

City of Springboro
320 West Central Avenue, Springboro, Ohio 45066
Planning Commission Meeting
Wednesday, August 29, 2018, 6:00 p.m.

I. Call to Order

Chairperson Becky Iverson called the Springboro Planning Commission Meeting to order at 6:00 p.m. at the Springboro Municipal Building, Council Chambers, 320 West Central Avenue, Springboro, Ohio.

Present: Becky Iverson, Stephen Harding, Chris Pearson, Becky Hartle, Jack Hanson, Robert Dimmitt, John Sillies.

Staff: Dan Boron, Planning Consultant; Elmer Dudas, Development Director; Chad Dixon, City Engineer; Amy Brown, Planning Commission Secretary.

II. Approval of Minutes

A. July 25, 2018 Planning Commission Meeting

Ms. Iverson asked for corrections or additions to the minutes.

There were none.

Mr. Harding motioned to approve the July 25, 2018 Planning Commission Meeting minutes as submitted. Mr. Hanson seconded the motion.

Vote: Iverson, yes; Harding, yes; Pearson, yes; Hartle, yes; Dimmitt, yes; Hanson, yes, Sillies, abstain. (6-0-1)

B. August 15, 2018 Planning Commission Work Session

Ms. Iverson asked for corrections or additions to the minutes.

There were none.

Ms. Hartle motioned to approve the August 15, 2018 Planning Commission Work Session minutes as submitted. Mr. Harding seconded the motion.

Vote: Iverson, yes; Harding, yes; Pearson, yes; Hartle, yes; Dimmitt, yes; Hanson, abstain, Sillies, yes. (6-0-1)

III. Agenda Items

A. Site Plan Review

15 West Mill Street, proposed annex building for Springboro United Church of Christ

Background Information

This agenda item is an application for site plan review approval filed by Todd Yoby, Studiyo-B Architects, West Chester, representing Springboro United Church of Christ, to construct a 4,471-square foot building at 15 West Mill Street. The site is located immediately to the west of the Springboro Unit Church of Christ's sanctuary and was the location of a church building that was demolished in early 2018.

The property has frontage and access from West Mill Street and is served by two access drives that serve a parking area for the church. A vicinity aerial map is included in the meeting materials.

The subject property is zoned R-2, Low-Density Residential District, a zoning designation that permits the proposed church structure, schools, bed and breakfasts, cultural and public uses, as well as single-family residential development at the rate of 4 dwelling units per acre.

As indicated in the submitted materials Springboro United Church of Christ proposes to construct a 4,471-square foot annex building on the site of the demolished parsonage. The building will include meeting rooms, a kitchen, restrooms, and a storage area for church functions. The existing parking area and access drives will remain unchanged under the proposal.

At the April 11th Planning Commission work session a similar-sized building was reviewed. At the conclusion of that discussion formal approval by Planning Commission was authorized for the next available meeting date. The applicants approached the City in May about moving the proposed annex as close as 6 feet from the front property line along West Mill Street to (1) match the existing church building's setback to the east, (2) to improve the programming of the building including allowing for the installation of a larger porch and patio on the rear/south side of the building, and (3) to not infringe on the existing parking lot on the south side of the lot. The proposed 6-foot setback did not comply with the R-2 District's minimum 35-foot setback requirements. The applicants applied for a variance to the minimum front yard setback requirements from the Board of Zoning Appeals. That appeal was granted at the Board of Zoning Appeals meeting that took place on July 18th, clearing the way for the Planning Commission's site plan review process to move forward with a 6-foot building setback.

In addition to the setback change, the proposed annex is approximately 400 square feet larger than the building reviewed at the April 11th work session. The front and rear patios have also been modified to meet the programming needs of the congregation.

Adjacent land uses include single-family residential development to the north and west for lots fronting West Mill Street. To the northeast is a residence and business located at 545 South Main Street (on the north side of West Mill Street) and to the east is the sanctuary of Springboro United Church of Christ. To the south is Springboro Intermediate School. The property at 545 South Main Street, the Springboro United Church of Christ, and Springboro

Intermediate School are all located in the Old Springboro Historic Preservation District, a locally-and federally-designated historic district that is managed cooperatively on a federal-state-local basis by the City through the Springboro Architectural Review Board. While the property at 15 West Mill Street is owned by Springboro United Church of Christ, the property is not located in the historic district.

Adjacent zoning includes R-2, Low-Density Residential District to the north, south and west. To the northeast and east property is zoning CBD, Central Business District, a zoning district that permits a mix of retail, residential, public and semi-public uses including churches. An excerpt of the City of Springboro zoning map is included in the meeting materials for reference purposes.

The revised site plan was reviewed at the August 15th Planning Commission meeting at which time the Planning Commission authorized this item's placement on the August 29th meeting agenda for formal action. The plans submitted are the exact plans reviewed at the August 15th work session. No City Council review is required following Planning Commission action.

Staff Recommendation—Site Plan Review

City staff recommends approval of the site plan for 15 West Mill Street subject to compliance with the following staff comments:

1. A landscaping plan will need to be provided as part of the proposed development in accordance with Chapter 1280, Landscaping, of the Planning & Zoning Code. That plan will need to address the following:
 - a. Natural Vegetation Preservation. Existing site vegetation greater than 4 inches diameter at breast height that is to be retained on the site may count for landscaping and buffering requirements for the property buffers, parking lot and site. Indicate trees on the landscaping plan when formal approval takes place including diameter at breast height.
 - b. Roadway Landscaping. Provide landscaping along West Mill Street at the rate of 1 shade or evergreen tree per 40 feet of right-of-way frontage, 1 ornamental tree per 100 feet of right-of-way frontage and 1 shrub per 5 feet of right-of-way frontage.
2. If architectural lighting is proposed for the proposed building it will need to comply with Chapter 1273, exterior lighting, of the Planning & Zoning Code. Likewise for any changes to the site lighting fixtures.
3. Any signage to comply with Chapter 1281, signage, of the Planning & Zoning Code. Contact City staff regarding this topic at a later date.
4. Provide a record plan that consolidates the subject property and the adjoining church lot (5 West Mill Street) into a single lot and dedicate right-of-way on South Main Street/SR 741. Record plan will need to be reviewed and approved separately by the Planning Commission at a later date but before occupancy.
5. Provide a board to City staff indicating proposed exterior building materials.
6. Provide detention calculations based on City of Springboro standards.
7. Staff reserves the opportunity to review/comment on any changes made to site plan to utilities, parking lots, etc.
8. Provide a copy of the site plan signed by the property.
9. Provide an as-built drawing when the project is completed.
10. The Clearcreek Fire District has no comments at this time.

Discussion:

Todd Yoby, Studiyo-B Architects, West Chester, was present this evening to represent the church.

Mr. Hanson abstained from the discussion, but remained in the room.

Ms. Iverson asked Mr. Yoby if he had any objection or questions regarding staff comments.

Mr. Yoby said that the church does have a landscaping plan that will be submitted to staff. He said that staff was sent the proposed exterior building materials, and that the lot consolidation work is ready to be recorded. He said that he would continue to work with staff on meeting the remaining requirements.

Mr. Boron said that the exterior materials that were submitted all meet code requirements for this site. He said that staff is happy to work with the applicant about addressing the comments, which are relatively minor. He added that it may be necessary to return to another meeting to do the right of way dedication, but it would just be a formality.

Mr. Harding motioned to Approve the Site Plan, 15 West Mill Street, proposed annex building, subject to compliance with City staff comments. Mr. Dimmitt seconded the motion.

Vote: Iverson, yes; Harding, yes; Pearson, yes; Hartle, yes; Dimmitt, yes; Hanson, abstain; Sillies, yes. (6-0-1)

B. Site Plan Review

890 West Central Avenue (SR 73), Wendy's restaurant exterior changes

Background Information

This agenda item is an application for site plan review approval for the existing Wendy's restaurant located at 890 West Central Avenue. The request is based on an application filed by Wallin-Gomez Architects LTD, Chicago. As indicated in the submitted materials, the existing restaurant is being remodeled to comply with current corporate design standards. There is no expansion of usable floor area proposed as part of this proposal, however the building envelope has been slightly expanded by the introduction of a EIFS element on the north elevation. The restaurant is a permitted use in the HBD, Highway Business District, in which the property is located.

The site plan review process is triggered by any change to the exterior of a non-residential building exceeding 30 percent of any one elevation. In this case this standard is being met on three elevations (south/front, and the north and south side elevations).

This item was reviewed on a preliminary basis at the August 15th Planning Commission work session at which time the Planning Commission authorized this item to be placed on the August 29th meeting agenda for formal action. The building elevations have been revised to comply with staff comments on the proposed exterior building materials.

Staff Recommendation

City staff recommends approval of the variance as submitted for 890 West Central Avenue contingent on compliance with the following staff comments:

1. Architectural lighting, if applicable, to comply with Chapter 1273, Exterior Lighting, of the Planning and Zoning Code.
2. Please coordinate with City staff on compliance with Chapter 1281, Sign Code, of the Planning and Zoning Code. Sign code review and approval is not part of the site plan review process. Existing signs on the property may be nonconforming and lose their grandfather status if removed.
3. Indicate width of sidewalk between proposed EIFS projection and driveway on the north side of the building.
4. The Clearcreek Fire District has no comments at this time.

Discussion:

Drew Hartman, business owner, was present this evening to discuss the project.

Ms. Iverson said that Planning Commission members received updated elevations since the packet was distributed on Friday, and there were also some material changes. She said that the Planning Commission members would have a moment to look over the changes.

Mr. Hartman said that the brick would be changing to stone, kind of like river rock.

Mr. Boron said that staff would work with the architect to get the specs on the materials, and would coordinate with the architect on the building code review if needed.

Ms. Iverson asked if the stone color was exactly the same as pictured in the materials.

Mr. Hartman said that it was close, but more of a tan color.

Ms. Iverson asked if Mr. Hartman had any questions about the staff comments.

Mr. Hartman asked about the comment regarding the lighting.

Mr. Boron said that there are some standards for exterior lighting, and if there are any changes to the lighting of the parking lot or the architectural lighting, that staff would be happy to work with the architect.

Mr. Hartman said that he would like to go with LED lights.

Mr. Boron said that he could coordinate with staff, and the color temperature standard which exists now allows for going away from high pressure sodium.

Mr. Pearson motioned to Approve the Site Plan, 890 West Central Avenue, proposed restaurant exterior changes, subject to compliance with City staff comments. Mr. Harding seconded the motion.

Vote: Iverson, yes; Harding, yes; Pearson, yes; Hartle, yes; Dimmitt, yes; Hanson, yes; Sillies, yes. (7-0)

**C. Site Plan Review
555 West Central Avenue (SR 73), proposed Four Seasons car wash**

Background Information

This agenda item is an application for site plan review approval to allow the construction of a single-bay, 3,236-square foot, Four Seasons car wash at 555 West Central Avenue (SR 73). The application was submitted by Van Con, Inc., Dayton, general contractor for the project. As indicated in the submitted materials, the applicant proposes to develop a single-bay car wash on the northern half of a parcel that houses a Papa John's restaurant and a now-vacant building that once housed an auto title loan agency and also Blockbuster video store. The building that housed the loan/video store would be demolished as part of this proposal. The site is located just east of the intersection of South Pioneer Drive and West Central Avenue (SR 73).

The proposed car wash operation would be accessed by private access drives on the north and west sides of the property. Concurrent to this proposal there are plans to subdivide the lot so that the Papa John's and the proposed car wash would be on two separate parcels. Arrangements for a private access easement would need to be made for the Papa John's.

The applicant has proposed a building exterior of brick, tile, and EIFS. Primary access to the car wash would be provided on the east side of the building by way of a private access drive on the car wash/Papa John's property. In turn this access drive would be interconnected to other properties in the area by an access drive on the west and east sides of the property.

The subject property is zoned HBD, Highway Business District, a designation that allows the proposed car wash use and Papa John's restaurant. Land uses in the vicinity of the site include retail development on all sides. To the east is a LCNB branch office and a Tractor Supply store, to the south is a Papa John's restaurant, to the west is Speedway and Big Al's Muffler & Brake shop and a vacant drive-through facility, to the north on the north side of West Central Avenue/SR 73 is Skyline Chili, Jiffy Lube, and an urgent care medical office.

Zoning in the vicinity of the site is all HBD, Highway Business District. The HBD was created as part of the 2015 Planning & Zoning Code text and map amendments. It allows highway-oriented uses including vehicle-oriented uses such as car washes, gas stations and light vehicle repair facilities.

This item was discussed at the June 13th Planning Commission work session at which time the Planning Commission authorized this item to be placed on a future meeting agenda subject to complying with staff comments. The site plan has been significantly modified to address the discussion that took place at the June 13th work session with respect to building design and site access.

Staff Recommendation

City staff recommends approval of the site plan for 555 West Central Avenue contingent on compliance with the following staff comments:

1. A sign plan to be provided to City staff in compliance with Chapter 1281 of the Planning & Zoning Code. Not subject to Planning Commission review as part of the site plan review process.
2. Verify that proposed lighting complies with 3500 degrees Kelvin maximum color-temperature standard.
3. Proposed ground sign and landscaping placement may need to be revised to due to the placement of underground utilities.

4. The traffic impact study was not been completed as of the time of the submittal of the site plan (one was submitted on August 23rd). Comments are reserved until such time the review has been completed by the City's traffic engineering consultant. Possible site plan revisions may be made accordingly.
5. The west access to the site from the adjacent gas station is not permitted. Vehicles blocking the west access roadway will adversely impact ingress/egress on the west side, including possible backup onto SR 73. Also, permitting this access will become an attractive cut-through for west bound traffic along the frontage access drive.
6. Is the Underground storm water storage system for water quality?
7. Revise storm sewer structure numbers on catch basins, as there are two CB#1 (s), and no CB #3 shown.
8. Add note on Utility Plan that sanitary sewer lateral to be SDR 35 or Schedule 40. Also state that water service lateral material to be "K" copper.
9. Dimension lane widths at drive thru prior to pay stations with gates.
10. Label Landscape Plan on Sheet Index as L-1.0.
11. Do not plant trees in existing water main easement.
12. Do not curve the centerline pavement markings on the access drive from the east.
13. Provide recorded easement locations on plans, such as access and utility easements. Verify that proposed building is outside of water main easement area.
14. Final approved site plan to have signature of the owner or duly authorized officer.
15. An "As Built" drawing showing as built location and elevations of all improvements shall be submitted prior to the issuance of an occupancy permit.
16. The Clearcreek Fire District has no comments at this time.

Discussion:

Kara Burkhardt, civil engineer, Dan Holdgreve, Vancon, and Pete Boshon, Four Seasons Car Wash, were present this evening to discuss the project.

Ms. Iverson noted that the City's traffic engineer, Scott Knebel, was present this evening. She said there are some questions about the traffic study, and he is available for discussion.

Ms. Burkhardt said that there is one objection on the staff comments. She said that staff recommended that the west access be closed, and would not be allowed to function as an access point. She said they feel strongly that they need to add that as an access point to keep it open as a business strategy. She said the owner envisions that he would have some sort of an agreement with Speedway for a plan that you could purchase a car wash, and then use the west access point to get in the queue line for the car wash. She said they do not envision that customers will see that as a primary access, and the majority would be using the primary access, while Speedway customers could use the west access. She said that it was also mentioned that the roadway would be used as a cut through for west bound travelers, since there is no access from SR 73 coming in that direction. She said they could put paint down that says "No Outlet", or "Car Wash Only" to prohibit that use of a cut through. She added that they can implement a landscaping plan that will camouflage the access point from SR 73 to not look like a straight through road.

Ms. Iverson asked if there were a possibility that cars would stack up into Speedway from a west access point.

Ms. Burkhardt said that in order for cars to be stacking into Speedway, there would have to be 19 cars in the queue. She said they don't believe the queue is going to be a problem because cars are

in the car wash for 2-½ minutes, and a car enters the wash every 30 seconds, so the customers served fairly quickly.

Mr. Harding asked how far the west access point is from the main road. He said the tankers always park on that side to deliver the fuel.

Ms. Burkhardt said that staff has had the concern of the tankers being an obstruction to cars. She said that the access road as it is constructed now, is 100 percent on their property, and the ingress and egress easements were available for Speedway to use that. She said that the intent of that was to allow Speedway patrons to go back to South Pioneer Boulevard via that access road, and it was never designed for the tankers to be parked in that area. She said that they could work with Speedway management to ask their tankers to move further south, so there would be plenty of room and plenty of access.

Ms. Iverson asked if another option would be to go out of Speedway and towards Papa John's, and around to get to the car wash.

Ms. Burkhardt said that is another option, but it's not the most direct or convenient route. She said, yes, they could access through Papa John's and then the vacuum stations, and get into the regular queue. She added that they would more likely go out onto SR 73, and go around, which they believe would be more dangerous than allowing them to access through Speedway.

Mr. Sillies said that it is sometime difficult to get into Speedway from South Pioneer, and it might be a benefit to have another access there.

Ms. Burkhardt said that the access to Speedway is already there. She said they would like for Speedway customers to get gas and buy a car wash without having to go out onto SR 73, or taking the roundabout route. She said if the queue line gets too long, there will be 2 or 3 attendants on site who could use cones to block off the access to ensure the stack didn't get too long.

Mr. Boron said that there are cross access easements with Papa John's, and the properties are currently one, but they will be split.

Ms. Burkhardt said she thought the split has already been approved, and the applicant has purchased the property.

Mr. Boron said that staff had not seen the recorded version yet. He said that staff is concerned about the addition of another conflict point, and by having that interconnect between the two sites, there may be a potential need for a deceleration lane on SR 73 going eastbound in order to help alleviate some of the traffic concerns that this presents.

The members discussed possible scenarios and alternate routes into the property.

Ms. Iverson asked Mr. Knebel to come and speak on the traffic issues.

Mr. Knebel, CMT Engineer, said that he appreciated working with the applicant. He said that the biggest issue is the access point because the queue portion is a concern. He said he is unsure how busy will it be, and questioned if it would be reasonable to say that an attendant can do their car washing duties, and also monitor possible queue lines out to SR 73. He is concerned about making the traffic in that area worse, and anything that adds additional traffic to that area increases the potential of people having to stop out on SR 73, with speeds and volume of vehicles there. He

said the east access point is better aligned, and it doesn't mix with the current operations of the gas station. He added that the operations aren't improved if we allow the west access point when there is a reasonable alternative on the east. He said that he recommends maintaining one access point on the east, and not allow the west access point.

Mr. Dimmitt asked if the west access is closed off, or not created, would there be any issue with the backing up of traffic onto SR 73.

Mr. Knebel said that there is nothing impeding you from entering the car wash other than the car wash queue, and stacking would probably be a non-issue. He said that the State of Ohio has warrants for turning lanes, and there has to be a volume threshold that would warrant a turning lane. He said with the volumes that we are dealing with, the proximity of the two right of ways, access into Speedway, and the east access into the car wash, he would probably not recommend the installation of a right turn lane because a 200 feet right turn lane would have to extend across the Speedway access point towards South Pioneer Boulevard. He said that a single access point to the east would not require the construction of a single right turn lane on SR 73.

Ms. Burkhardt said that a right turn lane on SR 73 is warranted now without the traffic generated from their site. She said their traffic consultant recommended that right turn lanes are warranted at both access points, and there are bigger issues involved with that. She said that the applicant is a Springboro resident and safety is important to him as well, and he isn't interested in a business proposition at the expense of his family's or anyone's safety. She asked if it would be possible to have the west access, and possibly enter into some sort of agreement or contract with the City to where if there is a problem, and it doesn't work, or creates more problems, they could close it off and put the curb in.

Mr. Harding said that with regular customers, they would know where to go to enter the car wash, and asked what the amount of regular customers would be.

Mr. Boshon said there are about 80 percent normal return customers.

Ms. Burkhardt said that passers-by account for about 15 percent of the daily counts.

Mr. Sillies said that his point earlier was, it is difficult to get into Speedway if you are on South Pioneer heading south, and the more options to get out or into Speedway, it seems like it would be better to reduce congestion.

Mr. Boron said he thinks the congestion is due to the close proximity to the throat of the drive, and introducing one that is even closer would make that problem worse at that specific site.

Ms. Iverson asked Mr. Boron what the next step would be.

Mr. Boron said that normally we have the traffic study results in hand, and the study came late, so this was a little bit out of order. Mr. Knebel just had the opportunity to review it, and the City is recommending the west drive be eliminated, and the non-necessity of a drop lane. He said they are willing to look at this over a period of time if it is an issue with the driveway closed, then at a later time, look at another option if it continues to be an issue.

Ms. Iverson said that the City is suggesting that we maintain what is there now.

Mr. Boron said that the study speaks for itself, but there would have to be an issue for this to be warranted at a later date.

There was discussion among members regarding different access points and queue lines.

Mr. Boshon said that the queue line moves pretty quickly, and is very efficient. He said that he is a resident of Springboro, and he believes his business plan is good synergy because car washes and gas stations go together well. He said they looked at all different kinds of scenarios, and he wants to present a nice facility to be proud of.

Mr. Harding said that he worried about cars coming out so close to an access, and asked about putting the access point farther down, before the pay station.

Ms. Burkhardt said that from their standpoint, they would be open to that idea.

Mr. Knebel said that the challenge is when you turn, you only have a certain turning radius. He said to allow any access on west side, there has to be about a 4-foot easement between stacking and the access road between Speedway and the site, which leaves almost a zero turning radius.

Ms. Iverson said if you are creating two access points into the queue, you are creating a conflict, and potentially creating logjam into the queue itself.

Mr. Boshon said that if the line gets built up, there are 3 employees on the lot that would be trained to set out cones to block it off if the queue starts to build up. He said the other 99% of the time, the line would never make it back to where we would like the entrance on the west side.

Ms. Burkhardt said that even on the alternate location, you would still have 11 cars in the queue if they moved that access further south, but it is not something we see as a high volume problem.

Ms. Iverson said that there is not any precedent at a business to wait to get into a one line queue situation, and she is looking at it as a safety issue.

Mr. Boron said he didn't think there were any in Springboro, to his knowledge.

Ms. Burkhardt said that the car wash at Remick and North Main has a tunnel wash, and it has two access points from the gas station and North Main Street.

The members pointed out that the North Main Street access is exit only.

Mr. Boshon said that he lives around the corner from there, and the most cars he has seen in that queue line is 7.

Ms. Iverson said if there were no other questions, the members could vote tonight based on the application as it was submitted if we don't agree with the applicant's objection. She asked Mr. Boron if the applicant would have any other recourse.

Mr. Boron said, no.

Ms. Iverson said the members couldn't vote on their objection, and they would only be voting on what has been presented tonight, and staff comments, despite any objection that the applicant might have. She said if they go forward and vote tonight, it's going to be based on what staff

recommended, and if the applicant wanted to continue to explore other options, they would have to come back another time.

Ms. Burkhardt said that Planning Commission could approve it with all the conditions, the west access would not be allowed, and they could come back with a revised site plan at a later date.

Ms. Iverson asked if members of Planning Commission were all in agreement to vote on what has been submitted

The members were in agreement that they would vote on the agenda item with the comments as they are.

Ms. Iverson said what we are voting on tonight, if we continue, is what was submitted which would allow the applicant to go forward with permits, and they could come back with another option.

Ms. Burkhardt said that if none of the members recommend to remove comment number 5, then the vote will be on staff recommendations, and the west access is not allowed, they can move forward, and concurrently come back and submit a change to the site plan.

Mr. Boron confirmed that the applicant can request a modification on the site plan at a later date.

Ms. Iverson asked if there was any final discussion or comments on the objection that was raised.

Mr. Dimmitt asked if they needed to discuss comment number six.

Mr. Boron said that at the time the comment was made, the information wasn't on hand, which was there was a regional detention which is behind the Sunstar property. He said this comment has been withdrawn. He added that there is a slight change in the amount of impermeable surface which this curb cut comes out, will be below it. He said very if the curb cut is cut, there's no change in the amount of impermeable surface. He said the comment was based on the information that we had at the time.

Ms. Hartle motioned to Approve the Site Plan, 555 West Central Avenue, proposed Four Seasons car wash, subject to compliance with City staff comments. Mr. Dimmitt seconded the motion.

Vote: Iverson, yes; Harding, yes; Pearson, yes; Hartle, yes; Dimmitt, yes; Hanson, abstain; Sillies, yes. (6-0-1)

IV. Guest Comments

There were no guest comments.

V. Planning Commission and Staff Comments

Mr. Boron said there will be a Planning and Zoning workshop coming up on Friday, December 7th, at Sinclair. He said that the city will pay for members to attend. He said to coordinate with Ms. Brown, and added that additional information will be coming soon.

Mr. Boron said that he appreciated everyone's patience on the last agenda item. He said the way the schedule worked out was not normal, and they were trying to review and conduct a traffic study

in a short amount of time in order to let the applicant move forward and get building code review initiated.

VII. Adjournment

Mr. Dimmitt motioned to adjourn the August 29, 2018 Planning Commission Regular Meeting at 7:10 p.m. Mr. Hanson seconded the motion.

Vote: Iverson, yes; Harding, yes; Pearson, yes; Hartle, yes; Dimmitt, yes; Hanson, yes; Sillies, yes. (7-0)



Becky Iverson, Planning Commission Chairperson



Dan Boron, Planning Consultant



Amy Brown, Planning Commission Secretary