



PLANNING COMMISSION MEETING

April 17, 2024 at 7:00 PM

Boardman City Hall Council Chambers
MINUTES

1. CALL TO ORDER

Commission Chair Barresse called the meeting to order at 7:00 PM.

A. Introduction of New Planning Commissioner

Commission Chair Barresse introduced and welcomed new Planning Commissioner David Jones.

2. FLAG SALUTE

3. ROLL CALL

Commissioners Present: Commissioner Jami Carbray (arrived 7:26 PM), Commissioner Mike Connell, Commissioner Ragna TenEyck (via Zoom), Commissioner Zack Barresse, Commissioner Sam Irons, Commissioner David Jones

Commissioner Absent: Commissioner Jennifer Leighton

4. APPROVAL OF MINUTES

A. Planning Commission Meeting Minutes March 20, 2024

Motion to approve Planning Commission Meeting Minutes, March 20, 2024.

Motion made by Commissioner Irons, Seconded by Commissioner Connell.

Voting Yea: Commissioner Connell, Commissioner TenEyck, Commissioner Barresse, Commissioner Irons, Commissioner Jones

Voting Abstaining: Commissioner Carbray (was not present for the vote)

5. PUBLIC HEARINGS

Pause in meeting from 7:05-7:12PM as video and internet were not working properly.

- ### A. Site Design Review, RVW24-000008: Rosa Cardenas, owner and Alberto Gutierrez, applicant. Property is described as tax lot 1100 of Assessor's Map 4N 25E 09AD and is zoned Light Industrial. The request is to approve an Auto Body Shop. Criteria for approval are found at the Boardman Development Code (BDC) Chapter 4.2 Development Review and Site Design Review along with standards in Chapter 2.4 Light Industrial District and Chapter 3 Design Standards. It is being processed as a Type III decision.

Commission Chair Barresse opened the public hearing at 7:12 PM

Commission Chair Barresse read the rules of conduct of the hearing and asked the commissioners if they wished to abstain from this hearing. There were none.

Commission Chair Barresse asked if anyone in the audience wished to challenge any of the commissioners' impartiality. There were none.

Staff Report:

Associate Planner Nancy Orellana presented the staff report as presented in the packet. The use is allowable outright. Size of the shop determines need for Planning Commission approval.

Commissioner Barresse asked if there was additional correspondence received on the application. There was none.

Applicant Testimony:

Rosa Cardenas stated she and her husband, Alberto Gutierrez, have been residents in the community for 26 years and have raised their five kids here. Alberto and three of their children will work in the shop. They owned an auto body business prior to living in Boardman, and Alberto has been working in auto body work since before moving to the area.

Commissioner Barresse asked if there were any concerns from the emergency services or other entities. Planning Official McLane stated there are no concerns, everything is set. The building will have higher levels of requirements through the building inspection process as there will be an indoor paint room and paint storage.

Public testimony in favor of the application. There was none.

Public testimony against the application. There was none.

Neutral public testimony. There was none.

The public testimony portion of the hearing was closed at 7:20 PM.

Motion to approve Site Design Review RVW24-000008 as presented.

Motion made by Commissioner Jones, Seconded by Commissioner Irons.

Voting Yea: Commissioner Connell, Commissioner TenEyck, Commissioner Barresse, Commissioner Irons, Commissioner Jones

Voting Abstaining: Commissioner Carbray (was not present for vote)

- B. Conditional Use Permit CUP24-000001: City of Boardman, owner and applicant. Property is described as portions of the right-of-way for N Main Street and Boardman Avenue and is zoned Commercial, Tourist Commercial, and Residential. The request is to install a traffic signal meeting required warrants and improvements to Boardman Avenue between NE and NW 1st Streets to consist of full road -reconstruction, sidewalk, curb and gutter, storm drainage improvements, and on-street parking. Criteria for approval are found at the BDC Chapter 2.2 Commercial and Chapter 4.4 Conditional Use Permits. It is being processed as a Type III decision.

Commission Chair Barresse opened the public hearing on at 7:24 PM.

Commission Chair Barresse read the rules of conduct of the hearing and asked the commissioners if they wished to abstain from this hearing. There were none.

Commission Chair Barresse asked if anyone in the audience wished to challenge any of the commissioners' impartiality. There were none.

Staff Report

Planning Official McLane presented her staff report from the findings of fact provided. To summarize, this application is to address concerns around student and pedestrian safety on the intersection of Main Street and Boardman Avenue. After a loss of life at the intersection, a Rectangular Rapid Flashing Beacon (RRFB) was installed to assist in pedestrian safety; this is a high pedestrian traffic intersection due to the proximity of the schools, convenience stores, and restaurants. The concerns are regarding the continuous student flow during peak pedestrian crossing using the RRFB while it creates traffic backups along Main Street that can impact queuing on the west bound Interstate 84 off ramp creating potential impediments into the west bound travel lanes.

Planning Official McLane stated the City of Boardman is working to become compliant with the Interchange Area Management Plan (IAMP). The original IAMP was set to close Front Street. The City is working to preserve Front Street access. This project is included in the recently adopted Capital Improvement Plan. She stated the bidding and construction process will begin this year and conclude next year. She shared details on the schematic layout.

Matt Hughart with Kittleson & Associates is available via Zoom to answer any questions from Planning Commissioners.

Commission Chair Barresse asked if roundabouts were an option in the area. Planning Official McLane started the process with Kittleson and engaged ODOT in a conversation about the IAMP and evaluation of the Main Street corridor and the City asked Kittleson to look at the whole corridor. There are some significant limitations on how to improve traffic flow along Main Street given that ODOT's ability to replace the overpass is significantly limited and it's not a couple million dollars to replace that infrastructure, it's probable \$25 million dollars to replace that infrastructure. The overpass is not very good for pedestrians, it's not wide enough to afford a turn lane, and there are a lot of limitations, so the roundabout that you are seeing in the document was really the City and Kittleson's attempt to address some issues that ODOT raised. Planning Official McLane continued to explain how roundabouts in different configurations and alternatives was met with opposition and the decision was made that roundabouts were not the correct step to take. The focus was the intent along the Main Street corridor, but there was a real City focus to address the safety issues at Boardman and Main. The Main Street Interchange Area Management Plan does need an update, being that it is about 15 years old. The City worked in retaining a "tactical memorandum" as background and support. Background for the corridor and support for the Main Street/Boardman Avenue Light. Planning Official McLane stated that she doesn't believe roundabouts will be built in the next year and a half or that they will be considered in the next 5 years. Commissioner Connell stated that trucks can impede roundabout traffic control. Planning Official McLane touched a little more on trucks in roundabouts and said that the roundabout is a discussion for another day.

Commission Chair Barresse asked if there was a traffic estimate would be after the installation of the stoplight. Planning Official McLane said she doesn't think that numbers would drop, but local traffic would learn to maneuver and get from where they

are to where they need to be by utilizing the loops. We're going to have to figure out how to have proper signs and direct the public. The amount of traffic won't necessarily change, but the way the traffic is moved will change.

Commission Chair Barresse asked if the North West and East Front Streets will match the South West and East Front Streets. Planning Official McLane shared information on how the loop streets on the North which are NW Front Street, NE Front Street and Boardman Ave will also be reflected on the South side which will be SW Front Street, SE Front Street, and Oregon Trail Boulevard. Oregon Trail Boulevard currently only exists in the east side. Development of a hotel on the SW quadrant will trigger the city to work with the developer to create Oregon Trail down to Main. This summer, we will be rebuilding SE Front and SE First.

Commission Chair Barresse asked if there are planned improvements to North Front Streets as a part of the proposed traffic signal plan. Planning Official McLane said that improvements to North Front Streets are not a part of the proposed traffic signal plan, but there is another development proposal that will be in front of the Planning Commission during the May 2024 meeting that will probably drive improvements to NW First and NW Front St.

Commissioner Connell asked if all freeway traffic wanting to go to Sinclair would have to make a right turn and go around. Planning Official McLane gave instructions stating motorists would have to go to the light, at the light, turn left, and then, make another left.

There was discussion on how motorists would be able to get to the businesses on the west side of Main Street.

Planning Official McLane shared that ODOT wants to close Front Streets, but the City wants to preserve Front Streets. The agreement with ODOT is that the Front Streets won't be closed, but will be made right-in, right-out. ODOT also wants the City to eliminate accesses on to Main Street that will eliminate the Main St access to Chevron, C&D, and Sinclair to which the City said they will meet ODOT half way and limit left hand turns along that street, but the City won't eliminate access points into those businesses. The City does not want to close the Front Streets or the Main Street accesses to the businesses, but to get where ODOT wants to be, relative to protecting their infrastructure, they are asking to make Front Streets right-in, right-out, and to limit left hand turns on that section of Main Street.

Commission Chair Barresse asked if there is a minimum distance ODOT is asking to disallow left-hand turns prior to intersection. Planning Official McLane answered that the standard is 1320ft and Boardman Avenue does not meet that, but because there is a built environment, they are willing to allow that first full intersection at Boardman Avenue. At the south side, Oregon Trail is pretty close to the quarter mile. As the same standard is applied to the southside, there will be no left-hand turns along Main from the interchange until Oregon Trail. There will be right-hand, again preserving the Main Street accesses and maintain Front Streets as right-in, right-out. The alternative would

be closing them.

Commission Chair Barresse asked if there had been any thoughts into closing Front Streets. Commissioner Connell answered that Front Streets couldn't be closed with SAGE Center.

Commissioner Jones asked what the consequences would be if the City does not comply with ODOT's requests. Planning Official McLane answered that there is a relationship to be maintained between the City and ODOT and although she doesn't believe that ODOT will shut down Front Streets tomorrow, it is important to work together. She used the City of Woodburn as an example of how the interchange traffic has made it difficult to get in and out of the area, but is clearly managed with lights and signs. It's not easy to get to the gas station and get back on the freeway, but it's probably safer today to get off the freeway, go to the gas station, and get back on, it's just going to take longer.

Commissioner Jones said that his concern is to not be able to make the left hand turn to Sinclair and Sunrise or significantly limiting access for people that don't know Boardman. Planning Official McLane said that she agrees that it is the imperfect solution, but part of the reason why this is being done is for safety of the kids when they're accessing school in the morning, lunch time traffic, and when they're going home at the end of the school day.

Commissioner Jones said that he doesn't mind the stop light, but doesn't agree with not being able to make a left turn on Main Street. Commissioner Connell answered that if you don't limit the left-hand turns, the stop light will become inconsequential because motorists will want to turn left if the option is there and with the stop light right in front of them, when they're stopped, they will be waiting on traffic, and approaching traffic will have to maneuver around that stopped vehicle. Planning Official McLane agreed with Commissioner Connell and said that traffic could impede to the Front Streets, to the off-ramps, or to the travel lanes.

Commissioner Irons stated that between 3pm and 5pm, North Main specifically is a nightmare. Commissioner Irons asked with this light coming into effect, is ODOT going to do anything to control traffic coming onto North Main Street. Planning Official McLane answered that there was a very pointed conversation with ODOT and the City told ODOT that there are other things in the IAMP that are not the City's responsibility, but ODOT's responsibility. One of the items is to take that westbound off ramp and separating it so that there is a protected left-hand turn which will allow motorists to make a left, go straight, or make a right at the off ramp. We had a pointed conversation with ODOT if we're doing our part and if we're doing what you want us to be doing around Front Streets and we want to retain the accesses on Main, but to do that, we're going to limit left turns, we need you to step up and make improvements to the off ramp. There was significant agreement from ODOT and yes, they need to do that. Timing for ODOT is questionable, but we really pushed two things: 1. The off and on ramps meaning that we have two lanes as opposed to one which helps with the stacking and queuing on the off ramps. 2. The other piece is when you do take the

westbound off ramp and you're trying to make that left, there is a fence that is a problem.

Commissioner Connell stated that there is also an issue with the fence heading east when you want to make the left-hand turn heading north on Main Street. Planning Official McLane said that you can't see what the oncoming across the bridge traffic is. We made it really clear that we need ODOT to meet us halfway and work on those improvements. So, there was agreement that they need to do that. Timing will be the question, but in your decision tonight, you can certainly encourage ODOT to move forward with their improvements that will continue to help the overall situation with the interchange.

Commission Chair Barresse asked if there were any other lingering questions for staff before public testimony, and if there was only one correspondence for this hearing. Planning Official McLane responded yes there was only one correspondence for this hearing.

Commissioner Connell asked if there was any set design in regards to signage. Let's say people have the Sinclair bonus program, they need to know how to get around to get in there but with the freeway traffic, do we know how we're going to sign all that. Planning Official McLane answered that we know that we're going to do it like any other interchange like the freeway signs with the arrows. We have not designed all of that, it will be a part of the construction project, it's one of the requirements.

Commission Chair Barresse asked if there was anything else the City would like to present. Planning Official McLane shared that site team was held the previous week with the utility providers and service providers and there was lots of support for the project. Part of the issue with utility providers is that we want them to know that we're ripping the street up and if they have anything they want to put in the street, now would be the time to coordinate with the City so that we don't pave it down and then 6 months later have to rip it out to put whatever it may be in. With the Fire Marshall, who always attends these Site Team Meetings and of course, the light will have to be programmed to allow the fire trucks and ambulance passage. That's part of the light process.

Commission Chair Barresse asked if there was anyone who would like to speak in favor of the application. There was none.

Commission Chair Barresse asked if there was anyone who would like to speak against the application.

Opposing Testimony:

Alex Hattenhauer, 122 W. 17th St The Dalles, OR.

Mr. Hattenhauer is the owner of Sinclair gas station and convenience store. Mr. Hattenhauer said that he understands the safety concerns, but would like to know where he can obtain data about near misses because he didn't see information

supporting near misses when researching accident information on ODOT's page. Mr. Hattenhauer stated that he understands the need for safety measures, but is against limiting left-hand turns because it will put a strain on his business and push travelers to seek business elsewhere. Mr. Hattenhauer stated that his business will be impacted and once the median is in, he will probably have to let go of some employees because he won't be able to afford payroll. Mr. Hattenhauer asked if ODOT has considered asking trucks to exit through the Port of Morrow exit in order to help the flow of traffic.

Commissioner Jones asked Mr. Hattenhauer if he believes that the median will pose more of a benefit to the competing gas station. Mr. Hattenhauer replied that Chevron will benefit from the travelers that are passing by. Chevron will also have some impact by losing the customers coming from the Port of Morrow, but not as big of an impact as Sinclair.

Greg Miller 201 W. 1st The Dalles, OR.

Mr. Miller is the Operations Manager for Hattenhauer Distributing. Mr. Miller stated that he has seen the types of impacts changes like this have had on other businesses. This impact will affect the amount of people that are currently employed at Sinclair, and many others will be affected by this change, including vendors. Mr. Miller stated that he is not opposed to the safety matter, but the limiting of the left-hand turns.

Karen Purcell 229 SW Locust Rd Boardman, OR

Ms. Purcell is the owner of the Sunrise Café. Ms. Purcell stated that she is ok with the light, but cutting off Front Street will be a big change. Not making a left-hand turn will impact the business because travelers will not want to go around the whole block to get to the business. Ms. Purcell stated that she disagrees with how this project is being routed and that ODOT talks and threatens, but she is unsure of how long conversations will last. Ms. Purcell does not want to lose her business.

Mr. Hattenhauer stated that he is contracted with Sinclair Corporation and there can be financial consequences if a business cannot perform. Businesses Impacts can affect families and their livelihood.

Dora Reyna 104 Rome St. Boardman, OR

Ms. Reyna has been working for Hattenhauer Distributing for over 24 years. Ms. Reyna says that Hattenhauer Distributing likes to help families and high school kids. Ms. Reyna says that colleges hire high school students that work at Hattenhauer because they are trained to be responsible and with impacts to the business, they will not be able to afford to hire employees and it will also affect customers.

Commission Chair Barresse asked if there was any neutral testimony of the application. There was none.

Rebuttal

Planning Official McLane stated that Chief Stokoe or acting Chief Dieter can share background information on near misses that have been witnessed at this intersection

on a regular basis. Truck traffic isn't witnessed much at this intersection, but the trucks that are seen are mostly in the area to deliver products to retail businesses. Business impacts are inevitable, but is the imperfection solution in order to preserve the Front Streets and implement the Main Street IAMP. The Main Street IAMP was adopted by the City in 2009 and needs to be implemented now because the traffic counts show over 8,000 vehicles per day, and there are safety concerns. The importance of restricting left-hand turns is to manage the area as a whole, and making sure additional backups are not created. The IAMP envisions that the Front Streets will be right in, right out.

Commission Chair Barresse asked if the proposed lights in the Plan were on the off ramps and if the right in, right out was a part of that plan, and would it affect the North and South Front Streets. Planning Official McLane answered that because of the distance between the Front Streets and the Intersection, you would still have to see them as right in, right out.

Commission Chair Barresse asked if the off-ramp lights are a part of this proposal, or if the light at Boardman and Main is the only light being proposed. Planning Official McLane answered that the light at Boardman Ave. and Main St. is the only light that is a part of this current proposal.

Matt Hughart stated that he understands the concerns and impacts, but can share that the left-hand turn will operate with a blinking yellow turn signal. This won't solve all the issues heard, but will make the left turn maneuver easier than waiting for the green turn signal.

Commissioner Carbray asked if the purpose of the light was for safety purposes. Planning Official McLane answered that although conversations surrounding the light began before she worked with the City, the primary reason is for safety purposes. Commissioner Carbray asked if there have ever been conversations about having the high schoolers not use that road, and have them come on to Main St. through Columbia Ave. Commissioner Connell answered that the concern was mostly for foot traffic.

Planning Official McLane answered that pedestrian traffic and lunch traffic crossing. Currently, when the RRFB flashes, the students go, but they might cross at different times during lunch. During the times when traffic counts were done, the weather was cold and wet on most days and the full extent of impacts on days with good weather might not have been captured.

Public Hearing was closed at 8:45 pm.

Commission Chair Barresse asked if there were any questions for Staff and deliberation.

Commissioner Irons asked what type of median barrier would be installed. Planning Official McLane answered that she isn't exactly sure what type of barrier will be installed, but it will be a curb type of barrier that will not impede turning for trucks. Matt Hughart answered that his guess is that it will look like the raised yellow rolled curb medians at Elm and 395 intersection.

Commissioner Connell stated that he is very bothered by the impact this median will have on Sinclair, but he is also worried about the kids' safety at that intersection. Commissioner Connell said that he knew the person that died at the intersection, and never wants to see that again, and much less with a child. He hopes that the City will accommodate to the businesses with signage and whatever else that can be done in order to help direct customers to the business, but will still vote for the light because he will be devastated if a child is hurt or killed and must put the kids' safety first.

Commission Chair Barresse stated that he would like to hear each of the Commissioners' opinions.

Commissioner Jones stated that he agrees with the light and thinks that it will have to be done sooner or later, but does not agree with the barrier and the impacts it will have on the businesses. He shared that he would be very upset if he owned Sinclair and the impact his business would have.

Commissioner Carbray stated that she is in the middle. She understands the safety concerns, but believes that with the light, the kids will be just as reckless and they will walk against the light. The light will be helpful for traffic because she has waited at the intersection leaving the high school during the high traffic time. The change would be a significant impact for Sinclair. Commissioner Carbray stated that the solution might be to not let the kids out of the campus for lunch as other high schools have done. Commissioner Carbray stated that it is the kids that are the problem, and not necessarily the traffic.

Commissioner Jones asked if the options of a tunnel or bridge have been looked at. Planning Official McLane answered that there isn't any right-of-way for that type of an easement.

Commissioner Irons stated that he knows what happens at that specific intersection, with pedestrian traffic, and not just kids, but also adults, as he responded to the call that was talked about. He hears the complaints about near misses, but Chief Stokoe may be a better resource to speak about that. It is not just the kids, there is a lot of pedestrian traffic specifically in summer when the weather is nice, and so his concern is for the general public safety.

Commissioner TenEyck stated that the right in, right out seems so tight in that intersection, so she is concerned for the trucks that will have to maneuver around the intersection. Maybe the kids would hate having a cross guard, but maybe that is what is needed to direct the kids and tell them to stop.

Commissioner Connell answered that the person that was killed at the intersection was an adult.

Commissioner Irons asked if there was any widening of Main St. in the plans for the intersection itself. Planning Official McLane answered that there isn't much right-of-way for widening. New pavement and current pavement will have new striping so that the lines will be more clearly delineated.

Commissioner Connell stated that he would like to see signs saying that truck traffic is not allowed. What would ODOT's alternative be and how much does the City have to listen to ODOT. Planning Official McLane stated that with ODOT, it is a two-way relationship that must be maintained.

Matt Hughart added that if you boil the area down, the offending issue is how close Front Streets exist to the intersection. ODOT does have jurisdictional control over the streets that have or potentially have the potential to negatively impact the safety and operations of the freeway. If a local street and traffic issue are affecting the Intersection, you have a major safety concern. Turning Front Street into right in, right out, by putting a median across it is the compromised solution. Increasing demand over time will push Boardman to levels where the light is needed to redirect traffic and help with pedestrian management crossing.

Commissioner Jones asked if ODOT is looking into expanding the on-ramp. Matt Hughart responded that there probably hasn't been the need to look into it, but he cannot speak on behalf of ODOT. What he thinks is that ODOT needs to widen the overpass, but doesn't see it happening anytime soon.

Commissioner Connell asked why widening the overpass isn't currently an option. Commission Chair Barresse stated that he feels that the negative impact on local businesses cannot be overlooked. Matt Hughart shared that Boardman is growing and the effects of growth are starting to show. Boardman is going to undergo an update to the TSP and will need to look at how the City can improve circulation across the freeway, and what changes need to be made. The current issue on Main Street is a temporary solution that will help the growth that Boardman is undergoing.

Commissioner Connell would like to know why changes aren't being done to the overpass now, and waiting until there is an issue. Waiting until something bad, or absolutely necessary is not the solution. Planning Official McLane answered that the City is not waiting, but has been having those conversations since 2007 and in 2009 when the Main Street IAMP was adopted. The City is on the list, but still hasn't made it to the critical part of the list which is the Statewide Transportation Improvement Program List which is a six-year list, and the City is not there yet. ODOT knows that Boardman needs a wider bridge. The only thing that can be done is to continue to push and let ODOT know that they need to widen the ramps, and improve the overpass. The overpass is ODOT's to improve. Planning Official McLane suggested that the Planning Commission make a decision about what is in front of them, and not concentrate on the things that cannot be decided by the Planning Commission.

Commissioner Connell replied that he isn't asking for the problems to be solved, but reassurance that the problems are being addressed.

Commission Chair Barresse stated that the matter should be continued so that the Planning Commissioners can do their due diligence in order to make a decision.

Commissioner Jones stated that he believes that it seems like the City is always trying to go through ODOT, and ODOT doesn't have any "skin in the game".

Commissioner Connell replied that it's important to note that Boardman is a Freeway Town, and ODOT runs the freeways. Commissioner Jones replied that ODOT isn't going to come in and close the freeway. Planning Official McLane answered that ODOT could close all Front Streets. Commissioner Connell asked if it was okay to ask ODOT to join the next meeting. Planning Official McLane answered that she will ask ODOT to join the next meeting.

Commissioner TenEyck asked if it is okay to table the hearing and decision until the next meeting. Planning Official McLane answered that it would be ok, and asked for specifics when making a motion to continue the hearing for the next meeting and what specific information the Planning Commission is requesting.

Commission Chair Barresse asked if ODOT can speak to the allowing of left-hand turns, and the light without the median. Planning Official McLane answered that ODOT can either speak on it, or the City Engineer.

Commissioner Carbray asked if there was a way to install the light without the median, and then add the median if it doesn't work without the median.

Motion to continue the hearing for May 15, 2024 at 7:00pm at Boardman City Hall Council Chambers with more information from staff as to how the light can be installed, but without the median and with the stipulation of ODOT being present at the meeting. Motion made by Commissioner Jones, Seconded by Commissioner Carbray.

Voting Yea: Commissioner Connell, Commissioner TenEyck, Commissioner Barresse, Commissioner Irons

Public Comment-

Ms. Reyna said thank you for listening to what they had to say.

Mr. Hattenhauer said during trying times, support troops, law enforcement, first responders, the world keeps moving, and thanked everyone.

6. DISCUSSION ITEMS

A. Planning Official Report

Planning Official McLane handed a memorandum to the Commissioners with information from the Municipal Code about Planning Commission meeting times. There was recent inquiry into changing the date and time to accommodate

regular schedule conflicts. General consensus was changing the meeting to the 3rd Thursday of each month, time beginning at 6:00 PM. This will begin in June, a new meeting calendar will be presented for adoption in May. Planning Official McLane also stated that the Planning Department will be working on creating a monthly report summarizing work in progress for their review.

7. PUBLIC COMMENT

INVITATION FOR PUBLIC COMMENT – The commission chair will announce that any interested audience members are invited to provide comments. Anyone may speak on any topic other than: a matter in litigation, a quasi-judicial land use matter; or a matter scheduled for public hearing at some future date. The commission chair may limit comments to 3 minutes per person for a total of 30 minutes. Please complete a request to speak card prior to the meeting. Speakers may not yield their time to others.

8. COMMISSION COMMENTS

9. ADJOURNMENT

Commission Chair Barresse adjourned the meeting at 9:50 PM.

A. Future Meetings:

May 15, 2024

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