

**TOWN OF MORAGA
PLANNING COMMISSION MEETING**

Moraga Library Meeting Room
1500 St. Mary's Road
Moraga, CA 94556

November 18, 2013

7:00 P.M.

MINUTES

I. CALL TO ORDER

Chairperson Comprelli called the Regular Meeting of the Planning Commission to order at 7:00 P.M.

ROLL CALL

Present: Commissioners Kline, Kuckuk, Levenfeld, Marnane, Onoda, Chairperson Comprelli

Absent: Commissioner Schoenbrunner

Staff: Shawna Brekke-Read, Planning Director

B. Conflict of Interest

Chairperson Comprelli excused himself from the discussion of Item A under the Public Meeting item related to Saint Mary's College (SMC) due to a potential conflict of interest because he lived within 500 feet of SMC.

C. Contact with Applicant(s)

There was no reported contact with applicant(s).

II. PUBLIC COMMENTS

There were no comments from the public.

III. CONSENT

A. September 16, 2013 Minutes

On motion by Commissioner Kuckuk, seconded by Commissioner Onoda to adopt the minutes of the September 16, 2013 meeting, as submitted. The motion carried by the following vote:

Ayes: Kline, Kuckuk, Levenfeld, Marnane, Onoda, Comprelli
Noes: None
Abstain: None
Absent: Schoenbrunner

IV. ADOPTION OF MEETING AGENDA

Chairperson Comprelli asked that the meeting agenda be modified with the item under Routine and Other Matters to be considered prior to the Public Meeting item to allow him to participate.

Planning Director Shawna Brekke-Read recommended that the meeting agenda remain as shown given that the item under Public Meeting had been continued from the October 21, 2013 meeting due to a lack of quorum.

While there was no formal motion, by consensus, the Commission modified the meeting agenda as requested by the Chair.

VI. ROUTINE & OTHER MATTERS

- A.** Consider Appointment of Two Planning Commission Representatives to the Hillside and Ridgeline Steering Committee

Ms. Brekke-Read reported that the Town Council had, at its meeting on September 25, 2013, considered a Council Goal for 2013 to protect ridgelines and hillsides from development consistent with the Moraga Open Space Ordinance (MOSO); and had on October 23, 2013 reviewed and approved a draft scope of work for the project to protect ridgelines and hillsides from development consistent with MOSO. To that end, a Request for Proposal (RFP) had been distributed for consultant services to assist with the review and possible update of the Town's existing regulations related to hillside and ridgeline protection. The Town Council had recommended the formation of a Steering Committee comprised of representatives from the Town Council and Town commissions to assist with the project.

On November 13, 2013, the Town Council approved a charter for the Hillside and Ridgeline Steering Committee to be comprised of two members of the Town Council, two members of the Planning Commission, and one representative each from the Park and Recreation Commission and the Design Review Board (DRB). The Town Council appointed Mayor Trotter and Councilmember Metcalf to serve on the Steering Committee, with the Park and Recreation Commission and DRB to appoint representation at their next meetings.

Ms. Brekke-Read welcomed the Planning Commission to appoint two members to the Steering Committee, which would be subject to the Brown Act, and with the meetings planned to be non-routine and more check-in in nature.

On motion by Commissioner Marnane, seconded by Commissioner Kuckuk, the Planning Commission appointed Chairperson Comprelli and Commissioner Levenfeld to the Hillside and Ridgeline Steering Committee. The motion carried by the following vote:

Ayes: Kline, Kuckuk, Levenfeld, Marnane, Onoda, Comprelli
Noes: None
Abstain: None
Absent: Schoenbrunner

Chairperson Comprelli recused himself and left the meeting at this time due to a conflict of interest with the next agenda item.

Vice Chair Levenfeld chaired the meeting at this time.

V. PUBLIC MEETING

- A.** Consider and Approve Saint Mary's College Parking Management Plan Required by Mitigation Measure Traffic 3 in the *Mitigation Monitoring and Reporting Program for Saint Mary's College-Alioto Recreation Center, Swim Center, Baseball Field Building, Parking Lot Expansion and Borrow Pit Grading* Approved in July 2012

Ms. Brekke-Read reported that the item had been originally scheduled for Planning Commission consideration on October 21, 2013. She reported that when SMC had received approval to build the Alioto Recreation Center, a Mitigated Negative Declaration (MND) had been prepared and had included a number of mitigation measures, some of which had been handled prior to issuance of building permits and some of which were required prior to the occupancy of the building.

Mitigation Measure Traffic 3 required the submittal of a Parking Management Plan (PMP) to the Town for review and approval prior to the issuance of building and occupancy permits. SMC had prepared the PMP attached to the November 18, 2013 staff report, identifying a number of issues associated with parking on the campus, opportunities on the SMC campus, and including an attachment identified as the Implementation Plan for the SMC parking plan.

Ms. Brekke-Read advised that SMC had contacted staff and would also like the opportunity to have some compact parking spaces. There was room to accommodate more parking spaces if compact parking spaces were permitted. The Moraga Municipal Code (MMC) allowed the Planning Commission to approve compact parking spaces; the typical compact space in the MMC called for a dimension of 9 feet by 19 feet while a typical compact parking space was 8 feet by 16 feet in size.

Ms. Brekke-Read advised that staff had reviewed other agencies and had found that a reasonable percentage of compact parking spaces would be 35 percent, which staff recommended be added as Condition 4 to the draft Resolution approving the SMC

PMP. She referenced Condition 3 of the draft Resolution and recommended the monitoring component of the Implementation Plan be for a five-year period, which was reasonable pursuant to the SMC Master Plan.

Responding to the Commission, Ms. Brekke-Read understood that the total number of parking spaces in the new parking lot had been reduced from 59 to 52 spaces since SMC was unable to provide compact parking spaces.

Speaking from the audience, representatives of SMC indicated that if all of the parking spaces in the new lot were compact they could have accommodated 59 total parking spaces.

Ms. Brekke-Read understood there would be a significant increase in parking spaces with compact spaces.

PUBLIC COMMENTS OPENED

Tim Farley, SMC Director of Community and Government Relations, explained that as SMC moved forward with its Master Plan, SMC had identified a need for additional parking and was considering a second deck structure which was not under Planning Commission consideration at this time and which required Town approval. He clarified that SMC was moving forward with its Master Plan to consider the overall facilities and had identified the need for more parking through consideration of a parking structure.

Pete Michell, SMC Vice President for Facilities, clarified that the percentage of compact parking spaces would be applied to new parking for the deck.

Vice Chairperson Levenfeld understood the way the existing parking spaces had been striped would be the way they would remain, and if a new structure was developed SMC sought consideration of compact parking spaces, and by endorsing the PMP the Commission would allow SMC the option to consider compact parking spaces.

Mr. Farley commented that if and when the time came where SMC must resurface the parking lot in the front of the campus, SMC may want to revisit the smaller compact parking spaces.

Ms. Brekke-Read affirmed that the PMP would allow SMC the ability to restripe for smaller parking spaces. She clarified that the monitoring component of the Implementation Plan would be handled by planning staff and not the Planning Commission, with SMC to submit the plan to staff for review.

In response to the Commission Mr. Michell noted that students were required to obtain new permits in the fall and that figure remained to be identified. He also clarified that SMC still leased out the Soda Center and the parking permits had been built into the conference fee. He added that while "No Parking" signs had been installed across the street from SMC, parking in that area still occurred and he acknowledged that concerns

with parking in that area could be that the access out of the parking lot was not fast or easy, and there was congestion along St. Mary's Road.

Mr. Farley understood that the issue with parking across from SMC had occurred over the past two years. SMC had supported the "No Parking" signs and if parking occurred illegally vehicle owners would be ticketed. He affirmed that the SMC Master Plan would address a recommendation for a second entrance.

When asked, Mr. Michell also clarified that the old campus library would likely house the SMC School of Business allowing for faculty consolidation. He identified more parking located in the communal lots with formal vehicle counts and occupancy levels in each of the lots to be identified over time once the counts had been completed by the consultants. As to the availability of public parking, he suggested there were available parking spaces but if the main campus parking was at capacity motorists would be directed to residential lots.

Mr. Farley also acknowledged that the topic of increasing student bicycle use had been a topic SMC had identified as a commitment in its Master Plan, with Mr. Michell acknowledging the need to create a different culture to support greater bicycle usage. There were no plans to charge SMC students to use the Gael Rail Shuttle service and a supplemental service was also available. He suggested that anything the Town could do to encourage shuttle services would be helpful.

PUBLIC COMMENTS CLOSED

Commissioner Marnane commented that he had not heard anything specific or quantifiable other than the conversation in the consultant's report, and while he suggested the report from the consultants had been comprehensive the number of parking spaces on campus had not been identified. He understood that the reason people were parking on St. Mary's Road was due to large events at SMC, and although "No Parking" signs had been installed it did not beautify St. Mary's Road and SMC. He understood that the PMP would not come back to the Planning Commission with no further discussion of public parking. He wanted to see the resolution be revised with SMC to return to the Planning Commission in six months with specifics and quantifiable steps to show what had been planned with the parking and not based on promises in the future.

Commissioner Kuckuk agreed with the request to be provided with more quantifiable information since the way the Implementation Plan had been written annual reporting was to be provided to the Town, which reporting should be clear and quantifiable.

Commissioner Kuckuk understood that the staff recommendation for the monitoring component of the Implementation Plan to be for a five-year period tied into SMC's Master Plan, at which point there would be another opportunity to review the parking plan. She expressed concern if the Master Plan was not submitted within a five-year period and if the Town stopped all monitoring with nothing in the interim. She recommended that the resolution be amended that rather than tying the monitoring

component of to a five-year period of reporting to the Town, it instead be tied to the SMC Master Plan.

Commissioner Onoda found that the report offered many opportunities to handle the parking problems. She agreed with the need to have quantifiable information so that everyone would be comfortable with more parking, although the Implementation Plan had not identified any numbers.

Commissioner Kline was not concerned with the lack of identified numbers but that the Planning Commission would be reviewing the parking issue again with the submittal of the Master Plan and with a subsequent new library. He found the parking to be adequate until a new library was constructed.

Vice Chairperson Levenfeld commented that although the report was a good one, there had been no specific problem identified and she was uncertain whether or not that meant there was no problem. While she understood there had been parking on St. Mary's Road and although recommendations had been made, absent an identified problem there was no solution to solve the problem. The Implementation Plan had also not identified when the mitigation measures would be complete.

Ms. Brekke-Read identified Attachment B to the staff report, the SMC Parking Management Plan from Walker Parking Consultants, which had identified where the problems were on campus along with the opportunities to be considered. Attachment C, the Implementation Plan for the PMP dated August 22, 2013, identified the SMC campus non-residential parking lot capacity peak time periods, and the Implementation Plan goals and parking and Transportation Demand Management (TDM) strategies. One of SMC's commitments was to design and construct a parking deck which would require DRB approval and a use permit from the Planning Commission.

Referencing the first WHEREAS clause and the following bullet points, as shown on Page 2 of the draft Resolution, Vice Chairperson Levenfeld commented that there was more structure in the plan than she had realized. She commented that SMC was right; although there was a significant amount of campus housing many students drove in and out of Moraga and even if there was a charge for parking it was likely it would have little impact.

Commissioner Kuckuk commented that if the parking remained at 85 to 90 percent of capacity there would be a problem with traffic along Moraga Road impacting the community, but as part of the MND she suggested that if the Planning Commission was to review the Implementation Plan the Commission must be certain that progress was being made now as opposed to a monitoring report in the next year.

Commissioner Kuckuk recommended that specific benchmarks be required within a year. She did not want to see a report submitted to a staff person and was uncomfortable that the Implementation Plan would not return to the Planning Commission in at least the first year of the five-year period and wanted to ensure that progress was being made.

Alternatively, Commissioner Kline recommended that if SMC met the goals, it would not have to return to the Planning Commission. He recommended that the Implementation Plan only return to the Planning Commission if the goals had not been met.

Commissioner Kuckuk suggested that the goals in the Implementation Plan and PMP be met, not just the strategies identified in the PMP.

Ms. Brekke-Read recommended a modification to Condition 3 of the draft Resolution, to read:

3. *The monitoring component of the Implementation Plan shall be revised to include annual reporting from Saint Mary's College to the Town for a five-year period that includes...*

And replace the first paragraph after Condition 4, to read:

The first report in 2014 shall be submitted for Planning Commission review. If the college achieves its objectives of 95 percent parking lot occupancy and 1.3 people per vehicle, subsequent reports shall be submitted for staff review.

Commissioner Marnane wanted the Planning Commission to review both internal and external, although the 95 percent capacity was not a goal, did not make sense, and was in the consultant's report identified as maximum capacity. He saw the items listed in the draft Resolution not as goals but a wish list, with no quantifiable information showing there was a problem. He sought quantifiable specific goals in six months, recommended that SMC return in six months and let SMC determine how to resolve the parking situation, and recommended a figure of 80 or 85 percent capacity as a better figure with 90 percent defined full occupancy.

Ms. Brekke-Read commented that if the Planning Commission were to follow the recommendation of Commissioner Marnane, it may impact SMC and delay its project. She suggested SMC voluntarily identify a different strategy that could be considered, although the way to move forward was to add the language she had recommended. She advised that the 95 percent capacity figure could be changed to 90 percent capacity, approvals could be made slightly more conditional, and the five-year language could be changed to *when a campus Master Plan was updated and adopted*. She noted, however, that SMC's athletic facility was currently under construction.

Vice Chairperson Levenfeld suggested there were two issues; the bar that had been set as successful was too low and a higher standard was needed, and there was no way to measure the progress. She asked for a recommendation from staff as to how to resolve the problem with the standard and the question of progress and how it would affect SMC construction which had already commenced.

Commissioner Marnane reiterated his desire for the item to return to the Planning Commission with SMC to address the matters of discussion and propose something

itself. He sought a more aggressive reduction in the parking that would be available and how that would be achieved prior to moving forward with the item at this time.

Commissioner Kuckuk also wanted to see SMC provide better clarity on what the goal would be when the item returned. While there had been a goal of 95 percent capacity, it did not tie into the Planning Commission's one year follow-up, was three years out, and should be at 90 percent capacity or less. She questioned the intent of the goal *occupants per vehicle*, and while she understood the intent for more people to carpool, there were impacts to the Town when vehicles spilled out into the community different from an occupancy rate or where there were too many trips different from an occupancy rate. She did not see the number of trips and parking capacity to be effective goals.

Vice Chairperson Levenfeld understood there was some support for a resolution which raised the bar a bit on the amount of parking, the progress toward creating more parking space availability by changing the percentage and by changing some of the conditions required in the resolution, and requiring a one-year check-in to demonstrate progress. She asked staff how that would impact SMC's ability to move forward with the project currently under development.

Ms. Brekke-Read sought an approval at this time with a quantifiable objective.

Mr. Michell explained that the MMRP identified the problem and the fact that the capacity with the parking lots was unequal, some at 90 percent or less, some 100 percent or more and that mix needed to be changed. While some of that change could happen gradually and some over time, the main key was starting to charge for parking, with a great deal of effort on that issue having already commenced. He suggested SMC had a good plan to gradually address the problem and would rather have strategies in place to reduce the occupancy rather than build more parking spaces which would be better for SMC, the Town, and better for occupants per vehicle as well with an effort for more faculty and students to use public transit. SMC was also working on fundraising efforts to fully fund the project and was at 96 percent with two years already expended in the Town's permitting process.

Mr. Michell stated it would be damaging if SMC had to come back again, and emphasized that SMC had answered the challenges in the MMRP and had come back with a plan with goals that addressed the problem. He also affirmed that SMC issued tickets on campus but was unable to ticket illegal parking along St. Mary's Road.

Mr. Michell added that for the longer term SMC would like to reach 90 percent capacity but it would take some doing, with the new parking lots in the future not to add parking but to replace parking that would be taken away. He suggested the best percentage would be 90 to 95 percent capacities with better strategies, such as parking revenue, additional shuttles, and parking subsidies for carpools.

Mr. Farley advised that it was the goal of SMC for fewer trips to the campus through non-motorized alternatives.

Commissioner Marnane pointed out that SMC was at 90 percent now in some of the parking lots.

Vice Chairperson Levenfeld noted that the MMRP contained the strategy to change behaviors to change the parking patterns.

Ms. Brekke-Read commented that it was clear there were some projects that SMC wanted to do, and SMC recognized from its staff, faculty and students that parking was a challenge, with traffic associated with SMC also a challenge. She acknowledged the concerns of the Planning Commission to put a problem aside, although there were strategies that would reduce the number of trips to the campus such as paid parking. While counterintuitive, paid parking was a way to reduce the number of trips and demand on parking. She suggested that some of the parking on St. Mary's Road was in part in response to State regulations regarding the frequency of the recently posted "No Parking" signs and how far apart they must be, with six signs remaining to be installed.

Based on the comments from the majority of the Planning Commission, Ms. Brekke-Read understood there was agreement to revise Condition 3 of the draft Resolution, to now read:

3. *The monitoring component of the Implementation Plan shall be revised to include annual reporting from Saint Mary's College to the Town until a campus Master Plan was updated and adopted that includes...*

And replace the first paragraph after Condition 4, to read:

The first report in 2014 shall be submitted for Planning Commission review. If the college achieves its objectives of 95 percent parking lot occupancy and 1.3 people per vehicle, subsequent reports shall be submitted for staff review. The Planning Commission may require specific actions to be taken at that time.

Commissioner Kuckuk expressed concern with the non-residential parking lots that were currently at 100 percent capacity during the peak hours, and which were where the reduction was needed. She agreed the capacity should be 90 percent or lower, although she had little concern with upping the capacity of the residential parking lots in that it could be in the report as an item although not a decision point for her on future actions.

Commissioner Kuckuk noted that occupancy rates would have little impact since the actual number of trips was more pertinent. She recommended 90 percent capacity in the non-residential parking lots by a twelve-month period, and if that were the case after the initial twelve-month review, she would be comfortable with subsequent staff review.

Commissioner Kline commented that the non-residential students were not allowed to use the residential parking lots and suggested the restrictions be changed.

Mr. Michell stated that they could increase the capacity in the residential lots by not having those students move their vehicles which would help with the commuter lots. The intent was to have accurate counts and monitor the occupancy levels of each of the lots, which had been done periodically but not in the last few years.

Commissioner Kline recommended that the occupancy be discussed as a whole.

Vice Chairperson Levenfeld understood the intent not to have to build more parking on the SMC campus. She expressed concern there was no net increase in parking proposed in the future with SMC required to hit the benchmarks, and she would like to see those numbers perform through other methods to avoid having to tear something down to provide parking. She was supportive of 95 percent overall capacity in one year, with demonstrated progress.

Vice Chairperson Levenfeld pointed out that pursuant to the PMP which had been prepared by Walker Parking Consultants, approximately 90 percent of the total spaces were occupied during the peak weekday hour. Of that 90 percent, there were some over capacity lots at over 100 percent capacity given the parking patterns.

Mr. Farley stated that with the development of the Alioto Recreation Center, SMC would be reducing parking at 24-Hour Fitness and vehicle trips into the community, freeing up parking at 24-Hour Fitness and relieving some of the parking pressures in the community.

Commissioner Marnane supported a reduction in the non-residential lots assuming the residential lots were at 95 percent capacity over the current peak of 100 percent while assuming the residential parking would remain as is.

Commissioner Kline suggested maintaining the residential lots at 90 percent capacity or less.

Based on the testimony from SMC, Commissioner Kuckuk understood the intent to shift parking from the non-residential to residential lots given the current traffic pattern of residents to class. She did not want the residential parking to be too low, suggested that 90 percent capacity was a good goal, and could live with that restriction.

Commissioner Marnane also suggested that 90 percent for the residential lots was reasonable.

As to whether 90 percent capacity in the residential lots was an attainable one year goal, Mr. Michell emphasized the process that SMC had vetted with its community and the funding available which he hoped to meet or exceed over time.

Vice Chairperson Levenfeld recommended that 90 percent capacity for the residential lots be a standard with a report in a year to measure the progress, and if SMC met or exceeded that goal SMC would no longer have to return to the Commission and the issue could be handled at the staff level. If that goal was not met, SMC would have to

return annually for a progress report during the second year. She recognized that would change the goal that SMC had initially proposed.

Commissioner Marnane wanted to see that information return to the Planning Commission in a year.

Commissioner Onoda commented that such direction only allowed SMC the fall semester to change anything and she was uncertain that would allow enough time. She suggested that one year may not be enough and possibly a year and a half would allow more time given the way the school semesters had been scheduled.

Vice Chairperson Levenfeld pointed out that if pushed back any further it would be in 2015, as SMC had initially proposed. She suggested that a year would be appropriate.

Ms. Brekke-Read suggested that the timeframe could be June 2014 allowing SMC this semester and one entire school year.

Commissioner Marnane supported a twelve-month period.

For the record, Ms. Brekke-Read restated the current revisions to Condition 3 of the draft Resolution, to read:

3. *The monitoring component of the Implementation Plan shall be revised to include annual reporting from Saint Mary's College to the Town until a campus Master Plan has been updated and adopted that includes...*

And replace the first paragraph under Condition 4, to now read:

The first report shall be submitted to the Town for Planning Commission review by December 31, 2014 and annually thereafter. If the college achieves its objectives of 95 percent parking lot occupancy of the non-residential parking lots during peak hours while maintaining the residential lots at 90 percent or less occupancy subsequent reports may be submitted for staff review.

For Condition 4, Mr. Farley clarified his comments that a single parking lot be restriped for compact stalls as an option, with Ms. Brekke-Read also clarifying if that was done it would mean 50 parking spaces out of the total number of parking spaces on campus; Condition 4 was not a goal or requirement, but an allowance SMC had requested.

Mr. Michell asked that aspect of the project be addressed as part of the future SMC Master Plan in terms of standards for different types of lots.

Ms. Brekke-Read commented that a single lot with 50 compact parking spaces was not likely to be 35 percent of the 2,000 parking spaces on campus.

On motion by Commissioner Kuckuk, seconded by Commissioner Marnane to adopt Resolution next in number approving Saint Mary's College Parking Management Plan

required by Mitigation Measure Traffic 3 in the *Mitigation Monitoring and Reporting Program for Saint Mary's College-Alioto Recreation Center, Swim Center, Baseball Field Building, Parking Lot, Expansion and Borrow Pit Grading* approved in July 2012, subject to the findings and conditions as shown, and as amended. The motion carried by the following vote:

Ayes: Kline, Kuckuk, Levenfeld, Marnane, Onoda
Noes: None
Abstain: None
Absent: Comprelli, Schoenbrunner

VII. COMMUNICATIONS

The Planning Commission acknowledged receipt of the following correspondence:

A. Communications from State Water Resources Control Board

VIII. REPORTS

A. Planning Commission

Commissioner Kuckuk reported that she had attended the November 12, 2013 DRB meeting with a discussion of the gas station at 425 Moraga Road when the DRB had approved two existing pole lights to remain at 18 feet; and with a workshop on the Via Moraga project. She summarized the individual DRB comments on the project at this time.

Commissioner Kline reported that he had attended the October 15, 2013 DRB meeting at which time it had been suggested that the density for both the bowling alley and the fire station projects was too low and that higher density projects should be situated closer to bus stops. Some DRB members suggested that a high density alternative should also be considered.

Ms. Brekke-Read clarified the project near the fire station and Moraga Country Club would be pursuing a high density.

Commissioner Marnane reported that he had toured the Camino Ricardo project, and clarified with staff that the next meeting of the DRB had been canceled.

Vice Chairperson Levenfeld reported that she had attended the October 28, 2013 DRB meeting at which time the Camino Ricardo project had been presented, and she updated the Planning Commission on the DRB and public discussions.

Ms. Brekke-Read explained that during the October 28, 2013 meeting, the DRB had made a recommendation to approve the Camino Ricardo project with the project to be brought to the Planning Commission for final action on December 16, 2013, and a

recommendation for a Development Agreement (DA) to be approved by the Town Council.

Commissioner Onoda reported that she had attended the latest Liaison meeting.

B. Staff

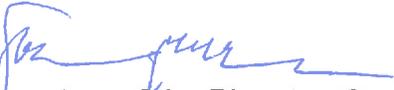
Ms. Brekke-Read reported that the Planning Commission would consider a study session for the SummerHill Homes Rancho Laguna II project on December 2, 2013; a Draft Sign Ordinance to be brought to the DRB during a meeting in December and to be considered by the Planning Commission in either late December or early January; that Camino Ricardo would be brought to the Planning Commission for final action on December 16; and a new Associate Planner would start employment with the Town on December 2.

Ms. Brekke-Read also reported that the Town Council had been presented an update of the Livable Moraga Road Project during its November 13, 2013 meeting; updated the Commission on the first Livable Moraga Road Workshop with the first Technical Advisory Committee (TAC) and Campolindo High School meetings to be scheduled soon; staff submitted a grant application to update the Town's Bicycle/Pedestrian Plan; released the Requests for Proposal (RFP) for hillsides and ridgelines consultants due in the second week of December; and the Town Council considered the appeal of the Planning Commission's decision to approve the project at 1800 Donald Drive during its November 13, 2013 meeting when the Council had continued the public hearing to January 22, 2014 requesting more information on whether the driveway was a structure allowed in the front or sideyard, more information on the number of stories, evidence the home was not a three-story home, and identification of the amount of cut involved to be quantified to confirm or determine whether a grading permit would be required.

IX. ADJOURNMENT

On motion by Commissioner Marnane, seconded by Commissioner Kline and carried unanimously to adjourn the Planning Commission meeting at approximately 8:55 P.M.

A Certified Correct Minutes Copy


Secretary of the Planning Commission

