

PLANNING COMMISSION MEETING AGENDA REGULAR MEETING

500 W. Big Beaver
Troy, MI 48084
(248) 524-3364
www.troymi.gov
planning@troymi.gov

December 13, 2011

7:30 P.M.

Council Chambers

1. ROLL CALL
2. APPROVAL OF AGENDA
3. APPROVAL OF MINUTES – October 25, 2011 Special/Study Meeting
4. PUBLIC COMMENT – For Items Not on the Agenda
5. ZONING BOARD OF APPEALS (ZBA) REPORT
6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT
7. PLANNING AND ZONING REPORT

STUDY ITEM

8. POTENTIAL CONDITIONAL REZONING – Proposed Culvers Restaurant (with Drive-Through), 4889 Rochester Road, West side of Rochester Road, South of Long Lake, Section 15, From NN (Neighborhood Node) to CB (Community Business) District

OTHER BUSINESS

9. APPROVAL OF 2012 PLANNING COMMISSION MEETING SCHEDULE
10. PLANNING COMMISSION GOALS, 2012
11. PUBLIC COMMENT – Items on Current Agenda
12. PLANNING COMMISSION COMMENTS

ADJOURN

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk by e-mail at clerk@troymi.gov or by calling (248) 524-3317 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

Vice Chair Maxwell called the Special/Study Meeting of the Troy City Planning Commission to order at 7:30 p.m. on October 25, 2011 in the Council Board Room of the Troy City Hall.

1. ROLL CALL

Present:

Donald Edmunds
Tom Krent
Mark Maxwell
Philip Sanzica
Robert M. Schultz
Thomas Strat
John J. Tagle
Lon M. Ullmann

Absent:

Michael W. Hutson

Also Present:

John Szerlag, City Manager
Steven Vandette, City Engineer
William Huotari, Deputy City Engineer
R. Brent Savidant, Planning Director
Allan Motzny, Assistant City Attorney
Zachary Branigan, Carlisle/Wortman Associates, Inc.
Kathy Czarnecki, Recording Secretary

2. APPROVAL OF AGENDA

Resolution # PC-2011-10-061

Moved by: Schultz
Seconded by: Edmunds

RESOLVED, To approve the Agenda as prepared.

Yes: All present (8)
Absent: Hutson

MOTION CARRIED

3. APPROVAL OF MINUTES

Resolution # PC-2011-10-062

Moved by: Sanzica
Seconded by: Schultz

RESOLVED, To approve the minutes of the October 11, 2011 Regular meeting as submitted.

Yes: All present (8)
Absent: Hutson

MOTION CARRIED

4. PUBLIC COMMENT

There was no one present who wished to speak.

5. ZONING BOARD OF APPEALS (ZBA) REPORT

Mr. Strat gave a summary of the October 18, 2011 Zoning Board of Appeals meeting.

6. DOWNTOWN DEVELOPMENT AUTHORITY (DDA) REPORT

There was no DDA meeting in October.

7. PLANNING AND ZONING REPORT

Mr. Savidant gave a report on current planning and zoning matters.

OTHER ITEMS

8. PRESENTATION BY CITY MANAGER – Organizational Evolution to Achieve Economic Sustainability

City Manager John Szerlag gave a PowerPoint presentation on the organizational restructuring of the City.

Following a 5-minute recess, Vice Chair Maxwell reconvened the meeting and announced that Agenda items #9 and #10 would be discussed in reverse order.

10. POTENTIAL REZONING APPLICATION – South side of Wattles, East of Rochester Road (1100-1200 Wattles), Section 23, Approximately 2 acres in size, presently zoned R-1C (One Family Residential)

Mr. Joel Garrett of Ladd's Inc. presented a potential rezoning of 1100-1200 Wattles from R-1C (One Family Residential) to RT (One Family Attached).

A short discussion followed.

9. TRANSIT CENTER "PRE-WORKSHOP" DISCUSSION

City Engineer Steven Vandette gave an update on the Transit Center project and discussed forward movement on the project to achieve site plan approval.

11. PUBLIC COMMENT – Items on Current Agenda

There was no one present who wished to speak.

12. PLANNING COMMISSION COMMENT

There was general Planning Commission discussion.

ADJOURN

The Special/Study Meeting of the Planning Commission adjourned at 9:15 p.m.

Respectfully submitted,

Mark Maxwell, Vice Chair

Kathy L. Czarnecki, Recording Secretary

G:\Planning Commission Minutes\2011 PC Minutes\Draft\10-25-11 Special Study Meeting_Draft.doc

DATE: December 8, 2011

TO: Planning Commission

FROM: R. Brent Savidant, Planning Director

SUBJECT: POTENTIAL CONDITIONAL REZONING – Proposed Culver's Restaurant (with Drive-Through), 4889 Rochester Road, West side of Rochester Road, South of Long Lake, Section 15, From NN (Neighborhood Node L) to CB (Community Business) District

A developer requested an opportunity to discuss a potential rezoning application informally with the Planning Commission. He is considering rezoning the property to CB Community Business to develop a Culver's Restaurant (with drive-through) on the site.

The parcel is located on the west side of Rochester Road, south of Long Lake, in Section 15. The parcel is approximately 1.4 acres in area and is zoned NN (Neighborhood Node L). The property to the north and west is zoned NN, while the property to the south is zoned CB. A vacant fast food restaurant building sits on the site.

In the NN zoning district, drive-throughs are permitted subject to Special Use Approval at this location. However, the maximum permitted front yard setback is 30 feet. The applicant seeks a greater setback to accommodate a drive lane, including cross-access and potentially parking in front of the building. Note that front yard parking is not permitted in the CB district and would require a variance.

The Future Land Use Plan classifies the parcel as lying within a Neighborhood Node, although it is in an area of transition between the Node and the Rochester Road classification.

The applicant indicated verbally that he intends to submit a conditional rezoning application. At this time he has not voluntarily offered any conditions. The applicant seeks direction from the Planning Commission on this matter. Please be prepared to discuss the item at the December 13, 2011 Planning Commission Regular meeting.

Attachments:

1. Maps
2. Future Land Use Plan (from City of Troy Master Plan)
3. Neighborhood Node classification (from City of Troy Master Plan)
4. Rochester Road classification (from City of Troy Master Plan)

cc: Applicant

G:\REZONING REQUESTS\Potential Rezonings\4889 Rochester\Potential Rezoning PC Memo 12 13 2011.docx



Legend

-  I-75
-  Road Centerline
 -  Major Road
 -  Industrial Road
 -  Local Road
-  Ponds and Basins
-  Streams and Creeks
-  Parcels
- Aerial Photos - 2010
 -  Red: Band_1
 -  Green: Band_2
 -  Blue: Band_3

173 0 87 173Feet

Scale 1: 1,038



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.

4889 Rochester Road

City of Troy Planning Department



Legend

-  I-75
-  Road Centerline
 - Major Road
 - Industrial Road
 - Local Road
-  Ponds and Basins
-  Streams and Creeks
-  Parcels
- Aerial Photos - 2010
 -  Red: Band_1
 -  Green: Band_2
 -  Blue: Band_3

467 0 233 467Feet

Scale 1: 2,800

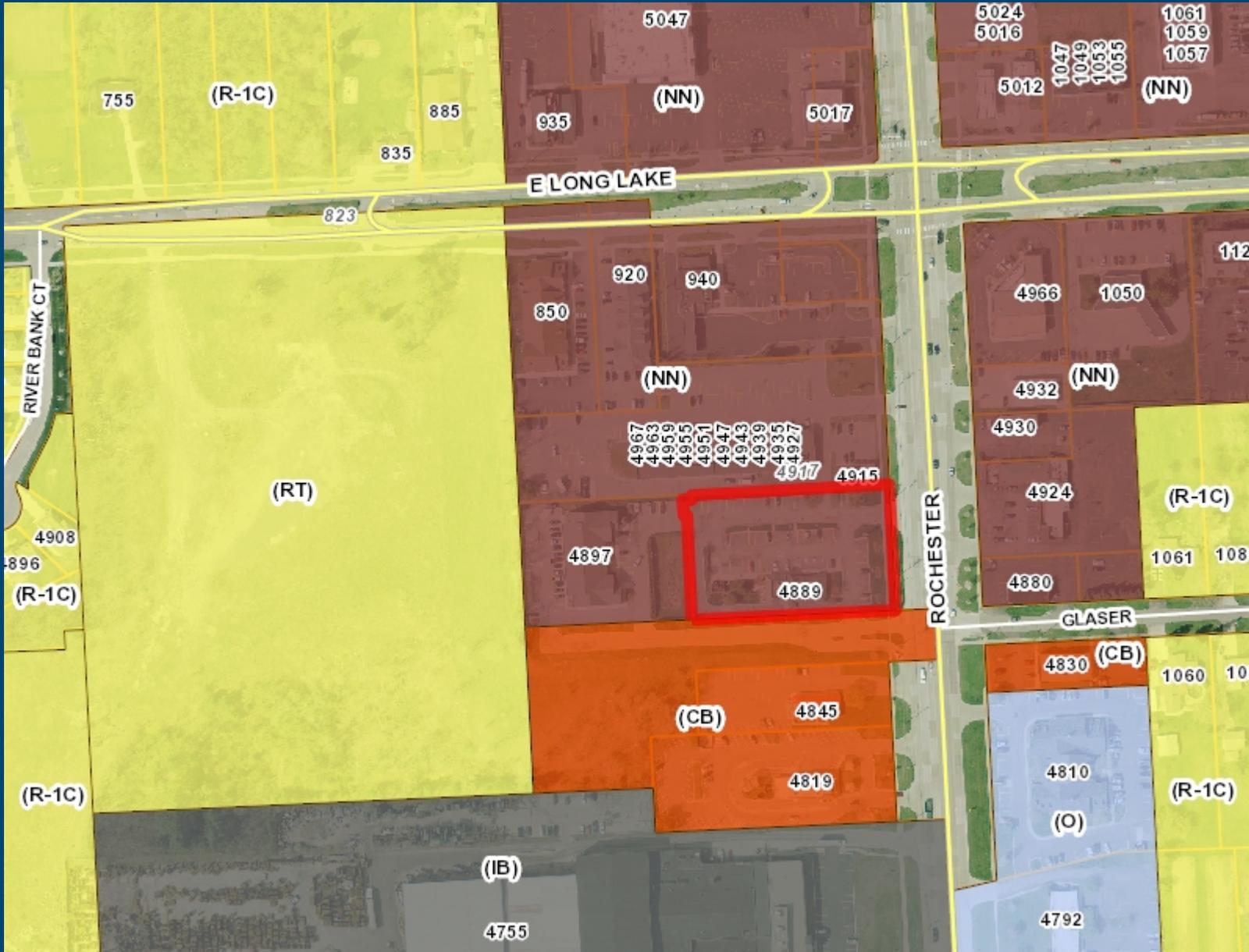


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Printed: 11/30/2011

4889 Rochester Road

City of Troy Planning Department



Legend

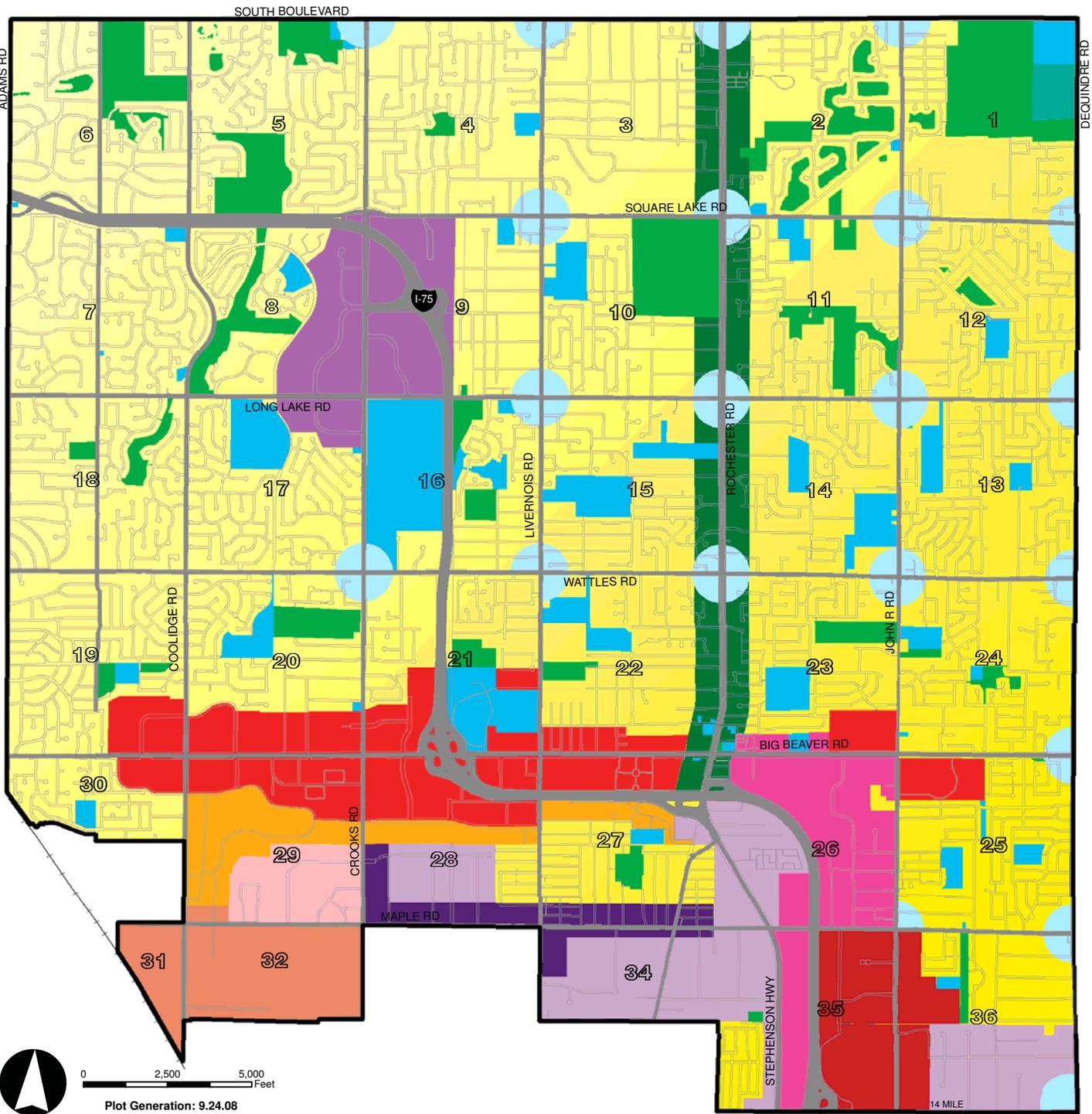
- I-75
- Road Centerline
 - Major Road
 - Industrial Road
 - Local Road
- Current Zoning Ordinance**
 - (PUD) Planned Unit Development
 - (CF) Community Facilities District
 - (EP) Environmental Protection District
 - (BB) Big Beaver Road (Form Based)
 - (MRF) Maple Road (Form Based)
 - (NN) Neighborhood Nodes (A-U)
 - (CB) Community Business
 - (GB) General Business
 - (IB) Integrated Industrial Business District
 - (O) Office Building District
 - (OM) Office Mixed Use
 - (P) Vehicular Parking District
 - (R-1A) One Family Residential District
 - (R-1B) One Family Residential District
 - (R-1C) One Family Residential District
 - (R-1D) One Family Residential District
 - (R-1E) One Family Residential District
 - (RT) One Family Attached Residential District
 - (MR) Multi-Family Residential
 - (MHP) Manufactured Housing
 - (UR) Urban Residential
 - (RC) Research Center District
 - (PV) Planned Vehicle Sales
- Ponds and Basins
- Streams and Creeks
- Parcels
- Aerial Photos - 2010**
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3



Scale 1: 2,800



Note: The information provided by this application has been compiled from recorded deeds, plats, tax maps, surveys, and other public records and data. It is not a legally recorded map survey. Users of this data are hereby notified that the source information represented should be consulted for verification.



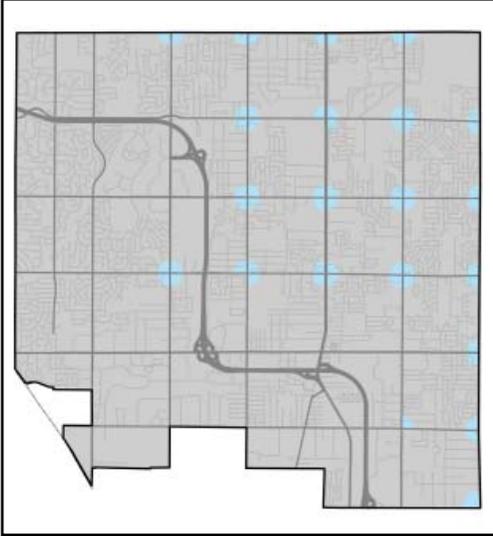
Plot Generation: 9.24.08

Basemap Source: Oakland County Planning

Future Land Use

- | | |
|---|---|
|  Single Family Residential |  The Smart Zone |
|  High Density Residential |  Automall |
|  Neighborhood Nodes |  The Transit Center |
|  South John R. Road |  21st Century Industrial |
|  Big Beaver Road |  Public and Quasi-Public |
|  Rochester Road |  Recreation and Open Space |
|  Maple Road |  15 Section Number |
|  Northfield | |

Neighborhood Nodes: The Economic Neighborhood



- *Located at intersections of the City's main roads.*
- *Work together with Social Neighborhoods to create a more livable community.*
- *Mixed use.*
- *Provide neighborhood gathering places.*
- *Accommodate the daily needs of residents.*

Neighborhood Nodes are the concentrated, commercial and mixed-use centers situated at major intersections of Troy thoroughfares that serve as the center of the City's Economic Neighborhoods. The nodes are specifically identified on pages 95 and 96. Economic Neighborhoods are destinations created as "go to" places that take on a social role, serving both as a place to meet basic needs of the community and as 21st century village centers. The attributes of Economic Neighborhoods are described in more detail in the final section of this Chapter, and the urban design characteristics of Neighborhood Nodes will be described in depth in Chapter 10. The nodes will typically permit a mix of commercial, office, and high-density residential, although the predominant uses in any Neighborhood Node development must be in keeping with the node characteristics described on pages 95 and

96. Industrial uses will not be permitted in the Neighborhood Nodes.

The Economic Neighborhoods of Troy also center on the square mile grid system. Unlike the social neighborhood, the **Economic Neighborhoods are centered on major road intersections where commercial and office development occurs.** When destinations are created, these nodes become a "go to" place and take on a social role. Each of these nodes serves four quadrants of the overlapping social neighborhoods and has the ability to bring residents of four neighborhoods together.

These Economic Neighborhood nodes are destinations that draw people, visually distinguished from the balance of corridor strips through greater density and scale. Variation in building height will often be used to separate the node from the surrounding area, but will not be so extreme as to visually overpower abutting neighborhoods. The separation of building heights at intersections with the "between" segments of corridors stimulates the visual concept of "pulsing" development and sets up a system of visual anchors.

Moderately dense residential environments may be encouraged within some nodes to provide steady activity for longer periods of the day. In these cases, residences may be mixed with offices on upper floors or be developed immediately adjacent to the commercial areas. Connections between the commercial activity and residences must be directly and seamlessly integrated.

During the course of the planning process, the Planning Commission closely analyzed the need for additional neighborhood nodes throughout the City. The City will continue to consider the demand for additional nodes as part of subsequent plan revisions.

DESIGN CONCEPT

- These nodes are within a fifteen minute walking distance of residential neighborhoods to permit alternative modes of transportation.
- Development will be denser and taller than the surrounding area, encouraging visual prominence to signal a gathering space.
- Nodes should be generally confined to a 1,000 foot radius from a major intersection.
- The nodes provide uses and spaces that attract and welcome neighborhood residents.

SITE DESIGN ATTRIBUTES

- Buildings should be separated from the right-of-way line by a landscaped greenbelt, one lane of off-street parking or a pedestrian walk, or a combination of these.
- Primary parking areas will be located within rear or interior side yards.
- Off-street parking should be screened from the public right-of-way by a knee wall or low decorative fence with a hedge of plantings.
- Walks will connect adjacent developments and the public sidewalks.
- Well-defined crosswalks with timed signalization will permit safe crossings.
- Flexible use of space allowing modest outdoor gathering spaces, such as plazas, will be encouraged.

BUILDING DESIGN ATTRIBUTES

- Buildings should be between two and three stories, although one-story structures accommodating gas stations or other special situations may be permitted.
- One-story buildings should have a minimum exterior height of sixteen feet.
- A ground level story should have a

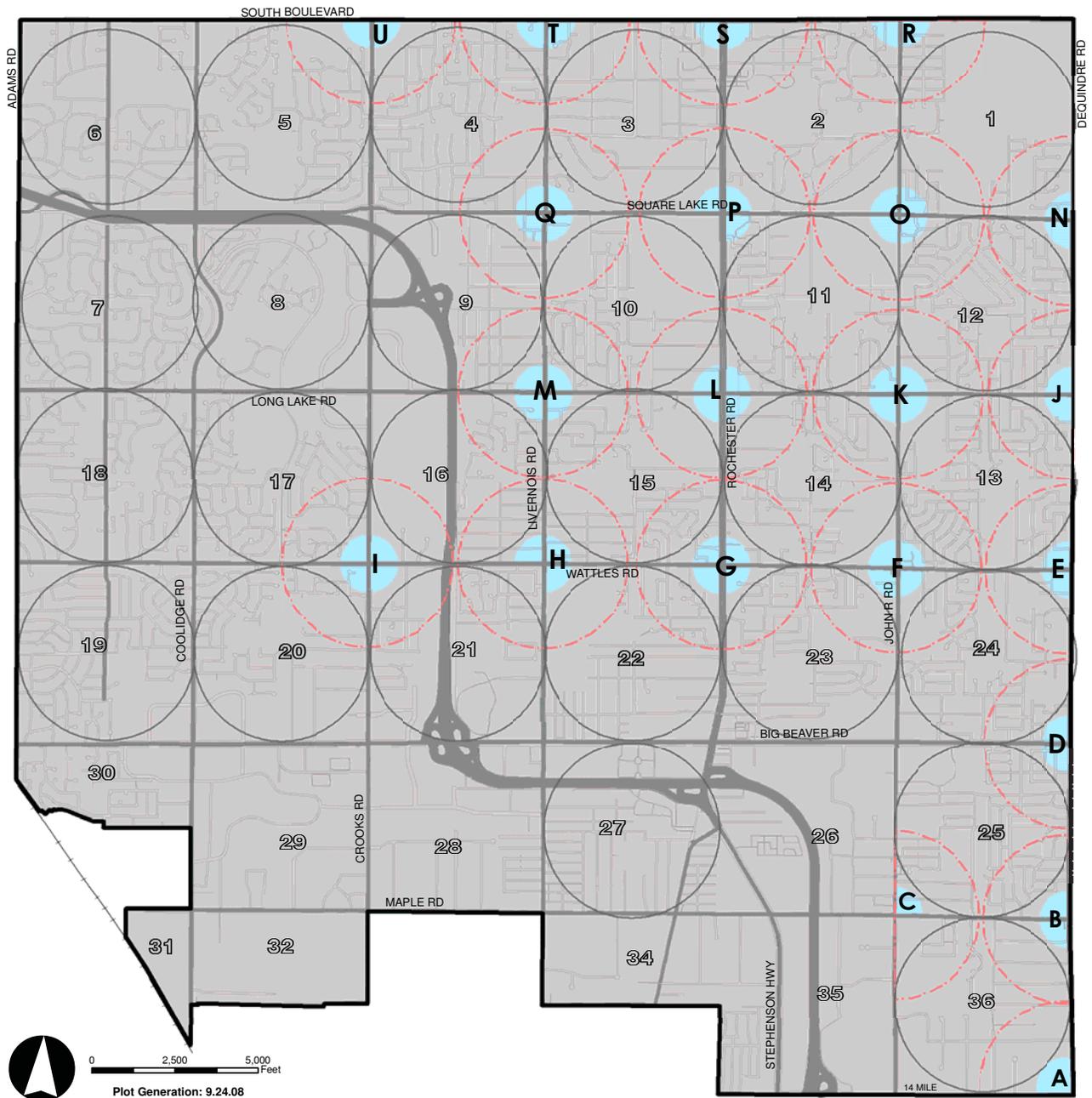
minimum height of twelve feet from finished floor to finished ceiling.

- Facades facing major thoroughfares will be treated as fronts and should have a minimum of half transparent glass and special architectural design treatments.
- Fenestration (the arrangement of windows and doors) should be highlighted through the use of awnings, overhangs or trim detailing.
- Lighting will be carefully managed so as not to encroach on adjacent residential areas.

The following pages contain a table describing the primary intended uses and character of the Neighborhood Nodes designated on the Future Land Use Map. Individual Nodes are numbered and identified on the Economic Nodes Map following the table.

	Node/Intersection	Primary Uses and Character
A	14 Mile and Dequindre Road	Non-residential uses catering to the day-to-day needs of the workforce in the surrounding industrial area. Restaurants and convenience needs integrated with banks and other service uses in compact developments would suit the needs of this area.
B	Maple Road and Dequindre Road	The unique neighborhood node is home to a collection of uses serving the local Polish population. Uses complementary to the cultural center and bank which help this area serve as a gathering place and focus area for the neighborhood could include limited housing, service uses, or specialty retail and dining.
C	John R. Road and Maple Road	The node would best serve the area with a predominantly commercial mix of uses catering to the immediate residential area coming and going from their homes. The node should serve as a transition to the more intense commercial development to the south.
D	Big Beaver Road and Dequindre Road	This area should be a high-intensity, high-density, compact area that serves as a notable entry point to the community. Development may include residential, retail, office, and service-oriented uses, but should be designed to create a very noticeable "gateway" into Troy with its complex, high-density, mixed-use character.
E	Wattles Road and Dequindre Road	The predominant use in this node should be offices, both medical and professional. Limited commercial service uses designed to complement the main focus of the area as an office node serving this area of the City may also be permissible, if clearly secondary to the primary office character of the area.
F	John R Road and Wattles Road	This node may include all uses from high-density residential in combination with restaurants, limited office, and retail. Development at this intersection should include at least two of these uses in any one development, in order to better complement and strengthen the already mixed-use character of the node.
G	Rochester Road and Wattles Road	A careful blend of commercial uses and office uses, effectively transitioned into the adjoining residential neighborhoods, should be the main uses at this intersection. Recent residential development in the area has taken pedestrian access to the intersection into consideration with effective pathways and sidewalks, and any new development at the intersection must continue this positive trend.
H	Livernois Road and Wattles Road	This lower-intensity area is characterized by single-family residential directly abutting the southwest corner of the intersection, and uses which generate only sporadic activity, such as churches and day care. This node contains the Troy Museum and Historic Village. New development or redevelopment at this node must be especially considerate of the adjoining residential and low-intensity uses and should not include any retail or restaurant uses. Office and other uses similar to the existing uses would likely provide the best combination here.
I	Crooks Road and Wattles Road	Development at this location should be low-impact and provide a high benefit to the neighborhood using the least amount of land. Compact, walkable mixed use development with a combination of uses serving the immediate surroundings would be an ideal fit. Integrated compact development which would allow a user to park once and meet several daily needs would be a positive contribution to the node. The City also recognizes that expansion of the White Chapel Cemetery into the northeast corner of this node would be appropriate.
J	Dequindre Road and Long Lake Road	Predominantly commercial, catering to both local needs and regional traffic, new development and redevelopment should be mostly commercial, identifying opportunities for small office mixed-use and variations in floor area to allow for a wide range of commercial types. Pedestrian access to the adjoining area and effective screening should be primary areas of focus during the site design process.

	Node/Intersection	Primary Uses and Character
K	John R Road and Long Lake Road	Like Crooks Road and Wattles Road, compact, walkable mixed use development with a combination of uses serving the immediate surroundings would be an ideal fit. Integrated compact development which would allow a user to park once and meet several daily needs would be a positive contribution to the node.
L	Rochester Road and Long Lake Road	Intersections L, M, and U and should remain, predominantly commercial, catering to local needs and regional traffic, new development and redevelopment should be mostly commercial and should serve to further enhance this successful commercial area. Opportunities for integrated residential or office development should be considered only when clearly secondary to commercial development.
M	Livernois Road and Long Lake Road	Intersections L, M, and U and should remain, predominantly commercial, catering to local needs and regional traffic, new development and redevelopment should be mostly commercial and should serve to further enhance this successful commercial area. Opportunities for integrated residential or office development should be considered only when clearly secondary to commercial development.
N	Dequindre Road and Square Lake Road	Low-intensity commercial uses should remain, but redevelopment should include an integrated compact residential component, live/work units, or small office. Service-oriented use development in combination with new residential development would provide a unique setting here.
O	John R Road and Square Lake Road	Near a known heron rookery, this node must be careful to respect this important natural resource. New development or redevelopment should complement the churches and limited commercial uses in the area, and should incorporate above-average landscaping, natural buffers, and conscientious site design to enhance the known natural features in the area.
P	Rochester Road and Square Lake Road	Major commercial uses dominate and should continue to provide a foundation for this neighborhood node. While uses in the area may cater to regional traffic, service uses, retail, and limited office uses designed to provide service to the immediate residential neighborhood should be incorporated into any new development or redevelopment plans.
Q	Livernois Road and Square Lake Road	Development in this area should be especially considerate of the remaining historic asset of the neighborhood. Adaptive use of existing historic structures must be considered before demolition or relocation of these resources. Low-intensity uses working in conjunction with one another to form a central neighborhood village, walkable and accessible, would create an ideal complement to the predominantly residential surroundings.
R	John R Road and South Boulevard	Small local commercial uses and office uses should be the focus of this node, to complement the large scale office development across the City's boundary to the north, within the City of Rochester Hills.
S	Rochester Road and South Boulevard	This neighborhood node provides a suitable mix of uses to cater to the daily needs of the immediate residential area, while also providing a unique opportunity for specialty retailers, compact walkable residential development, and small-scale office development in an integrated, mixed-use setting.
T	Livernois Road and South Boulevard	Limited local commercial and housing for seniors in a dense development pattern should remain the primary focus of this neighborhood node.
U	Crooks Road and South Boulevard	Intersections L, M, and U and should remain, predominantly commercial, catering to local needs and regional traffic, new development and redevelopment should be mostly commercial and should serve to further enhance this successful commercial area. Opportunities for integrated residential or office development should be considered only when clearly secondary to commercial development.



Plot Generation: 9.24.08

Basemap Source: Oakland County Planning

Economic Nodes

- Social Neighborhood
 - Economic Neighborhood
 - Neighborhood Nodes: The Economic Neighborhood
- 15 Section Number
 - A** Economic Node
 - All Other Uses

Rochester Road: Green Corridor



- *Regional model for a green corridor*
- *A strong focus on access management*
- *Heightened emphasis on strong stormwater management techniques*
- *Retail catering to regional traffic*
- *Innovative site design techniques applied through PUD use to allow for redevelopment for shallow lots*

Rochester Road carries high volumes of traffic causing backups at intersections. The abutting development pattern from Big Beaver Road north to Long Lake Road is a continuous row of highway-oriented commercial uses. North of Long Lake Road, the land use pattern evolves, becoming a mix of commercial and office near the intersections and older single-family homes and multiple-family complexes in between.

If Rochester Road is to have a defined role and pleasing character in the City, it must undergo a significant transformation over time. Ultimately, the Rochester Road Corridor will become a regional showcase for effective stormwater management and enhancement of the natural environment, while encouraging a combination of high-quality land uses. Effective landscaping focused on

native plantings, and improved land use and access management along Rochester will create a green corridor that provides a high level of service for motorists, and which provides an effective natural buffer between high traffic volumes and people visiting adjacent properties. The creation of this green corridor would occur primarily in the right-of-way along road frontages and in the median of a future boulevard.

While the emphasis on innovative stormwater management is specifically called on for the Rochester Road Corridor, new low-impact techniques are to be encouraged elsewhere throughout the City of Troy. As noted in Chapter 7, innovative stormwater management is a priority for the community. Rochester Road will play an important role in this City-wide initiative by proving a regional showcase for such techniques.

New construction along the corridor may include detention and retention basins that work together from site-to-site with other features to create a continuous, linear landscape feature. By connecting properties, the basins create visual relief from traffic. **Low impact development methods will be used throughout the corridor to filter stormwater runoff.** Rochester Road will also be characterized by effective new signage, high-quality lighting, and effective, complementary site and architectural design.

Uses along Rochester Road will include a variety of mixed uses, established in a “pulsing” pattern where the most intense mixed-use or exclusively non-residential development will occur near the Neighborhood Nodes situated along its main intersections. Lower-impact uses, such as small scale retail or condominiums should be encouraged along the corridor frontage between these nodes.

DATE: December 8, 2011
TO: Planning Commission
FROM: R. Brent Savidant, Planning Director
SUBJECT: APPROVAL OF 2012 PLANNING COMMISSION MEETING SCHEDULE

The proposed 2012 Planning Commission Meeting Schedule is attached for your consideration.

The February 28, 2012 Special/Study meeting is proposed to be removed due to an election; the December 25, 2012 Special/Study meeting is proposed to be removed as it falls upon Christmas Day.

Attachments:

1. 2012 Planning Commission Meeting Schedule

9. APPROVAL OF 2012 PLANNING COMMISSION MEETING SCHEDULE

Resolution # PC-2011-12-

Moved by:

Seconded by:

RESOLVED, That the Troy City Planning Commission hereby establishes the following schedule for their meetings during the calendar year 2012:

1. Regular Meetings will be held on the second Tuesday of each month.
2. Special/Study Meetings will be held on the fourth Tuesday of each month, as necessary, with the exception of February 28 and December 25.
3. If additional Special/Study Meetings become necessary, alternate Special/Study Meeting dates may be set at the discretion of the Commission.

Yes:

Absent:

MOTION CARRIED/FAILED

CITY OF TROY MICHIGAN PUBLIC NOTICE CITY PLANNING COMMISSION

In accordance with the provisions of the Michigan State Law, Notice is hereby given that the Planning Commission of the City of Troy will hold Public Meetings in the City Hall, 500 West Big Beaver Road, Troy, Michigan, (248) 524-3364, on the following dates:

2012 PLANNING COMMISSION MEETING DATES

<u>Date</u>	<u>Meeting</u>	<u>Date</u>	<u>Meeting</u>
January 10	Regular ¹	July 10	Regular ¹
January 24	Special/Study ²	July 24	Special/Study ²
February 14	Regular ¹	August 14	Regular ¹
		August 28	Special/Study ²
March 13	Regular ¹	September 11	Regular ¹
March 27	Special/Study ²	September 25	Special/Study ²
April 10	Regular ¹	October 9	Regular ¹
April 24	Special/Study ²	October 23	Special/Study ²
May 8	Regular ¹	November 13	Regular ¹
May 22	Special/Study ²	November 27	Special/Study ²
June 12	Regular ¹	December 11	Regular ¹
June 26	Special/Study ²		

All of the above **Regular**¹ meetings will be held in the City Council Chambers of the City Hall Building at 7:30 p.m. and are Open to the Public.

All of the above **Special/Study**² meetings will be held in Council Board Room of the City Hall Building at 7:30 p.m. and are Open to the Public.

This notice is hereby posted as required by Section 4 of the Open Meetings Act (MCLA 15.261 et seq.)

R. Brent Savidant, AICP / PCP
Planning Director

Posted: XXXX

NOTICE: People with disabilities needing accommodations for effective participation in this meeting should contact the City Clerk by e-mail at clerk@ci.troy.mi.us or by calling (248) 524-3317 at least two working days in advance of the meeting. An attempt will be made to make reasonable accommodations.

DATE: December 8, 2011
TO: Planning Commission
FROM: R. Brent Savidant, Planning Director
SUBJECT: PLANNING COMMISSION GOALS, 2012

This item was added to the agenda at the suggestion of the Chairman. He intends to lead a discussion about Planning Commission goals for 2012. Items to be addressed include the following:

- Annual self-review
- Periodic meetings with City Council
- Annual Public Forum

Please be prepared to discuss this meeting at the December 13, 2011 Planning Commission Regular meeting.

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