

AGENDA

Lynnwood Planning Commission

Thursday, September 23, 2010 — 7:00 pm

City Council Chambers, 19100 – 44th Ave. W., Lynnwood WA

A. CALL TO ORDER – ROLL CALL

B. APPROVAL OF MINUTES:
Meeting of August 26, 2010

C. COUNCIL LIAISON REPORT

D. CITIZEN COMMENTS – on matters **not** on tonight's agenda.

E. PUBLIC HEARINGS
None.

F. OTHER BUSINESS
City Email for Planning Commissioners.

G. WORK SESSIONS

1. Transition Area Zoning Regulations (2008CAM0003). Proposed zoning regulations (permitted and prohibited land uses, development regulations, etc.) for the Alderwood – City Center Transition Area, generally located east of 36th Ave W., south of 188th St. SW and west of Alderwood Mall Blvd.

2. Project Highway 99 (2009CAM0001). Draft Subarea Plan, Zoning Regulations and Design Guidelines, together with a Draft Supplemental Environmental Impact Report for the Highway 99 corridor, between 216th St. SW and 148th St. SW.

H. DIRECTOR'S REPORT

I. COMMISSIONERS' COMMENTS

J. ADJOURNMENT

The public is invited to attend and participate in this public meeting. Parking and meeting rooms are accessible to persons with disabilities. Upon reasonable notice to the City Clerk's office (425) 670-5161, the City will make reasonable effort to accommodate those who need special assistance to attend this meeting.

Lynnwood Planning Commission
Meeting of September 23, 2010

Staff Report

Agenda Item: G-1
Transition Area Zoning Regulations
(2008CAM0003)

- Public Hearing
- Informal Public Meeting
- Other Business
- Work Session
- Information
- Miscellaneous

Lynnwood Depts. of Community Development and Economic Development

Action

Discuss and provide direction to staff.

Background

The Transition Area is located on the east side of 36th Ave. W. between the City Center and Alderwood Mall. The area had been included in the Lynnwood City Center Subarea as part of the North End District. However, at adoption of the City Center Subarea Plan, neighbors raised concerns about potential impacts on the adjoining single family neighborhood (west of 36th Ave. W). Implementation of the City Center Plan in this area was deferred by designating this area as a Study Area. The 2007 Comprehensive Plan Amendments removed this area from the City Center and designated it as the Alderwood – City Center Transition Area (see description of land use concept, below).

This area is currently designated with two zones: Business and Technical Park (BTP), and Planned Commercial Development (PCD). The portion of the area west of 33rd Ave. W is zoned BTP; the portion east of 33rd Ave. is zoned PCD.

In November, 2008, the City Council authorized a contract with Makers Architecture to recommend new zoning regulations for the Transition Area.

Relevant Legal Citations

In 2007, the City Council amended the Land Use Element of the Comprehensive Plan to include the following land use concept for this area:

“Alderwood – City Center Transition Area

“Purpose: This Plan category is intended to provide for a transitional area between the Alderwood Mall and the City Center. The Mall is the retail center of south Snohomish County and experiences a high level of activity, consistent with its retail character. The City Center is intended to be the business center of Snohomish County, with the character and intensity of an urban, mixed use

downtown area. This Transition Area will contain a mix of land uses that complements these two areas but at a lower intensity so as to minimize impacts on the residential area to the west (across 36th Ave. W.).

Principle Uses: Offices, retail (excluding big-box stores), restaurants, services and multiple family residences (as part of a mixed use development).

Locational Criteria: This land use category will be applied to the properties between the Alderwood Mall and the City Center and east of 36th Ave. W.

Site Design: Buildings will typically cover up to 50 percent of a site, with open parking or parking structures, landscaping, and open space occupying the rest of a site. Usually parking will be located in open parking areas, although some parking may be located in parking structures (either as separate structures or under buildings with other land uses). Pedestrian connections between properties and through the area to both the City Center and Alderwood will be required.

Building Design: Buildings will be architecturally interesting in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by the Citywide Design Guidelines. Building height and location will be managed so as to minimize shading and view blockage for the residential area west of 36th Ave. W.

Performance Standards: On-site activities shall not substantially impact adjoining properties. Traffic flow from this area shall be managed so as to minimize impacts to the residential area west of 36th Ave. W."

The current zoning regulations for the portion of the area west of 33rd Ave W (BTP zone) are in LMC Chapter 21.50. The current zoning regulations for the portion east of 33rd Ave W (PCD zone) are in LMC Chapter 21.46.

Analysis and Comment

At the Planning Commission meeting of August 26, 2010, the Commission discussed the preliminary conceptual outline for new zoning of the Transition Area. In those discussions, the Commission identified two topics for further analysis discussion:

- Two alternative approaches for new zoning: 1) allowing multiple family development along 36th Ave. W. as a buffer from commercial activity to the east; and, 2) dividing the 36th Ave / 33rd Ave. block in half, with new zoning on the eastern half and maintaining the existing (BTP) zoning on the western half; and,
- A summary comparison of the type of development that each alternative approach would allow.

As a response to these requests, staff has developed a matrix of the alternative zoning concepts (copy attached). This matrix summarizes the major regulatory elements of each alternative and compares them, side-by-side, with the existing BTP zone. At this work

session, staff will review this matrix with the Commission. At the conclusion of that discussion, staff will ask direction from the Commission on which alternative concept should be the basis for the next step in work on new zoning for the Transition Area.

Also attached, as part of explaining the concepts on the matrix, are:

- Cross section of 36th Ave. showing the relationship between the public right-of-way, the landscaping adjoining the street frontage and the “limited development area” with the allowed building height for that area; and
- Two illustrations of the concept for a pedestrian-friendly program for the street frontage along 33rd Ave.

At the last meeting, the Planning Commission asked for the summaries of the meetings between staff and the neighbors and the property owners. Copies of those summaries are attached. The Commission also asked for a map of existing topography of the Area and the neighborhood; a map will be presented at the work session.

Conclusions and Recommendation

While any of the three alternative concepts would be “workable”, staff recommends Concept #1 – Stairstep. We believe that it provides the better set of options for redevelopment of properties in the area while continuing to limit potential impacts on the single family neighborhood on the west side of 36th Ave.

Attachments

- A. Matrix
- B. Proposed Provisions on 36th Ave. (Cross Section)
- C. Illustrations of Proposed Street Frontage on 33rd Ave.
- D. Meeting Summaries

**ALDERWOOD – CITY CENTER TRANSITION AREA
ALTERNATIVE ZONING CONCEPTS**

Draft – September 16, 2010

CATEGORY	EXISTING ZONING 36 th - 33 rd : BTP	CONCEPT #1: STAIRSTEP Staff Recommendation	CONCEPT #2: MULTIFAMILY / STAIRSTEP	CONCEPT #3: HALF BLOCKS
DESCRIPTION	Business and Technical Park Zone (BTP). Primarily intended for business and technical parks, other compatible uses are not excluded, particularly those of a professional or business office, wholesale, manufacturing, and research development nature; provided they are capable of operating in a manner that is consistent with the intent of the zone.	Create an area of limited development potential along 36 th Ave W with height and use restrictions and update the zoning elsewhere, including creating a pedestrian friendly environment and linkages.	Map a Multi-Family zone along 36 th Ave. and update zoning regulations for the rest of the block. Also provide pedestrian connection between the Mall and the City Center.	Divide the zoning in half keeping the BTP zone on the west side (along 36 th Ave W) and updating the zoning for the east side (towards 33 rd Ave W.)
DEPTH OF LIMITED DEVELOPMENT AREA	N/A	80 feet	150 – 200 feet	N/A
Permitted Land Uses				
ALONG 36TH AVENUE ("Limited Development Area")	Accessory Greenhouses Assembly Athletic clubs Bio-Tech Business/Professional offices Business Services/Office Supplies Contractors Offices, Shops/Indoor Storage Food/Dry Goods Distribution Operations Research and Development Mini Warehouses Municipal Services Printing, Publishing, Binding Universities, Colleges, Schools Warehouses (except mini warehouses) Wholesale trade i.e. stores	Assembly Bio-Tech Business/Professional offices Business Services/Office Supplies Contractors Offices, Shops/Indoor Storage Light industrial uses Research and Development Municipal Services Printing, Publishing, Binding Flex Space Live/Work spaces Personal Services Retail and restaurants ONLY as accessory use	Multi family residential Senior Housing	West half: As Existing (BTP Zoning)
ELSEWHERE (east of Limited Development Area)	Same as above	All uses listed above PLUS: Hospitals Senior Housing Day Care Universities, Colleges, Schools, Pre schools Retail 50,000 sf or less Restaurants Multi Family Athletic clubs	Same as Stairstep Concept	East Half: Same as Stairstep Concept

**ALDERWOOD – CITY CENTER TRANSITION AREA
ALTERNATIVE ZONING CONCEPTS**

Draft – September 16, 2010

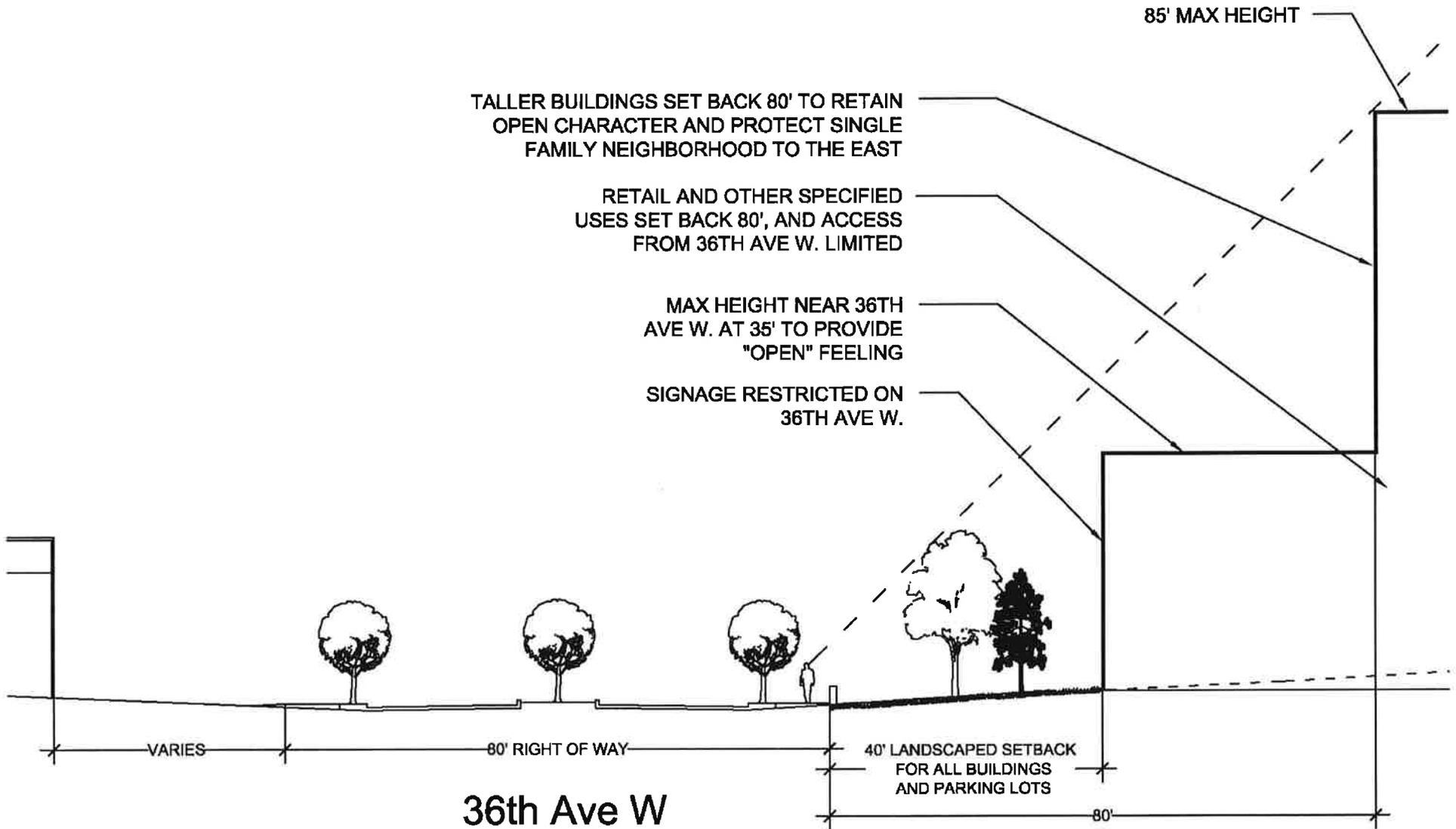
CATEGORY	EXISTING ZONING 36th- 33rd: BTP	CONCEPT #1: STAIRSTEP Staff Recommendation	CONCEPT #2: MULTIFAMILY / STAIRSTEP	CONCEPT #3: HALF BLOCKS
Conditional Uses				
ALONG 36TH AVENUE & ELSEWHERE	Banks Bottling and Packaging Plants Cabinet/Millwork Operations Food/Dry Goods Packaging Freight Warehouse Terminals Furniture Manufacture/Repair Wireless Communications Facility Park and Pool Lots Public Utilities Facilities Veterinary Clinics and Hospitals Wholesales trade with retailing confined to products manufactured, packaged or processed on the premises Other uses as Accessory Uses	None	Day Care	West Half: Same as Existing BTP East Half: None
Prohibited Land Uses				
ALONG 36TH AVE & ELSEWHERE	All Others Not Defined as Permitted Uses	All Others Not Defined as Permitted Uses	All Others Not Defined as Permitted Uses	All Others Not Defined as Permitted Uses
Limited Development Area (Along 36TH Ave): Bulk, Setback & Landscaping				
AREA DEPTH (FROM 36th AVE ROW)	N/A	80 feet	150 – 200 feet	N/A
MAX. FAR	No Limit; over 0.4 by CUP	N/A	N/A	No Limit; over 0.4 by CUP
RESIDENTIAL DENSITY	N/A	50 units per acre	43 units per acre (as in RMH Zone)	N/A
BLDG. SETBACK	50 feet	40 feet	15-20 feet (minimum; design standards for planting and street trees)	50 feet
WIDTH OF LANDSCAPING (In Setback)	Minimum 10 feet landscaping buffer for parking. Increased landscape buffer dependent on number of parking aisles up to 20 feet maximum.	40 feet	In building setback (above); subject to design guidelines	Minimum 10 feet landscaping buffer. Increased landscape buffer dependent on number of parking aisles up to 20 feet.
MAX. BLDG. HEIGHT	No Limit; over 35 feet requires CUP	35 feet maximum	50 foot maximum (as in RMH Zone)	No limit; over 35 feet requires CUP

**ALDERWOOD – CITY CENTER TRANSITION AREA
ALTERNATIVE ZONING CONCEPTS**

Draft – September 16, 2010

CATEGORY	EXISTING ZONING 36th- 33rd: BTP	CONCEPT #1: STAIRSTEP Staff Recommendation	CONCEPT #2: MULTIFAMILY / STAIRSTEP	CONCEPT #3: HALF BLOCKS
East of Limited Development Area: Bulk, Setback & Landscaping				
MAX. FAR	No Limit; over 0.4 by CUP	2.0 – 3.0	2.0 – 3.0	Same as Concept #1
RESIDENTIAL DENSITY	NA	50 units per acre	43 units per acre (as in RMH Zone)	Same as Concept #1
33rd AVE SETBACK	50 feet	Buildings adjacent to sidewalks (or pedestrian open space)	Same as Concept #1	Same as Concept #1
33rd Ave LANDSCAPING (In Setback)	Minimum 10 feet landscaping buffer. Increased landscape buffer dependent on number of parking aisles up to 20 feet.	<ul style="list-style-type: none"> ▪ Front façade transparency ▪ Pedestrian weather protection ▪ Wide sidewalks with street trees ▪ Amenities by design guidelines 	Same as Concept #1	Same as Concept #1
MAX. BLDG. HEIGHT	No Limit; over 35 feet requires CUP	85 feet maximum	85 feet maximum	85 feet maximum

Design Review Notes: Required Landscaping-like Features for Buildings on 33rd up to Sidewalk, i.e. Trellis, Awnings, etc.



PROPOSED PROVISIONS ON 36TH AVE W

SECTION LOOKING THROUGH 36TH AVE W.
TAKEN NEAR 192ND ST.

Weather protection

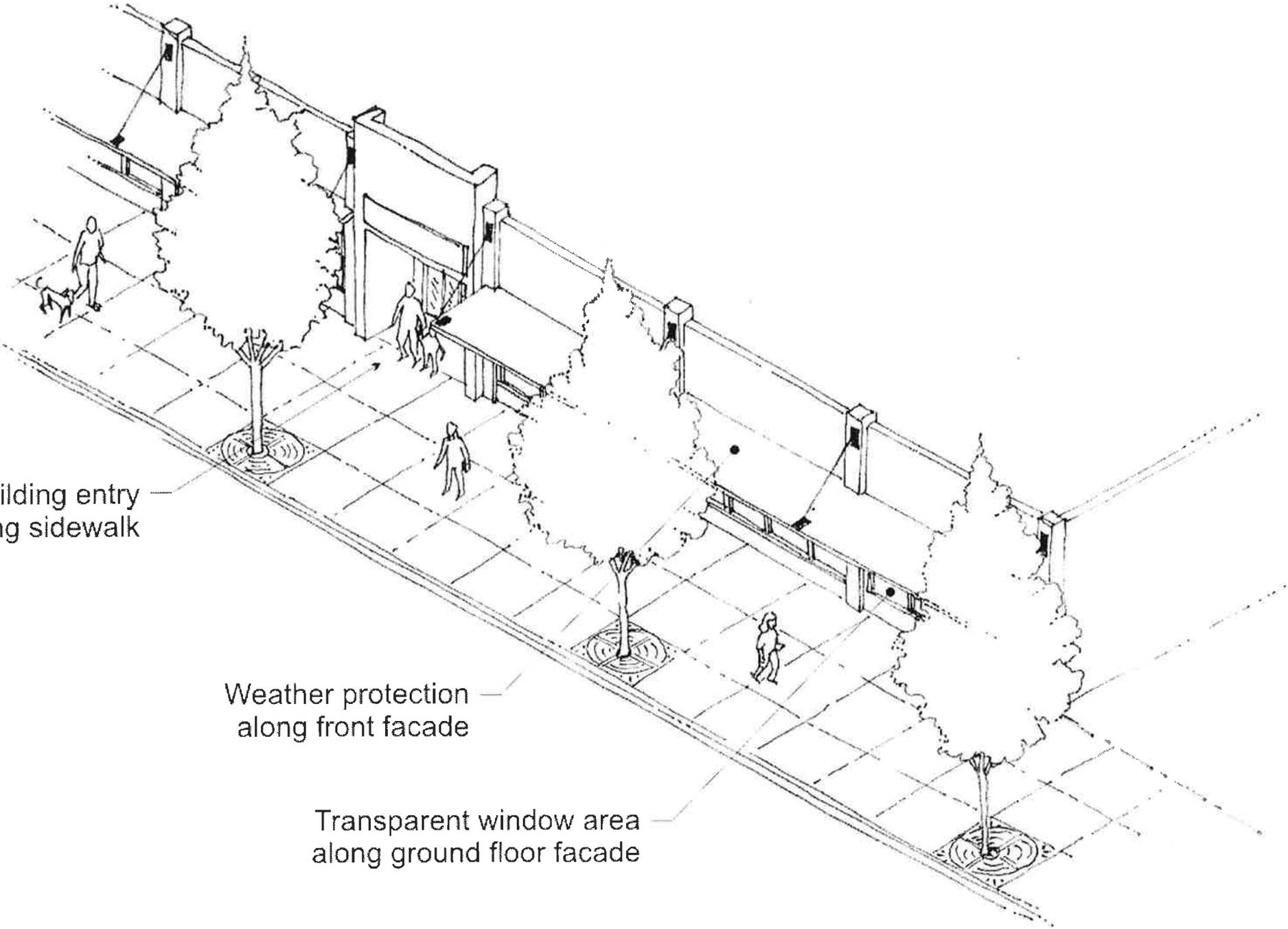


Transparent windows and doors

Primary entrances facing the street

Wide sidewalks

Pedestrian oriented spaces



Building entry
facing sidewalk

Weather protection
along front facade

Transparent window area
along ground floor facade

City of Lynnwood
Alderwood – Transition Area

Meeting with Residents

April 14, 2009

In attendance:

Michael Wojack (Planning Commissioner),

Ted Hikel (Council member),

Beverly Hikel,

Bonita Hickok

Kevin Garrett (City of Lynnwood Community Development)

Mary Monroe (City of Lynnwood Economic Development)

John Owen (MAKERS architecture, planning, and urban design)

Dara O'Byrne (MAKERS architecture, planning, and urban design)

NOTES

- Area was originally in City Area Study Area, but was removed and named "Transition Area"
- In the late 1970's, there was a similar planning process for this area
- Citizens formed the Lynnwood Community Involvement Association
- Condos on 194th spurred community action to ensure that new development would work better with existing single family neighborhood
- Community did not want commercial or multifamily.
- Agreed on office park designation.
- Got boulevard on 36th Ave W because of concerns over mall and development east of 36th Ave W.
- Traffic calming in the 1970's restricted traffic from 36th Ave W onto residential streets (191st and 192nd)
- Key concepts:
 - Do not want retail or multifamily
 - Want to keep views – do not want high buildings
 - Preserve view corridor!
 - Like things the way they are

- Like landscaping with buildings set back
- Possibility of 33rd getting bridge over highway could change function of 33rd into a 'Main Street'
- Need to check elevation change in Transition Area
- Cosmos building is the one building that is too high – the mechanical equipment blocks views
- 40th Street could benefit from traffic calming and improved sidewalks
 - although if the street gets improved with sidewalks, more people may drive down it
- Design:
 - Like Lynnwood Corporate Center, Sparling Building on 194th
 - Like setbacks, greenery, glass
 - Don't like convention center
 - Like details, low key designs
 - Restrict signs
 - Scan Design building is okay for 33rd but not for 36th

City of Lynnwood
Alderwood – Transition Area
Meeting with Business/Property Owners
June 16, 2009

In attendance:

Property Owners

Dave MacKenzie
Joe Vierra
Todd Bruner
Rob Schrader, representing Gary Kloustad
Trevor Arnold

MAKERS

Dara O'Byrne
John Owen

City Staff

Mary Monroe – Economic Development
Lauren Balisky – Community Development
Kevin Garrett – Community Development

NOTES

Purpose for the project:

To recommend new zoning for the area that takes advantage of location between City Center and Alderwood Mall while minimizing impact on single family neighborhood to the west.

Description of previous study for a property between 33rd Ave. W and 36th Ave. W.

- Property owner's proposal:
 - Interest in rezoning in 2004-2005 and showed concept at meetings on Transition Area. Conducted meetings with the City and residents of neighborhood west of 36th Ave. at that time.
 - Project involves a 6 building property between 33rd. and 36th Avenues W.
 - Land costs are high relative to the value of the buildings (land comprises more than half the total value of property) and so that determines what can be done. I.e.: redevelopment must include enough SF and dwelling units in order to pay for the property.

- Concept: There are a couple of alternatives being studied, which vary the building massing and 36th Ave. W frontage.
 - Building heights stay relatively low along the 36th Ave W. frontage but rise to 10 stories along 33rd Avenue W. Thirty-third Ave W is quite a bit lower than 36th Ave W. Also, both alternatives include a “view “corridor running E-W down the middle of the project which accommodates the pedestrian connection and auto access. One alternative features a one story retail along the 36th Ave W street front and one sets back new 2 story buildings along that frontage with landscaping along the sidewalk.
 - Both alternatives provide a pedestrian connection to mall (a continuation of the Promenade in the City Center), roughly on an alignment near 192nd PI SW. This connection would provide the linkage through the property between the downtown core and the Mall recommended in the Sub-area Plan. The question still remains how this linkage is completed to the Mall on the east and the City Center on the west. The proposed street north of the convention center would be good but it will be difficult to develop. The pedestrian connection across 36th Avenue W is also problematic.
 - Both options currently show mixed-use: office, retail, and residential
 - Current thinking is considering 225,000 ft² office, 75,000 ft² retail, and 200 – 250 residential dwelling units. The total is about 500,000 SF on 7 acres (Yielding approximately an average FAR of 1.6).
 - Generally, the type of retail that is being considered is business to business that doesn't have the parking and traffic impacts. There may be some retail to serve residential area, but would be very small.

Other Issues Discussed.

- An I-5 overpass at 33rd Ave W. would be a big plus for this area, both in terms of traffic management and business development opportunities.
- A mid block cross-walk across 36th Ave. W. may be needed to make the Promenade connection work.
- Should 36th Ave W have retail along it? Maybe if it is oriented toward serving the local residential population. The development proposed above would add about 500 residents so there might be critical mass to support retail.
- Views from residential properties are very important to residents. Most of the views are not from public right-of-way. The view corridor idea should be proposed, but residents may be skeptical that it would work for them.
- Alderwood Mall is doing quite well economically. The twin connections from I-5 and I-405 are helping it compete in the region; attracting shoppers from Woodinville and Bellevue. Because of this strength it may be that the transition area may be the first part of the City Center to develop. So, far from being a side show in which only modest development is envisioned in the near to mid-term, development in this area may really be the catalyst for the larger City Center.

Action to move forward

- There should be some way to outreach to stakeholders besides holding a meeting. MAKERS and City staff will discuss possible outreach techniques.
- MAKERS will prepare some urban design regulatory concepts to address commercial and residential property owner objectives and review with staff. There will be a joint residential and commercial property owner (and interested citizens) open house in the fall to review and evaluate possible measures to address all objectives.

Alderwood-City Center Transition Area:

Summary of Public Meeting, July 15, 2010

(Much of the discussion was off topic and is not included in the summary)

13 attendees; 5 residents, 8 property owners

Resident (s) - most comments were made by one person, but lack of disagreement can imply agreement.

- Prefer no change to area – likes current low level of activity, particularly on nights and weekends

- Referenced promise made by the city for no change

- No mixed use

- No retail on 36th Ave.

- Impact concerns include

 - Traffic

 - View

 - Distance between “towers” in Scenario 1

 - Cost of services for multi-family greater than revenue generated by taxes

- Want building heights kept low

- No need for pedestrian connections to City Center or Mall

Property Owners

- Need mixed use and increased density for financial viability

- Not having retail on 36th Ave. would not be problematic (1 owner)

- Greater height not necessary if increased density, lot coverage and mixed use are allowed

- Like greenery/landscaping on 36th Ave, and throughout site.

- Suggest buildings be lower in front, higher in back (east)

Lynnwood Planning Commission
Meeting of September 23, 2010

Staff Report

Agenda Item: G-2
Project Highway 99 (2009CAM0001)

- Public Hearing
- Informal Public Meeting
- Other Business
- Work Session
- Information
- Miscellaneous

Lynnwood Depts. of Community Development and Economic Development

Action

Discuss

Background

On February 25, 2008, the City Council approved Revitalization Strategies for the Highway 99 corridor (Resolution 2008-02), . Among the actions to support economic activity in the corridor, the Strategies call for the City to consider changes to land use planning and zoning in the corridor. The following Strategies are most relevant to discussions of land uses in the corridor:

Create Gathering Places:

- Develop high density mixed use nodes at key locations
- Increase development capacity at key locations
- Introduce housing
- Create parks/plazas

Support Transit Oriented Development

- Allow flexibility in zoning and increase density, particularly at Gathering Places
- Leverage capacity of transit by concentrating housing in walking distance to stations

Allow a wide variety of business types along the corridor

- Connect the Gathering Places with a mix of commercial uses
- Expand commercial zoning back from Highway 99 where appropriate to encourage higher quality developments
- Broaden allowed uses at key sites

As part of implementing these Strategies, the City Council authorized contracting with MAKERS Architecture to prepare a Subarea plan and new zoning regulations and design guidelines for the Highway 99 Corridor (on November 24, 2008). Following a series of

public meetings and work sessions with the Planning Commission (serving as the project advisory committee), MAKERS and staff developed a land use concept for the corridor that provides for:

- Higher intensity mixed-use “nodes” at key intersections along the corridor;
- New zoning and design guidelines for the nodes to guide/direct redevelopment of these areas; and
- Continuation of the existing commercial land uses and zoning in-between the nodes;

Creating the opportunity for new residential development in these nodes is consistent with the City’s approach to accommodating future growth while protecting single family neighborhoods. For many years, the City has protecting these neighborhoods one of the key goals for the City’s land use plans. At the same time, the state Growth Management Act requires cities to accommodate future growth in existing urban areas (in order to limit sprawl). Allowing new residential development in mixed-use nodes along the Highway 99 corridor allows the City to accommodate new growth while protecting and maintaining the existing single family neighborhoods.

On July 20, 2009, the City Council was briefed on this concept. Following that briefing, the Council authorized staff to proceed with development of the corridor plan, zoning and design guidelines, and the Supplemental Environmental Impact Statement (EIS).

Relevant Legal Citations

The Land Use Element of the Comprehensive Plan describes the land use concept for the Highway 99 Corridor as follows:

“Purpose: This plan category is intended to identify the area where the City will encourage redevelopment of properties, consistent with the strategies in the Highway 99 Corridor economic study, by allowing a wide range of commercial uses AND allowing mixed use, transit supportive development at major intersections (“nodes”) in the corridor.

“Principle Uses: Throughout the corridor, principle land uses will include retail, office (all types), service, and eating and entertainment uses. Existing light industrial uses will be allowed to remain, but no new uses of this type will be allowed. At major intersections (designated by zoning), mixed use development (including multiple family residential) will be strongly encouraged. At properties not designated for mixed use, auto dealerships and other retail uses that require large parking lots will be permitted.

“Locational Criteria: The corridor crosses the City in the north-south direction, from 216th St. SW to 164th St. SW, and continues north in the City’s MUGA to 148th St. SW. Except at major intersections, properties either with frontage on the highway or that can be accessed through properties-with-frontage (or directly from an intersecting street) will be designated to this land use category.

"Properties at major intersections along the corridor will be designated for mixed used development, with densities and design requirements that will support transit-supportive development. In select locations (particularly at major intersections), this land use category may extend east or west of properties with highway-frontage in order to create areas that will encourage redevelopment consistent with the intent on this designation and the economic development strategies.

Site Design: Development of "corridor" properties will often be at higher intensity and densities and greater lot coverage than is currently found along the Highway 99 Corridor. This will be particularly likely at major intersection "nodes" having high levels of transit service, where development could one day be dense enough to warrant structured parking. The appropriate relationship of buildings to Highway 99 will be defined.

Building Design: All new development will be required to comply with design guidelines specifically developed to support Corridor strategies.

Performance Standards: On site activities shall not significantly affect adjoining properties outside the corridor."

Analysis and Comment

Draft versions of the following Project Documents have been issued for public review and comment:

- Subarea Plan for the corridor;
- Zoning regulations for the mixed-use nodes;
- Design Guidelines for the mixed-use nodes; and
- Supplemental EIS for these proposals.

The draft Plan describes the overall land use program for the corridor. Central to this program is creation of higher intensity mixed-use development "nodes" at or near Swift Bus Rapid Transit (BRT) stations, consistent with the Revitalization Strategies. The intent is that, over time, properties in these "nodes" would be redeveloped with mixed-use buildings (commercial on the ground floor, residential above), creating a pedestrian-oriented area in the vicinity of the BRT stations. Residential development would be required in the primary nodes, which are mapped as "residential required" in the Plan. Residential development would be encouraged, but not required, in the secondary nodes – mapped as "residential encouraged." In-between these mixed-use nodes, general commercial development (similar to existing) would be allowed. The Plan describes this program in more detail.

The zoning regulations and design guidelines contain the standards for redevelopment in the mixed-use nodes. Permitted land uses include retail, office and other commercial uses; multiple family residential; and, other uses compatible with a pedestrian environment. Building size and placement on lots are not limited so as to allow

substantial flexibility in designing new development. Typical buildings in this type of are range between three and five/six stories tall. New design guidelines are recommended to respond to the program for the nodes.

The Supplemental EIS describes the potential impacts of development of the nodes on traffic, utilities (water, sewer, storm water) and emissions of greenhouse gases.

All three documents are “drafts” and will be revised following public review. Copies of these documents are being distributed to the Planning Commission (on a CD); copies are also available on the City’s web site.

At this work session, staff will discuss the proposed land use program and future opportunities for review of project documents.

Attachments

CD of Project Documents and Related Documents (separate cover).