnell stated in total, a minimum of 349 parking spaces are required on the site, including the building addition. The plans currently show 281 exterior parking spaces on the property. The site plan also identifies a bituminous area on the southeast portion of the site to be used for overflow trailer and car parking. A condition of approval and proof of parking area will be identified in the overflow area that could accommodate an additional 68 spaces if the City deems necessary.

Associate Planner Darnell reported on landscaping. All areas of the site around the building addition and parking areas that are not used for building or parking will be seeded to provide for green space, without providing irrigation. Landscaping exists around the south side of the building and around the entrances to the office portion of the building. These areas will be maintained, and the property owner plans to enhance these areas further as they are the most visible from Thurston Avenue and Highway 10.

Associate Planner Darnell reported lighting will be consistent with the performance standards in the M-2 zoning district. Any lighting used to illuminate the off-street parking area shall be arranged as to reflect the light away from any adjacent properties, streets, or highways.

Associate Planner Darnell reported the waste enclosure is not located on the exterior of the building, so will not be visible on the property. There is no open storage associated with the use

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of the property, other than the parking of trucks and trailers in the designated areas on the east side of the site.

Commissioner Brewer asked about the proposed stop light at the intersection of the new road and the road that goes to the college. Associate Planner Darnell explained the first phase of the City's plan is to construct Green Haven Parkway. If an interchange were to happen, Thurston Avenue would go over Highway 10 and at that time a stoplight would go in at the intersection of Greenhaven Parkway and Thurston. The roads would be realigned to line up with the stoplight.

Commissioner Rech advised there is a diagram of the proposed Anoka Solution on the City's website and it shows the entrance road for the college parking lot lining up with Green Haven Parkway.

Commissioner Brewer asked if there were any other options considered for cars entering the site so that they do not have to go through the area that is for trucks. Associate Planner Darnell stated the engineers designing Green Haven Parkway had concerns with having another access point in that location when there will be a stop light there in the future.

Commissioner Bonthuis asked about landscaping on the north side of the building. Associate Planner Darnell replied there is no landscaping proposed other than seeding. There will be some landscaping on the south side that is visible from Highway 10.

Chair Kjonaas asked how the new facility will affect an increase in traffic, employees, and number of trucks. Associate Planner Darnell stated it was reviewed by the engineer and they had no traffic concerns with the expansion.

Mr. Duane Lund, manager of AD Center, LLC, stated currently there are 180 employees. After the renovation, there will be an additional 100 employees at the site, but they operate in two shifts. There are currently 15 to 20 trucks going in and out each day and with the expansion, it will increase to approximately 30 trucks.

Commissioner Brewer expressed concern with trucks entering on to Thurston Avenue from the site, since it is across from the college. Mr. Lund stated the trucks currently turn right onto Thurston and can turn into the property into two different access point. When they exit, they turn left out of the property onto Thurston. Associate Planner Darnell stated the intersection will be completely reconstructed at the time the interchange is constructed. Until then it will be a stop sign with access on to Thurston Avenue.

Chair Kjonaas opened the public hearing at 7:45 p.m.

Chair Kjonaas closed the public hearing at 7:46 p.m.

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Associate Planner Darnell summarized the conditions of approval of the preliminary plat for Green Haven Parkway Addition. The conditions are as follows:

- 1) The applicant shall complete the transfer of land with the City of Anoka, to be consistent with the lots and right-of-way as shown on the preliminary plat.
- 2) A 10-foot drainage and utility easement shall be identified on the final plat along the south lot line of Lot 1, which is measured as 257.24 feet.
- 3) Outlot A shall be covered by a drainage and utility easement.
- 4) The drainage and utility easement along the south west side of the Green Haven Parkway right-of-way shall include sloping in the easement description on the preliminary plat.
- 5) A 20-foot drainage and utility easement shall be identified on the final plat to be centered over the existing public watermain along the west side of the parcel.

Associate Planner Darnell summarized the conditions of approval for the site plan for 1 Vista Way. The conditions are as follows:

- 1) The completed site must be consistent with the site plan documents dated June 1, 2016 and all conditions stated herein.
- 2) The applicant shall obtain all necessary federal and state approvals and permits for the use of the site prior to construction.
- 3) The applicant shall obtain Lower Rum River Watershed Management Organization and National Pollutant Discharge Elimination System (NPDES) permits, and the completed site improvements must be constructed to be consistent with any conditions of approval included on those permits.
- 4) All necessary building and sign permits shall be obtained.
- 5) The applicant must provide a performance guarantee in the amount of 1.25 times the estimated cost of grading, parking lot improvements, landscaping and other exterior or public improvements, as authorized by Anoka City Code, Chapter 74, Article II, Section 74-38(e).
- 6) The developer must submit an as-built survey of the property to the City of Anoka Engineering Department upon completion of the project.
- 7) The applicant, AD Center, LLC, shall enter into a development agreement with the City of Anoka prior to construction. The development agreement should identify staging considerations between the development work to be completed as shown in the site plan and the City road project to be constructed in 2017.
- 8) The applicant, AD Center, LLC, shall construct a stormwater pond located in Outlot A to account for the stormwater needs for the development site and Green Haven Parkway.
- 9) Any future city-owned infrastructure to be constructed in the Green Haven Parkway right-of-way must meet current city standards.
- 10) All private utilities and infrastructure, including but not limited to the existing loop road, pump house, concrete around pump house, and light poles, shall be removed from the Green Haven Parkway right-of-way and Outlot A.
- 11) The applicant, AD Center, LLC, shall submit a schedule for the use of the future drive, and if desired, the drive will need to be used temporarily to provide truck access from

Thurston Avenue to the truck parking area before and during the construction of Green Haven Parkway in 2017.

- 12) All grading and site work shall be coordinated with the City of Anoka to ensure compatibility with the future construction of Green Haven Parkway in 2017.
- 13) The final design and location of the new private drive that will access Green Haven Parkway shall be reviewed and approved by the Engineering Department prior to construction.
- 14) The trailer parking area shown as Class V shall be upgraded to bituminous, concrete, or a similar surface as required by Anoka City Code, Chapter 74, Article V, Division 4, Section 74-257 (e)(4)(d).
- 15) ~~An additional 68 parking spaces shall be identified within the overflow trailer and car parking area to meet the minimum parking requirement of 349 spaces.~~ The applicant shall identify a proof of parking area in the overflow area that could accommodate an additional 68 parking spaces if the City deems it necessary.
- 16) Any new lighting ~~used to illuminate the off-street parking area~~ added to the site shall be arranged as to reflect the light away from any adjacent properties, streets, or highways. Lighting shall not exceed 0.5-foot candle at nonresidential property lines measured on a vertical plane.
- 17) In the future, allow for a curb cut access on the east side of the site, upon City approval.

Commissioner Brewer advised the owners that in the past, people tend to use their property as a cut through to avoid the traffic on Highway 10.

Chair Kjonaas commented he counted over 100 trailers parked on the lot. Mr. Lund explained there is a surplus of product that is stored in trailers at the site, which is the reason for the expansion. After the expansion, the outdoor storage will go away, and the trailers will no longer be there.

Commissioner Bonthuis asked how close the warehouse is to the parkway and if there was room to plant some trees. Associate Planner Darnell stated the landscape proposal the applicant submitted meets City requirements.

Mr. Lund asked if the City will put in trees along the walkway when they put in Green Haven Parkway next summer. Associate Planner Darnell stated it has not been designed yet, but generally some trees are included.

Commissioner Brewer suggested in lieu of having trees planted be a condition of approval, create an understanding that shows in the future as parkway is completed, the applicant will cooperate with the City in beautifying the area.

Commissioner Rech asked if trucks will be allowed to turn right out on to Green Haven Parkway or will there be weight restrictions. Associate Planner Darnell stated he will discuss it with the Engineering Department.

Chair Kjonaas stated a parkway is not intended for large trucks and faster traffic. Mr. Lund stated it is not their intent to turn right and drive through a neighborhood to avoid traffic on Highway 10.

MOTION WAS MADE BY COMMISSIONER COOK, SECONDED BY COMMISSIONER BREWER, TO APPROVE APPLICATION A2016-11, PRELIMINARY PLAT, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1) The applicant shall complete the transfer of land with the City of Anoka, to be consistent with the lots and right-of-way as shown on the preliminary plat.
- 2) A 10-foot drainage and utility easement shall be identified on the final plat along the south lot line of Lot 1, which is measured as 257.24 feet.
- 3) Outlot A shall be covered by a drainage and utility easement.
- 4) The drainage and utility easement along the south west side of the Green Haven Parkway right-of-way shall include sloping in the easement description on the preliminary plat.
- 5) A 20-foot drainage and utility easement shall be identified on the final plat to be centered over the existing public watermain along the west side of the parcel.

6 ayes – 0 nays. Motion carried.

MOTION WAS MADE BY COMMISSIONER COOK, SECONDED BY COMMISSIONER RECH, TO APPROVE APPLICATION A2016-11, SITE PLAN REVIEW, GREEN HAVEN PARKWAY ADDITION/1 VISTA WAY, SUBJECT TO THE FOLLOWING CONDITIONS:

- 1) The completed site must be consistent with the site plan documents dated June 1, 2016 and all conditions stated herein.
- 2) The applicant shall obtain all necessary federal and state approvals and permits for the use of the site prior to construction.
- 3) The applicant shall obtain Lower Rum River Watershed Management Organization and National Pollutant Discharge Elimination System (NPDES) permits, and the completed site improvements must be constructed to be consistent with any conditions of approval included on those permits.
- 4) All necessary building and sign permits shall be obtained.
- 5) The applicant must provide a performance guarantee in the amount of 1.25 times the estimated cost of grading, parking lot improvements, landscaping and other exterior or public improvements, as authorized by Anoka City Code, Chapter 74, Article II, Section 74-38(e).
- 6) The developer must submit an as-built survey of the property to the City of Anoka Engineering Department upon completion of the project.

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- 7) The applicant, AD Center, LLC, shall enter into a development agreement with the City of Anoka prior to construction. The development agreement should identify staging considerations between the development work to be completed as shown in the site plan and the City road project to be constructed in 2017.
- 8) The applicant, AD Center, LLC, shall construct a stormwater pond located in Outlot A to account for the stormwater needs for the development site and Green Haven Parkway.
- 9) Any future city-owned infrastructure to be constructed in the Green Haven Parkway right-of-way must meet current city standards.
- 10) All private utilities and infrastructure, including but not limited to the existing loop road, pump house, concrete around pump house, and light poles, shall be removed from the Green Haven Parkway right-of-way and Outlot A.
- 11) The applicant, AD Center, LLC, shall submit a schedule for the use of the future drive, and if desired, the drive will need to be used temporarily to provide truck access from Thurston Avenue to the truck parking area before and during the construction of Green Haven Parkway in 2017.
- 12) All grading and site work shall be coordinated with the City of Anoka to ensure compatibility with the future construction of Green Haven Parkway in 2017.
- 13) The final design and location of the new private drive that will access Green Haven Parkway shall be reviewed and approved by the Engineering Department prior to construction.
- 14) The trailer parking area shown as Class V shall be upgraded to bituminous, concrete, or a similar surface as required by Anoka City Code, Chapter 74, Article V, Division 4, Section 74-257 (e)(4)(d).
- 15) ~~An additional 68 parking spaces shall be identified within the overflow trailer and car parking area to meet the minimum parking requirement of 349 spaces. The applicant shall identify a proof of parking area in the overflow area that could accommodate an additional 68 parking spaces if the City deems it necessary.~~
- 16) Any new lighting used to illuminate the off-street parking area added to the site shall be arranged as to reflect the light away from any adjacent properties, streets, or highways. Lighting shall not exceed 0.5-foot candle at nonresidential property lines measured on a vertical plane.
- 17) A curb cut for access from the east side of the property onto Green Haven Parkway will be allowed in the future, upon approval from the City.

6 ayes – 0 nays. Motion carried.

MISCELLANEOUS:

Next work session will be Tuesday, June 21, 2016 at 6:00 p.m.

Follow-up discussion on Home Occupation and Accessory Structures

Update on Walker Methodist Building

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Next regular meeting will be Wednesday, July 6, 2016 at 7:00 p.m.

ADJOURNMENT:

MOTION WAS MADE BY COMMISSIONER BONTUIS, SECONDED BY COMMISSIONER COOK, TO ADJOURN THE MEETING.

6 ayes – 0 nays. Motion carried.

Time of adjournment: 8:06 p.m.

Submitted by Chuck Darnell, Associate Planner