



MINUTES
CITY COMMISSION MEETING
TUESDAY, APRIL 19, 2011
7:00 P.M.

The Regular Meeting of the City Commission was held at 7:00 p.m. in the City Commission Room. Mayor Bruce Snead and Commissioners James E. Sherow, Loren J. Pepperd, Jayme Morris-Hardeman, and Bob Strawn were present. Also present were Commissioners-elect John Matta, Wynn Butler, and Richard B. Jankovich; City Manager Ron R. Fehr; Assistant City Manager Jason Hilgers; Assistant City Manager Lauren Palmer; City Attorney Bill Frost; City Clerk Gary S. Fees; 14 staff; and approximately 95 interested citizens.

PLEDGE OF ALLEGIANCE

Mayor Snead led the Commission in the Pledge of Allegiance.

PROCLAMATION

Mayor Snead proclaimed April 2011, *Manhattan Bike Month*. Brian Hardeman, Chair, Bicycle Advisory Committee; Miriam Clark, President, Flint Hills Area Bicycle Club; and Joey Lightner, City of Manhattan Bicycle Intern, were present to receive the proclamation.

PUBLIC COMMENTS

State Senator Roger Reitz, 1332 Sharingbrook Drive, voiced his appreciation to the new City Commissioners and thanked those Commissioners that have served the community in the past. He extended his appreciation to Mayor Bruce Snead for serving on the Manhattan City Commission the past 16 years and for the opportunity to work with him on the City Commission. He extended his congratulations on Bruce's achievements and thanked him for his public service. He stated that Manhattan will never have anyone more committed to the betterment of the city than Bruce Snead.

Gary Coates, 315 N. 15th Street, Professor, Kansas State University, expressed his appreciation to Mayor Snead and Commissioners Jayme Morris-Hardeman and Bob Strawn for their service to the community.

PUBLIC COMMENTS (CONTINUED)

Dee Robert Ross, 8628 Hanna Lane, Manhattan, expressed his differences with the outgoing Commissioners and voiced concerns with the Riley County, Geary County, and Manhattan City Commission monthly meetings. He stated that he was also concerned that he cannot vote for Riley County Commissioners or Manhattan City Commissioners, but they are able to spend and make plans that affect him and other residents of Pottawatomie County.

Phil Anderson, 1718 Fairchild Avenue, thanked the outgoing Commissioners for their outstanding service and voiced appreciation for the outstanding campaigns run by Rich Jankovich, Wynn Butler, John Matta, and Stan Hoerman. He asked the new Commissioners to make decisions that are good for all citizens.

Stan Hoerman, 2021 Blue Hills Road, asked for equal time and pointed out that the recent election results reflected a geriatric progression.

Barbara Crooks, 809 Juniper Drive, thanked the outgoing Commissioners for their service and engagement in the community. She informed the Commission that as a CASA volunteer, she was appalled that someone would not want safe housing and stressed the importance for safe housing. She also voiced support for the protections of basic rights for everyone and thanked Commissioner Morris-Hardeman for her service and leadership.

Richard Hill, 3513 Stagecoach Circle, thanked the Manhattan City Commission for their service and expressed his appreciation for the times when there were disagreements, even though they were polite disagreements. He thanked the commission for everything they do for our community.

Bruce McMillan, 555 Poyntz Avenue, voiced his appreciation to the Commissioners and thanked Mayor Snead for his exemplary role of leader-servant for the community, for his profession, and for the City of Manhattan.

COMMISSIONER COMMENTS

Commissioner Bob Strawn thanked his fellow Commissioners, City staff, and his family for their support and patience. He also thanked the citizens of Manhattan and stated that it has been an honor to serve and a humbling experience. He asked that citizens provide support and feedback to the new Commissioners.

COMMISSIONER COMMENTS (*CONTINUED*)

Commissioner Jayme Morris-Hardeman expressed her appreciation to the community, to her colleagues, to City staff and City Manager Ron Fehr, and to her family for their support. She highlighted some of the projects and programs that she was involved with as a Commissioner. She stated that she enjoyed her time as a Commissioner, appreciated the civility of the Commission, and thanked everyone for allowing her to serve.

Commissioner Loren Pepperd thanked the Commissioners for their leadership, dedication, and strengths that they demonstrated during their terms in office.

Mayor Bruce Snead provided highlights, accomplishments and memorable moments during his 16 years of service as a Commissioner and Mayor. He expressed his appreciation to the citizens, to fellow colleagues, to the media, to former and current City staff, and to his family, especially, to his son and wife, Leslie. At the conclusion of his outgoing remarks, Mayor Snead received a standing ovation for his long-standing service and commitment to public service and for his leadership that he provided to the community of Manhattan.

MINUTES

Commissioner Sherow moved to approve the minutes of the Regular City Commission Meeting held Tuesday, April 5, 2011. Commissioner Strawn seconded the motion. On a roll call vote, motion carried 5-0.

RE-ORGANIZATION

Gary Fees, City Clerk, administered the Oath of Office to Commissioners-elect John Matta, Wynn Butler, and Richard B. Jankovich.

Gary Fees, City Clerk, called for the election of the new Mayor. Commissioner Loren Pepperd moved that Commissioner James E. Sherow be appointed to serve as Mayor until the second legislative meeting in April 2012. Commissioner John Matta seconded the motion. On vote, motion carried 5-0.

Newly elected Mayor James E. Sherow called for the election of the new Mayor Pro-Tem. Commissioner John Matta moved that Commissioner Loren Pepperd be appointed to serve as Mayor Pro-Tem until the second legislative meeting in April 2012. Commissioner Wynn Butler seconded the motion. On vote, motion carried 5-0.

RE-ORGANIZATION (CONTINUED)

Newly elected Mayor Sherow and City Manager Ron Fehr recognized outgoing Mayor Bruce Snead and Commissioners Jayme Morris-Hardeman and Bob Strawn. They presented them with plaques, framed photographs, and engraved candy dishes for their spouses to commemorate and express appreciation for their service and terms in office.

Mayor Sherow thanked Bruce Snead, Jayme Morris-Hardeman, and Bob Strawn for their public service and highlighted their accomplishments. He also expressed his appreciation to the spouses and families of the Commissioners. He welcomed the incoming Commissioners and recognized City staff. He then presented the Commission and community with his vision for the next year, voiced significant accomplishments, and highlighted projects and goals for the upcoming year.

At 8:30 p.m., the Commission took a 15 minute recess.

CONSENT AGENDA

(* denotes those items discussed)

CLAIMS REGISTER NO. 2670

The Commission approved Claims Register No. 2670 authorizing and approving the payment of claims from March 30, 2011, to April 12, 2011, in the amount of \$4,262,231.16.

LICENSE – FIREWORKS DISPLAY

The Commission approved a Fireworks Display License for July 4, 2011, for Manhattan Country Club, 1531 N. 10th Street.

FINAL PLAT – BRICKEI ADDITION

The Commission accepted the easements and rights-of-way, as shown on the Final Plat of Brickei Addition, generally located on the northeast corner of S. 5th Street and Pottawatomie Avenue, based on conformance with the Manhattan Urban Area Subdivision Regulations.

* AWARD CONTRACT – JARDINE SIDEWALK IMPROVEMENTS (SW1101)

Ron Fehr, City Manager, provided additional information on the item and responded to questions from the Commission.

Commissioner Jankovich reported that he had a conflict of interest and would abstain on this item.

CONSENT AGENDA (CONTINUED)

* **AWARD CONTRACT – JARDINE SIDEWALK IMPROVEMENTS (SW1101) (CONTINUED)**

The Commission accepted the Engineer's Estimate in the amount of \$73,622.00 and awarded a construction contract in the amount of \$38,906.88, to the low bidder, R.M. Baril Construction, of Manhattan, Kansas, for the Jardine Sidewalk Improvements (SW1101).

AWARD CONTRACT – WILDCAT CREEK ROAD WATER MAIN IMPROVEMENTS (WA1012)

The Commission accepted the Engineer's Estimate in the amount of \$192,730.00 and authorized Riley County to award a construction contract in the amount of \$98,374.87 to Ebert Construction, of Wamego, Kansas, for the Wildcat Creek Road Water Main Improvements (WA1012), subject to Riley County awarding a construction contract for Wildcat Creek Road improvements to Ebert Construction, of Wamego, Kansas.

* **AWARD CONTRACTS – HOUSING REHABILITATION PROJECTS (HOME AND CDBG)**

Karen Davis, Director of Community Development, responded to questions from Commission and provided clarification on the item.

The Commission accepted the bids for 2417 Brook Lane and 800 Ratone Street; awarded the bids to the lowest responsible bidders; authorized the Mayor and City Clerk to enter into agreements with the contractors and property owners for expenditure of Housing Rehabilitation funds; and authorized City Administration to approve any necessary change orders.

After discussion, Commissioner Jankovich moved to approve the consent agenda. Commissioner Pepperd seconded the motion. On a roll call vote, motion carried 5-0, with the exception of Item D, AWARD CONTRACT – JARDINE SIDEWALK IMPROVEMENTS (SW1101), which carried 4-0-1 with Commissioner Jankovich abstaining from the item.

GENERAL AGENDA

FIRST READING – REZONE - LOT 2, CARLSON ADDITION

Eric Cattell, Assistant Director for Planning, presented the item. He then responded to questions from the Commission.

GENERAL AGENDA (CONTINUED)

FIRST READING – REZONE - LOT 2, CARLSON ADDITION (CONTINUED)

Rich Seidler, assisting the applicant, Mr. Abbott, responded to questions from the Commission regarding traffic flow and location of the kiosk. He asked the Commission to accept the recommendation of City staff and the Manhattan Urban Area Planning Board and to support the item.

After discussion, Commissioner Pepperd moved to approve first reading of an ordinance rezoning Lot 2, Carlson Addition, generally located at 480 McCall Road, from I-2, Industrial Park District, to C-5, Highway Service Commercial District, based on the findings in the Staff Report (*See Attachment No. 1*). Commissioner Butler seconded the motion. On a roll call vote, motion carried 5-0.

ADJOURNMENT

At 9:08 p.m., the Commission adjourned.



Gary S. Fees, MMC, City Clerk

STAFF REPORT

ON AN APPLICATION TO REZONE PROPERTY

FROM: I-2, Industrial Park District.

TO: C-5, Highway Service Commercial District.

APPLICANT: Tom Abbott.

ADDRESS: 425 McCall Road, Manhattan, KS 66502.

OWNER: McCall Inc. – Tom Abbott.

ADDRESS: 425 McCall Road, Manhattan, KS 66502.

LEGAL DESCRIPTION: The legal description of the proposed rezoning site is Lot 2, Carlson Addition, to the City of Manhattan.

LOCATION: Lot 2, the proposed rezoning site, is generally located at 480 McCall Road, which is on the south side of McCall Road approximately 335 feet west of the intersection of Carlson Street and McCall Road.

AREA: The area of Lot 2 is 4.4 acres or 191,644 square feet.

DATE OF PUBLIC NOTICE PUBLICATION: Monday, March 14, 2011.

DATE OF PUBLIC HEARING: PLANNING BOARD: Monday, April 4, 2011.

CITY COMMISSION: Tuesday, April, 19, 2011.

EXISTING USE: The existing uses on Lot 2 are Willie's Car Wash, which is in the northern part of Lot 2, and four self storage unit buildings in the southern part of Lot 2. The balance of Lot 2 is asphalt driving aisles with a landscape area in the northern part of Lot 2.

PHYSICAL AND ENVIRONMENTAL CHARACTERISTICS: The physical and environmental conditions of Lot 2 are that it is a generally flat site, which is located in the 100 Year Flood Plain, Zone AH. New construction and substantial improvements of commercial or industrial uses are required to elevate the lowest enclosed floor to one foot above the Base Flood Elevation (BFE) or flood proof the lowest enclosed floor to one foot above the BFE, which is 1008 feet. The site drains to the north.

Access to Lot 2 is from two curb cuts off McCall Road.

SURROUNDING LAND USE AND ZONING:

- (1) **NORTH:** McCall Road, self-storage units, commercial and future undeveloped commercial; I-2 District and Commercial Planned Unit Development District.
- (2) **SOUTH:** Manufacturing; I-2 District.
- (3) **EAST:** Research and manufacturing; I-2 District.
- (4) **WEST:** Manufacturing, health and fitness club, commercial retail and commercial services; I-2 District and C-5 District.

GENERAL NEIGHBORHOOD CHARACTER: The general character of the neighborhood is a nearly fully developed mixed use corridor along McCall Road, an arterial street. Land uses along McCall Road consist of highway service commercial and industrial activities. Commercial uses are at the eastern end of the street on both sides of the street, and at the western end on the south side of the street. Industrial uses are generally midway between Hayes Drive and US Highway 24, with industrial uses also on the north side of the street at its eastern end.

SUITABILITY OF SITE FOR USES UNDER CURRENT ZONING: Lot 2 is suitable for the uses allowed in the I-2 District, which is developed as a car wash and self storage units for the general public. The car wash is subject to an approved Conditional Use Permit, and the self storage units are a Permitted Use in the I-2 District.

COMPATIBILITY OF PROPOSED DISTRICT WITH NEARBY PROPERTIES AND EXTENT TO WHICH IT MAY HAVE DETRIMENTAL AFFECTS: The proposed rezoning to C-5 District is compatible with the mixed use nature of the nearly fully developed commercial and industrial neighborhood along McCall Road. The proposed rezoning should not result in any detrimental effects related to traffic, light, or noise. McCall Road is under construction and being expanded to a five lane arterial street with two through lanes in both directions and a center turn lane. The applicant's intent is to allow a drive-in coffee kiosk to be developed on Lot 2; however, any of the permitted or conditional uses of the proposed C-5 District would be allowed. The effects of traffic, light, and noise should be similar to the mixed use nature of the commercial and industrial character of the McCall Road corridor.

CONFORMANCE WITH COMPREHENSIVE PLAN: Lot 2 is in the Northeast Planning Area of the Future Land Use Map of the Comprehensive Plan and is shown as Industrial (IND). However, the proposed rezoning would allow a development generally consistent with the policies applicable to all commercial development, as well as policies applicable to Community Commercial (CC). In addition, the Plan suggests that there are a range of general policies applicable to all commercial development.

The IND, COMMERCIAL-ALL CATEGORIES, and CC policies are set out below in *italics* and ***bold italics***.

Policies of the IND category include:

Employment: Industrial and Office

BACKGROUND AND INTENT

Employment uses within the Urban Area are intended to provide concentrated areas of high quality employment facilities for uses such as office headquarters, research and development facilities, and educational facilities, as well as locations for light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations.

INDUSTRIAL (IND)

I 1: Characteristics

The Industrial designation is intended to provide locations for light and heavy manufacturing, warehousing and distribution, indoor and screened outdoor storage, and a wide range of other industrial services and operations. Typically, heavy industrial uses involve more intensive work processes, and may involve manufacturing or basic resource handling and/or extraction. Design controls within an Industrial area are not as extensive as in the Office/Research Park category and a broader range of uses is permitted.

I 2: Location

Because of their potential environmental impacts, Industrial uses should generally be located away from population centers or must be adequately buffered. Traffic generated by industrial uses should not pass through residential areas. Sites should have access to one or more major arterials or highways capable of handling heavy truck traffic. Railroad access is also beneficial to certain types of heavy industrial uses. Light industrial uses can typically be located in areas that also contain some highway-oriented commercial uses, and might benefit from close proximity and better access to their local customer base.

I 3: Screening

Storage, loading and work operations should be screened from view along all industrial area boundaries (when adjacent to non-industrial uses) and along all public streets.

Policies of the COMMERCIAL-ALL CATEGORIES include:

Commercial

BACKGROUND AND INTENT

The City contains numerous commercial areas that provide the necessary goods and services for residents of the community and region as well as visitors. Commercial developments must be located and designed to balance market opportunities with access and location. In addition, the location and design of commercial areas must be incorporated into surrounding areas, rather than altering the character of surrounding neighborhoods. While the Downtown, or Central Core District, will remain the primary focus of regional commercial activity for the community and region, a variety of other community and neighborhood scale commercial centers will be distributed throughout the community to provide for the day-to-day needs of residents.

COMMERCIAL- ALL CATEGORIES

C 1: Designate Commercial Areas According to Their Role and Function in the Region

To provide a variety of commercial services to the community, three commercial designations are provided, depending on the center's scale, purpose, location, and intensity of use. These include the Central Core District, Community Commercial, and Neighborhood Commercial.

C 2: Distribution of Commercial Services

Commercial centers should be distributed throughout the community to provide ease of access for all residents and minimize the need for cross-town vehicle trips.

C 3: Locate All Commercial Uses in Activity Centers

Commercial services should be concentrated and contained within planned activity centers, or nodes, throughout the community. Development of distinct commercial nodes will help preserve the residential character of many of the major street corridors throughout the community and help prevent the negative impacts caused by multiple access points along a corridor. Commercial activities, when grouped in cohesive centers or nodes, result in more viable areas compared to scattered or isolated single use commercial sites. Activity centers, or nodes, provide a variety of services in a concentrated location to promote "one-stop shopping" and minimize the need for multiple

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vehicle trips. Each center has a limited number of vehicle access points to minimize impacts on surrounding uses and maintain an efficient traffic flow to and from the site. Uses are typically clustered on larger sites near the intersection of two major streets rather than being developed in linear, “strip” configurations along major street corridors. Linear development patterns, particularly when parcels provide a single use and are developed independently, can require multiple access points and lead to disruption of traffic flow on adjacent streets. Although lot sizes and/or configurations in some areas may warrant the use of a more linear development pattern, it is generally discouraged.

C4: Include a Mix of Uses in New and Redeveloped Commercial Areas

New development and redevelopment should include a mix of uses of different types and sizes, creating a diversity of activity and avoiding large, single-use buildings and dominating parking areas.

C5: Promote a High Quality Urban Environment

The physical design of commercial development areas shall promote a high quality urban environment, as expressed by site layout, building materials and design, landscaping, parking area design, and pedestrian-oriented facilities, such as through use of design guidelines.

Policies of the CC category include:

COMMUNITY COMMERCIAL (CC)

CC 1: Characteristics

Community Commercial Centers provide a mix of retail and commercial services in a concentrated and unified setting that serves the local community and may also provide a limited draw for the surrounding region. These centers are typically anchored by a larger national chain, between 120,000 and 250,000 square feet, which may provide sales of a variety of general merchandise, grocery, apparel, appliances, hardware, lumber, and other household goods. Centers may also be anchored by smaller uses, such as a grocery store, and may include a variety of smaller, complementary uses, such as restaurants, specialty stores (such as books, furniture, computers, audio, office supplies, or clothing stores), professional offices and health services. The concentrated, unified design of a community commercial center allows it to meet a variety of community needs in a “one-stop shop” setting, minimizing the need for multiple vehicle trips to various commercial areas around the community. Although some single use highway-oriented commercial activities will continue to occur in some areas, this pattern of development is generally not encouraged.

CC 2: Location

Community Commercial Centers should be located at the intersection of one or more major arterial streets. They may be located adjacent to urban residential neighborhoods and may occur along major highway corridors as existing uses become obsolete and are phased out and redeveloped over time. Large footprint retail buildings (often known as “big-box” stores) shall only be permitted in areas of the City where adequate access and services can be provided.

CC 3: Size

Typically require a site of between 10 and 30 acres.

CC 4: Unified Site Design

A unified site layout and design character (buildings, landscaping, signage, pedestrian and vehicular circulation) shall be required and established for the center to guide current and future phases of development. Building and site design should be used to create visual interest and establish a more pedestrian-oriented scale for the center and between out lots.

CC 5: Architectural Character

Community Commercial Centers shall be required to meet a basic level of architectural detailing, compatibility of scale with surrounding areas, pedestrian and bicycle access, and mitigation of negative visual impacts such as large building walls, parking areas, and service and loading areas. While these requirements apply to all community commercial development, they are particularly important to consider for larger footprint retail buildings, or “big-box” stores. A basic level of architectural detailing shall include, but not be limited to, the following:

- Façade and exterior wall plane projections or recesses;*
 - Arcades, display windows, entry areas, awnings, or other features along facades facing public streets;*
 - Building facades with a variety of detail features (materials, colors, and patterns);*
- and*
- High quality building materials.*

CC 6: Organization of Uses

Community commercial services should be concentrated and contained within planned activity centers, or nodes, throughout the community. Within each activity center or node, complementary uses should be clustered within walking distance of each other to facilitate efficient, “one-stop shopping”, and minimize the need to drive between multiple areas of the center. Large footprint retail buildings, or “big-box” stores should be incorporated as

part of an activity center or node along with complementary uses. Isolated single store developments are strongly discouraged.

CC 7: Parking Design and Layout

Uninterrupted expanses of parking should be avoided. Parking areas should be broken into smaller blocks divided by landscaping and pedestrian walkways. Parking areas should be distributed between the front and sides of buildings, or front and rear, rather than solely in front of buildings to the extent possible.

CC 8: Circulation and Access

Clear, direct pedestrian connections should be provided through parking areas to building entrances and to surrounding neighborhoods or streets. Integrate main entrances or driveways with the surrounding street network to provide clear connections between uses....

The McCall Road corridor has evolved from a largely industrial neighborhood to a commercial neighborhood. Many of the factors under the CC policies do not apply because the policies envision shopping centers. Regardless of the Plan's designation of the rezoning site as IND, the site has developed with highway service activities oriented to serve the motoring public. There are other C-5 District zoning sites, and larger commercial PUDs, along the McCall Road corridor to the east and west of the site, all of which are oriented to the motoring public.

The proposed C-5 District is in general conformance to the Comprehensive Plan.

ZONING HISTORY AND LENGTH OF TIME VACANT AS ZONED:

April 2, 1969	Annexation and rezoning to E, Light Industrial.
June 3, 1969-Present	E, Light Industrial to I-2 District.
January 6, 1986	Manhattan Urban Area Planning Board approves Preliminary and Final Plat of the Carlson Addition.
January 7, 1986	City Commission accepts the easements and rights-of-way as shown on Final Plat of the Carlson Addition.
January 9, 2002	Manhattan Board of Zoning Appeals approves Conditional Use Permit for a car wash and accessory uses.

The self storage units and car wash were built in 2002.

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CONSISTENCY WITH INTENT AND PURPOSE OF THE ZONING ORDINANCE: The intent and purpose of the Manhattan Zoning Regulations is to protect the public health, safety, and general welfare; regulate the use of land and buildings within zoning districts to assure compatibility; and to protect property values.

The C-5, Highway Service Commercial District, is designed to provide for businesses offering accommodations, supplies, or services to motorists, and for certain specialized activities which require access to major streets and highways. The C-5 District's minimum lot size is 10,000 square feet; minimum lot width is 75 feet; and, minimum lot depth is 100 feet. Lot 2, Carlson Addition is 4.4 acres in area, 280 feet in width, and 690 feet in depth. Minimum C-5 District requirements are met and exceeded.

Lot 2 adjoins McCall Road, a major arterial street, and currently provides business and services oriented to the motoring public. The proposed rezoning is consistent with the intent and purpose of the C-5 District, as well as the current service commercial character of the site.

The proposed rezoning is consistent with the Manhattan Zoning Regulations.

RELATIVE GAIN TO THE PUBLIC HEALTH, SAFETY AND WELFARE THAT DENIAL OF THE REQUEST WOULD ACCOMPLISH, COMPARED WITH THE HARDSHIP IMPOSED UPON THE APPLICANT: There appears to be no relative gain to the public that denial would accomplish compared to the hardship of denial upon the applicant. Lot 2 has essentially developed as a highway business site, which serves the motoring public. The car wash and self-storage units are permitted uses in the proposed C-5 District and Lot 2 is located along a major street. The proposed rezoning will allow, as a permitted use, the existing car wash and self-storage units, as well as the proposed drive-in coffee kiosk. It would be a hardship upon the applicant to deny the proposed rezoning in a neighborhood, which is nearly developing as a mixed use commercial and industrial neighborhood.

ADEQUACY OF PUBLIC FACILITIES AND SERVICES: There are adequate public facilities and services to serve Lot 2.

OTHER APPLICABLE FACTORS: None.

STAFF COMMENTS: City Administration recommends approval of the proposed rezoning of Lot 2, Carlson Addition, from I-2, Industrial Park District, to C-5, Highway Service Commercial District.

ALTERNATIVES:

1. Recommend approval of the proposed rezoning of Lot 2, Carlson Addition, from I-2, Industrial Park District, to C-5, Highway Service Commercial District, stating the basis for such recommendation.
2. Recommend denial of the proposed rezoning, stating the specific reasons for denial.
3. Table the proposed rezoning to a specific date, for specifically stated reasons.

POSSIBLE MOTION:

The Manhattan Urban Area Planning Board recommends approval of the proposed rezoning of Lot 2, Carlson Addition, from I-2, Industrial Park District, to C-5, Highway Service Commercial District, based on the findings in the Staff Report.

PREPARED BY: Steve Zilkie, AICP, Senior Planner

DATE: March 28, 2011