He should have a copy.

[inaudible].

You want to use my phone?

[inaudible].

Where would you like me to go?

[inaudible].

They paid well.

Yeah. Okay. Let's go.

Hey, sunshine. How are you?

[inaudible].

That's just the print that you emailed?

Yeah.

Okay.

There's four exhibits that were added.

Oh, okay. Okay.

Maybe I'm not-
I printed out what you guys emailed. So I don't know. It was only two letters that you... It's fine. I got all the information. Yeah.

There may be some that you've already received and some that [inaudible].


Right next to [inaudible].

Oh, A Street. Yeah. That's what I thought. Yeah. You’re that way?

That way.

Yeah. Okay. Yeah. That's the way I go home.

Yeah. I figured that.

Well, as far as echo, Eric will give you a ride.

On bike?

Yeah. You sit on that neck.

Well, one night I rode with Clint. I could hardly [inaudible] was raised real high and it has the thing to hang onto, but it was taller than I could reach.

Well, mine has a step. It has a step there.

Oh, boy, I'm really... Trouble getting in the car. It's pretty bad.

Alicia Howard is now joining.

Are these all neighbors of [inaudible]?

Hi there, everybody. I got 6:02, time to get this ball rolling. I'm going to do a roll call.
Commissioner Tokarz-Krauss.

Present.

Commissioner Arthur.

Here.

Commissioner Scherf.

Here.

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Commissioner Nelson.

Present.

I'm Eric Heesacker. I'm here. Is there any introduction staff? Okay. As chair, I have the executive privilege of monkeying around with this agenda and I'm going to do just that. I'm going to move item 8A, the public hearing for the Greenfield RV park major site plan review, right up to the front of the agenda. So I'm going to dive right into that. I'm going to open up the public hearing. At this time, I will... Oh, bear with me. I have to read a bunch of stuff here. At this time, I will open the public hearing to consider an application filed by... Oh my goodness. I'm not prepared for this. Property owner, Kenneth A. Roberts, property owners, Engineer Justin Gerlitz.

This application is for an RV park at 420 Greenfield Road, project number 201-00410-21. We will begin the hearing with a staff report followed by a presentation by the applicant's engineer, statements by persons in favor of the application, statements by persons in opposition to the application, and an opportunity for additional comments by the applicant and staff. After that has occurred, the public comment portion will be closed and the matter will be discussed and acted upon by the commission. Is there anyone present who wishes to challenge the authority of the planning commission to hear this matter? No hands are raised. Abstentions conflict of interest to any of these commissioners, wish to abstain from participating in this hearing or declare a potential conflict of interest. Seeing no declarations.

Prior ex parte contacts by commissioners. Are there any commissioners who wish to disclose discussions, contacts, or other ex parte information they have received prior to this meeting regarding the application? Again, no hand raised. In this hearing, the decision of the commission will be based upon specific criteria, which are set forth in the city's development code. All testimony which apply in this case are noted in the staff report. If you would like a copy of the report, please write that on a note to staff over here and one will be provided. It is important to remember if you fail to raise an issue with enough detail to afford the commission and the parties an opportunity to respond to the issue, you will not be able appeal to the land use board of appeals based on that issue. Public hearing will now keep proceeding with a report from staff.

Good evening, commissioners. Going to attempt to share my screen with those of us joining remotely. Do we have any commissioners joining us remotely?

Thanks for checking, Jason. I appreciate that.

Hearing none and seen none. I'm going to assume no. My name is Jason Maki. I'm an associate planner here with the city of Grants Pass. The assigned planner for this project is our contract principal planner, Ryan Nolan. I'm going to be filling in in his place this evening. The application that we're going to be reviewing is application number 201-00410-21. The location of the site is address 420 Northeast Greenfield Road. It's two parcels, both of which are general commercial zoning. The applicant, Barry Stone and the applicant's engineer, Justin Gerlitz, are in the audience tonight. So the site currently consists of two lots, which include an existing apple orchard, a large home built in approximately early 1900s. It's gone through several remodels over the years, various outbuildings, including barns, gazebos, Perus and Perus [inaudible]

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structures. This application is associated with current property line vacation request that will be heard by city council on February 2nd.

Okay.

The proposal is a major site plan review for 119-space RV park with associated bath, shower, laundry buildings and storage structures. Here's an aerial view of the site. As you can see, there's two lots relatively adjacent to the north end of town on I-5. And again, both lots are in the general commercial zoning district. Here's just a couple of pictures of the frontage. This is the southeastern corner of the property generally in this area here, looking further up where the apple orchard is. And here's just another aerial view. Here's the site plan which, commissioners, you can find a full-size version in your packet, page 115. There's several larger format printouts towards the back of the packet, and this site plan here is just oriented north to south. Again, it is a major site plan reviewed under the criteria found under the minor site plan section of article 19. One of the requirements was that a traffic analysis be submitted, which was submitted by the applicant, reviewed by both ODOT and the city traffic engineer.

One of the conditions of approval was to vacate the property line, which you can see in this picture here, this black line that cuts through the middle of the property, which they're currently in the process of being approved for that through a council decision. The development includes landscaping and buffering designs that have been reviewed by staff and comply with development code standards. You can find those again in your packet towards the end there. There's a pretty significant sewer infrastructure improvement. Again, I'll point that out here. This green line that cuts through the center here, there will be an improvement to that main that cuts through the property, which is slightly out of the ordinary. And Northeast Greenfield will have, again, some significant improvements to the street frontage. There is a section in the development code, article 22, section 532, that specifically addresses RV parks and some criteria around approval.

Staff has determined that the submitted site plan meets those conditions found in that section of code. Since the staff report was issued last week, staff has received four additional exhibits. I've passed those out and I'm happy to email them if needed. Exhibit 12, which is just a continuation of the exhibit list found in the original staff report is a letter from Trisha Black in opposition to the project. She cites some concerns around buffering, length of stay, crime, historical nature of the site, some traffic impact issues, and requests an extension of the hearing. I failed to mention at the beginning of this, we have had multiple requests for an extension. I'll have a slide at the end that gives some direction for UAPC on how you would like to extend or continue this hearing. Exhibit 13 is another letter in opposition from Terry Hogan. Some of the concerns that he addresses are the general commercial zoning and the RV park is adjacent to residential zoning, a subdivision to the north.

The proposal was described as being 119 spaces with a possible addition of another space to make 120 spaces in the future, addresses some concerns around that. Noise and drainage issues being a concern. Lighting and the potential for light to shine from the development onto the neighboring residential lots was a concern. The proposal does call out some storage on site and there were some concerns about that. There was a concern about the length of time that an RV could stay on the lot. There was a typo addressing Carnahan Drive, which is going to be later in this presentation, a recommendation by staff to make that edit to the findings. Some concerns about the trash enclosure and possible vermin nuisances that could arise from trash.

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Also had some concerns about the traffic impact analysis and requested a continuance of the hearing. And Exhibit 14 is a response from Kim Parducci, which is the applicant's traffic engineer, basically addressing the traffic-related concerns of the previous two letters of opposition.

And Exhibit 15 is just an email correspondence between Grants Pass Public Works Department and the applicant's engineer, Justin Gerlitz, just clarifying some language of the public works memo related to those sewer infrastructure improvements. So staff did have some recommendations for edits to the findings. The first one is found on page eight of the staff report. Basically just editing some language about the requirement for city utility easement across the frontage of the development. And on page 10, condition A3, again, editing the language around the requirement of a COE. And as I mentioned previously, on page 11, condition A8, subsection D, there's just a typo. It states Carnahan Drive, but the reference should be Greenfield Road.

So because staff has received a request for continuance, staff recommends that in accordance with ORS197493, the planning commission either continue the hearing to a date and time certain at least seven days from today, or close the hearing and leave the record open for seven days, providing additional days for the applicant to review additional testimony and submit final written argument. Following the continuation of the hearing or the record, staff recommends the planning commission approve the major site plan review subject to the amended conditions of approval. Ending. Any questions for me? That's my presentation.

 Commissioners, any burning questions for staff? Commissioner Nelson.

Yeah, just clarification. The address on here was listed as, oh, hold on, I got to get to the right page, 420 Greenfield Road. It's supposed to be Northeast Greenfield Road?

We could make that edit to the staff report in the findings.

Anyone else have burning questions for staff? All right then. Thank you, staff. You did a great job. Would the applicant please come forward to make their presentation? State your name and address please, sir.

Good evening. Justin Gerlitz with Gerlitz Engineering Consultants, here on behalf of the applicant, Berry Stone, tonight for the Greenfield RV Park resort. Let me get this presentation loaded up here. All right. Well, we've got a fun project here tonight, something that we've been working on for a while now and we're very excited about. This project, as mentioned, is located at the North Grants Pass Interchange. It's a very, very prominent location to our city. As you know, we don't have much freeway frontage in Grants Pass, and this happens to be one of the big commercial lots that's situated just off the freeway off a ramp. This is an aerial. Try to go through this quick. I know Jason showed some of these, but the yellow represents the two properties that make up this project. It is adjacent to a couple of different zones. This is a zoning map there.

The two properties involved in the project are general commercial zoned, which support this project. You can see here, we've got, I'll switch my pointer here, another commercial project adjacent to this, and then we've got some lower density residential on the north and east sides. And then we've got Interstate 5 and the big interchange, which access a big natural buffer, and

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we've got a lot of general commercial and business park, light industrial here to the south. This project, one of the most important things we're trying to accomplish here is to support tourism in the Grants Pass area. This is at the interchange of I-5 in Grants Pass and Highway 99. So we've got two major highways that come together at this location, and it's very visible from the I-5 corridor, which is really important for an RV resort project. This is some Google three-dimensional view of property. There's a lot of trees on here, but this is the existing structures, the older structures, and the newer ones that have been built to look historic.

This is where the current owner had an apple orchard, and then this triangle over here is more of a naturally agitated hillside. This is a view from the west and this is a view from the east, looking back to the west. These are a few pictures on the street upfront. Greenfield Road right now is improved to county standards. So it's a full two lanes, but it does not currently have any curb, gutter, and sidewalk, which will be part of this project along the frontage. This goes down along the frontage, heading to the west. This is the driveway that will be used for the main entrance, and this is looking towards the west side of the property where you can see that existing commercial use there. There's some pretty neat buildings on this site. I don't have a lot of good pictures of these buildings, but I'll show you a few. As mentioned, there's these historic structures on site that have been extensively remodeled by the current owner.

And then in addition to that, in the early 2000s, he actually built several additional structures to look like historic structures. So there's a lot of history here and that's very important to the applicant. They want to maintain that history. They want to maintain these structures and actually use all of them other than one small outbuilding for the RV resort. So it's going to be a destination spot with a lot of character as compared to what you see today that's brand new. This is just some of the character. This building here actually was built out of a flat-dimensional lumber. So the entire wall on this structure is solid wood all the way from top to bottom. And you can see some of the ornate detail there on those doors and the windows that have been constructed to look historic. Off of the distance here, this is the historic main house with some of the secondary homes. Many of you've seen the south side of the freeway, a barn style roof on it, and then this is just an up-close version of that existing structure with the siding.

So these structures have been elaborately remodeled. I mean, they're very, very beautiful structures in and out and we're really looking forward to using those for the tenants of the park. This is the site plan blown up. Again, this is looking to the... North is to your left here. So everything's rotated. This area up here is all those existing structures and existing trees. The owner was really into trees and a lot of the trees that are around all these existing structures were taken from historic places, famous places, their seedlings and planted there. Something that we're going to do as part of this project is we're going to put placards next to those trees to highlight that history. In the middle of this site, again, there was an apple orchard that had some historic trees in it as well, the seedlings. And then we got a lot of native vegetation over here. You can see here, all these little spots represent the RV spaces for rent.

They are going to be short-term rentals. This is a resort off the side of the freeway and I know that's one of the points the neighbors were concerned about, but this isn't a long-term stay park. This is a destination resort type facility. We do have access roads all to and through the whole project. There are going to be some storage units in this area right here, proposed, and these aren't the traditional storage units that you hear when we say, "Storage units for rent." So many people these days travel with their RVs and they have little motorcycles, and mopeds, and bicycles, and kayaks, and other things that they bring along with them. And one of the things
that the applicant would like to do is keep those out of the RV spaces. They're not piled up on
the ground and the way he's going to do that is by proposing some of these little storage units,
these little small units that the patrons at the park can use for their different things.

If you look in your packet, there is a summary of everything that is proposed here and this is a
combination of new and existing. Just real briefly, we've got the 120 spaces. There's going to be
four new bathrooms and washrooms, 48 different storage units in that area, a new swimming
pool, new pickle ball courts, and then all of those existing structures are going to be reused and
revamped for managers' quarters, recreational rooms, icafe, wine rooms. So these are all
going to be amenities that are available to the people that are staying in the resort. Also in your
packet, we hired an architect to go through and look at all these existing structures to try and
make sure that we make sure they're all ADA-compliant, and we're going to be doing a little bit
of site improvement within that area over the top of the existing driveways, just to make sure
that those surfaces are all smooth and adequate for people that need to use those parking
spaces and whatnot.

Again, all this area is going to... Other than some walkways and some surface improvements
inside of there, most of it is going to remain the same and we're really going to landscape it and
make it an amenity to the resort. Also included in the packet is a utility and grading plan, which
you can see here. Pretty extensive utilities on this project. One of the things that is required as
part of the development is to improve Greenfield. That's going to include curb, gutter, and
sidewalk and a planter strip. It also includes a very long sewer main. This area to the east of the
project was designated as part of the new urban growth boundary. And as part of that, the
master plan is requiring it to be sewered in the future. So this is part of that extension that's
required as part of the master plan. There is an irrigation canal, Grants Pass Irrigation Canal,
that's open for this portion of the site right here before it's piped on both ends. And as part of
the project, we're also going to be piping that. So the whole thing will be contained.

And then we have to do our traditional water, sewer, and storm drain detention on site to make
sure we comply with city standards. But generally, grading-wise, this thing slopes from the
upper side of the site down towards the freeway. We're really hoping to take advantage of that.
So all these RVs will be somewhat layered upon one another. The views up here, as most of
you know, when you're sitting at the freeway, looking into Grants Pass are beautiful, and the
whole point of this project is to try to take advantage of those views. Also included in the
application is a conceptual landscape plan. The state of Oregon actually has a code
requirement, which is reflected in local ordinance as well, that every single RV space has to
have at least one tree planted right next to it. We're showing that on this conceptual plan, but
one of the things that's not shown because we don't have every tree located yet is we're going
to be maintaining as many of the existing significant trees as possible.

And that's going to be especially around the existing homes, but also layered in and out of the
spaces here as we can, based on the grading restrictions that we're up against. This area in
here, this little triangle, is pretty heavily vegetated now. So we're planning on keeping all those
tall evergreen trees in there. And then there'll be additional landscaping along the frontage, both
along the site and along the newer street improvements. And then we'll be providing a nice,
really detailed landscape plan as part of the formal submittal permitting process. There are
architectural drawings also included in the packet. This is the floor plan for the bathroom and
shower area. One of the things that the applicant is trying to do is, again, try to tie the new
buildings, because we are going to have a few of these new buildings into the old historic look, both color wise, roofing materials, and things like that.

So you can see here, if you look at this one compared to the mini-storage, they have a very similar look and the mini-storage isn't a long metal building. It's a broken-up section building. So this looks more historic in nature than what you would expect for a normal mini-storage structure. As mentioned by Jason, there were some concerns, one being from Mr. Haugan, on how the traffic study was calculated and how the data was calculated and obtained. So because our traffic engineer couldn't be here tonight, we had her prepare this memorandum. So this should hopefully address those concerns. Overall, we really believe that this location is extremely well-suited to what we're trying to accomplish here. The fact that it's located on the hillside next to the freeway at one of the main entrances to our city really makes it well-suited for this type of development. Again, we're really trying to take the historic aspect of this site too and bring it into the overall project, and create that destination resort that people are really going to find unique.

We do recognize the fact that there are six residences along the north and east property line. And there's concern about buffering from that. We are buffering this project per the codes, which will include a tall hedge screen along both of those entire property lines, along with a brand new six-foot solid fence along those property lines. We are willing to hear the neighbors' concerns and work with the neighbors as needed to help alleviate some of those concerns as we go through the project. And really with still the interstate frontage in Grants Pass, we just think this is going to be a huge benefit to residents and the community, really support the existing businesses in and around the area. So with that, based on this information, we're looking for approval of the Greenfield RV resort project tonight, and are happy to take any initial questions that the commission might have.

Hi, there. I have a question. Could you please reveal the ultra-secret location of this mysterious 120th space?

So we had prepared the application of 119 spaces. The traffic study was done, I believe, for 123. The applicant had requested that we keep the flexibility in there to add one additional space. We do not have that in here. Honestly, it would probably go right here.

Thank you.

This is really where we would assume it would be.

Thank you, sir. Any other questions?

Are we going to be able to ask questions later from the proponents?

From the applicants?

Yeah, the applicants and proponents.

I don't think we can do that. That's an exchange and we don't do that.
Generally, most of the commission's questions for the applicant would be now. But certainly after the public testimony, if things come up and you need clarification based on the testimony, then you could do that.


Go ahead, sir.

I did have a question for you on this traffic issue on the southeast corner, down the bottom, or, I guess, this side for you. You had a shot showing the intersection, I believe it would be going north.

Yes, this would be the southeast corner.

So that's going north, correct?

That's looking west. The maps are rotated. So I apologize for the confusion on it, but this would be heading to the west.


Yeah. Do you have one going the other way?

I do not in this presentation. The road looks similar, but this was... See, I could probably show you on here. So there is that intersection right there that we-

And that was a concern expressed in the traffic study information. I don't know how busy that intersection is.

It's a very low volume project, which I could show you here. This right here has-

Is Ed in?

This intersection right here has one, two, three, four, five, six, seven, eight, nine houses off of it.

And that is zone as what?

Residential,

Residential urban area?

Yes. Correct. It's part of the new urban growth boundary. And one of the things too to point out is, if we back to the site plan, the main entrance for the facility is here. This is going to be our main in and out. This is a one-way out and the only reason that this is being maintained, this is existing driveway, is because we need to maintain ADA accessibility to the main office building.
So this will just be a one-way very low volume out only, not an in, and all of the main traffic for the development will come through this entrance.

Other questions? Yes, Commissioner Arthur.

I was having trouble figuring out the trash and recycling thing.

Mm-hmm (affirmative).

I saw these number 24s all scattered around in the middle of the street and I don’t know if you could just explain a little bit more about that.

The trash enclosures are scattered throughout the site. It is a pretty big site. We’ve got one here. They have to be head in for the trash trucks to come pick them up, where the trash truck is driving and actually pick them up in the front. So we’ve got one here, one here, here, here, here, and then I believe that’s the extent of them as-

All right. [inaudible].

Other questions to the applicant? Mr. Nelson.

I had one final one. These are drive-through?

Some are drive-through and some are backend. So the ones that are connected at both ends here to the asphalt, the gray being the asphalt representation, are pull-through. The ones around the perimeter, there, there, and down here and over here are back-end.

Okay.

So they’ll be the back of the unit.

Other questions. Thank you, sir. Anybody else want to speak on behalf of the applicant? All righty. Did you want to say something?

No, I want to make sure that we’re [inaudible].

Thank you. Is there anyone who would like to speak in favor of the application? Is there anyone who would like to speak in opposition to the application? Okay. Before we get to that, if Mr. Haugan and Ms. Black are here, please don’t come up to the microphone and read your letter into the record. We have it here. It’s in the record and it’s ready to go. If the comments start to duplicate each other, I might call you on that. There’s a few of you here that want to have some testimony. We’re going to give you time. We’ll give you three minutes a piece. If you’re still talking, I’m not going to cut you right off, but I will say you have 20, 30 seconds left. So who would like to speak first?

Chair, I just would like to call out the fact we have several people joining us online, one of which is Terry Haugan who has his hand raised. So we’ll just need to navigate between in-person and the remote.
Sure. We'll try and take turns. How many people are remote?

Eight or so.

Oh yeah. We'll keep it at three minutes. All right. So I'll entertain somebody from the audience here in the room first. Come on up, state your name and address please and let it rip.

My name is Gretchen Boris. I live at 140 Spring Mountain Road, would be the road directly after the proposed entrance to the RV park. It was a great proposal. You've done a great job, but I'm sure it'll be beautiful and it is zone commercial. And you have every right to do what you want to do with that property. However, I would like to maintain some of our rights. As the road directly following, I think we should be able to put up a sign saying, "Private road," or, "Residents only," or, "No turnaround." If they miss that turnaround, which is going to happen, the only turnaround will be on our quiet street.

There aren't eight houses on the street, there are four. People have lived there for upwards of 30 years. They've raised their kids there. Many are now gracing their grandkids there. I know we've thought about putting up a sale sign in our home. We're definitely putting up a six-foot fence. This will horribly affect our property value, it will affect our quiet, peaceful way of life, it will affect our security. But that being said, he does have the right to do what he wants to do. I just want to protect the rights that we have as property owners right next to this proposed development. Thank you.

Thank you very much. Okay. I can't see who's remote here, but I'm ready to take somebody from the remote section.

I would call on Terry.

This is Terry Haugan, if you can hear me.

We can hear you, sir. Go ahead. Name and address.

My name is Terry Hogan, address is 261 Northeast Oak Dale Drive. I had submitted written comments, which I know are part of the record. I did want to highlight a couple of very important things in that. One is that privacy is very important to us since we are immediately on the backside of this property. And we understand that this will be a premier RV resort as being presented, that there will be large RVs which will be present, which we'll definitely be able to see over the top of a six-foot fence into our backyard. That impacts us directly. Additionally, if in the long term, this does not turn out as it is, and we do a lot of RV traveling ourselves. We go to a lot of parks where we see that it is turned into long-term residential, and that it becomes basically to some degree, low-income multifamily property.

And again, within five feet of our backyard, we don't really like to have that close to our property. Nowhere within the plans do I see a lighting plan as sufficient, and we are concerned about future maintenance of any lighting that goes in so that it does not glare into our windows since we are very close to the property. We are concerned about occupancy limits. If this is to be a premier RV park, I believe that the property owner and the developer should not object at all to having any length of stay limitation placed upon this approval. As far as the traffic study goes, I
understand what has been stated, but I do also know that because we have an RV ourselves and we access the interstate from our property, that getting onto Sixth and Morgan and Seventh and Morgan with a large RV is difficult.

And our RV is not as large as many of them that are out there. And I severely believed that there will be a large impact to the traveling public at Sixth and Morgan and Seventh and Morgan with all these large RVs going through those intersections. And also because we do have RV ourselves, we do like to walk when we are going out and about, and there is a lot of restaurants within relatively close proximity to this proposed park. And we think that some type of pedestrian access should be allowed going all that way because it has been extremely difficult and will continue to be, going underneath the interstate to get down to those areas. So with that, I guess, we're just primarily concerned about privacy to our own property, as well as any traffic impacts there may be here.

Thank you.

Thank you and I would answer any questions if anyone has anything of me.

Thank you, sir. That was exactly three minutes. Good timing. Okay. Somebody else from the audience want to come up and speak at the podium? Go ahead, sir. Name and address please.

My name's Tom Papuk. I bought the property at 420 Greenfield. I'm the other commercial owner in this area. We build instrumentation. We sell it around the world. 75% of our business is offshore. We don't have the same type of passion that the people that live here do. But looking at it from a common sense standpoint, it's a stupid idea to put a lot of RVs and put that many people in a small space. Despite what the gentleman said earlier, it's a very busy intersection. People coming off the freeway make a hard right turn. And depending on the competence of the people driving the RVs, I can see all kinds of problems. Also, the motion of the people in the RV resort going into town would be using their cars, not their RVs, probably. And I talked to a gentleman today and he said about 50% of the RVs are carrying cars or some alternate transportation. That's not a great intersection and not a great [inaudible]. People don't want to walk through there, walking underneath that-

Could you get a little closer to the mic, please?

Excuse me.

A little closer to the microphone so we can hear you better. Thank you.

People walking into town under that bridge through that intersection are targets. People are driving too fast. I have a letter of... I think it was submitted to one of you from Chris Cobble. We have a letter of comment. Anyhow, we make our profit, but we're feeding them back into the city. We have 40 or 50 employees there. The forest service had 170 altogether. Anyhow, this is commentary I'm making on good sense. Thank you.

Thank you, sir. Anybody attending remotely, please raise your hand if you'd like to speak. I don't know where to see hands being raised on the at screen.
Hi, my name is Alicia Howard. I'm very versed in Teams. I use it at work all the time, which is actually why I'm not present due to the demands of COVID on the hospital.

Okay, perfect. What's your address please?

229 Northeast Oak Dale Drive.

Thank you very much. Go right ahead.

My property bursts right up to the back of this area. Every window in my house faces that wooded green area and an RV park with that many tenants, that's all I would see from my desk, my backyard, and every window in my home. I would feel like my privacy was being invaded. I'm concerned about the noise. I'm concerned about the traffic as everyone else has stated. And the other question I had was is this going to be on city water?

Yes, it will be on city water system.

Okay. Because that's a well and I didn't want to be concerned about competing for water. That was all.

Thank you very much. Anyone else here in the audience who would like to speak? Yes, sir. Come on up to the microphone. Name and address please.

Hello. My name is Rod Raybon. The address is 231 Northeast Oak Dale. I have several concerns, but I know I only have three minutes. One is I'm wondering how tall these trailers are going to be, because it sounds like you're saying there's a six-foot fence. And if we have a 10-foot trailer, where's the privacy? That's one thing I'm wondering about. I really enjoy looking at the stars at nighttime. That's one of the things I do. I have a website that's dedicated to astronomy. If he has those bright lights on, that's going to be the end of that. Plus, we'll have the lights shine in our windows at night. My bedroom faces that. I think that's outrageous.

Also, if you look at that street, that very, very narrow street, if you have... Let's just say, a third of the people who are there want to leave at a particular time to go someplace. So that road is completely stuffed with cars. How's that road going to be able to handle all those cars? How are we going to be able to get in and out when there's so many cars turning this way, turning that way? What have you. I'm also wondering, what kind of a fence are we talking about? Is it a six-foot wood fence with a 10-foot trailer, 15-foot trailer? I don't know how tall they are. Are we going to grow something? So my main concern is lighting, having the light shine into my backyard, which will be the end of the reason we bought that house, is so that we could sit up there and look up at the stars at night. That's what I do. That will be gone.

And also having the light shining into our windows because my bedroom and I think a lot of other people's bedroom windows face the trailer park. And also I'm concerned, as Terry brought up, will this eventually degrade into a typical trailer park? What happens to our property values? Is the city planning on reimbursing this for the loss of the values of our property? Which that will happen. Who wants to live next to a trailer park? So those are my concerns. Thank you.
Thanks for your time, sir. Anyone attending remotely, go ahead. Jump on in here. Okay. Then we'll switch back here to the audience. Yes, ma'am. Come right on up. Name and address please.

I'm Linda Blower. I'm at 322 Northeast Oak Dale Drive. So my property does not butt up next to this. I'm just down the Oak Dale Road, just away. My husband and I built the house 48 years ago. So I am very aware of the traffic issue. My real concern is when you go up 7th Street, and you're going to turn onto Scoville, and then you turn and you go on up to Scenic Drive to go home, there's a stop sign right there at, I mean, 7th Street and Scoville. For several years, you have to stop to make the right-hand turn. As of yesterday, they blacked that out and now you have to stop. So I asked my son how long his trailer is with his pickup. He said, "Mom, I don't have one of the longest trailers, but my trailer is 34 feet long."

Now I add my Tundra truck to it, we're 60 feet. If you have two or three of these rigs, because they travel together, trying to come up, stop at that stop sign, now try to take off and go and turn on the very first road onto Greenfield, they're going to miss that. They're going to go up and try to find another place to turn around so they can hit Greenfield. The congestion, add some semi-trucks into this, you're going to be backing up on 7th Street. I'm going to be backing up on 7th Street to try to get home, or you're going to have back up off the freeway to do this. Now years ago, they were going to make... The first Baptist Church was or River Valley, now it's called, was going to make [inaudible], change all the stoplights and do all this off-ramp stuff. What has happened to that?

We are going to have as much traffic then as if the church gets out on a Sunday morning. So you guys have got to figure out what to do with all the traffic that's going to happen at that intersection at Scoville and 7th Street or going down 6th Street. Right now, there's all this construction with the seismic overpass thing. But I can understand. I mean, the trailer park looks beautiful. I am also wanting to know not long-term resident. Five or six days, they move on. That's all it's for. It's not for long term. So we don't have a bunch of homeless... We have a very safe neighborhood right now. There's very low crime. I don't want it to increase. Like I said, I'm a born and raised resident of Grants Pass, very few of us, and I've lived in the house for 48 years.

So if you want to know some info... Oh, one other slight thing. This mountain or hill that it's on is called Spring Mountain for a reason. The water runoff of this hill is horrendous. You got to start preparing for that down on his property because it's got to have someplace to run off. And we have a ditch above our place. We border the city limits. We are in the county, very strange. We have county, I mean, city on three sides. There is a huge ditch that runs at the top of our property and a week ago when we had snow, it was full. Now, where are you going to put that? Because the storm drain water runs over the road and right close to this Terry Haugen's property and has flooded them out. So you better plan for all the water because now you put in a whole bunch of black top trailer park secess. Where does that water go? You're covering in the irrigation ditch. It can't go there. So where does it go?

Thank you very much. Anyone online want to jump in here with any comments? All right. Anyone else from the audience? Yes. Come on up. Name an address please.

Hi, I'm Lynn Erickson. We live at 201 Spring Mountain Road. We also have property on Oak Dale and on Greenfield. And the one thing that everyone has failed to comment on is the traffic. We're all talking about... Haven't commented on the fact that Greenfield is a dead end. There's
no way out of there. So Spring Mountain is a dead end. So is Oak Dale, a dead end. Whether it's the garbagemen, or an RV guy, or me in my little car, there's only one way to get out of my house from Spring Mountain, is to turn right, go down Greenfield Road, going right past the two roads that lead into this trailer park. He mentioned there's four people living on Spring Mountain, but there's a whole lot of people that live down on Greenfield that still have to come through.

So it doesn't just affect four of us that live there. And there's no way out other than getting out to Scenic. And I really agree with Linda, trying to make that 180-degree turn from the freeway to get on Greenfield is crazy in any car. Anyway, I was also at Jack's Landing, the RV park at the north end of town. They've got a lot of folks living in their cars there and it's not just a resort. The resort word sounds wonderful. But these people are staying long term and it creates a whole different atmosphere. So yes, we are very concerned about our neighborhood.

Thank you very much. Anyone online? All right. Back to the audience. Anyone else want to speak? Yes, ma'am. Come on up. Name and address.

Ivey Sanford, 1499 Granite Hill Road. I live past all of that. My concern is the traffic. I drive into town five, six days a week, because I work, and the traffic there at the intersection of Scoville and 7th is going to be horrible. When I come home from work, I had 18-wheeler truck hauling some cars, who had blocked the entire street because he went the wrong direction and he was trying to turn around, and held up seven cars. And the curve from coming off 7th Street onto Greenfield is a very sharp turn. It isn't an easy turn. It's not a lot of space. And I didn't see or hear anything about what they're going to do to make it... We have a trailer, we travel, and I'm concerned that there's going to be cars. As I'm trying to go into work or come home, I'm going to have trucks and RVs and fifth wheels pulling out and blocking the whole road and coming on the wrong side of the road.

I think the traffic, whatever they checked is not accurate because that intersection is a horrible intersection. Have cars almost three times a week coming the wrong way up 6th Street. Because they're out-of-towners, they don't know it's a one-way street. You can imagine what that would look like with an RV, or trying to make a left or right turn there on Morgan Lane off of 6th Street. It's a tough corner. Both sides are tough to get to, and they're going to be moving in to get onto the freeway. I think there needs to be more study of that section of the road of Scoville going 6th and 7th. Thank you.

Thank you very much. Anybody online want to speak yet? Back to the audience. Come right on up. Name and address please.

Dija Sky. I live at 241 Northeast Oak Dale Drive. I feel like having to think about your address. These are more questions that I thought about. Other things to traffic and safety and security have all been addressed. So I won't go over to those. But I do wonder, what guarantee do we have as far as the short term, meaning non-permanent housing? I know that in the presentation, he mentioned that the owner loves trees and yet he's going to tear out an entire oak grove and the apple orchard. The oak grove is directly behind my house. That's one of the things that drew me to the house. And I was told that they're actually planning to tractor-level the property. And it sounded like in the presentation, he's saying that it's not going to be completely leveled. So I'm a little bit confused about that.
And then he mentioned that there was going to be a hedge screen. How tall is that? What does that mean? Obviously, they've mentioned the six-foot fence, but that really doesn't give security and/or privacy. My house is probably the tallest house on the street. Meaning behind the RV park, so I really will have zero. I will literally look out and have a sea of RVs and the freeway. So the other questions are how often is the trash picked up? Because if it's a full park, it's going to have to be more than once a week. Having gone camping at campsites, what we have is they pick up trash twice a week at least. And then as the last person just mentioned, did they really do the I-5 intersection in 7th Street?

I've almost gotten hit or couldn't get over because traffic comes off the freeway so fast. And then it sounds like they really didn't communicate... This project wasn't communicated to the entire neighborhood. It was just communicated directly to the people that were abutting the property, and I think that the entire neighborhood should have been advised of what was going on. And also, you already know that we got less than 30 days' notice about this and the notification was sent out in the middle of Christmas and New Year's. That's all I have to say. I wish I could ask those questions to the presentation person, but you guys at least have them and can ask your questions.

Any questions? Apparently not. Thank you very much.

No problem. Thank you.

Anyone else in the audience want to speak? Yes, ma'am. Name and address please.

Hi, my name is Tammy Krauss. I live at 227 Northeast Oak Dale, and I don't want to stop the project. I don't want to prohibit anybody's use of their land, but I would like the city, if they are going to approve it, to at least entertain some of the resolutions that I would like to bring forth. The wall has been addressed, but I would rather see it be a wall, not a fence like most of ours. I'm to the side of the corner of the property, but our fences are pretty flimsy the way that they were built, and I would like to ask if the planning commission does approve it, that they actually make a wall that's much taller and an actual wall. Somewhat similar to what you would see like in Southern California along the freeway lines, when they're trying to block the traffic noise from various housing communities.

And I would also suggest and ask that if it is approved, that they would be required to have security footage and surveillance across the lines that are bordering all of the neighbors' yards. So that if we have a problem with theft, robbery, which we actually have had some of that already this past year, that they would work in conjunction with the neighbors in providing that security footage. And then the lighting that got brought up, I would like to... Obviously, the lighting is going to be required, but if we could make it, like at Gilbert Creek Park and some of the other places, so that the lights would face outward towards the freeway, and not shining towards the residential homes would be very beneficial. And then right now, currently, there are homeless people that have been living in and out of those historical buildings up on the hill.

And there is a homeless camp that sits up on top of the mountain too. And I know I've been there because we've fed some of those homeless people. So when you bring a resort in here and it looks nice and they did a great job presenting and I'm not prohibiting that, but the short-term stay, I have several clients that are my clients and the way they get around that short-term stay is they stay in a spot for a certain amount of days and then they go 10 spaces down. So I
don't know what policing that needs to be, but it would be really nice if that was addressed as well. Thank you for your time.

Thank you very much. Anyone else? If you've already had a turn, I can't talk to you again. Sorry. Anyone else? All righty. Anyone else online want to say anything? Okay. Applicant, you may come on up and address these concerns, if that's what you'd like to do.

Can you hear me? There we go. Again, Justin Gerlitz, Gerlitz Engineering Consultants. I always appreciate the neighbors sharing their comments to hear their concerns, and I figured I'd try to address a couple of those, some specific answers. Traffic is always a concern with every project we do, whether it's three lots subdivision or a shopping mall. And one of the things that the city requires is for us to hire a professional traffic engineer to do a traffic study. The scope of that study is determined by both the city's traffic engineer and ODOT in this case, specifically on the city, more on this one, because it's a city road. The traffic engineer then does counts, does analysis. There's very specific ways to do that. And then that study is submitted back to the city and ODOT's professional traffic engineer for review and concurrence.

So I know that there's concern over traffic, but we did do those steps, which showed that the limits of the traffic impacts are not exceeded in such a way that they were concerned with the intersections adjacent to it. I did hear one of the neighbor's concern about turnaround and I think that's a very valid point. I think some signage at the main entrance to this facility that says, "Turn here, do not go straight," would probably be an important feature to add and we're very happy to do that because I want to see it function as well. Lighting was mentioned as a concern. We have no desire to shine lights back on the neighbors' properties. Today with LED lights, there's ways you can use different intensities and dim them down to certain levels. And we want it to be safe within development, but we definitely don't want to be imposing direct lights on the neighbors. So that's something we're going to be doing, is hiring a professional electrical engineer to design that system.

There was a mention from a letter from Chris Cobble. I'm assuming we'll get a copy of that in the record. I know one of the things... Somebody mentioned the church that was originally River Valley was going to be building a church across the street. One thing that's a little different about an RV park is the traffic doesn't come and go exactly at one time during the day like a church service would be, or a restaurant, or a coffee drive-through, or the peak hours on the way to work. So I know that does help a little bit. It disperses the traffic out. People come and go different times during the day, and I'm pretty sure that was accounted for in the traffic study. The back fence, there's a lot of comments on the screening. The city typically requires a six-foot fence and a three-foot landscape buffer.

But with RV parks, there's actually state requirements that go along with it as well, that are in the code, which increases that to a five-foot buffer. And the city standards I specify, I believe, an eight to a 12-foot vegetated hedge screen, evergreen hedge screen. So it's there all year long. So that's the intention that's actually drawn on the landscape plan, where we would plant a solid hedge screen along there, something similar to [inaudible] hedge, something that grows quickly and tall that could be trimmed up against the fence. And we found that that combination of a solid fence and vegetation is actually some of the best sound protection that you can install versus just a solid fence. So with that, I hope that answers some of the commission's questions, some of the neighbors' questions, and I'm happy to answer any additional questions that you may have.

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Commissioner Nelson.

Curiosity. I know you have the desire to plant trees on each of these sites, but you have them next to the road. Is that for a reason?

Yeah. The state actually requires that each RV space specifically has a tree next to it. And then the city requirements along the roadway require a row of trees in the-

Terry Haugen is now exiting.

... 10-foot front yard. And then also additional trees down where we're going to be putting in a new planter strip on the roadway. So there'll be a combination of trees, not just at the RV spots themselves.

So on that backend, then you're saying is going to be the hedge row that will be eight to 12 feet?

Mm-hmm (affirmative) When it's fully grown. Yes. And then there'll be additional trees along those spaces as well as the hedge. It won't just be the-

Okay. That's what I didn't see.

Other questions? Commissioner Scherf.

So I've heard concerns about visibility and you've stated as well as I'm looking at the contours on your utility map here, can you basically explain a little bit more? To me, the contours look like the site slopes from the northeast corner down to the southeast corner. First question. How much relief from the top of the property down to Greenfield Road elevation-wise? What's it? 10-foot fall? Four-foot fall? Three-foot fall?

All across the entire property?

Yeah. Yeah. I just want to get a visual in my head.

It's substantial. I'd have to pull up the map up there, but each one of the contours on there are a foot, I believe. One to two feet. So there's a substantial fall. It's a slope. It's a consistent slope down from top to bottom and there's another cross slope in there at the northwest corner. Immediately at the north property line, there's not a drop-off right there, but it continues from that point all the way down to the freeway and then continues down the hill from the freeway into the city. So that constant slope from the top of the hill behind the project, all the way into town is there.

Okay. And there's concerns with the neighborhood to the north there that there would not be a visibility relief. Is there alternatives that you guys could look at in laying out the property where you took that furthest north row and dropped it in elevation a little bit to further the visibility relief?
There will be a little bit of a drop there for the... The RV stalls themselves will have to be pretty level and the slope is generally sloping right there. So we probably will excavate a little bit. I can’t say exactly how much because we haven’t gotten into that level of design, but-

Is this something that would be in your mind when you’re actually going through this?

Yes.

Perfect. Thanks.

Anyone else have questions for the applicant? Thank you very much.

Thank you.

Staff, I think we’re going to go back to you for any final comments you might have, and to see if any of the commissioners want to hit you up with questions. Thank you.

I’m happy to address any of the questions or comments, specifically related to the development code that any of the commissioners may have for me.

Questions, anybody. Commissioner Nelson.

Future development a long, I guess, it’s Spring Mountain Drive, it’s rezoned or zoned at 112. And how big of sites are those? Those are fairly large lots, aren’t they?

The minimum lot size for the R12 zone is 11,000 square feet. So some of those may be larger than that as they exist today. But if somebody was to come in with a new subdivision, that would be the minimum.

Okay. That probably answers my question. So I was just curious if the city had right away or any plans for extending those dead-end roads that you know of.

Without having the master transportation plan in front of me, I’m not entirely certain, but I do look at that document often and I don’t believe that it’s identified for Greenfield to extend further to the east.

We can certainly check on that for your next hearing and bring that to you.

Yeah. I’d like to see what potential lies in the future on this commercial area as well as for the residential development buildout.

Okay.

Anybody else have questions for staff?

I do.
Go right ahead, Commissioner Tokarz-Krauss.

Many of the pieces of information raised from lighting to fencing to whatever, it sounds like these things could be mitigated, but I am concerned about the access overall. I am concerned about if they should miss the entrance, even though it is going to be properly marked, I'm sure, we've got faith in that, it's not necessarily going to be upon the applicant to develop that access way outside of, I mean, the 7th Street, the 6th Street, the I-5 corridor. How can that be mitigated? And that goes beyond the applicant here, but these are valid concerns. That's a tricky space anyway, heading up Scoville Road and that whole area, what is being done? Is anything being planned, especially in light of this development?

Yeah. I guess, what I can confidently say is all the different city stakeholders, involve the city's traffic engineer, public works department, have all reviewed this application and provided comment. I do know that there's other projects going on in that area. I can definitely take back some of the comments that I've heard tonight and get some further clarification from both the city traffic engineer and the public works department to more specifically address some of the traffic concerns in the specific intersections that were mentioned.

Yeah, we do a staff-level look on a routine basis, especially as new growth happens in certain areas of town and the Redwood area is a good example where over time, you see those levels of growth and traffic really increase. And so it's routine to look at those as growth happens because the law is set up primarily around the impacts of just that one development. So if one development is going to cause the need for a traffic light, for example, then that developer would have to put in a traffic light. But legally, the city can't say, "Go and make all these improvements because we think that those are going to happen." It's all based on, as Justin said, the traffic study specifically to that development, but it is part of our responsibility as city staff and as a city as a whole to be looking at the cumulative impacts.

And so I think tonight, we heard some good points about over time, there have been increased impacts. And so I think there's nothing, as Jason said, on the books today that's a funded capital project that we can point to and say, "In 2024, this is going to happen." But that is a document that's living and breathing and it can change. And so capital projects can shift from one part of town to another part of town, depending on impacts. And so that's usually looked at after the development is done and it's operational and you see things. That's not to say there won't be some requirements that the [inaudible] may want to put on, especially related to signage at that Scoville-Scenic intersection, or the Scenic... That area.

Mr. Nelson.

I had a question. Justin, in regards to pedestrian walkway, where is that exactly from that side?

The pedestrian connectivity route to the right of way?

Right.

Can you pull it up on your-

Getting across the freeway.

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Are you asking how would somebody like… Because they’re going to be installing sidewalk, but it won't have connectivity down into town?

Oh, I believe someone out there mentioned that there was a walking way to town?

No. [inaudible].

So there is no connectivity into town from this site? Okay.

Right. There will be a portion of the entire frontage of Greenfield that will have some sidewalk and other portions not have sidewalk. The purview of the development code for this project is just the frontage of the property boundary.

Other questions to staff? So I have a question. Did you say at the beginning of your presentation that you have a slide showing us the two possibilities for continuing?

Mm-hmm (affirmative).

So here's our options. We can continue the public hearing itself, or we can close the public hearing and keep the record open. Does anybody have a preference? Commissioner Nelson.

I would be happy closing the public hearing, but keeping the record open. Simply, I think we've heard most of the concerns from the neighbors abutting up to this property, but I'd like to be sure that we've got this notification. Or is there going to be notification sent in a broader area?

So the ordinance doesn't require that. If you wanted that to happen, we could, but bear in mind that you only have the seven days. And so that would really not provide-

Wouldn't get too much time then. My preference, and I don't know how the rest of the committee feels, but would be just to close the public hearing, but leave it open for additional comment.

Is that a motion?

That would be my motion.

I need a second.

I second it.

We have a motion and a second to close the public hearing and leave the record open. It's for seven days. Correct. And then the applicant has those seven days to… Okay.

Yeah. The items that were submitted tonight, both to the commission as well as by people here on the record, we'll put on the agenda center section of our website. They'll be uploaded tomorrow, but we can also email those to anyone who signed up in the back. There's a sheet back there. And then of course, the applicant will receive that. Since the record's open for seven days, that's new information that was just submitted tonight. So that's one of the reasons that it's continued so that there's time to look at that new material and comment so that then the
commission will get all that. And then we'll receive the applicants, any new information they want to respond to that, so that you have that when you meet again.

Thank you very much. You people in the audience who bothered to come tonight, thank you very much. Did you hear him say to make sure your name is on that sheet back there before you leave? Okay. Mr. Nelson.

Now, would that include some additional traffic impact information? I'm still a little confused on whether or not we can impose on this site particularly, or this project, but I'd like to have a little broader understanding of what potential could be out there, particularly with intersections and so forth.

Sure. No, I mean, we'll send you a copy of that section of the master transportation plan. Yeah.

Does closing the hearing and keeping the record open mean that we have to schedule this for a date certain?

Yes. Yes. You definitely want to put a date certain on that-

Can we-

... which typically, it's your next meeting. By code, it's your next meeting.

Okay.

I mean, that's-

So how is our schedule looking for the next meeting? Is there room for this, is what I'm asking?

Did you bring the... I think we have one. So there's room. Yeah, yeah. Absolutely.

Great. Great.

This would be first.

Okay. So we have a motion to close the hearing and keep the record open. That's been seconded. All those in favor say, "Aye."

Aye.

Anybody opposed? All righty. Public hearing is closed. Thank you all for coming. We appreciate that. All right. I'm going to head back to the agenda.

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MOTION/VOTE
Commissioner Nelson moved, and Commissioner Scherf seconded the motion to close the public hearing, but leave it open for additional comment. The vote resulted as follows: “AYES”: Chair Heesacker, Commissioners Tokarz-Krauss, Arthur, Nelson, and Scherf. “NAYS”: None. Abstain: None. Absent: Vice Chair Collier and Commissioner Aviles.
The motion passed.

Alicia Howard is now exiting.

And commissioners, we’re going to have hot mics for a while. There’s people still online. First item is election of chair and vice chair. Do we have any nominations for the chair? Commissioner Nelson.

I’m going to make it easy. My motion, if the rest of the group is amenable to it, is I would move Eric Heesacker for chair and Mark Collier for vice chair, unless someone else wants one of those positions.

Can we do both positions at once in one motion?

Nope.

Sorry.

You can. It’s called a railroad.

Could you please modify your motion?

All right. Fine. I would move nominating Eric Heesacker as chair.

Do we have a second?

I second.

Does anyone else want to be chair?

[inaudible].

All righty. All those in favor of keeping me in chair, so do you mind if you say aye?

Aye.

Aye.

Anybody opposed? Thank you all. Consider that a vote of confidence.

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MOTION/VOTE
Commissioner Nelson moved, and Commissioner Scherf seconded the motion to nominate Eric Heesacker as Chair. The vote resulted as follows: “AYES”: Chair Heesacker, Commissioners Tokarz-Krauss, Arthur, Nelson, and Scherf. “NAYS”: None. Abstain: None. Absent: Vice Chair Collier and Commissioner Aviles.
The motion passed.

Do we have a motion for vice chair, Commissioner Nelson?
I would move Mark Collier for vice chair.
Second.
Second.
And we have a second. All those in favor say aye?
Aye.
Aye.
Anybody opposed? All righty.

MOTION/VOTE
Commissioner Nelson moved, and Commissioner Scherf seconded the motion nominate Mark Collier as Vice Chair. The vote resulted as follows: “AYES”: Chair Heesacker, Commissioners Tokarz-Krauss, Arthur, Nelson, and Scherf. “NAYS”: None. Abstain: None. Absent: Vice Chair Collier and Commissioner Aviles.
The motion passed.

Takes care of that agenda.
No, I want to correct you a little bit. You should have called for, are there any other nominations? Are there other-
I should have. Sorry about... Are there any other nominations?
That’s okay.
I think you have to retract everything and start over at this point.
Oh yeah.
Okay. I'm not-
All the way from the beginning.
I'm not doing that. I'm the chair. I have that off.
Well, now you're a dictator.
I love being up here.
You're in the right place.
All right. Public comment. I see two or three people online. Do any of you want to comment on anything that is not on tonight's agenda?
Where are you online?
Apparently not. Okay. Approval of minutes from December 8th. Do we have a motion?
I hear by move that we approve the minutes from-
Commissioner Tokarz-Krauss moves that we approve those minutes. Do we have a second?
Second.
Commissioner Scherf seconds. All those in favor say aye?
Aye.
Aye.
Aye. Anybody opposed? We have some good minutes.

MOTION/VOTE
Commissioner Tokarz-Krauss moved, and Commissioner Scherf seconded the motion to approve the minutes from the December 8, 2021 meeting. The vote resulted as follows:
“AYES”: Chair Heesacker, Commissioners Tokarz-Krauss, Arthur, Nelson, and Scherf.
“NAYS”: None. Abstain: None. Absent: Vice Chair Collier and Commissioner Aviles.
The motion passed.

The next item is findings of fact from the landscape-related text amendments. Do we have a motion there for those findings of fact? Commissioner Nelson.
I would move the approval of the findings of facts for the arborist presentation that we had in changing our landscape-related plan.
Do we have a second?

Second. Tokarz-Krauss.

Commissioner Tokarz-Krauss seconds Commissioner Nelson's motion. All those in favor say aye?

Aye.


MOTION/VOTE

Commissioner Nelson moved, and Commissioner Tokarz-Krauss seconded the motion to approval of the findings of facts for the arborist presentation that we had in changing our landscape-related plan. The vote resulted as follows: “AYES”: Chair Heesacker, Commissioners Tokarz-Krauss, Arthur, Nelson, and Scherf. “NAYS”: None. Abstain: None. Absent: Vice Chair Collier and Commissioner Aviles.

The motion passed.

Matters from staff and commission members. Staff, what do you have for us?

I don't think we have anything tonight. Welcome to 2022.

Thank you very much. Commissioners, if you have something you'd like to say, please raise your hand. Seriously? All right. Well, I'll thank you once again for keeping me as chair. I'm having fun doing this.

I was going to say Commissioner Aviles did step up to help man the warming center, which was a big step up. The numbers reported by the paper apparently were higher than in reality, but it still served its purpose and it was nice to see her. She apparently works with UCAN. I've dealt with her on that basis and it was a good thing. So I would like to say thank you to her. I sent her an email, but if you haven't, it's another sacrifice of time.

Thanks for that reminder. I think I read something about that in the courier. Is that possible?

You possibly did. Yes.

[inaudible]?

Yeah. I think her name was in the paper.

Yeah, it's funny. They mentioned her as a planning commissioner. I don't know if they mentioned her UCAN role, but that was primarily why she was there. So anyway, it's a good thing because that's certainly time.

That was very nice of her.
Yeah.

Anybody else have anything? Okay.

I did forget to say the city council starting next Thursday has their annual strategic planning workshop. So just let you know that as a result of that, there'll be a new strategic plan for 2022 and we'll bring the commission the results that are the high priorities that come out of that workshop so you can be aware of that. And Commissioner Heesacker will present your goals on behalf of you. So we'll keep you posted.

Can we revisit the chair election that we just had then? All right. Hopefully, I'll be prepared for that. Anything else? We are done tonight. Thank you all for coming. (Silence)