City of Santa Barbara
Planning Division

PLANNING COMMISSION MINUTES

April 12, 2007

CALL TO ORDER:

Chair Charmaine Jacobs called the meeting to order at 3:02 P.M.

ROLL CALL:

Present:

Chair Charmaine Jacobs
Vice-Chair George C. Myers
Commissioners Bruce Bartlett, John Jostes, George C. Myers, Addison S. Thompson and Harwood A. White, Jr. (Commissioner White arrived at 3:04 P.M)

Absent:

Stella Larson

STAFF PRESENT:

Paul Casey, Community Development Director
Bettie Weiss, City Planner
John Ledbetter, Principal Planner
Rob Dayton, Principal Transportation Planner
Jan Hubbell, Senior Planner
N. Scott Vincent, Assistant City Attorney
Barbara Shelton, Project Planner
Beatriz Ramirez, Project Planner
Julie Rodriguez, Planning Commission Secretary

I. PRELIMINARY MATTERS:

A. Requests for continuances, withdrawals, postponements, or addition of ex-agenda items.

None.

B. Announcements and appeals.

Ms. Hubbell made the following announcements:

1. The Planning Commission will meet jointly with the Historic Landmarks Commission on April 18, 2007 on the Feasibility Study for the Transit Village.

2. The 1443 San Miguel appeal was heard by City Council on Tuesday and overturned unanimously, upholding the Planning Commission decision.

3. The 1533 W. Valerio Street appeal will be heard by City Council on April 17, 2007. Commissioner White will represent the Planning Commission.

4. The 561 W. Mountain Drive appeal will be heard by City Council on June 12, 2007. Commissioner Bartlett will represent the Planning Commission majority. Commissioner Jostes will represent the Planning Commission minority.

C. Comments from members of the public pertaining to items not on this agenda.

Chair Jacobs opened the public hearing at 3:05 P.M., and with no on wishing to speak, closed the hearing.

II. RECOMMENDATIONS TO CITY COUNCIL:

ACTUAL TIME: 3:05 P.M.

The Upper State Street Study is a focused study of the commercial corridor to identify near-term improvements to benefit urban design and traffic circulation.

The *Upper State Street Study Report* discusses existing conditions and public comment received, and provides recommended amendments to development standards and design guidelines and circulation network improvements that could be done within the context of existing City land use and circulation policy. Urban Design topics addressed are area character, public streetscape, scenic views, open space, creeks, building setbacks, and building sizes. Transportation issues are intersection traffic levels, mid-block congestion and safety, pedestrian/bicycle, transit, and parking facilities. The *Study Report* also identifies longer-term future improvements to consider.

The Study Area includes properties fronting along both sides of a 1 ½ mile stretch of State Street within the 3100-3900 blocks, located between Highway 101/Calle Real on the west and De la Vina Street and Calle Laureles on the east.

Following a City staff presentation, the Planning Commission will take public comment, and provide Planning Commission recommendations to City Council on the Upper State Street Study.

Staff: John Ledbetter, Principal Planner; Rob Dayton, Principal Transportation Planner; Barbara Shelton, Project Planner; and Beatriz Ramirez, Project Planner.
Email: UpperStateStreet@SantaBarbaraCA.gov

John Ledbetter, Principal Planner, introduced Staff of Barbara Shelton, Project Planner; Beatriz Ramirez, Project Planner; and Rob Dayton, Principal Transportation Planner. Michael Meyer of Meyer, Mohaddes Associates, traffic consultant, was also available to address the Commission's questions.

Ms. Shelton presented an overview of the Upper State Street Study process and the Urban Design Recommendations, followed by Rob Dayton, Principal Transportation Planner, who presented Traffic Recommendations.

Keith Coffman Grey, Transportation and Circulation Committee, shared his committee's comments which included: support recommended mid-block congestion improvements; the medians raised issue of emergency access and an inquiry of whether a left-turn signal could be added to Five Points; fewer curb cuts on future developments; support for alternative bike route behind businesses; and walkways along creeks; creation of paseos to connect neighborhoods; and incorporation of the Pedestrian Master Plan standards in review of new projects. Also recommended were longer bus turnouts to prevent stacking; more bus service rather than a transit center; not reducing parking to the extent of impacting local businesses; and wanting to see more long term Highway 101 solutions from the Santa Barbara County Association of Governments (SBCAG) and longer term traffic analysis in Plan Santa Barbara process.

Logan Green, MTD Board, spoke about the launch of enhanced transit with extended bus service that has increased ridership. The recommended bus turnouts are not as favored by bus drivers who prefer staying in traffic. Suggested the AVL system where the next bus time is posted; funding is pending. Car Sharing Program is also being encouraged. The Board did express interest in a transit center hub on the northside. Shuttles were not encouraged as the benefit is not seen at this time; better to use funding to improve bus service.

Mike Jordan, Creeks Advisory Committee, stated that his committee endorsed all the Upper State Street Creeks Recommendations. Cautioned that potential creek project enhancements should be recognized as eventually becoming a private property issue and not a City issue. The Committee suggested reference to BMP's for water quality and that runoff by future development should be reduced and not just left at what it was before the redevelopment. Recommended emphasis on native plants and beneficial plants, as well as a desire to see pedestrian walkways and open space alongside creeks, as opposed to development alongside the creeks. Suggested this may be a good time to initiate a city-wide Creek or Watershed Overlay Plan to run alongside the creeks and watersheds. Also noted property owners, such as Circuit City, should work together to provide access to creeks.

Commissioner Jacobs read a public service announcement notifying the public of the high wind conditions and a local power outage in the Eucalyptus Hill Neighborhood.

Summary of Commissioner comments and questions:

Urban Design:

1. Asked about the comment letter reference to sewer capacity and whether utility capacity should be addressed in the study.
2. Asked for clarification on the proposal to step back setbacks.
3. Asked if the recommendation for stepped setbacks increases the development potential on sites when they build two or three stories.
4. Concerned about making adjustments for building setback modifications at the first floor which results in the loss of opportunity for special findings required for setback modifications.
5. Asked for clarification on the Transportation Recommendations and the Urban Design Guidelines for Upper State Street and whether or not they could be consolidated.
6. Inquired on the timing of the General Plan Update and when it would be adopted.
7. Commented on how currently in the S-D-2 zone a building with third story elements has to stay within the square footage of a two story building. Asked how a one-story addition with a 10' setback would impact the square footage. Asked if it would be included in the building envelope for two story square footage with a 20' setback.
8. One Commissioner stated that most proposed development is residential and not commercial. Asked if the frontage added to the allowable two-story envelope square footage.
9. Referenced Smart Growth Principles and Form Based Codes and asked if new 10' setback standard would go to the whole corridor, or to specific sections.
10. Asked if the setback recommendation would only apply to the State Street corridor or to the entire S-D-2 zone. The wedding cake approach is not always successful.
11. Asked how Staff interprets 'stepping back' and if a mixed use residential project would have a setback of 10'.
12. Asked about the timeline for form-based design guidelines and how the information would be made available to the Commission and other Committees.

Ms. Shelton stated that the scope of the study was geared more toward urban design and traffic circulation. However, density changes and associated infrastructure issues will be reviewed when the General Plan update is done.

Ms. Ramirez stated that the proposal provides that first floor setbacks for buildings under 15' in height would be 10', while upper story setbacks would be 20'. The intent is to have graduated setbacks. Sidewalks will have to meet the new Pedestrian Master Plan standards in new development. Ms. Hubbell added that the square footage also would have to adhere to Measure E limitations. Mr. Ledbetter added that the intent is to create a pedestrian-friendly environment.

Ms. Shelton clarified that some of the transportation-related amendments were considered more appropriate in transportation standards amendments as opposed to just the Design

Guidelines, but could also be referenced in the Design Guidelines. Implementation would require amending many different City codes, Design Guidelines, Public Works Access Standards, as well as the Upper State Street Design Guidelines.

Mr. Ledbetter said that the draft framework for the General Plan Update would be ready in 2009. Mr. Ledbetter stated that the 10' setbacks would not apply to the eastern sub area where the buildings are already directly behind the sidewalk, but would apply to the other two areas and do not affect zoning.

Ms. Hubbell added that the parking requirement could be met underground, leaving the two story square footage to be spread across the property.

Bettie Weiss, City Planner, addressed the setback question and asked the Commission to consider whether the setbacks should remain as they are, or changed; a two story mass at a 20' setback or a stepped setback beginning at 10'. Zoning modifications could still be requested. She also noted the need for a nexus to require private development to implement improvements.

Ms. Weiss stated that the Long-Range section would finish up the Study in May, at about the same time the Neighborhood Preservation Ordinance is adopted. This would allow the Design Review section to take over implementation of the Urban Design elements of the Study.

Transportation Improvements:

1. Asked Staff what the City's rights and abilities were to changing curb cuts and shared parking access.

Mr. Dayton stated that it will be challenging to change the private property barriers that, if removed, can allow for shared access. Benefits will have to be shared with property owners. The City can limit curb cuts, but the option has not been used to date. Scott Vincent, Assistant City Attorney, added that the City does have some flexibility in altering access to properties as long as access is maintained. Commented that the subdivision process would give the Commission the opportunity to implement some of the strategies. However, if a project is remodeled, there is no change in impact, so there would be limitations to the process.

The Commission held further questions to allow the public to speak.

Chair Jacobs opened the public hearing at 4:45 P.M. Scott Vincent left the hearing at this time.

The following people spoke:

1. Keith Rivera, supports the Transportation recommendations. Commented on the Urban Design recommendations stating that the three-story modification findings are not necessary given that existing S-D-2 standards are already restrictive. Restrictions on three stories will limit potential for future workforce housing. Step back design is undesirable given the wide right-of-way.
2. Joe Andrulaitis, American Institute of Architects (AIA), shared a presentation for the recommended reduction of automobiles on the Upper State Street corridor with a transit oriented community. He recommended wide sidewalks with no further building setbacks; a variable volume or average setback approach to provide design flexibility; open space at Mackenzie, Army Reserve, and La Cumbre Plaza; and connectivity from Samarakand and San Roque to existing and new parks. Need density to support transit service, provide work force housing, and prevent sprawl.
3. Greg Rech, AIA, gave recommendations for improving the pedestrian experience that included improved crosswalks, widened sidewalks, removal of obstructions, removal of curb cuts, more paseos, and eliminate setbacks. Not in favor of special findings for third stories. Suggested underground parking, moving commercial buildings closer to State Street and away from existing neighborhoods, increasing alternatives to driving, increased view corridors along creeks, and increased open space and parks, including Army Reserve and park along north side.
4. Cathy McCammon, League of Women Voters, felt that the character and quality of Upper State Street needs to be preserved by reaffirming and enforcing the S-D-2 standards. Does not want more than two-story buildings on Upper State. Supports 20' setback for all buildings of more than one-story. Does not agree with new modification findings. Supports Pedestrian Master Plan recommendations for streetscape.
5. Connie Hannah, League of Women Voters, Sustainability Group, expressed need to preserve mountain views, and supported two-story height limit. Congestion relates to development. Consideration should be given to the number of businesses and number of condominiums allowed per parcel. Submitted a letter to the Commission.
6. Cathy McCammon, speaking for Beverly King, League of Women Voters, requested consideration for preservation of panoramic views.
7. Betty Jeppesen, League of Women Voters, requested preservation of residential character by not encouraging overuse of parallel transportation routes above State Street. Spoke of circulation left turn considerations for Hope Avenue and the Five Points area. Ms. Jeppesen also submitted written comment.
8. Bill Marks, resident, talked about the distinct character of Upper State Street and cautioned against overbuilding, canyonization, increasing traffic, and asked for preserving panoramic mountain views. Favors a two-story height limit.
9. Naomi Kovacs, Citizens Planning Association, supports maintaining and enhancing the character of the Upper State Street Corridor. Supports improvement of traffic, circulation, pedestrian and bicycle connectivity, and parking. Supports preservation of longer range improvement opportunities. Concerned with S-D-2 enforcement, air quality, future traffic congestion, retaining and strengthening current front yard setbacks and views, and parking. Also, favored a two story, 30 foot limitation on future development.

10. Paul Hernadi, Citizens Planning Association (CPA), challenged the level of service data presented for various intersections; no counts were taken on Fridays, or during mid-November and December. Stated that significant air pollution standards are not being met and that raises a concern for additional development on the Corridor. Asked for consideration of unreported traffic collisions. The 386 accidents analyzed in a four year period only reflect collisions with bodily injury.\
11. Patricia Hiles, resident, agreed with CPA and League comments; spoke against high density and the approval of any dense project before SB 2030 is completed. Feels that S-D-2 should be enforced and modifications should not be granted. Provide two parking spaces for each condominium.
12. Brian Cearnal supports new urbanism and "Smart Growth" as Upper State Street is not particularly attractive or unique; it is typical suburban strip development. Suggested wider sidewalks. Supports variable setbacks and is opposed to 20' setbacks as too much. Mountain views should not dominate the planning of Upper State Street. Identify important public scenic corridors. Three stories will not create canyonization. Concerned about adding more layers of findings. The opportunity for Uppers State Street to be a transit corridor with affordable housing is not addressed.
13. Douglas Fell concurred with much of Mr. Cearnel's comments, and doesn't support new findings for third stories and modifications. Felt view preservation findings should not be based on creek preservation, or walkway amenity trade-offs, but solely related to whether the views are being preserved.
14. Gil Barry, Allied Neighborhood Association, suggested that a maximum1.0 Floor Area Ratio (FAR) be considered to maintain the S-D-2 and preserve the size, bulk, and scale of the area. The traffic study looks at the next 5 years, but is using a low annual growth rate and fails to look at any new projects that will be developed over the next 10 years. Challenged the Traffic consultant reports calculations and asked for a report revision to be considered.
15. Ken Radtkey, architect, spoke to the Pedestrian Master Plan and the Circulation Element as they relate to economic vitality, quality of life, and pedestrian friendliness and asked that any conflicts be removed from consideration. Asked that view corridors be considered but not as continuous panoramas. He doesn't support proposed findings for three-story buildings. Front placed parking should not be allowed in most locations.
16. T.K. Chang recommended consideration of a 9 mile Silicon Beach Solar Express transit corridor line of seven urban plazas to alleviate traffic concerns. Submitted written comment detailing her recommendation.
17. Steve Yates spoke on sustainability, commenting against the preservation of what has been identified as the 'unique character of upper State Street'. Traffic problems are the result of existing land use patterns, not future development. Concerned that urban design recommendations are prejudicial to the upcoming General Plan process.

With no one else wishing to speak, the public hearing was closed at 6:01 P.M.

Chair Jacobs recessed for a dinner break at 6:07 P.M. to reconvene at 7:00 P.M.

Commissioner Jacobs reconvened the meeting at 7:05 P.M.

Staff requested time to respond to public comments.

Michael Myers, Myers Mohaddes Associates, transportation consultant, clarified the data used for the transportation study and how it accounted for existing growth volumes, as well as forecasted growth. Potential intensified use within existing buildings, and approved and pending developments were added, plus a 0.25 growth rate for unknown future development, to arrive at the growth factor of 1%/year that is typically used in EIR's. Mr. Dayton added that the cumulative level of service at several intersections is at 0.77, and that is what is being conveyed to developers.

Commissioners resumed comments and questions:

Transportation:

1. Asked what the rationale was for consideration of parking maximums. Alternative transportation options will take a while, hence parking will have to be addressed in the interim.
2. Asked how easy it would be to implement some of the suggestions that were made.
3. Asked about what consideration has been made for the left turns from State onto Calle Laureles.
4. Inquired about the median on the western exit from the Five Points center and if any consideration was given for a traffic light.
5. Asked if there has been any consideration about eliminating the northbound Las Positas off-ramp from US 101, as part of the long-range measure on 2-way Calle Real.
6. Commented that the study is a long-term view, as opposed to something that can be implemented now. Suggested immediate considerations, such as looking at the west end of the Municipal Golf Course and a connection to Ontare. Asked how far down the road are grid opportunities being considered.
7. Asked how developers are responding to Level of Service C and no additional impact of traffic with new development.
8. Asked how neighbors will be appeased with the one car/per family for residential mixed use projects.
9. Asked about transit bus headways and no shuttle and possible special passes that would allow people to travel short distances, as well as parking potential at La Cumbre Plaza.
10. Asked about the intersection at Highway 101 and La Cumbre and the left-turn into Five Points.
11. Asked how the S-D-2 overlay zone overlaps with the General Plan update.
12. Since S-D-2 was created to reduce traffic impacts, asked if it could be tweaked to use before it reaches the General Plan Update.

13. Asked how the Commission could prepare to prevent gridlock when considering projects that will be proposed within the next four years.
14. Asked Staff how the errata will be added to the Staff Report when presented to City Council.
15. Commented on the medians and asked if there was a middle ground that would allow for emergency vehicles and still allow for mid-block traffic calming measures. Asked if a dedicated transit lane would help emergency vehicles.
16. Noted that the County will be widening Hollister and asked if Staff was giving consideration to what impact it may have on State Street.

Mr. Dayton stated that the most expensive component in alternative transportation is the transit component and it is already in place with ten-minute headways. Mr. Dayton is working on a parking maximums approach, and suggested that parking needs to be viewed from the perspective of a customer, an employee, and a resident.

Mr. Meyers stated that the State Street and Calle Laureles intersection is not capacity deficient. Mr. Meyers also stated that a traffic light at the western exit of Five Points was not considered due to the close proximity of the traffic lights at La Cumbre and State Street and at US 101 Northbound off-ramps at State Street.

Mr. Dayton spoke to some of the grid solution considerations reviewed, such as Ontare and Grove Lane and some of the political and budget challenges to be overcome.

Ms. Hubbell responded that the S-D-2 zone came about in 1979 in response to traffic issues on Upper State Street when Circulation Element plans and Measure E were not in place. The focus of the S-D-2 looked at what capital improvements could be made, as well as limitations on growth.

Mr. Dayton stated that a Parking Master Plan, developed over the next two years, could help the Commission with future development projects, or extending use of parking modifications. Mr. Dayton stated that the level of political will dictates what tools are available for preventing gridlock when considering new projects, the range being from private land development to eminent domain.

Mr. Dayton introduced Russ Cole, Fire Marshall, who addressed safety issues, particularly when considering raised medians. Mr. Cole noted the need to access water from fire hydrants which are located on one side of the Street. Medians would limit options for the ability of emergency vehicles to respond to emergencies, although they can drive over curbs.

Commissioner's Comments:

1. The study has helped the Commission gain a grasp on urban design and transportation issues. A concern remains about the language of the recommendations and implementations being too vague. Identification and

prioritization of the recommendations should be made. This study is a step toward defining sound community planning for the outer State Street area.

2. Commissioners were disappointed that the business community did not participate in commenting on the Upper State Street Study. Businesses need to be included in the planning process, in particular if a Business Improvement District is to be considered.
3. The Commission collectively voiced wanting to have something in place now and not have to wait for the General Plan update. Suggested Staff not spend a lot of time on long range planning since it will be addressed by the General Plan Update.
4. Should draw linkages between the study and the General Plan Update. Suggests Staff strengthen ambiguous language in the report document, explicitly define what is meant by sound community planning for the upper State Street area, use the two maps that are in the study report as interim overlays in the S-D-2 zone until the General Plan Update is in place, recommend a timeline to complete the Design Guidelines Update in 2007, reject the suggested changes to the first floor setbacks, and push the capital improvements forward.
5. Commented on the layout of Upper State Street area as compared to downtown State Street, and the absence of grid and traffic flow alternatives like Chapala and Anacapa Streets.
6. Does not support proposed setback change. Instead of a straight 20 foot setback, suggest identify the volume of the setback and apply it variably to provide for paseos, open space, etc.
7. Commented on the area being the geographic center of the region, and element of openness is unique to area.
8. Some Commissioners noted that the plan did not cover underground parking and would like to see incentives developed for developers' consideration in project inclusion.
9. Some Commissioners felt that if FAR's are to be considered, they should be applied to the net (usable) portion of parcel.
10. Asked for traffic and circulation consideration to be given to streets turning left onto Las Positas, such as McCaw Street; also the De la Vina and State Street intersection.
11. Would like the study to serve as a guideline until documents are crafted that can serve to help in decision-making for future developments.
12. Would like to see consideration given on how to connect residential neighborhoods to State Street that would then deter people from using cars. Would like existing tools, such as the S-D-2 used to reduce traffic. Feels it is important to look at the car as no longer being the reason for State Street and offer incentives for people to become less dependent on cars. People should come first and not the automobile.
13. Although beyond the scope of the State Street Study, would like to see Calle Real linkages considered.
14. Some Commissioners did not support setback recommendations and would like consideration of variable volume approach for determining setbacks. Also suggested was use of variable heights.

15. Some Commissioners would like to create a transit district, similar to what exists in the Central Business District. One Commissioner felt the spirit of the document should offer more incentives, rather than more restrictions.
16. Density is necessary to address the needs of our community and include housing for service providers.
17. Suggested looking at variable design ability in setbacks, looking at form-based codes, inclusion of a pedestrian focus, bicycle access into the area, elimination of front street parking and utilization of pedestrian amenities. Would like to encourage one car per family.
18. Even if parking goes underground, do not turn all of the above-ground space into more building area. Some of the trade-off should be for open space and other public amenities.
19. Would have liked more than the commercial parcels in the S-D-2 zone considered in the study.
20. Acknowledged the views as being contributory to the character of Upper State Street and while all panoramic views cannot be preserved as is, views are now made a strong factor in decision-making. Felt panoramic views can be accommodated with form-based planning.
21. Would prefer that new findings for setback modifications and for third stories not be made, but that there be a tighter consideration in the approval of new modifications.
22. Would like the report to be more action-oriented and include a timeline of activity until the General Plan Update is done. La Cumbre Plaza specific plan should be pushed as a high priority.
23. Elimination of on street parking should only be considered if needed for turn lanes.
24. Commissioners supported form based design guidelines for area growth.
25. Supports medians and closing some driveway cuts that cause some of the mid-block problems.
26. Character and Urban Design Guidelines for Upper State Street are different than downtown and should not be made to look like downtown.
27. Supports enhancing and enforcing S-D-2 setbacks. Suggested keeping the setback and offering a menu of what a developer would want to see in an area between the curb and the building. Suggest specifying that calculations for 3-story buildings maximum floor area assume all improvements above ground.
28. Would like the report to have a separate section on parks. The west end of the area does not have a park and needs one; La Cumbre mall is used as a meeting place for kids. Parks could include an amphitheater or library.
29. Likes the creek issues identified and suggestions for signage to creeks.
30. Need for multi-modal transportation. Likes the signs that tell people when the next bus is coming. Mid-block congestion needs alleviation. Supports medians, but would like consideration given to emergency vehicles. The median at west end in front of Five Points is the North entry to Santa Barbara; suggest having a special landscaped median to define the area.
31. Would like consideration given to a transit lane before the opportunity for one is lost.

32. Would like to see overlay zones as interim guidance that includes a map of the creeks, and how they should be treated, as well as the potential improvements identified in the report.
33. Asks to have the entire La Cumbre Plaza property included in the map.
34. Several Commissioners noted that the study report and traffic work were excellent and thanks were due to the community for participating in the study.

Staff asked for summary of Planning Commission recommendations.

MOTION: Jostes/Myers **Assigned Resolution No. 016-07**

Enthusiastically recommended that City Council: 1) Adopt the Upper State Street Study report recommendations; 2) Direct Staff to return with a proposed work program for implementation of improvements; and 3) Provide interim direction for review of pending development projects. 4) This recommendation includes the additional clarifications: a) Reemphasize the five key land use issues articulated in the *Conditions, Trends, and Issues Executive Summary* as being inherent in the three general Upper State Street Study recommendations. b) Request Staff to strengthen, where possible, all ambiguous language, such as 'consider', 'facilitate', and 'encourage' to be as deliberate as practical. c) Reassert the study's importance in implementing the City's Circulation Element and Pedestrian Master Plan. d) Define what it is meant by sound community planning based upon the public comment and the findings in the study. e) Recommend that figures 7 and 9 be adopted as an interim overlay for Land Use and Circulation Element considerations until such time as the Draft General Plan Update is released. f) Set a one year timetable for changes to the Outer State Street Design Guidelines that incorporate the form-based approaches articulated by the Commission and the report. g) Encourage initiating a taskforce of Outer State Street merchants to explore the circumstances under which a business improvement district could be developed. h) Reject the suggested changes to the first floor setbacks as discussed on page 3-9. i) Expedite the development of a specific plan framework for the La Cumbre Plaza area. j) Pursue the definition of variable volumetric setback approach as a part of the Design Guidelines. k) Adopt a FAR measured as net land area as one of the metrics for evaluating Outer State Street projects. l) Redraw the study area to include all of the La Cumbre Plaza property. And m) Add a section on parks.

Ms. Weiss asked the Commission for clarification of the variable volume setback idea as it relates to the S-D-2. Ms. Weiss stated a desire to have consistency between the variable volume and the design guidelines. The Commission responded that the variable volume could be integrated into the design guidelines refinement. Ms. Hubbell suggested that the line be held on setbacks until after design guidelines are completed and the Commission agreed.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Larson)

Chair Jacobs announced the ten calendar day appeal period.

III. ADMINISTRATIVE AGENDA66

A. Committee and Liaison Reports.

MOTION: White/Myers

Continue Committee and Liaison Reports until April 19, 2007.

This motion carried by the following vote:

Ayes: 6 Noes: 0 Abstain: 0 Absent: 1 (Larson)

B. Review of the decisions of the Staff Hearing Officer in accordance with SBMC §28.92.026.

None were requested.

VII. ADJOURNMENT

Chair Jacobs adjourned the meeting at 9:13 P.M.

Submitted by,

Julie Rodriguez, Planning Commission Secretary