



MINUTES OF THE GREEN BAY PLAN COMMISSION

**MONDAY, AUGUST 27, 2018, 6:00 PM
CITY HALL, ROOM 604**

A. ROLL CALL.

I. Members: Timothy Gilbert - Chair, Sidney Bremer - Vice-Chair, Ald. Veronica Corpus-Dax, Lisa Hanson, Jacob Miller, Randall Petrouske and Jerry Wiezbiskie

Members Present: Jacob Miller, Jerry Wiezbiskie, Randall Petrouske, Lisa Hanson, Veronica Corpus-Dax, Timothy Gilbert, Sidney Bremer, Excused:

Others Present: Ald. Barb Dorff

B. APPROVAL OF THE AGENDA.

I. Approval of the agenda for the August 27, 2018, meeting of the Green Bay Plan Commission.

Moved by Lisa Hanson, seconded by Ald. Veronica Corpus-Dax to approve the agenda for the August 27, 2018, meeting of the Green Bay Plan Commission. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Randall Petrouske, Lisa Hanson, Veronica Corpus-Dax, Timothy Gilbert, Sidney Bremer, No- None, Abstain- None

C. APPROVAL OF MINUTES.

I. Approval of the minutes from the August 13, 2018, Plan Commission Meeting.

Moved by Sidney Bremer, seconded by Jerry Wiezbiskie to approve the minutes from the August 13, 2018, Plan Commission Meeting. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Randall Petrouske, Lisa Hanson, Veronica Corpus-Dax, Timothy Gilbert, Sidney Bremer, No- None, Abstain- None

D. REGULAR BUSINESS.

1. (ZP 18-12) Consideration with possible action on the request to amend the Larsen Green Planned Unit Development (PUD) for the Rail Yard Development, 400-600 Blocks of North Broadway, submitted by the Community and Economic Development Department (Ald. R. Scannell, District 7).

Moved by Randall Petrouske, seconded by Ald. Veronica Corpus-Dax to open the floor for discussion. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Randall Petrouske, Lisa Hanson, Veronica Corpus-Dax, Timothy Gilbert, Sidney Bremer, No- None, Abstain- None

Moved by Lisa Hanson, seconded by Ald. Veronica Corpus-Dax to go close floor for discussion. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

Moved by Randall Petrouske, seconded by Sidney Bremer to Approve the request, subject to the draft Planned Unit Development. Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

2. (ZP 18-29) Consideration and possible action on a request to authorize a Conditional Use Permit (CUP) to construct a detached garage beyond the maximum height requirements found in Chapter 13-615, Table 6-4, in a Low Density Residential (R1) District located at 3503 Nicolet Drive, submitted by David and Nicole Perret, property owners (Ald. B. Dorff, District 1).

Moved by Randall Petrouske, seconded by Ald. Veronica Corpus-Dax to open the floor for discussion. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Randall Petrouske, Lisa Hanson, Veronica Corpus-Dax, Timothy Gilbert, Sidney Bremer, No- None, Abstain- None

Moved by Sid Bremer, seconded by Jacob Miller to go close floor for discussion. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

Moved by Jerry Wiezbiskie, seconded by Lisa Hanson to approve the request, subject to:

a. Compliance with all of the regulations of the Green Bay Municipal Code not covered under the Conditional Use Permit, including standard site plan review and approval.

b. Continuance of similar style of architecture, exterior construction material, and color of the structure.

Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

3. (SV 18-02) Consideration with possible action on the request to vacate a portion of Donald Driver Way and to close a portion of Kellogg Street to the public, submitted by Mau & Associates (Ald. R. Scannell, District 7).

Moved by Sidney Bremer, seconded by Jerry Wiezbiskie to approve the request, subject to the following conditions:

1. Approval of the corresponding Subdivision Plat (CP 18-01) showing the vacation and closure areas.
2. A Maintenance Agreement for the closure area on Kellogg Street with the Department of Public Works.
3. Final roadway design of Donald Driver Way matching this vacation request shall be approved by the City prior to construction.

Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

4. (PP 18-03) Consideration with possible action on appointments to the Military Business Improvement District (BID) Board, as nominated by the BID and approved by Mayor Schmitt.

Moved by Jacob Miller, seconded by Ald. Veronica Corpus-Dax to approve the request. Motion carried.

Yes- Jacob Miller, Jerry Wiezbiskie, Lisa Hanson, Randall Petrouske, Sidney Bremer, Timothy Gilbert, Veronica Corpus-Dax, No- None, Abstain- None

E. INFORMATIONAL.

1. Director's Report.

No report was given.

2. Date of next meeting: September 10, 2018.

F. ADJOURNMENT.

Moved by Commissioner Lisa Hanson, seconded by Ald. Veronica Corpus-Dax to adjourn. Motion carried. Voice vote.

Yes- Jacob Miller, Jerry Wiezbiskie, Randall Petrouske, Lisa Hanson, Veronica Corpus-Dax, Timothy

Gilbert, Sidney Bremer, No- None, Abstain- None

VERBATIM MINUTES

- WELCOME TO THE AUGUST 27 2018 MEETING OF THE GREEN BAY PLAN COMMISSION. FIRST ITEM ON THE AGENDA IS ROLL CALL. TIM GILBERT, CHAIR, IS PRESENT. SIDNEY BREMER, VICE CHAIR.
- PRESENT.
- VERONICA CORPUS-DAX.
- PRESENT.
- LISA HANSON.
- PRESENT.
- JACOB MILLER.
- PRESENT.
- RANDALL PETROUS KEY.
- PRESENT.
- AND JERRY WIEBISKI.
- PRESENT.
- THANK YOU. NEXT ITEM, APPROVAL OF THE AGENDA FOR THE AUGUST 27TH 2018 MEETING.
- MOVE TO APPROVE.
- SECOND.
- WE HAVE A MOTION AND A SECOND TO APPROVE. ANY FURTHER DISCUSSION? HEARING NONE, ALL IN FAVOR SAY AYE.
- [GROUP] AYE.
- OPPOSED? AGENDA APPROVED. NEXT ITEM, APPROVAL OF MINUTES OF THE AUGUST 13TH 2018 COUNTY COMMISSION MEETING.
- I MOVE APPROVAL.
- SECOND.
- WE HAVE A MOTION AND A SECOND TO APPROVE. ANY FURTHER DISCUSSION? HEARING NONE, ALL THOSE IN FAVOR SAY AYE.
- [GROUP] AYE.
- OPPOSED? MINUTES OPEN ARE APPROVED. NEXT ITEM, REGULAR BUSINESS, ITEM ONE. CONSIDERATION OF POSSIBLE ACTION AND A REQUEST TO AMEND THE LARSON GREEN PLANNED UNIT DEVELOPMENT FOR

THE BROADWAY DEVELOPMENT. 400 AND 600 BLOCK OF NORTH BROADWAY SUBMITTED BY THE COMMUNITY AND ECONOMIC DEVELOPMENT FIRM.

- THANK YOU MR. CHAIRMAN. OKAY, IT IS DESCRIBED AS THE 400 AND 600 BLOCKS OF NORTH BROADWAY, BUT AS YOU CAN SEE, OUTLINED IN RED, AND ACTUALLY HAVE TO GIVE A LITTLE CORRECTION, IT ALSO INCLUDES THIS 520 NORTH BROADWAY. A LITTLE PART OF CANNING OFFICE BUILDING AS WELL, SO THE BOUNDARY IS NOT REFLECTING THAT HOWEVER. SO IT'S A MUCH LARGER AREA. THE REASON FOR THE REQUEST LISTS TO AMEND THE EXISTING PLANNED UNIT DEVELOPMENT THAT FALLS OVER THIS SITE AND ADDITIONAL AREA, BUT IT'S BASICALLY TO PROVIDE LAND USE REGULATIONS AND SOME DESIGN GUIDELINES, PRIMARILY ARCHITECTURAL DESIGN GUIDELINES THAT ARE BOTH, FLEXIBLE BUT THAT ENSURE THAT IMPROVEMENTS TO THIS AREA MEET THE CHARACTER OF THE DEVELOPMENT, IT'S CONSISTENT TO THE CHARACTER THAT'S BEEN HAPPENING IN THE SOUTH. THAT IS CONSISTENT WITH THE SORT OF VISION AND GOAL OF THE OWNERS AND THE CITIES HAVE FOR THE PROPERTY. AND ALSO THAT IT IS PEDESTRIAN SCALE AND URBAN RATHER THAN SUBURBAN STYLE, WHICH IS I THINK YOU ALL KNOW, YOU'VE SEEN THIS MULTIPLE TIMES, SORT OF THE CONCEPT. SO WHERE YOU'RE LOOKING AT, JUST TO THE SOUTH OF THE SCREEN IS DOUSMAN, OBVIOUSLY THE FOX RIVER. THIS IS TITLETOWN BREWING COMPANY AND RESTAURANT AND THE, SORT OF THIS AREA HAS BEEN ALL DEVELOPED INTO A SORT OF MIXED USE COMMERCIAL AREA. BROADWAY RUNS NORTH AND SOUTH. AND YOU HAVE ANNIE W SHELTER AND MATHERS STREET ON THE NORTH. OKAY THIS IS COMPREHENSIVE PLAN. YOU CAN SEE OUR COMPREHENSIVE PLAN LAND USE DESIGNATIONS DESIGNATE THE ENTIRE PROPERTY AS DOWNTOWN. SO DOWNTOWN IN THE COMPREHENSIVE PLAN IS DEFINED AS, PROMOTING HIGH INTENSITY OFFICE, RETAIL, HOUSING, ENTERTAINMENT AND PUBLIC USES, PREFERABLY IN A MIXED USE ENVIRONMENT. ADDITIONALLY IN THIS AREA THE AUTHENTICITY PLAN THAT WAS ADOPTED RECENTLY DESIGNATES THE SITE AS A CATALYST SITE, THEY CALL IT THE LARSON GREEN CATALYST SITE, AND THEY FIND IT APPROPRIATE FOR MULTI-FAMILY, TOWN HOUSES, COMMERCIAL AND MIXED USE DEVELOPMENT. THIS IS THE ZONING MAP. AND IT'S GONNA LOOK KINDA STRANGE TO YOU BECAUSE YOU'RE GONNA SEE ALL THAT GRAY ON THERE. AND THAT STRAIGHT GRAY WITH THE BLACK STRIPES IN THEM IS A LIGHT INDUSTRIAL ZONING DISTRICT. SO YOU CAN SEE THAT THE WHOLE AREA, THE BASE ZONING IS LIGHT INDUSTRIAL TO THE SOUTH, IT'S A DOWNTOWN TWO DISTRICT, WHICH IS SORT OF OUR BROADWAY SITE OF OUR DOWNTOWN ZONING. AND AS YOU GO WEST IT KINDA GOES INTO A OFFICE RESIDENTIAL, AND THEN INTO A LOWER DENSITY RESIDENTIAL AREA. BUT WHAT'S IMPORTANT TO LOOK AT WHEN YOU LOOK AT THIS MAP ARE THESE DARK BLACK LINES THAT KINDA GO AROUND THE WHOLE AREA. SO IN 2008 THE CITY WORKING WITH THE THEN OWNERS, WHICH WAS ON BROADWAY INC. DEVELOPED A PLANNED UNIT DEVELOPMENT FOR THE WHOLE 21 ACRE SITE RUNNING FROM DOUSMAN UP TO MATHER BASICALLY AND THE RAILROAD TRACKS TO BROADWAY. THERE WERE A LOT OF SPECIFICS PUT IN THERE AS FAR AS WHAT PEOPLE WANTED TO SEE DESIGNED. THEY WERE SMALL LOTS FOR TOWNHOUSES SHOWN AND SOME OTHER RATHER DETAILED ITEMS THAT WERE PUT INTO THAT PLANNED UNIT DEVELOPMENT. IN 2013 THE PROPERTY WAS BOUGHT FROM BROADWAY BY DDL HOLDINGS. THEY'RE THE CURRENT OWNERS OF THE PROPERTY. AND IN 2013 THEY CAME THROUGH THIS PLANNING COMMISSION, THE CITY COUNSEL AND AMENDED THE PLANNED UNIT DEVELOPMENT PRIMARILY FOR THIS BOTTOM FOUR TO FIVE ACRES. AND OBVIOUSLY YOU SEE THE DEVELOPMENT THAT'S HAPPENED AFTER THAT. SO THE TAP ROOM AND THE BREWERY BOTTLING PLANT, SOME OF THE OFFICE BUILDINGS DOWN TO THE SOUTH HAVE BEEN REDEVELOPED, RESTAURANTS AND COMMERCIAL SPACE. SO THAT KINDA ALL HAPPENED IN 2013. SO ABOUT FIVE YEARS AGO. SO THAT'S KINDA THE HISTORY OF WHAT'S OUT THERE. ON THE NORTH SIDE OF KELLOGG STREET EXTENDED IS SORT OF WHERE THE FOCUS IS NOW. SO THE DEVELOPERS HAVE BEEN FOCUSING ON THAT VERY MUCH OBVIOUSLY. THE CITY'S BEEN FOCUSING ON THAT A LOT. AND IT IS 17 ACRES OF THE 21 ACRE SITE. CURRENTLY THERE ARE PLANS IN WITH THE CITY TO BE REVIEWED TO EXTEND, MAYBE I CAN GO TO A DIFFERENT MAP HERE, ALRIGHT, TO EXTEND BOND STREET TO THE EAST TO CONNECT WITH DONALD DRIVER WAY WHICH WOULD EXTEND FROM KELLOGG TO THE NORTH. AND THEN KELLOGG EXTENDING EAST INTO THE SITE AS WELL. SO THERE ARE PLANS CURRENTLY FOR THAT BEING REVIEWED BY THE DEPARTMENT OF PUBLIC WORKS AND OUR ENGINEERING DEPARTMENT. THERE'S ALSO PLANS FOR VERY LARGE REGIONAL STORM WATER DETENTION FACILITY THAT WOULD TAKE THE STORM WATER FOR ALL OF THE OTHER DEVELOPMENT THAT WOULD EVENTUALLY HAPPEN, COULD EVENTUALLY HAPPEN WITHIN THE WHOLE SITE. WHICH KIND OF FREES UP EACH INDIVIDUAL SITE TO BE ABLE TO USE MORE OF THE SPACE WHEN YOU HAVE A COOPERATIVE REGIONAL POND. I'LL JUST STICK WITH THIS. SO WE'VE BEEN WORKING COOPERATIVELY, THE CITY STAFF HAS BEEN WORKING COOPERATIVELY WITH THE OWNERS AND ALSO THE OWNERS CONSULTANTS. SO WE'VE BEEN WORKING WITH A PLANNING CONSULTANT, ENGINEERING CONSULTANT, AND TWO

INDIVIDUAL ARCHITECT CONSULTANTS ON HOW WE CAN CREATE LAND USE REGULATIONS ON THIS AREA THAT ARE FLEXIBLE AND ALLOW FOR CREATIVE ARCHITECTURE AND SITE DESIGN WHILE STILL STAYING TRUE TO THE VISION FOR THE ENTIRE AREA WHICH AGAIN IS A PEDESTRIAN FRIENDLY VERY URBAN ENVIRONMENT. SO, OVER THE LAST SIX MONTHS, A LITTLE BIT MORE THAN SIX MONTHS ALL THOSE PARTIES JUST MENTIONED HAVE BEEN HASHING OUT A NEW PLANNED UNIT DEVELOPMENT AMENDMENT. AND THAT'S WHAT YOU RECEIVED IN YOUR PACKET. IT IS VERY VERY LENGTHY. AND I'M JUST GONNA HIT SOME OF THE HIGHLIGHTS HERE AND THEN ANSWER ANY OF YOUR QUESTIONS YOU HAVE WITH IT. NONE OF THIS IS IN DIRECT RESPONSE TO A DEVELOPMENT PROPOSAL HOWEVER, I WILL MENTION THAT THAT ROADWAYS ARE IN FOR REVIEW. THERE'S PROBABLY, ON THE NORTHEAST CORNER OF KELLOGG AND DONALD DRIVER, THERE'LL BE A TOWNHOME DEVELOPMENT THAT'LL BE COMING PROBABLY PUBLIC SHORTLY. AND THEN ALSO WE KNOW THE PROPERTY ON THE NORTH SIDE OF BOND STREET WHICH IS CALLED DEVELOPMENT AREA B UP THERE, HAS RECEIVED SOME FEDERAL FUNDING FOR RESIDENTIAL DEVELOPMENT. AND ALSO I WOULD MENTION THAT THIS BUILDING WHICH IS THE 520 BUILDING, THE OLD LARSON GREEN BUILDING IS BEING CLEARED OUT, DEMOED. THERE'S TENANTS GONNA BE MOVING IN THERE SOON. OTHER AREAS WILL BE WHAT THEY CALL WHITE-BOX, SO IT WILL BE BUILT OUTRIGHT TO BE FILLED. SO YOU'RE STARTING TO SEE THAT THE DEVELOPMENT PRESSURE KIND OF HIT THIS AREA WHICH IS WHY WE FELT IT'S SO IMPORTANT TO GET THIS PLANNED DEVELOPMENT IN PLACE. NOT JUST FROM OUR STANDPOINT FROM CITY TO PROTECT THE INTEGRITY OF THE SITE ITSELF AND IT'S RELATIONSHIP TO THE BROADWAY DISTRICT BUT ALSO FOR THE DEVELOPERS SO THEY CAN GO AND MARKET THE AVAILABLE SITES AND SAY, HERE'S THE GUIDELINES YOU NEED TO FOLLOW. SO AGAIN, IT KINDA BREAKS IT INTO THREE DISCERNIBLE AREAS. DEVELOPMENT AREA A, B AND C. NOW A IS THE AREA THAT'S KINDA SURROUNDED BY DRIVER, KELLOGG, BOND, AND BROADWAY. THAT IS GOING TO BE THE MOST INTENSE AND CORE SECTION OF THE PLANNED DEVELOPMENT. THEY'RE ALL MIXED USE DEVELOPMENT. THEY'RE ALL GONNA ALLOW DOWNTOWN USES FOLLOWING OUR DOWNTOWN ZONING. HOWEVER, IN THAT AREA IT'S GONNA BE A LITTLE BIT MORE INTENSE. THE OTHER AREAS, B AND C, ARE GONNA HAVE A LITTLE BIT LESS CONTROLS, OR EXCUSE ME, A LITTLE BIT MORE CONTROLS AS THEY'RE DEEMED A LITTLE BIT LESS INTENSIVE USE IF THAT MAKES SENSE TO YOU. SO, THE TEXT IS ALSO BROKEN INTO SECTIONS. AND THIS, IN YOUR PLANNED UNIT DEVELOPMENT THESE ARE ALL THE MAJOR SECTIONS. SO LAND USE, SITE PLAN APPROVAL, DIMENSIONAL AND AREA, STORM WATERS, SIGNAGE, REFUSE, PARKING, LIGHTING, THE BIG ONE IS ARCHITECTURE AND ACCESS AND CIRCULATION. NOW LET'S KINDA GO THROUGH SOME OF THESE REALLY QUICK. SO LAND USE, EVERYTHING FALLS BACK ON THAT BASE DOWNTOWN ZONING. SO THE BASE DOWNTOWN ZONING ALLOWS A LOT OF MIXED USES AND IT IS OUR MOST ROBUST AND OPEN ZONING DISTRICT. THE PUD IS AUGMENTED A LITTLE BIT. IT DOES ADD A FEW ADDITIONAL REGULATIONS AS FAR AS USE GOES. SO WE BETTER DEFINE SOME OF THEM LIKE TEMPORARY PARKING. IN THE PREVIOUS PLANNED DEVELOPMENT THAT WAS NOT DEFINED. DIDN'T HAVE A TIME FRAME ASSOCIATED WITH IT. YOU KNOW ANYTHING ABOUT THAT TEMPORARY OFTEN BECOMES PERMANENT. SO THIS PUD PUTS A TIME FRAME ON IT. A FIVE YEAR TIME FRAME WITH AN ANNUAL, AFTER THAT AN ANNUAL REVIEW AND APPROVAL BY THE CITY. IT PUTS CAPACITY CAPS IN SOME OF THE LARGE ASSEMBLY USES LIKE SCHOOLS, AND THAT TYPE OF THING. YOU CAN EXCEED THOSE CAPS WITH COUNSELS APPROVAL AND IT ADDS LIMITATIONS ON ACCESSORY AND AUXILIARY BUILDINGS. WHICH WE DON'T WANT SMALLER BUILDINGS THAT ARE ACCESSORIES TO START DOMINATING THE SITE. AND ACTUALLY WOULD HINDER FUTURE DEVELOPMENT FROM COMING. THE DIMENSIONAL REGULATIONS, AND YOU CAN SEE THOSE ARE SORT OF THE STANDARDS YOU SEE IN EVERY ZONING. LOT WIDTH, SET BACKS, HEIGHTS. THOSE ARE SPECIFIC TO EACH ONE OF THE DEVELOPMENT AREAS AS WELL. AND AGAIN, THEY'RE DESIGNED TO CREATE THE GREATEST DENSITY AND DEVELOPMENT AREA A. SO SOME OF THE BIG FEATURES IN THAT IS A 60 TO 80% OF THE STRUCTURE'S FRONT FACADE HAS TO HAVE A ZERO SETBACK. AND IT'S KINDA EXPLAINED OUT, IT'S DETAILED IN THERE. IT'S 80%, AN ADDITIONAL 20 COULD BE HARD-SCAPED, ACTIVATED HARD-SCAPE AREA LIKE AN OUTDOOR DINING AREA OR ART PIECE OR SOMETHING LIKE THAT. BUT THE GOAL THERE AGAIN, IS TO PULL THOSE BUILDINGS UP TO THE STREET AND MAKE THAT URBAN ENVIRONMENT. ALSO, IN THAT SAME VEIN, PARKING IS REQUIRED TO BE PULLED BACK AT LEAST 80 FEET TO ALLOW THAT FRONT 80 FEET TO BECOME BUILDING PAD AREA. SURFACE PARKING IS SORT OF A TROUBLE THAT COMES WITH DEVELOPMENT. SO THE FIRST PART OF THE DEVELOPMENT COMES AND PUTS MASSIVE AMOUNTS OF PARKING AND THEN YOU DON'T HAVE ANY OTHER BUILDABLE SITE LEFT. AND ALSO WHEN YOU'RE MARKETING THAT IT'S A LITTLE BIT DIFFICULT WHEN IT'S ALL PARKING LOT. IT'S LIKE, WELL YOU CAN DEVELOP OVER HERE. SO THAT IS BEING PULLED BACK. BUT IN DEVELOPMENT AREA A WE WOULD ALLOW 100% IMPERVIOUS SURFACE, SO FULL COVERAGE OF THE LOT BEING URBAN ONCE AGAIN. AND I'M GONNA GO BACK A LITTLE BIT BUT B AND C WHICH ARE SUPPOSE TO BE A LITTLE LESS URBAN, THOSE HAVE A LITTLE BIT MORE RESTRICTIVE DIMENSIONAL REGULATIONS. SO THEY HEIGHTS ARE

A LITTLE BIT SMALLER, SETBACKS MIGHT BE A LITTLE BIT HIGHER, ARE A LITTLE BIT LARGER AND IT DOES REQUIRE GREEN SPACE. STORM WATER MANAGEMENT IS PRIMARILY GONNA BE UP IN THIS CORNER, AGAIN I SAID IT'S REGIONAL SO IT'S GONNA TAKE IN EVERYTHING FOR THIS WHOLE 17 ACRES. BUT DOES HAVE TWO COMPONENTS. SO THE FIRST COMPONENT IS THAT, THAT EXPLAINS THE FUNCTION PROPERLY SO PUBLIC WORKS AND OTHER REGULATORY AGENCIES ARE GOING TO HAVE TO APPROVE THAT. THE SECOND FUNCTION THAT'S IN THE PUD HOWEVER IS THAT IT BE DESIGNED AS NOT ONLY FUNCTIONAL UTILITY BUT ALSO AS A SITE AMENITY. AND THAT IS NOT SUPER DETAILED IN HERE BUT IT WOULD INCLUDE ITEMS SUCH AS PUBLIC WALKS OR BENCHES, GAZEBOS, MAYBE INTERPRETIVE SIGNAGE AND WHAT IS STORM WATER, WHAT IS RAIL YARD, WHAT IS FORT HOWARD, SO ON AND SO FORTH, TO KINDA MAKE THAT A FEATURE AND NOT JUST A UTILITY. SIGNAGE PRETTY MUCH FOLLOWS THE ENTIRE ZONING CODE, HOWEVER NO POLE SIGNS ARE GONNA BE ALLOWED OUT HERE. SO SIX FOOT HIGH MONUMENT SIGNS WOULD BE PERMITTED AT YOUR ENTRANCES BUT NO POLE SIGNS. MAINLY WALL SIGNS. THERE'S A COUPLE STRANGE PROVISIONS IN HERE, WELL NOT STRANGE, BUT THEY'RE UNIQUE TO THIS AREA. ONE, BECAUSE IT'S KINDA BEING DEVELOPED AS A LARGE CAMPUS SITE THAT WE ARE GOING TO ALLOW SIGNAGE MAY NOT BE ON THE EXACT PARCEL OF THE BUSINESS BUT THAT CAN DIRECT YOU TO IT AT ANY OF THE MAJOR DRIVEWAY ENTRANCES OR THE INTERSECTIONS IF THEY SO CHOOSE TO PUT THOSE UP. OBVIOUSLY YOU'RE GONNA HAVE MULTI-TENANTS IN A LOT OF THESE DIFFERENT BUILDINGS. AND ALSO, THE USE OF, AND I'M GONNA USE A QUOTE, THAT THE RAIL YARD, OR THE RAIL YARD INNOVATION DISTRICT, THAT FREES ITSELF, WHETHER IT'S INCORPORATED INTO FENCE OR IT'S PUT ON A STRUCTURE GOING OVER A WALKWAY OR SOMETHING IT WON'T COUNT TOWARD THEIR SIGN CAPACITY. AGAIN THEY ARE TRYING TO MAKE A UNIQUE BRAND FOR THIS AREA AS PART OF THE GREATER BROADWAY DISTRICT. AND SO WE'RE GONNA TRY TO ENCOURAGE THAT. PARKING SHOWS ONE OF THE LARGEST CHANGES. SO, ALL THE MINIMAL PARKING REQUIREMENTS FOR COMMERCIAL USES HAVE BEEN REMOVED. AND THAT WAY, WE'RE BASICALLY GOING TO LET THE MARKET DICTATE HOW MANY STALLS ARE REQUIRED FOR A NON-RESIDENTIAL USE. OUR CODE RIGHT NOW, THE PUD, DROPS IT DOWN TO HALF OF WHAT WOULD NORMALLY BE REQUIRED BY THE ZONING CODE BECAUSE IT'S IN THE DOWNTOWN DISTRICT. BUT THIS WOULD REMOVE THOSE. IT WOULD NOT REMOVE IT FOR RESIDENTIAL HOWEVER. RESIDENTIAL WOULD STILL BE REQUIRED TO HAVE A STALL PER UNIT BUT WHAT IT DOES DO IS IT UNTETHERS IT FROM THE PARCEL THAT THAT BUILDING IS ON. SO AN EXAMPLE WOULD BE, LET'S SAY YOU HAVE AN APARTMENT BUILDING IN DEVELOPMENT AREA B BUT THE PARKING IS ACTUALLY IN DEVELOPMENT AREA A, THOSE WOULD BE OKAY TO COUNT TOWARD EACH OTHER. AGAIN, VERY URBAN TYPE OF SITUATION, NOT UNCOMMON IN PLACES LIKE CHICAGO OR MILWAUKEE, YOU MAY HAVE TO WALK A BLOCK TO GET TO YOUR PARKING. AND THAT'S THE SAME THING WE WOULD PERMIT HERE. WE WOULD PERMIT IT, HOW THEY DEVELOP IT IS GONNA BE UP TO THE DEVELOPER AND THE MARKET WOULD KIND OF DICTATE THAT. WE DID THROW IN, ONE THING ALSO THAT'S UNIQUE HERE AND WE'RE REQUIRING BICYCLE PARKING. SO IT'D BE ONE BICYCLE PARKING STALL FOR EVERY, I BELIEVE IT'S 10 STALLS, PERMANENT STALLS IN THE PARKING LOT. AGAIN, I WON'T SAY IT AGAIN, BUT VERY URBAN. AND THEN SOME OF THE OTHER THINGS LIKE DEVELOPMENT AREA A HAS A MAXIMUM AREA WHERE SURFACE PARKING CAN BE NO GREATER THAN 50% OF THE WHOLE SITE. AGAIN, TRYING TO LIMIT THAT PARKING FOR SEVERAL REASONS. YOU KNOW, SEA OF ASPHALT GENERALLY ISN'T REALLY INVITING. THE TAX BASE THAT'S GENERATED FROM A SEA OF ASPHALT IS VERY VERY MINIMAL COMPARED TO A THREE OR FOUR OR FIVE STORY BUILDING WHICH COULD EASILY GO UP THERE. I'M GONNA GO FORWARD AND KINDA GO TO ARCHITECTURE. ARCHITECTURE IS SORT OF THE MEAT OF THIS CODE BECAUSE THERE AREN'T ANY DIRECT DEVELOPMENTS THAT CAME THROUGH, ALTHOUGH WE DID WORK WITH THE DEVELOPERS AND THEIR ARCHITECTS, WE'RE NOT REVIEWING ANYTHING DIRECTLY. SO WE CAN'T JUST REFER TO THE CODE AND SAY LOOK AT EXHIBIT B AS WHAT THE BUILDINGS ARE GONNA LOOK LIKE. FRANKLY WE GET IN TROUBLE DOING THAT A LOT OF TIMES BECAUSE EXHIBIT B CHANGES AND THEN THEY HAVE TO COME BACK AND AMEND IT CONSTANTLY. SO WE JUST PUT SOME VERY BASIC SPECS AS ARCHITECTURAL REGULATIONS. AND THOSE ARE DEFINITELY IN THERE TO MAINTAIN THE AESTHETICS BUT ALSO THE FUNCTION AND ALSO THE VALUE IN, NOT JUST THE BUILDINGS IN THE PUD AREA, BUT BUILDINGS ALL AROUND. WE WANT THEM TO BE COMPATIBLE, SUPPORT PEDESTRIAN ORIENTED LIVING AND SORT OF HAVE THAT URBAN FEEL. SO SOME OF THE BIG THINGS THAT YOU'LL SEE IS APPLICABILITY, EXCEPTIONS AND APPEALS. SO ANY EXISTING BUILDING ON THE SITE, AND THERE'S JUST THE ONE, HAS THE OPTION TO BE ABLE TO REDEVELOP AND MATCH THE CHARACTER AND MATERIALS OF THE BUILDING, IT'S EITHER ADDED ONTO OR BEING REDEVELOPED AS. ANY NEW BUILDINGS WOULD HAVE TO FOLLOW THE FULL NEW CODE. AND ONE THING I WANT TO POINT OUT IS THIS EXCEPTION IS AN APPEAL BECAUSE IT'S GONNA DIRECTLY EFFECT YOU IF IT GOES THROUGH THIS WAY. LATER WE'RE GONNA GET INTO THE EXTERIOR BUILDING MATERIALS AND SOME OF ALL THESE OTHER ARCHITECTURAL REGULATIONS. THE SAFETY VALVE ON THAT,

JUST LIKE THE BOARD OF APPEALS WITH THE ZONING CODE, IS YOU CAN APPLY FOR AN EXCEPTION TO THE DESIGN STANDARDS. THE DESIGN STANDARD EXCEPTIONS WOULD GO FIRST TO THE DIRECTOR OF COMMUNITY DEVELOPMENT AND IF IT MEETS THE PURPOSE OF THE ARCHITECTURAL SECTION YOU WOULD HAVE THE ABILITY TO ALLOW SUBSTITUTE MATERIALS OF THE SAME QUALITY, INNOVATIVE ARCHITECTURE, THAT KIND OF THING. IF HE DENIES THE APPEAL COULD THEN COME TO THE PLANNING COMMISSION. AND SO A PETITIONER COULD REQUEST TO THE PLANNING COMMISSION TO SAY, HEY I WANT TO USE CORRUGATED SHEET METAL ON MY BUILDING AND THIS IS WHY. AND IF IT'S INNOVATIVE AND IT WORKS AND IT FITS IN WITH THE THEME, THAT'S A SAFETY VALVE. ORIENTATIONS, ALL OF THE BUILDINGS ARE GOING TO HAVE TO BE FRONTED ON THE STREET THAT THEY FRONT ON. IF THEY FRONT ON ELMORE COMMONS, WHICH RUNS DOWN THE CENTER, AND I GUESS I SHOULD MENTION THAT. THIS WOULD BE A PEDESTRIAN WALKWAY THAT ACTUALLY CUTS THROUGH THE BUILDING AND WOULD CONTINUE DOWN, GO OVER DRIVER WAY AND CONTINUE DOWN TO THE SMALL PLATTEN TRAIL. THE EVENTUAL GOAL OF KELLOGG STREET CROSSING THE TRACKS. ORIENTATION, SO ALL THE BUILDINGS WOULD HAVE TO FACE EITHER THE COMMONS OR THE STREETS WHICH THEY FRONT ON. SO NO SIDES FACING THE STREET, NO BACKS OF BUILDINGS FACING THE STREET. YOU HAVE TO CONNECT WITH YOUR COMMUNITY AND THAT'S WHAT WE'RE GOING FOR HERE. TO THAT SAME END, NO MECHANICAL EQUIPMENT IS ALLOWED TO BE ON THE FRONT OF THE BUILDING. DUMPSTERS CAN'T BE IN THE FRONT, PARKING CAN'T BE BETWEEN THE BUILDING AND THE STREET. IT'S GOTTA BE ON THE SIDE OR IN THE BACK. SO THAT'S PRETTY IMPORTANT. AGAIN, AS WE HAD MENTIONED BEFORE, TRYING TO GET THAT CONNECTION WITH THE GREATER COMMUNITY, EACH FRONT FACADE THAT FACES THE STREET IS GOING TO HAVE A MINIMUM AMOUNT OF OPEN SPACE OR WINDOW SPACE, WINDOW TO DOOR SPACE. CHANGES DRASTICALLY IN THE PUD BASED ON IF IT'S RESIDENTIAL VERSUS COMMERCIAL. I BELIEVE COMMERCIAL IS 50%, RESIDENTIAL IS 20%. SO YOU DON'T HAVE ANY BLANK WALLS FACING THE STREET. THE MAJORITY OF EXTERIOR OF BUILDINGS ARE GONNA HAVE TO BE BRICK, GLASS OR STONE. AND THAT INCLUDES THE VENEERS AND OF COURSE WINDOWS. THAT WOULD BE THE PRIMARY MATERIAL. SO 70% OF THE BUILDING HAS TO HAVE THAT MATERIAL. 30% CAN BE A SECONDARY MATERIAL. THAT SECONDARY MATERIAL COULD BE DRIVE IT OR STUCCO, DECORATIVE BLOCK, ARCHITECTURAL METALS, THERE'S A PLETHORA OF MATERIAL OUT THERE BUT SORT OF THE STANDARD AND THE LONG TERM HEALTHY MATERIALS ARE GENERALLY YOUR BRICKS AND YOUR STONES. AND THERE'S A LIST OF PROHIBITED MATERIAL AND THOSE PROHIBITED MATERIALS ARE GONNA INCLUDE THINGS LIKE NON-DECORATIVE BLOCK, CORRUGATED SHEET METAL, WOOD SIDING, THAT KIND OF STUFF. THOSE ARE PROHIBITED, HOWEVER THERE IS THE ABILITY TO USE THOSE AS AN ACCENT FEATURE, UP TO 15%. THERE'S A LOT OF BUSINESSES THAT WILL USE CORRUGATED METAL AS A OVERHANG. LET'S SAY IT LOOKS ATTRACTIVE, LOOKS NICE, BUT WE DON'T WANT THAT AS A PRIMARY MATERIAL. SO THAT'S A BIG THING WITH THE MATERIALS. AGAIN, ANY OF THOSE MATERIALS CAN BE ASKED FOR AN EXCEPTION OR GET AN APPEAL. FACADES HAVE TO BE ARTICULATED. SO NO BLANK WALLS GREATER THAN 40 FEET. THERE'S GOTTA BE A WINDOW, A ROOF LINE CHANGE, A RECESS OR A JUT OUT OR SOMETHING EVERY 40 FEET SO YOU DON'T JUST END UP WITH A BLANK WALL. A BIG LONG BLANK WALL. AND AS I MENTIONED BEFORE WE LIMIT THE, ANY PERTINANCES AROUND THE OUTSIDE. SO ANY MECHANICAL EQUIPMENT, THAT KIND OF STUFF HAS TO BE SCREENED OR BE ON THE SIDES OR THE BACK. AND THE LAST THING THAT THE PD TALKS ABOUT IS ACCESS AND CIRCULATION. I MENTIONED WHERE THE STREETS ARE GONNA BE COMING BEFORE. SO THOSE ARE PRETTY IMPORTANT. ONE THING YOU'RE GONNA NOTICE WHEN I SHOW SORT OF WHAT WE USE TO GUIDE OUR PD IS THIS CENTER AREA IS GENERALLY GONNA BE A PARKING LOT OR POSSIBLY A COUPLE RAMPS. AND OVER COMMONS IS A PEDESTRIAN WAY. SO NO VEHICLE TRAFFIC ON THE COMMONS. BUT THE TRAFFIC'S GONNA HAVE TO CROSS THE COMMONS TO GET FROM ONE SIDE TO THE OTHER. SO WE PUT AN EXCEPTION IN HERE THAT ONE CROSSING IS PERMITTED ACROSS THE COMMONS. BUT IT HAS TO BE HEAVILY DIFFERENTIATED AND GEARED TOWARD THE PEDESTRIAN, NOT THE CAR INCLUDING THINGS LIKE A SPEED TABLE POTENTIALLY OR A ROW OF CURB, DIFFERENT COLORS, DIFFERENT MATERIALS. THERE WAS EVEN A CONCEPT THAT WAS REALLY INTERESTING WAS TO PUT A RAILROAD CROSSING THERE. BEING THAT YOU'RE IN A RAIL YARD. JUST THOUGHT IT WOULD BE REALLY COOL. SO ANYWAY, THAT CROSSING FOR ELMORE COMMONS IS THE ONE EXCEPTION BUT FOR VEHICLE ACCESS OBVIOUSLY BOND, DRIVER, KELLOGG STREET'S ALL VEHICLE WAYS. THEY'RE GONNA BE PUBLIC RIGHTS OF WAY. PEDESTRIAN TRAFFIC, THE BLUE LINE IS GOING TO BE A TRAIL SYSTEM THAT WILL RUN ALONG THE TRACKS KINDA NEXT TO THE TOWNHOUSES AND THEN CONNECT BACK UP INTO BOND STREET. I JUST MENTIONED ELMORE COMMONS WHICH WILL BE A LARGE, MORE FORMAL PEDESTRIAN WAY THAT CAN ALSO BE USED FOR EVENTS, EVENT SPACE. BUT THE OTHER THING, ALL BUILDING ENTRANCES NEED TO CONNECT TO THE WALKWAYS, TO THE SIDEWALKS AND THE STREET AND THE MULTI-USE TRAIL SO YOU DON'T HAVE TO WALK THROUGH FULL LENGTHS OF PARKING

LOTS TO GET TO THE FRONT OF A BUILDING, OR YOU DON'T HAVE ANY ACCESS TO THE DOORWAY, EXCEPT MAYBE GOING THROUGH GRASS OR WHAT NOT. SO THAT'S AN IMPORTANT COMMENT THAT'S PART OF THE PUD. AND WHAT I WANTED TO SHOW YOU NEXT, SO THIS IS THE CONCEPT DRAWING THAT STARTED THE BASE OF THE PUD. IT'S AN OLDER DRAWING OF THE RAILWAY BUT AS I MENTIONED BEFORE, THIS WOULD PROBABLY ON THIS DRAWING, IT'S PROBABLY GOING TO BE MULTI-FAMILY OR LARGER SCALE BUILDINGS. AGAIN THE FUNDING FOR THESE HAVE TAKEN ACTUALLY BEEN APPROVED, SO THAT'S GREAT. THESE WILL BE TOWNHOUSE DEVELOPMENTS KINDA COMING OFF OF COMMON COURTYARDS BUT AGAIN SEE THAT FRONTING IN THE WALKWAYS AND THE COMMONS. AND THEN AGAIN THIS PRIMARY AREA WILL BE A BUILD UP OF LARGER BUILDINGS WITH JUST ACCESS POINTS IN TO THE CENTRAL PARKING AREA. SO YOU'D GET THAT URBAN STREET FACADE THAT'S ALONG DRIVER, KELLOGG AND BOND. AGAIN, YOU CAN SEE THE DETENTION FACILITY THERE. AGAIN, THIS IS NOT A SET IN STONE. THIS IS THE CONCEPT THAT WE BASE THESE REGULATIONS ON. REGULATIONS ARE SUPPOSE TO BE FLEXIBLE SO YOU CAN COME IN AND YOU GOT SOME ROOM TO PLAY, MOVE YOUR LEGOS AROUND BUT THIS IS KIND OF WHAT WE BASED THE PUD ON. AND MORE DETAILED PLANS FROM THE ARCHITECTS AND ENGINEERS AS WELL. WE ARE CONFIDENT THAT THE PUD IS GONNA PROVIDE GUIDELINES THAT'S GONNA WORK FOR THE OWNERS FOR MARKETING AND NOT HAVING PEOPLE COME IN THAT HAVE IDEAS THAT JUST DON'T MATCH WITH THE CONCEPT. AND ALSO THAT THEY'RE BUILD FLEXIBLE ENOUGH THAT YOU'RE NOT GONNA SEE THEM COMING BACK HERE EVERY SIX MONTHS WHEN THEY'RE DOING ONE BUILDING BECAUSE IT DOESN'T MATCH. FRANKLY IF THEY COME BACK CONSTANTLY AND SAY IT DOESN'T MATCH, THEN MAYBE STAFF HAS TO RECOMMEND AGAINST CHANGING IT BASED ON EVERY DEVELOPMENT. BUT ANYWAY, SO THE ALDERMAN FOR THE AREA WAS INFORMED. ALDERMAN SCANNEL. BROADWAY INC. WAS INFORMED AS WELL. AND WE NOTIFIED PROPERTY OWNERS GREATER THAN 400 FEET AROUND THE RAIL YARD AREA THAT'S THE NORTH 17 ACRES OF THE RAIL YARD AREA. WE RECEIVED SEVERAL CALLS, MOST OF THEM JUST WONDERING WHAT WAS GOING ON. OF COURSE EVERYBODY THINKS THE NEW BUILDING'S GOING UP RIGHT AWAY EVEN THOUGH THERE IS A POTENTIAL FOR TWO, AND WE HAVE ONE BEING RENOVATED RIGHT NOW SO IT IS HAPPENING. THERE WAS SOME CONCERN EXPRESSED THAT PARKING, ESPECIALLY ON EVENT DAYS GETS TOUGH DOWN THERE AND WE SHOULD HAVE PARKING REGULATIONS THAT SHOULD REMOVE THOSE. SO I DO WANT TO SHARE THAT WITH YOU. WE DID NOT RECEIVE, EVEN WITH THAT COMMENT THERE WAS NOT AN OBJECTION TO THE PLANNED DEVELOPMENT. MOST OF THE COMMENTS WERE THAT THEY LIKED THE IDEA OF HAVING SOME ARCHITECTURAL STANDARDS AND CONTROLS AND THAT THIS IS ARGUABLY ONE OF THE BIGGEST GEMS OF THE CITY AND NEEDS TO BE PROTECTED WITH REGULATIONS. SO, WITH THAT WE ARE RECOMMENDING APPROVAL SUBJECT TO THE PUD. SORRY. AND I'M HERE TO ANSWER ANY QUESTIONS. JON IS HERE TO ANSWER ANY QUESTIONS AS WELL.

- YES, COMMISSIONER GO AHEAD.

- COULD I FOLLOW UP ON WHAT YOU JUST SAID ABOUT PARKING?

- SURE.

- WHAT DOES IT MEAN TO SAY, WE WILL ALLOW THE MARKET TO DETERMINE THE PARKING?

- YEAH, GENERALLY THERE IS A REGULATORY SIDE TO PARKING, SO ONE STALL FOR EVERY 300 SQUARE FEET OF COMMERCIAL SPACE LET'S SAY. SOMETIMES THE MARKET IS A MUCH DIFFERENT MARKET. SO, IF THEY'D BE MARKETING FOR AN OFFICE BUILDING THEY KNOW THEY DON'T NEED THAT MUCH PARKING SO THEY PUT IN LESS. OR THEY KNOW THEY NEED A LOT MORE AND THEY PUT IN MORE.

- SO IT'S PRE-CONSTRUCTION.

- PRE-CONSTRUCTION.

- THAT'S THE IMPORTANT POINT I WAS TRYING TO-

- IT IS, AND OFTEN TIMES THE WHITE BOX VILLAGE THEY DON'T KNOW WHAT USE IS GOING IN THERE.

- AND IS THERE, I DID NOT NOTICE ANY ENCOURAGEMENT IN THE PUD FOR PARKING STRUCTURES RATHER THAN SURFACE PARKING.

- WELL THERE'S ENCOURAGEMENT IN THE FORM THAT WE ONLY ALLOW SO MUCH SURFACE PARKING. AND THAT THE SET-BACKS ARE REALLY HIGH. SO PARKING STRUCTURES YOU KNOW ARE PRETTY EXPENSIVE.

- YEAH.

- GENERALLY THEY GET MIXED IN WITH A BUILDING THAT'S BUILT. SO YOU'LL HAVE A COUPLE FLOORS OF PARKING, OR LIKE THE CHILDREN'S MUSEUM WHERE THE PARKING IS UP ABOVE. AND THAT IS PERMITTED AND IT IS ENCOURAGED.

- I GUESS I WOULD LOVE TO SAY THAT THIS WAS THE SITE THAT GOT ME INVOLVED, AND BEING INVOLVED IN THE CITY OF GREEN BAY BECAUSE PRIOR TO THIS I WAS NOT INVOLVED AT ALL. BUT AUGUST 2013 WHEN MY MIDDLE CHILD WAS SIX MONTHS OLD. I STARTED ATTENDING ALL THE PLANNING COMMISSION MEETINGS, ALL THE R&D MEETINGS, ALL THE CITY COUNSEL MEETINGS AND I AM JUST SO EXCITED BY THIS SITE AND YOU GUYS HAVE DONE SO MUCH INCREDIBLE WORK IN FIGURING OUT EXACTLY HOW THIS IS GONNA WORK. I'M JUST SO EXCITED ABOUT IT. WE OWN A HOUSE, AND WE LIVED THERE FOR FIVE YEARS ON KELLOGG THREE BLOCKS AWAY FROM THIS AND I JUST REALLY WISHED WE STILL LIVED THERE. BUT IT WAS ONLY ONE BEDROOM AND THERE'S FIVE OF US SO IT'S NOT GONNA HAPPEN. BUT JUST REALLY EXCELLENT JOB AND I'M REALLY EXCITED ABOUT THIS SITE.

- THANK YOU. COMMISSIONER GILBERT.

- I WANT TO SECOND LISA'S EXCITEMENT ABOUT THIS. I THINK PARTICULARLY THAT ARCHITECTURAL SECTION THAT YOU SAID WAS THE REAL MEAT OF THE WHOLE THING. IT'S EXTREMELY THOROUGH. THERE'S A LOT OF VARIETY BUILT IN. THERE'S A LOT OF FLEXIBILITY BUILT IN SUCH AS THE MARGARET PLACE PARKING BUT IN THE ARCHITECTURAL SECTION TOO. I HAVE ONLY ONE QUESTION THERE AND IT HAS PARTLY TO DO WITH THAT AREA ABOUT EXISTING BUILDINGS AND THE EXCEPTIONS AND APPEALS. WOULDN'T IT BE APPROPRIATE TO INCLUDE SOME REFERENCE TO THE LANDMARK COMMISSION THERE? YOU HAVE IT BASICALLY UNDER THE TWO OF YOU, THE DIRECTOR OF PLANNING AS OPPOSED TO SOME EXTENT THOSE COMMITTEES AS YOU SUGGESTED BEFORE THIS COMMISSION. THAT SEEMS LIKE IT REALLY JUST BEGS FOR LANDMARK COMMISSION.

- SURE, AND THAT IS A GOOD POINT. THE REASON THAT IT'S NOT IN HERE IS THERE'S ONLY ONE EXISTING BUILDING ON THE SITE.

- RIGHT.

- SO THAT BUILDING, YOU KNOW IF THERE WAS AN APPEAL OR AN EXCEPTION BEING REQUESTED WE'D GO TO STEPHANIE WHO IS THE STAFF PERSON FOR LANDMARKS AND POSSIBLE BRING IT TO LANDMARKS. THEIR RECOMMENDATION WOULD END UP IN A STAFF REPORT. FOR THE PLAN COMMISSION OR GO DIRECTLY TO THE DIRECTOR. BUT WE DIDN'T WANT TO HAVE TO HAVE AN ENTITY GO TO MULTIPLE STOPS. I MEAN YOU COULD CHANGE IT FOR THE EXCEPTIONS OR APPEALS, RATHER THAN THE PLAN COMMISSION TO THE, WHAT'S THAT LANDMARKS COMMISSION WHOEVER IT IS, AND THAT WOULD BE FINE. GENERALLY THE EXPERTISE OF THE PLAN COMMISSION. YOU'VE SEEN THE SITE A MILLION TIMES. MAYBE NOT A MILLION, BUT A LOT OF TIMES. YOU'VE WORKED WITH IT A LOT. YOU'RE SORT OF THE AUTHORITIES ON IT. BUT NO, LANDMARKS THAT WOULD BE WORK AS WELL. THEY HAVE GREAT ARCHITECTURAL, WELL UPGRADED ARCHITECTURAL BACKGROUND AS WELL. BUT AGAIN THIS ISN'T MEANT TO RECREATE A HISTORIC AREA.

- THAT ONE BUILDING IS.

- THAT ONE BUILDING IS, YES.

- AND OKAY THAT'S WHAT THE EXCEPTION AND APPEALS REFERS TO ISN'T IT? I GUESS NOT. NO IT'S GENERAL ARCHITECTURAL DESIGN STANDARDS. I GUESS I'M THINKING MORE OF THE EXISTING BUILDING.

- THAT FALLS UNDER THE APPLICABILITY, SO FOR THE EXISTING BUILDING IF YOU'RE CHANGING IT AROUND, MATCH WHAT'S THERE. AND ALSO WE DO SPECIFICALLY STATE IN HERE THAT WE WOULD RATHER SEE REPAIR RATHER THAN REPLACEMENT.

- YES, GOOD. AND WHAT, BY THE WAY IS RAIL YARD FLASH INNOVATION DISTRICT?

- THAT IS ONE THING THE DEVELOPERS HAVE BEEN, I THINK MARKETING THE SITE AS AN INNOVATION DISTRICT.

- WHICH MEANS?

- I THINK THAT HAS A LOT TO DO WITH THE TYPE OF BUSINESS THAT'S GOING IN THERE.

- OKAY.

- SO, I THINK IT'S T3 RIGHT NOW WHERE IT'S AN INNOVATIVE OFFICE SPACE WHERE YOU CAN RENT YOUR SPACE AND THERE'S COMMUNAL AREAS THAT YOU ALL SHARE. IT'S THE TERM THEY'RE USING FOR IT, INNOVATION DISTRICT.

- AND IT MIGHT ACTUALLY INVOLVE, I TAKE IT FROM THE WAY IT'S PRESENTED, IT'S SOME KIND OF VARIATION OF THE BASIC RAIL YARD LOGO.

- RIGHT, IT'S THE R WITH THE TRACKS AROUND IT.

- YEAH, OKAY THANK YOU.

- JUST WANT TO INCORPORATE THAT IN MULTIPLE AREAS IN THE SITE.

- ANOTHER ONE OF THOSE VERY SPECIFIC THINGS THAT'S COVERED HERE REALLY CONGRATULATE THE STAFF ON A GOOD JOB.

- THANK YOU.

- AND A REPRESENTATIVE OF THE DEVELOPER IS HERE AS WELL.

- IS THERE ANYONE THAT WISHES TO SPEAK ON THIS MATTER?

- OPEN THE FLOOR.

- SECOND THAT.

- WE HAVE A MOTION AND A SECOND TO OPEN THE FLOOR. ANY FURTHER DISCUSSION? ALL THOSE IN FAVOR SAY AYE.

- [GROUP] AYE.

- OPPOSED? OKAY, SIR, YOU'D LIKE TO COME UP AND SAY YOUR NAME AND ADDRESS FOR THE RECORD PLEASE?

- I'M PETER LIEBERGEN AT RHYTHM SEMORE. BUT I OWN THIS PROPERTY HERE. THIS CORNER. I'M CURIOUS AS TO THIS PIECE OF PROPERTY BEING LEFT OUT OF THIS PLAN. DO YOU THINK YOU COULD ANSWER THAT?

- SURE, THAT PROPERTY JUST TO THE EAST OF WHERE DEVELOPMENT AREA B IS IS NOT IN CONTROL OF THE DEVELOPMENT OF THE OWNERS.

- YEAH, I REALIZE IT'S A DIFFERENT OWNER BUT WHAT IS THAT ZONED AT?

- I BELIEVE THAT IT IS ZONED INDUSTRIAL RIGHT NOW. ZONED GENERAL INDUSTRIAL. I THINK IT HAS A GENERAL INDUSTRIAL USE TO IT AS WELL.

- AND HOW DOES THAT TIE IN TO PUTTING HOUSING IN HERE THEN?

- WELL THE HOUSING IS GONNA ALL FRONT BOND, SO IT'S GONNA BE THE REAR YARDS. AND AS IT SITS RIGHT NOW, AGAIN WE DON'T HAVE A DEVELOPMENT PLAN BUT I DON'T BELIEVE THERE'S ACCESS GOING OUT TO MATHER.

- IT SHOWS ON THE MAP HERE THAT THERE'S A-

- YEAH, CURRENTLY THERE'S A TRAIL OR SOMETHING.

- AND THAT WAS THE OTHER THING I WAS WONDERING IS YOU HAVE THE MAIN STREET GOING AND MAKING BOND INTO A MAIN STREET, WHEREAS MATHERS SORT OF IS MAIN STREET. I WAS WONDERING WHAT THE RATIONALE WAS FOR NOT USING MATHER AS YOUR MAIN LINE?

- HAVE TO COME BACK UP THROUGH TO MCDONALD, TO MCDONALD AND MATHER?

- YEAH, RIGHT HERE MCDONALD, DONALD DRIVER WAY-

- WELL, THERE'S A COUPLE REASONS, THERE'S ATC POWER-LINE THAT RUNS THROUGH THERE FOR ONE AND WHAT YOU CAN PUT UNDERNEATH IT IS LIMITED. BUT IN THAT DEVELOPMENT AREA B, THERE'S GONNA BE A LOT OF INTERNAL DRIVE AISLES AND PARKING AREAS. AND TO PUT A ROADWAY THROUGH THAT'S NOT GONNA CARRY MUCH TRAFFIC, WAS FELT TO BE KIND OF A POOR USE FOR VALUABLE TAX BASE.

- KEEP IN MIND THESE QUESTIONS, I'M NOT TRYING TO THROW ANY NEGATIVITY, JUST COVERING SOME OF WHY REASON FOR IT. I MEAN OBVIOUSLY IT ENHANCES MY PROPERTY HAVING BOND THERE BUT I'M NOT HERE TO INSULT ANYONE SO I'M SCARED OF THIS BEING INDUSTRIAL AND THIS BEING HOMES AND WHAT YOUR, I MEAN THE BACKS ARE TO IT. I KNOW THE LINE PLANT RUNS SOMETIMES LATE AT NIGHT AND THERE IS SOME NOISE AND LIGHT AND THEN THE TRAINS COME THROUGH. IS THERE ANY PLAN FOR AN OVERHEAD WALKWAY TO GET TO THE PARK?

- THERE IS NOT A PLAN FOR AN OVERHEAD WALKWAY BUT THE LONG-TERM GOAL IS TO GET A RAILROAD CROSSING AT KELLOGG STREET. IT'S EASIER SAID THAN DONE HOWEVER. RAILROADS DON'T LIKE TO HAVE CROSSINGS.

- YEAH, WELL IT'S A LIABILITY EVERY TIME-

- BUT THAT WOULD BE THE GOAL SO KELLOGG WOULD GO STRAIGHT INTO LAKE PARK, INTO LAKE PARK'S PARKING LOT.

- OKAY, WELL THE OTHER QUESTION I HAVE IS, AND I WASN'T HERE FOR YOUR WHOLE PRESENTATION, MAYBE I'M ASKING A QUESTION THAT'S ALREADY ANSWERED. IS THERE GONNA BE PARKING ON THIS?

- YES, BOTH SIDES.

- OKAY, THANK YOU.

- YOUR WELCOME.

- THANK YOU.

- DOES ANYBODY ELSE WISH TO SPEAK ON THIS MATTER? YES SIR.

- JON LEROY WITH MAR AND ASSOCIATES. I'LL KEEP IT BRIEF HERE. JUST A TOUCH ON A FEW QUESTIONS. FIRST TO NOTE TO THE STAFF THAT'S HERE THIS HAS BEEN A LONG TIME COMING THERE'S BEEN A LOT OF

HARD WORK PUT INTO IT. IT IS VERY MUCH APPRECIATED. I JUST WANT TO NOTE THAT FOR EVERYBODY. IT'S BEEN A GOAL HERE FOR 10 YEARS. THIS HAS EVOLVED FROM LARSON GREEN TO TAKING MANY QUESTIONS FROM THE AUTHENTICITY PLAN TO GETTING A CRACK ABOUT NOW TWO YEARS AGO THIS POINT AND THEN IN THE PAST SIX MONTHS TO REALLY PUT IN SOME TEETH INTO THIS PLAN. SO IT HAS EVOLVED. TO ANSWER THE QUESTIONS AS FAR AS THE INNOVATION DISTRICTS, JUST AS IT HAD BEEN STATED BY DAVID BEFORE WITH THE WORK-SHARE SPACE AS FAR AS THE TECHNOLOGY INVOLVED THERE, THERE IS SOME PRETTY INTENSE FIBER-OPTIC LINES THAT ACCESS THE SITES. TRY AND GO AND REALLY PLAY UP THAT. WE'RE GOING BACK TO THE PAST AS FAR AS THE RAIL YARD AND THE HISTORIC NATURE BUT ITS ALSO THE FUTURE. THIS IS THE NEXT HUNDRED YEARS. NEXT GENERATIONS AND WE'RE TRYING TO BRING THEM TECHNOLOGY TO THE ENTIRE SITE. SPEAKING OF YOUR QUESTION, WE'VE LOOKED AT THIS WAY INSIDE AND OUT MANY TIMES. DOWN DRIVER INTO MATHERS STREET, IT WAS THOUGHT OF FOR AWHILE TO GO AHEAD AND DO THAT. THE REASON WHY IN GENERAL WHY IT'S STOPPED RIGHT THERE IS REALLY TRYING TO KEEP THIS A PEDESTRIAN FRIENDLY AREA AND FOCUS ON THAT. WE WANT TO DISCOURAGE FOLKS FROM ACTUALLY GOING AHEAD AND RACING RIGHT DOWN DONALD DRIVER AND INTO MATHER, BE IT PEOPLE WHO JUST WANT TO GO AHEAD AND BYPASS THIS WHOLE AREA, BECAUSE BROADWAY MIGHT BE CONGESTED A LITTLE BIT AT RUSH HOUR TIME OR TRUCK TRAFFIC. WE DIDN'T WANT TRUCK DRIVERS TO GO, OH THIS IS A GOOD SPOT TO JUST CUT ON THROUGH. SO JUST STICK TO THE PRIMARY ROADS, SO THAT'S WHERE WE'RE AT. BUT WE'RE PRETTY PROUD OF WHAT THIS HAS COME TO AND SO THANK YOU FOR YOUR CONSIDERATION.

- DOES ANYBODY ELSE WISH TO SPEAK? OKAY.

- MOTION TO CLOSE THE FLOOR.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO CLOSE THE FLOOR. ALL IN FAVOR SAY AYE.

- [GROUP] AYE.

- OPPOSED? OKAY.

- I WOULD MOVE TO APPROVE THE RECOMMENDATION.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO APPROVE. COMMISSIONER WIEZBISKI?

- I WAS GONNA SAY THE SAME THING. A JOB WELL DONE AND I APPRECIATE ALL THE WORK THAT'S GONE INTO THIS AND WE'VE COME A LONG WAY FROM THE MESS WE HAD BEFORE, THANK YOU VERY MUCH.

- WE HAVE A MOTION AND A SECOND TO APPROVE RECOMMENDATION. ANY FURTHER DISCUSSION? OKAY, ARE WE DONE? I WOULD ASK THAT YOU PLEASE VOTE. NEXT ITEM, ITEM TWO, CONSIDERATION OF POSSIBLE ACTION AND A REQUEST TO AUTHORIZE THE CONDITIONAL USE PERMIT TO CONSTRUCT A DETACHED GARAGE BEYOND THE MAXIMUM HEIGHT REQUIREMENTS FOLLOWING IN CHAPTER 13-615 0 6-4. IN THE LOW DENSITY RESIDENTIAL DISTRICT LOCATED AT 3503 NIKOLAI DRIVE SUBMITTED BY DAVID AND NICOLE PERRET, PROPERTY OWNERS.

- THANK YOU MR. CHAIR. THIS IS A REQUEST FOR A CONDITIONAL USE PERMIT TO CONSTRUCT A DETACHED GARAGE AT 3503 NIKOLAI DRIVE AND THAT PROPERTY IS HIGHLIGHTED IN RED HERE. IT'S NEAR THE NORTHERN CITY LIMITS. THE BAY IS ON THE WEST SIDE OF NIKOLAI DRIVE HERE. POINT OF SOUTH IS JUST TO THE NORTH, AND VAN ALLEN ROAD IS JUST TO THE SOUTH. THIS IS AN AREA OF MAINLY SINGLE FAMILY HOMES AND SOME FARMLANDS KIND OF LEFT AND EAST OF NIKOLAI. THE AREA IS ZONED LOW DENSITY RESIDENTIAL SO IT'S KIND OF PLAN COMES FROM LOW DENSITY HOUSING AND THE CURRENT ZONING IS THE LANDS KEY RESIDENTIAL. THE REQUEST IS TO CONSTRUCT THAT DETACHED GARAGE IN THIS PARTICULAR LOCATION HERE. IT'S ABOUT 65 FEET OFF NIKOLAI. AND THE REASON FOR THE REQUEST IS THE HEIGHT OF THE STRUCTURE. THE MAX HEIGHT LIMITATION OF 16 FEET AND THEY ARE ONE DISTRICT, THEY ARE ABOUT 17 FEET. SO THEY ARE ACTUALLY ABOUT A FOOT OFF. THE SIDEWALL HEIGHTS

ARE NOT SUPPOSE TO EXCEED 10 FEET, AND THEY'RE AT ABOUT 13 FEET SO THAT'S THE REASON FOR THE REQUEST. PREVIOUSLY IN THE AREA WE SAW THIS WAS VACANT. THIS HOME WAS BUILT IN I THINK ABOUT 2017. IT'S ABOUT A SINGLE STORY, MAYBE A STORY AND A HALF STRUCTURE. OF COURSE THIS STRUCTURE IS BROAD STORY IN HEIGHT. THIS IS AN ELEVATION OF THE WHOLE STRUCTURE, YOU CAN SEE IT'S ABOUT 17 FEET HERE TO THE MID-POINT OF THE ROOF LINE. WE DON'T MEASURE TO THE PEAK BUT WE MEASURE TO THE MID-POINT OF THE ROOF. ONE OTHER POINT IS THERE IS A FLOOD PLANE THAT RUNS THROUGH THIS PROPERTY. IT KINDA CUTS NORTH AND SOUTH THROUGH HERE. THE EXISTING HOME IS WITHIN THE FLOOD PLANE AND HAD TO BE CONSTRUCTED TO FLOOD PLANE STANDARDS. THE GARAGE IS OUT HOWEVER, SO THEY DO NOT HAVE THE NEED FOR THE PLANE STANDARDS. APPLICANTS WERE ALSO AT THE BOARD OF APPEALS RECENTLY FOR THE PLACEMENT OF THE STRUCTURE AND THEY WERE GRANTED A VARIANCE FOR THE PLACEMENT OF THE STRUCTURE IN FRONT OF THE PRINCIPLE STRUCTURE. AND THE CASE HERE IS, ON BAY-FRONT PROPERTY A LOT OF TIMES THEY'RE CONSIDERED DON'T FRONTAGE. YOU'VE GOT FRONTAGE ON NIKOLAI AND THE BAY SIDE. SO THEY RECEIVED A VARIANCE FOR THE PLACEMENT OF THAT GARAGE AS WELL. WE NOTIFIED AFFECTED PROPERTY OWNERS, ALL THE PERSON OF THE DISTRICT, WE HAVEN'T RECEIVED ANY COMMENTS OR QUESTIONS REGARDING THIS. AND WE ARE RECOMMENDING APPROVAL OF THIS ITEM OF TWO CONDITIONS. THE STANDARD CONDITION UNDER A IS FOR THE SITE PLAN APPROVAL. AND ITEM B IS THE CONTINUATION OF THE ARCHITECTURAL STYLE AND COLORING THAT GOES ALONG WITH THE EXISTING STRUCTURE. MANY APPLICANTS ARE HERE TONIGHT AS WELL.

- THANK YOU. FURTHER DISCUSSIONS?

- WE HAVE SOMEONE IN THE AUDIENCE.

- YEAH, WE HAVE APPLICANTS HERE SO-

- MOVE TO OPEN THE FLOOR.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO OPEN THE FLOOR. ANY FURTHER DISCUSSION? ALL THOSE IN FAVOR SAY AYE.

- [GROUP] AYE

- OPPOSED?

- ALL I WANTED TO SAY IS I AM IN FAVOR OF THIS. I'M FULLY SUPPORTIVE OF IT AND I JUST WANTED TO LET YOU KNOW THAT. THAT'S ALL I NEED TO SAY, THANK YOU.

- THANK YOU. DOES ANYBODY ELSE WISH TO SPEAK ON THIS?

- WE'RE THE PROPERTY OWNERS AND I CAN CERTAINLY ANSWER ANY QUESTIONS IF YOU HAVE ANY HERE.

- DOESN'T SEEM TO BE ANY.

- THANK YOU.

- THANK YOU.

- MOTION TO RETURN TO REGULAR ORDER OF BUSINESS.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO RETURN TO REGULAR ORDER OF BUSINESS. ALL THOSE IN FAVOR SAY AYE.

- [GROUP] AYE.

- OPPOSED? OKAY, WE'RE BACK. COMMISSIONER WIEZBISKI.

- YOU CAN CALL ME OLD MAN IF YOU WANT TO. MOTION TO APPROVE.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO APPROVE. ANY FURTHER DISCUSSION? HEARING NONE, I WOULD ASK THAT YOU CAST YOUR VOTE.

- MOTION APPROVED.

- THANK YOU. THANK YOU. NEXT ITEM, NUMBER THREE. CONSIDERATION WITH POSSIBLE ACTION ON THE REQUEST TO VACATE A PORTION OF DONALD DRIVER WAY TO CLOSE A PORTION OF KELLOGG STREET TO THE PUBLIC SUBMITTED BY MAR AND ASSOCIATES.

- THANK YOU. THIS IS A BIT OF A FOLLOW UP ACTION FROM DAVE'S APPLICATION WITH THE EARLIER AS WELL. THOSE DOES EFFECT THE SOUTHERN PORTION OF THIS. SO AGAIN, THE VERY APPROVED JUST ON THIS PORTION. THIS A LITTLE BIT MORE SOUTHERN. SO THERE'S TWO SEPARATE COSTS WITH THIS. THIS IS TECHNICALLY PART OF DONALD DRIVER WAY, THIS RIGHT OF WAY AREA HERE. AND ALSO, KELLOGG DOES EXTEND THIS AREA HERE. THOUGH IT'S DEVELOPED RIGHT NOW AS PARKING LOTS YOU CAN'T REALLY TELL IT'S RIGHT OF WAY. SO THESE BOTH ORIGINALLY CAME IN AS VACATION REQUESTS. WE ARE GOING TO BE REQUESTING THE APPROVAL OF THE DONALD DRIVER PORTION, WHICH IS HERE. THAT WILL BE DEPENDENT THOUGH ON A FINAL DESIGN OF THE ROADWAY WHICH HASN'T BEEN COMPLETED BY DPW. ONCE THAT IS, IF THAT DOES LINE UP WITH THIS VACATION REQUEST THOSE WILL GO THROUGH TOGETHER. IT LOOKS LIKE THOSE WILL GO THROUGH AT THE SAME TIME AND THAT THEY'LL BE THE SAME AREA BUT JUST IN CASE YOU SEE THIS AGAIN, THAT'S WHY, BECAUSE THE ROAD DESIGN HAS NOT CHANGED. THE PORTION OF KELLOGG THAT WAS REQUESTED FOR VACATION, WE RECOMMENDED THAT THEY WOULD DO A CLOSURE INSTEAD. WE TEND NOT TO ALLOW ANYTHING THAT LEADS EITHER TO A NEW FACILITY OR TO THE WATERWAY TO BE VACATED. WE LIKE TO RETAIN THOSE PROPERTIES JUST IN CASE THERE'S EVER THE OPPORTUNITY THAT TO CROSS THE RAIL, TO CROSS THE RIVER, WE LIKE TO KEEP THOSE OPTIONS OPEN. SO THE APPLICANT WAS OKAY WITH THAT SO THEY WILL HAVE TO DO A CLOSURE AGREEMENT WITH DPW TO DETERMINE WHAT KIND OF AMENITIES CAN BE IN THERE AND THE TYPE OF MAINTENANCE AGREEMENT WE'LL HAVE. SO OVERALL WE'RE LOOKING AT THIS SMALL SLIVER OF DONALD DRIVER WAY TO BE VACATED. THE REST OF IT WOULD BE RETAINED AND THEN EXTENDED AS THE ROADWAY. AND THEN THIS PORTION OF IT WOULD BE CLOSED WITH THE CLOSURE AGREEMENT ON IT. AND THAT THEY WOULD, I THINK BE DEVELOPING SOME SORT OF PARKING AREA OVER FOR THE FORESEEABLE FUTURE. SO WITH THAT, WE ARE RECOMMENDING APPROVAL OF THE REQUEST. THE FIRST TWO COMMISSIONS WERE PART OF YOUR STAFF REPORT THAT WAS MAILED OUT. THE THIRD ONE WAS ADDED TODAY FROM OUR DEPARTMENT OF PUBLIC WORKS. THAT JUST SAYS THAT IT HAS TO LINE UP WITH THE FINAL DESIGN EVERYONE WANTS APPROVED. SO AGAIN, IF THE ROADWAY DESIGN CHANGES THEY'LL BE BACK AGAIN WITH THE REQUEST FOR THE ACTUAL AREA BUT IT SHOULD BE VERY CLOSE TO WHAT YOU'RE SEEING HERE.

- ANY FURTHER DISCUSSION? NO? IS ANYBODY WISHING TO SPEAK ON THIS? NO, OKAY. THE TWO CONTENDED MOTIONS.

- TO APPROVE.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO APPROVE. ANY FURTHER DISCUSSION? HEARING NONE, I WOULD ASK THAT YOU CAST YOUR VOTE.

- MOTION APPROVED.

- THANK YOU. NEXT ITEM, CONSIDERATION WITH POSSIBLE ACTION AND APPOINTMENT TO THE MILITARY BUSINESS IMPROVEMENT DISTRICT AS NOMINATED BY THE BID

- THANK YOU. SO AS YOU MAY OR MAY NOT BE AWARE ALL OF THE DEPLOYMENTS DO HAVE TO GO THROUGH THE PLAN COMMISSION. SO WE DO HAVE TWO THAT ARE AVAILABLE FOR THE MILITARY BID. THEIR APPLICATIONS AND RESUMES WERE INCLUDED IN YOUR PACKETS. YOU HAVE BACKGROUND INFORMATION ON THEM. LEAH FROM THE MILITARY BID IS HERE. DO YOU HAVE ANY QUESTIONS REGARDING THOSE APPLICATIONS? BUT WE TYPICALLY GET THESE FROM OUR ECONOMIC DEVELOPMENT STAFF AS WELL AS THE MAYOR'S OFFICE JUST TO DO THE APPROVAL PROCESS.

- THANK YOU. FURTHER DISCUSSION? YES.

- JUST ONE QUESTION, ARE EITHER OF THE APPOINTEES HERE THAT YOU'D LIKE TO INTRODUCE THEM?

- I DON'T BELIEVE SO, THEY'RE NOT.

- OKAY.

- WE TYPICALLY DON'T, I THINK THEY COME TO CITY COUNSEL, MAYBE.

- I JUST WANTED TO MAKE SURE WE DIDN'T IGNORE THEM.

- NO, I DON'T THINK WE'RE IGNORING ANYBODY TODAY.

- THANK YOU.

- MOVE TO APPROVE.

- SECOND.

- WE HAVE A MOTION AND A SECOND TO APPROVE THE RECOMMENDATION. ANY FURTHER DISCUSSION? HEARING NONE I WOULD ASK THAT YOU CAST YOUR VOTE.

- MOTION APPROVED.

- THANK YOU.

- WOOHOO.

- DIRECTORS REPORT.

- DIRECTOR'S NOT HERE SO YOU WILL GET A REPORT IN SEPTEMBER.

- THANK YOU. WHICH LEADS US TO THE DATE OF THE NEXT MEETING WOULD BE SEPTEMBER 10TH 2018.

- WE DON'T HAVE ANYTHING ACTIVE RIGHT NOW IN STAFF BUT I GUESS WE PLAY IT BY EAR.

- I HAVE FAITH IN YOU.

- WE'LL KEEP YOU UPDATED ON THAT.

- WE GOT ONE ITEM.

- WE DO?

- SOMETHING OVER ON THE WEST EAST COAST.

- WELL THAT COULD BE A REALLY SHORT SHORT MEETING.

- LET'S COVER IT REAL BRIEF.

- IF I DON'T SPEAK IT WILL BE SUPER SHORT.
- LET'S COVER IT RIGHT NOW THEN.
- MOTION TO BE ADJOURNED.
- SECOND.
- WE HAVE A MOTION AND A SECOND TO ADJOURN. ANY FURTHER DISCUSSION? HEARING NONE, ALL THOSE IN FAVOR SAY AYE.
- [GROUP] AYE.
- FOLKS, WE ARE ADJOURNED.