AGENDA
Lynnwood Planning Commission
Thursday, July 27, 2006 — 7:00 pm
City Council Chambers, 19100 – 44th Ave. W., Lynnwood WA

A. Call to Order
Chair DECKER
Commissioner AMBALADA
Commissioner BIGLER
Commissioner DAVIES
Commissioner ELLIOTT
Commissioner PEYCHEFF
Commissioner WOJACK

B. APPROVAL OF MINUTES:
1. Minutes of July 13, 2006

C. COUNCIL LIASON REPORT:

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

E. PUBLIC HEARINGS: None

F. WORK SESSION:
1. Access to Individual Single-family Lots – Code Amendment
   Initial briefing and discussion with staff. A public hearing will be scheduled at a later date.
2. Parkway Annexation
   Review the annexation area proposal, existing land uses, Comprehensive Plans, City and County zoning and other issues related to this proposal.

G. BUSINESS:

H. DIRECTOR’S REPORT & INFORMATION:
1. City Council Actions
2. Upcoming Meetings

I. ADJOURNMENT

The public is invited to attend and participate in this public meeting. To request special accommodations for persons with disabilities, contact the City at (425) 670-6613 at least 24 hours prior to the meeting.
ACTION:

Presentation and discussion only – no action at this meeting.

Following a public hearing (date to be determined), the Planning Commission will be asked to forward a recommendation on this code amendment to City Council.

BACKGROUND:

The Subdivision Code (Title 19 LMC) provides standards for private roads in residential subdivisions. As part of the update of that Code in 2003, the following two requirements for private roads were adopted:

- Minimum (legal) width: 20 feet; and
- Minimum building setback: 15 feet.

Based on experience with the Code since then, staff is recommending revising these two standards. The intent of these revisions is to allow creation of additional single-family residential lots; consistent with adopted policy in the Comprehensive Plan. On March 27, 2006, the City Council initiated consideration of this code amendment and referred it to the Planning Commission. Attachment A shows the draft text revisions.

Private Road Width: Staff is recommending reducing the minimum width for a private road that access one single-family residence from 20 feet to 15 feet. The Fire Code allows a 15-foot wide access for an individual residence, and revising the Subdivision Code would make these two requirements consistent. Reviewing potential subdivision plans at the front counter shows that, in a number of cases, subdivision of a property into two lots would meet all City requirements except this one.

Building Setback: The 2003 Update of the Subdivision Code increased the required building setback from a private road from 5 feet to fifteen feet. The reason behind this change was that a private road allows vehicles to pass the side of a residence and City code requires a 15-foot building setback from the side street at a corner lot. Again, experience at the front counter has shown that this requirement is a significant
impediment to creating new single-family lots. Where a lot has an existing house, often it is impossible to provide a private road to a new residence that maintains a fifteen-foot separation from that house. In addition, such a private road functions more like a driveway than a public street (that provides access to many other properties) and so a 15-foot setback seems excessive in this situation.

At this work session, staff will discuss these amendments with the Planning Commission.

RECOMMENDATION:

Discussion only, at this work session.

ATTACHMENT:

1. Preliminary draft code amendment.
BACKGROUND

On January 19, 2005, Michael Echelbarger and Lydell Knudson formally requested the City's consideration of an annexation in the area south of 164th Street and east of SR-525. The request was signed by the owners of more than 10 percent of the assessed value of the proposed area and, thereby, serves as the necessary 10% Petition.

Mr. Echelbarger was involved in an earlier attempt to annex this area as part of the much larger North Gateway Annexation. Rather than attempt another annexation of that size, he suggested the City take smaller “bite sized annexations”.

On October 24, 2005, the Council formally accepted the petition and directed staff to proceed. The Planning Commission held work sessions on the proposal on November 10 and December 8, 2005.

ANNEXATION PROCESS

RCW 35.13.125 (Annexation of Unincorporated Areas) provides the guidelines to be followed in an annexation. The Commission’s role in the process is explained in detail in the November 10 staff report. The next step in the process requires that the Commission review the previously approved Comprehensive Plan (Ord. 2204) and Zoning designations (Ords. 2205, 2206, Res. 98-13) for the North Gateway area.
ANNEXATION AREA DESCRIPTION

Maps and data pertaining to the annexation study area were presented and discussed at the Commission’s Nov. 10, 2005 work session. That report contains details which will be updated in future reports. Additional maps showing current land use, plan designations, and zoning changes will be available at the commission meeting.

COMPREHENSIVE PLANS

Snohomish County:

The unincorporated Parkway Annexation study area is covered by the Snohomish County Comprehensive Plan. The most recent plan, effective February 1, 2006, divides the area into three designations. The northern portion is designated “Urban Center (UCENTER)” and the southern portion is “Urban Industrial (UI)”. Four parcels in the center of the study area are designated “Urban Commercial (UCOM)”.

1. Urban Center. The northern portion of the study area falls into the southwestern corner of the enlarged 164th Street and I-5 Urban Center. The purpose of the Urban Center is to “provide a mix of high-density residential, office, and retail development with public and community facilities and pedestrian connections located along designated high capacity routes or transit corridors.” None of the parcels under this designation are currently eligible for the Urban Centers Demonstration Program (SCC 30.34A) and will not become eligible until rezoned to Planned Community Business or Neighborhood Business. The City does not have a designation which aligns closely with the Urban Center, but similar development would be allowed within the Mixed Use designation.

2. Urban Industrial. This broad designation is implemented through the Business Park, Light Industrial, Heavy Industrial, and Industrial Park zones. In the study area, the Business Park zone is used exclusively. With the current zoning, this designation is similar to the City’s Business/Technical Park designation.

3. Urban Commercial. This County designation allows a broad range of commercial and residential uses. Implementing zones include Neighborhood Business, Planned Community Business, Community Business, General Commercial, Freeway Service, and Business Park. This designation is much broader than any of the City’s commercial plan designations. As currently implemented, with General Commercial zoning, the area is most like Lynnwood’s Regional Commercial (RC) designation.

City of Lynnwood:

A “Proposed Future Land Use” plan and consistent zoning map were adopted by the City in 1998 for the proposed North Gateway Annexation (Attachment 2). According to that subarea plan, all lands in the County’s “Commercial” designation would become “Regional Commercial” upon annexation. Most of the other lands that are designated “Industrial” by the County (but zoned as Business Park) would remain in the City’s “Business/Technical Park” designation.

The property to the east and south of the new Unity Church in Lynnwood is an exception. It is designated on the subarea plan as “Business/Technical Park” on the
western portion and “Low Density Single Family” on the eastern portion. Proposed zoning is BTP on the west and RS-8 (Low-density Single-family Residential) on the east. Owners of the Unity Church property would prefer to have this parcel, like the adjacent parcel to the north, zoned as “Low-density Multiple-family.” Those designations need to be reviewed and possibly revised.

ZONING

Snohomish County:

County zoning in this area is consistent with the Comprehensive Plan. The northern portion of the study area is zoned “Community Business” and the southern portion is “Business Park.”

1. **Community Business (CB):**

   The intent and function of the community business zone is “to provide for businesses and services designed to serve the needs of several neighborhoods.” The mix of uses allowed is similar to but not identical to Lynnwood's Community Business (B-1) zone. As an example, B-1 allows automotive sales and service, but CB requires that all of these activities be indoors (no sales lots). The CB zone allows. The CB zone allows most residential uses, including mobile homes and mobile home parks, while residential uses are not allowed in B-1.

2. **Business Park (BP)**

   The intent and function of the business park zone is “to provide for those business/industrial uses of a professional office, wholesale and manufacturing nature which are capable of being constructed, maintained, and operated in a manner uniquely designed to be compatible with adjoining residential, retail commercial, or other less intensive land uses, existing or planned..” While most residential use is not allowed, there are special provisions for large developments (100 acres or more) and for certain pre-existing but nonconforming residential uses. Other specific uses allowed in the county’s BP zone differ from those allowed in Lynnwood’s BTP zone. As an example, the BP zone allows lumber yards, while this use is not allowed in the BTP zone.

City of Lynnwood:

The North Gateway Annexation process resulted in five different zones being applied to this study area, as follows and as shown in Attachment 3:

1. **Community Business (B-1):**

   This zone would be applied to properties that are currently in the County's “Community Business” zone.

   The Zoning Code states the purpose of this zone is to create a diversified central business area, consisting of retail stores, offices, service establishments, recreation and entertainment, medical and professional services and such other activities and uses as are common to a central business district. The types of commercial uses that are permitted are of the indoor variety with minimal
outdoor display and storage. The zone tries to create a pedestrian friendly
environment of retail and service businesses in close proximity to each other.

The B-1 zone includes (but not limited to) the following uses:

- Auto sales and service establishments.
- Auto parts, accessories, tires, car wash, body and fender repair.
- Business and professional services.
- All types of eating and entertainment establishments, including drive-through.
- Day care, churches, private schools, municipal services and institutions.
- Medical, dental and optical services.
- Personal service uses (laundry, grooming, financial, pets, etc.).
- Health clubs, recreational and amusement centers (bowling, skating, etc.).
- Adult family homes, hotels, motels, respite care and caretaker quarters.
- Wide range of retail businesses.
- Cold storage lockers.
- Research & Development, utilities, printing, publishing, etc.

2. Business/Technical Park (BTP):

This zone would be applied to most areas currently zoned “Business Park” in the
County. Properties on the east side of Alderwood Mall Parkway are shown to be
split-zoned, with the eastern portions of those properties in the RS-8 zone.

The purpose of the BTP zone is to provide a location for business and technical
parks. However, other compatible uses are also included, particularly those of a
professional or business office, wholesale, manufacturing or research and
development nature. Development in this zone may be highly visible and,
therefore, should be of high aesthetic standards. It may serve as a transitional
zone near residential areas.

The BTP zone includes (but not limited to) the following uses:

- Assembly of products from wood, metal, glass, electronic, plastics, etc.
- Athletic clubs (handball, racquetball, tennis, swimming, etc.).
- Banks and financial institutions (CUP).
- Biotechnology (except manufacturing of pharmaceuticals).
- Bottling and packing plants.
- Business and professional offices and related services.
- Child day care.
- Food and dry goods distribution centers.
- Wholesaling and warehousing, including mini-warehouses.
- Printing, publishing, binding.
- Municipal services and wireless communications facilities.

3. Low-density Multiple-family (RML):

As adopted, this zone would apply only to the Unity Church property. However,
the owners of the lot to the east and south of the church have indicated an
interest in developing multi-family housing. Therefore, we will consider
extending the MF-1 designation to include that property, if appropriate.

The RML zone allows multi-family development to a density of about 12 units per
acre. Virtually all types of residential units are permitted, including:

- Single- and multi-family.
**Adult family homes**

**Boarding houses**

**Convalescent/nursing homes**

**Housing for the elderly**

**Child and mini-day care programs.**

**Professional and business offices.**

**Schools, museums and other public or nonprofit operations.**

4. **Low-density Single-family (RS-8):**

This zone was applied to the eastern portions of properties between Ash Way and Alderwood Mall Parkway. Since that area is lower in elevation and possibly in the flood plain of Swamp Creek, the intent was to minimize development within this sensitive and potentially hazardous area.

With a maximum density of about 4 units per acre on lots of 8,400 sq. ft. or larger, the RS-8 zone is the City's lowest intensity zone. Other uses allowed in this zone are:

- Adult family homes.
- Accessory Dwelling Units (on lots of 10,000+ sq. ft.)
- Churches.
- Day care centers.
- Public parks and schools.

5. **164th Street Overlay Zone:**

This zone was adopted in 1998 and was intended to take effect upon annexation of the North Gateway area. The annexation was never completed but the zone remains on the books for application to lands that are annexed within this area. (See Attachment 1).

The uses allowed under this overlay zone are determined by the underlying zoning. However, the overlay zone does require a Conditional Use Permit for a number of uses in underlying zones. This zone also specifically prohibits:

- Automotive uses, except as specific noted.
- Indoor amusement enterprises and amusement centers.
- Dry cleaning and laundry plants.
- Appliance stores, furniture stores and carpet stores.
- Cold storage lockers.
- Radio or television stations.

This overlay zone includes its own unique development standards for setbacks, building height, off-street parking and landscaping. And, it includes some architectural guidelines for the design and placement of buildings. (The full text of this zone is attached.)

**ISSUES**

There are several issues which should be considered prior to making a recommendation to the Council regarding Comprehensive Plan designations and Zoning for the annexation area:
1. **Residential vs. Commercial Character:**

Under either county or proposed city zoning, the predominate character of the annexation area would favor increased commercial uses. The county currently zones the eastern portion of the annexation area (between Alderwood Mall Parkway and Ash Way) as BP (Business Park). The city's North Gateway zoning would change most of this area to low-density residential, limiting commercial development to higher terrain fronting the Parkway. Under the proposed zoning, the frontage along Alderwood Mall Parkway would be predominantly commercial, while the frontage along Ash Way would remain low-density residential.

2. **Urban Centers Overlay:**

Both the current county plan and the city's North Gateway zoning have created special overlays for the northern portion of the annexation area. The county's “urban centers overlay” comprehensive plan designation (north of 168th Street) allows development under a special demonstration program that largely supersedes existing zoning regulations. The city's 164th Street Overlay includes the same area as well as four additional parcels south of 168th. As described above, the two special “zones” are quite different in their objectives, with the 164th Overlay Zone providing a stronger vision for the area, although with more restrictions on the range of uses. Several developments being proposed or developed under the county program have been mixed-use in name only, retaining internal segregation of residential and commercial uses while taking advantage of other aspects of the demonstration program. As noted above, while the overlay is in place, the currently underlying zones are not eligible for the demonstration program.

3. **Split Parcel Zoning:**

The eastern portion of the annexation area consists primarily of larger, east-west oriented parcels reaching from Alderwood Mall Parkway to Ash Way. The existing North Gateway plan and zoning designations split seven of these parcels into generally higher ground fronting the Parkway, which are generally suitable for business park uses, and lower, wet areas more suitable for scattered site, low density residential. This “split” is not formally defined; it would either need to be determined by an environmental analysis or through case-by-case review.

4. **Proposed or Potential Development:**

A review of recent permit activity through Snohomish County shows no significant development applications. Most recent activity in the area has involved construction or modifications of telecommunications towers. There are two active residential demolition permits, with one of these structures recently demolished. In addition to this private activity, the county has provided notice of intent to replace and upgrade the Ash Way bridge over Swamp Creek just northeast of the annexation area.

5. **Creation of Non-conforming uses:**

Seventeen lots within the annexation area contain residential uses which would become non-conforming uses under either B1 or BTP zoning. Much of the existing housing stock is old and in poor to fair condition. Some 57% of the housing stock is located in the Homeward Mobile Home Park. The average age of units is 34 years,
with only 6 of 28 units built since the adoption of the HUD code in 1976; 15 of the units are rated as “below average for age”. As noted above, there are numerous differences between the county (BP) and city (BTP) “business park” zones, as well as between the county (CB) and city (B-1) “community business” zones. These differences could also create nonconforming business uses upon annexation; determining these situations would require a case-by-case review of businesses now operating in the annexation area.

6. Status of the North Gateway ordinances:
The Council passed the comprehensive plan (2204), mixed use zoning (2205), and 164th overlay zone (2206) ordinances in October, 1998 as a part of the North Gateway annexation process. Concurrent with these ordinances, the Council enacted Resolution 98-13 which would establish the zoning to be enacted upon annexation. This resolution states, in part, that “in the event of annexation to the City of Lynnwood of the area known as the North Gateway Subarea, it shall be zoned...” in accordance with the map included as Attachment 3.

This annexation was delayed by legal action. Although the city eventually prevailed, subsequent state Supreme Court actions changed the legal landscape, and the city did not elect to complete the annexation. There is some question as to whether the zoning would automatically go into effect upon annexation of a portion of the original annexation, or if an additional resolution would be required. The subarea plan and zoning ordinances do remain in effect; if changes to the subarea plan or zoning ordinances are made concurrent to the annexation, additional ordinances (and public process) would be required.
Chapter 21.56
164TH STREET OVERLAY ZONE

Sections:

21.56.050 Purpose.
21.56.075 Applicability.
21.56.090 Interpretation.
21.56.100 Land use.
21.56.150 Project design review.
21.56.200 Area and dimensional standards.
21.56.300 Signs.
21.56.400 Building design.
21.56.500 Street frontage landscaping.
21.56.600 Underground utilities.
21.56.700 Access control.
21.56.710 Joint parking.
21.56.050 Purpose.

This overlay zone is intended to implement the North Gateway Subarea Plan by establishing a design identity and character for the portion of 164th Street SW corridor in the subarea. This identity and character are intended to be contemporary in nature and substantially different from the character of the developed areas of Lynnwood. By contrasting with those areas this identity and character will promote a sense of community in the subarea. The land use and development standards in this overlay zone seek to establish this identity and character by modifying existing land use and development regulations so as to produce a streetscape that creates strong links between private land uses and public streets and that integrates the built elements of that streetscape (primarily buildings and parking facilities) with the “natural” elements (landscaping and the Swamp Creek corridor). (Ord. 2441 § 19, 2003; Ord. 2206 § 1, 1998)

21.56.075 Applicability.

This overlay zone may be applied to any property that has frontage on 164th Street SW between 22nd Avenue W and area west to Admiralty Way, all as shown in Exhibit A to Resolution No. 98-13. It may also be applied to any property that does not have frontage on this segment of 164th Street SW where development of that property would be visible from this segment of 164th Street or otherwise would significantly affect that street segment. At properties where this overlay zone is applied, the regulations in this chapter shall apply in combination with those of the existing (“underlying”) zone.

21.56.090 Interpretation.

At any property zoned to this overlay zone, all regulations of both the “underlying” zone and this overlay zone shall apply. In the event of a conflict between the regulations of this overlay zone and those of the underlying zone, the regulations of this overlay zone shall control.

21.56.100 Land use.

A. Permitted Uses. As stated by the regulations for the underlying zone.
B. Conditional Uses. As stated by the regulations for the underlying zone. Except that where the underlying zone allows the following uses, these uses shall be allowed only with approval of a conditional use permit.

1. Drive-through or drive-up windows or any other facility that provides service to customers in cars.
2. Handball courts, racquet clubs and indoor and outdoor tennis courts (except that these uses are permitted as accessory uses as part of private recreation facilities at multiple-family residential developments).
3. Convenience stores.
4. Park-and-ride lots operated by a public agency.
5. The repair, improvement or expansion of gas stations existing as of the date of the ordinance codified in this chapter.

C. Prohibited Uses. The following uses shall be prohibited in this overlay zone.

1. Automotive uses (see Table 21.46.01), except as noted in subsection A or B of this section.
2. Indoor amusement enterprises and amusement centers.
3. Dry cleaning and laundry plants.
4. Appliance stores, furniture stores and carpet stores.
5. Cold storage lockers.
6. Radio or television stations. (Ord. 2206 § 1, 1998)

21.56.150 Project design review.

Project design review shall occur pursuant to the regulations for the underlying zone.

21.56.200 Area and dimensional standards.

A. The standards in this section shall apply to all structures and nonstructural uses in this overlay zone. No building, structure or land shall be established, erected, enlarged or structurally altered, except in conformance with these standards, unless modifications to these standards are approved through the design review process. These standards may be modified if the applicant demonstrates during design review that the proposed modification:

1. Substantially contributes to establishing strong visual and physical connections between the primary use(s) of private property and the public street;
2. Provides landscaping along the public right-of-way and in parking lots that would be equal to or more extensive than landscaping required by this chapter; and
3. Promotes the intent and purpose of this chapter and the goals, objectives and policies of the comprehensive plan (particularly the North Gateway Subarea Plan).

B. Table of Standards.

Table 21.56.1 – Development Standards

Site Planning:

Minimum front setback 15 ft.
Maximum front setback (applicable only to 50 percent of building frontage) 90 ft.
Maximum building height 100 ft. [See Note C-1 below]
Corner lot – Minimum area of landscaped area at intersection1 500 sq. ft.
Minimum pedestrian area at building entries 200 sq. ft.

Parking Area:

Min. landscaped area – Parking area within 100 ft. of street See LMC 21.56.200(D)(4)
Min. landscaped area – Parking area 100+ ft. from street or behind a building See LMC 21.56.200(D)(4)
Min. size of landscaped area within 100 ft. of street 25 sq. ft.
Min. width of landscaped area 5 ft.
Min. number of trees in landscaped area within 100 ft. of street – 1 per 6 parking spaces*
Min. number of trees in landscaped area 100+ ft. from street 1 per 8 parking spaces*

**Landscaping:**
- Min. width of landscaping between a street and a parking lot or drive aisle 20 ft.*
- Planting of street trees 30 ft. on center

* This standard shall supersede any applicable Lynnwood Citywide Design Guidelines that may conflict.

C. Notes.
1. Any portion of a building or structure with a height greater than 35 feet shall be set back from all interior property lines one foot for every two feet in height greater than 35 feet.

D. Additional Standards.
1. At any parking lot that is more than 130 feet in any dimension, specially marked pedestrian walkways leading to building entries shall be provided.
2. Special paving shall be installed and maintained at all driveways and other points of access for vehicles to/from a public street. “Special paving” shall include, but is not limited to, bonomite, stamped or colored concrete, and concrete pavers.
3. Pedestrian connections shall be provided between all buildings and between buildings, parking areas and public sidewalks at adjoining streets.
4. Five percent of parking areas located only between the sides of buildings opposite the street and interior property lines; 10 percent of parking areas between buildings, between buildings and the closest side property line; or single-aisle, double-loading parking areas located between buildings and the street; and 15 percent of multi-aisle parking areas located between buildings and street shall be in landscaping (exclusive of landscaping on the street frontage and required landscape buffers).

21.56.300 Signs.
Pole signs are prohibited. Development of any property that has more than 300 feet of frontage on a public street may include one monument or ground sign. One additional monument or ground sign is allowed for each additional 600 feet of street frontage. The maximum height of a monument sign shall be 15 feet.

21.56.400 Building design.
At every building constructed at a property in this zone, each side of the building that faces directly toward a public street shall create the appearance that, that elevation is the front elevation of the building. The primary design elements to create this appearance shall include window placement and wall articulation. This requirement shall apply to all building elevations that face a public street, regardless of whether public access into the building is provided through that elevation.

21.56.500 Street frontage landscaping.
All landscaped areas between a parking area and a public street shall include mounding, a continuous hedge or other design elements to screen parked cars from public view. The minimum height of the screening required by this section shall be 2.5 feet above the elevation of the adjoining parking area, measured at the curb that adjoins the landscaped area. The above standard shall supersede any applicable Lynnwood Citywide Design Guidelines, as adopted by reference in LMC 21.25.145(B)(3), that may conflict.

21.56.600 Underground utilities.
When streets are constructed or reconstructed, all utilities shall be located underground, pursuant to Chapter 16.14 LMC.

21.56.700 Access control.
Coordinated access points may be required for many sites. As a condition to site development approval, a property owner may be required to provide for joint access to and/or from adjacent parcels. This shall be accomplished through easements or joint use agreements approved by the city attorney. Curb cuts allowed at the time of development may only be temporary and may be closed when more suitable access is developed on adjacent sites. Specifically, when a site plan is approved, the owner may, at the city’s discretion, be allowed to develop either permanent or temporary curb cuts for site access. When adjacent sites are developed, the property owner may be required to close temporary curb cuts and provide access through one of the adjacent sites. Alternatively, one or more of the adjacent sites may be required to provide its access through a permanent curb cut granted to the first site. This shared access scheme is intended to provide greater traffic safety and shall be viewed as partial consideration for site development plan approval from the city. (Ord. 2441 § 19, 2003; Ord. 2206 § 1, 1998)

21.56.710 Joint parking.

As an incentive for development of joint parking facilities, parking requirements may be reduced as provided for in LMC 21.46.900(E).
Attachment #2

North Gateway Annexation Area
FUTURE LAND USE PLAN

North Gateway Comprehensive Plan

Figure 18
Future Land Use Plan
Attachment #3

North Gateway Annexation Area

ZONING
**Lynnwood Planning Commission**  
**Meeting of July 27, 2006**

**Staff Report**

Agenda Item: I-2

**Upcoming Commission Meetings**

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Lynnwood Dept. of Community Development — Staff Contact: Ron W. Hough, Planning Manager

- The following schedule is for planning purposes - subject to adjustments.

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**July 27:**

- Public Hearing: None
- Work Sessions:  
  - Parkway Annexation - Plan & Zoning discussion  
  - Access to single-family lots - Code Amendment

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**Aug. 10:**

- Public Hearing: TBA
- Work Sessions:  
  - Code amendments - to be determined

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**Aug. 24:**

- Public Hearing: TBA
- Work Sessions: TBA

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**Note:** Staff is looking into the possibility of putting together a special evening training session, tailored to the practices of Planning Commissions. Since we have concluded the Comprehensive Plan amendment process and are now entering a slow period, such a session might be held on a regular Planning Commission meeting night, and we would consider inviting commissioners from neighboring cities as well. Please bring any thoughts or comments about this idea to the July 27 meeting.