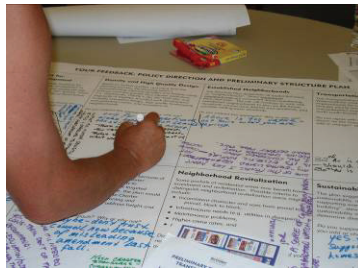


Community Meeting #4 Summary

Tuesday, July 14, 2009- 6:30 p.m.

Recreation Center



Attendance

- ♦ **Public:** Approximately 43 community members attended the meeting, many of whom had not participated previously
- ♦ **City Staff:** Sally Payne, Ken Johnstone, Adam Tietz
- ♦ **Consultants:** Clarion – Lesli Ellis, Shelby Sommer

Presentation

Process Update

The planning team presented a brief overview of the planning process to date (the PowerPoint slides are attached). Currently the focus is on the Structure Plan and Policy Framework, and discussions about Implementation Strategies will begin soon. A draft plan is anticipated to be available in October.

Trends/Emerging Themes

Emerging themes presented from the previous community and Citizen Advisory Committee include:

- ♦ Need a balanced economic approach (more emphasis on primary jobs)
- ♦ Vehicles and bicycles are transportation funding priorities
- ♦ Desire for a north-south bicycle corridor
- ♦ Concerns about multi-family housing (where it should go)
- ♦ 5-6 story height threshold for CAC; lower for public
- ♦ Plan needs to provide flexibility and allow exemplary design projects
- ♦ Trees, landscaping, and views important

- ♦ Some support for removing charter restrictions regarding height and density (more concern at public meetings – interest in certain locations only or not at all)

Preliminary Structure Plan

The Preliminary Structure Plan is a work in progress. It is a high level, strategic plan that takes a “building blocks” approach to define the city’s priority investment areas. It incorporates community and committee feedback and reflects recent plans and zoning. The Structure Plan highlights targeted areas for development and redevelopment, while designating established neighborhoods.

Preliminary Transportation Plan

The Preliminary Transportation Plan also builds on community feedback, and is based on technical analysis completed by staff and consultants. It identifies key priorities for bicycle, pedestrian, vehicle, and transit improvements.

Group Exercise: Policy, Structure Plan, and Transportation Plan Questions

Community members worked in small groups to answer questions related to key policy directions, and reviewed draft Structure Plan and Transportation Plan maps. Their detailed written comments for each topic are provided below. Some key themes from this exercise include:

- ♦ Focus on a few key areas for development and redevelopment efforts including the T.O.D. site, Wadsworth, and the Cabela’s area;
- ♦ A Town Center with some potential public uses and gathering spaces, is a key priority to establish a focal point for the community, but not necessarily the top priority for redevelopment focus;
- ♦ Design is generally more important than height or density alone, and significant views are important to preserve if taller buildings are proposed;
- ♦ There is general support to seek removal of charter restrictions in some areas (e.g. the T.O.D. site and potentially Cabela’s and some primary corridors) although some residents are extremely opposed to the idea;
- ♦ Recognition of strong neighborhoods is important, and neighborhood-level planning will help focus and support revitalization efforts;
- ♦ The Transportation Plan is a good representation of improvements needed, and safe bicycle and pedestrian routes along or near north-south and east-west corridors are top priorities, but they could be on-street designated paths;
- ♦ Sustainability is an important component to the plan (the “greener” the better), because it links together many of the other topics; and
- ♦ Senior housing and accessory dwelling units should be promoted in some transitional areas near services and corridors; other uses such as auto servicing uses should be restricted per Subarea Plan recommendations (e.g. the Fruitdale Subarea Plan).

Priority Locations for Development/Redevelopment

The Structure Plan shows priority locations for investment and redevelopment/ development at: Cabala's regional commercial and mixed-use site, Wadsworth Corridor commercial, 38th Avenue "main street", Kipling commercial, and Ward Road future transit employment center. *Do you agree with the priority locations shown on the Structure Plan? What would you add or change?*

All groups generally agreed with the priority locations shown on the Structure Plan. Individual comments included:

- ♦ Kipling should have more commercial focus/opportunities.
- ♦ The Fruitdale Area (W. 44th Ave.) should have more mixed use emphasis.
- ♦ The locations shown are good.
- ♦ The plan should emphasize attracting destination retail.
- ♦ Add 38th and Kipling to Johnson (Apple Ridge) as a potential redevelopment site. The lot on the east side of Johnston would be good for multi-family or senior housing.
- ♦ Add an area similar to the Highlands, with lots of shops, restaurants, destinations, and charming public spaces.
- ♦ Include 44th corridor (mixed-use commercial sections) as priority areas.
- ♦ Add a service center near Exempla Lutheran (with restaurants, shops, etc. to provide tax revenue).
- ♦ Focus on fewer areas.
- ♦ Focus on a particular area of Wadsworth near 44th, not the entire stretch of Wadsworth. Delete the "commercial corridor" south of 38th.
- ♦ Add 44th Ave.
- ♦ Mixed-use areas need clarity (e.g. does that include commercial and employment, or also residential?).
- ♦ Leave the Cabela's area alone until there is some interest in developing the area.
- ♦ Neighborhood centers are a good idea.
- ♦ Include the truck stop as part of the T.O.D. area.
- ♦ Same old thing; where is identity, like 38th Main Street?

Town Center

The Structure Plan designates a location for a Town Center generally between 38th and 44th on Wadsworth. The Town Center would have a retail and mixed-use component, opportunities for public gathering, and could also include some public uses, such as a library. *Do you support the concept of and location for the Town Center? Why or why not?*

Six out of nine groups generally supported the concept and location (44th and Wadsworth) for a Town Center, 3 groups had split opinions, and one group supported the concept of smaller, dispersed centers. Specific comments about the Town Center included:

- ♦ Yes, but it is not a key priority.
- ♦ Yes, it will instill community pride.
- ♦ Add multi-family/condo as a potential use in this area.

- ◆ This is a strong community need and a viable location. Public uses are good focus, and the center needs to be very inviting with unique uses (e.g. Trader Joes, Tattered Cover), emphasis on walkability, and design standards to allow synergistic development.
- ◆ Different, dispersed neighborhood “nodes” or “pods” would give the community identity and destinations without a central Town Center.
- ◆ The Town Center should be located at the Cabela’s site.
- ◆ The location is good, but it should be a commercial center (up to 3 stories) without mixed-uses.
- ◆ A Town Center could be a catalyst and focal point for the community, though it could be challenging to develop.
- ◆ Emphasis should be placed on mixed-use and quality design.
- ◆ The term “Town Center” may not be the most appropriate.
- ◆ Yes, it is needed to help create a community.
- ◆ No, a Town Center is not needed. Civic functions should remain in their existing beautiful location.
- ◆ It would be good to have a Town Center to help Wheat Ridge establish its identity.
- ◆ Our public gathering places pretty much already exist. They are sprinkled around town – parks, ballfields, Rec. Center.

Density and High Quality Design

Based on market realities, and input from the planning process, the planning team is recommending allowing densities and heights along primary corridors greater than charter restrictions (i.e. Wadsworth, Cabela’s site, the TOD site, and segments of Kipling), provided such development includes exemplary design, high quality landscaping and pedestrian areas, and transitions to neighborhoods. *Do you support this approach? Why or why not?*

Three groups supported, five groups had mixed opinions, and one group did not support this approach. Specific comments included:

- ◆ Yes, this could lead to some high end condos and stronger families.
- ◆ There is concern about protecting the views we value if buildings are taller. The plan should identify the significant views to protect before taller buildings are proposed.
- ◆ Do not add more density to existing neighborhoods.
- ◆ A very specific plan brought to citizens for a vote to create a visionary center with higher density and height might be successful.
- ◆ Yes, although height may be more problematic than density (based on the community’s desire to protect significant views).
- ◆ No, this is not supported.
- ◆ Yes, this is supported if buildings are properly designed.
- ◆ Yes and important design elements include plazas, and community gathering spots.
- ◆ Stop promoting growth at the expense of quality of life. The previous charter amendment failed, so stop trying to change it.
- ◆ Support increased height and density for key areas only so that neighborhoods are left alone.

- ♦ There must be some respect for the beauty of the Wheat Ridge skyline. That is part of what makes the community what it is. We must have development and construction within control.
- ♦ Support for higher density at TOD and Cabela's area to encourage development.
- ♦ No, let's become leaders and creative. Let the voices of the people rest – how many times do they have to say no?!
- ♦ There is concern based on the recent vote where voters rejected height issues. There was concern for height vs. concern for sprawl. Any change to charter must have strong and detailed language (possibly voter approved language).
- ♦ Build up not out, but have concern for existing character.
- ♦ It's not about density, it's about design.
- ♦ Height Tolerance: 6-8 stories regional, 3 stories commercial, 4-5 stories commercial corridors (Wadsworth, Kipling, north of 44th), 3 stories for some.
- ♦ Retain agricultural feel (a community attraction)
- ♦ TOD high rises – support TOD
- ♦ Low density (larger lots) is part of WR's great appeal. You should encourage and plan more of it, not less! NRS touts our agricultural feed, but you do nothing to encourage it. Support large lot estate zoning – horse properties. Put some in the NW quadrant.

Charter Amendment

The Wheat Ridge market is challenging because of the costs of redevelopment and the Charter restrictions. To enable the community to accomplish its revitalization goals for targeted locations such as those listed above, the plan would recommend seeking removal of the Charter restrictions. The city would use zoning and neighborhood planning tools to address height and density. Do you support this approach? Why or why not?

Three groups supported, three groups had mixed opinions, and two groups did not support this approach. Specific comments included:

- ♦ Yes so that we can have managed growth and actually have more green space via compactness (instead of urban sprawl).
- ♦ Yes, we need to make redevelopment more economically attractive. Currently there are too many hassles and hoops to jump through. The blanket effect of charter restrictions is illogical. Remove the restrictions in appropriate areas and leave it alone in other areas to give people peace of mind.
- ♦ Building trust among residents and educating folks about a friendly process could help amending the charter in a positive way.
- ♦ Protect views before asking to increase height. Create a visionary and exciting plan on an appropriate site and then ask residents to approve height and density increases for the specific plan.
- ♦ No!
- ♦ A possible new category/height limit for mixed-use, loft/commercial buildings (e.g. 55 feet) in the charter could be a binding and clear option.
- ♦ Define charter height and density limits by physical boundaries (e.g. specific corridors, TOD area radius) because most residents do not want to remove charter limits completely.

- ♦ In any event, the plan needs to protect view corridors/planes (heights can be more problematic than density).
- ♦ Yes, this is a barrier to investment.
- ♦ If we can't fund city operations, the height and density restrictions will go away as Wheat Ridge becomes part of another city.
- ♦ Maybe – residents don't trust the current City Council because of the misleading amendment attempt last fall.
- ♦ Keep the charter requirements. The current mix of height and low density in residential areas is compatible because of height restrictions.
- ♦ Yes because it is needed for the long-term development of targeted areas. Recommended strategies include an education/outreach campaign that clarifies that this would allow higher density in some, but not all, areas (e.g. leaves neighborhoods alone), and clearer, straightforward ballot language.
- ♦ No, let's be creative with what we have.
- ♦ No, our input is similar to a jury trial – we are told what we are supposed to consider. The election in November said no, and resident input is being ignored.
- ♦ Agree – we need to think of the future. The city needs revenue.
- ♦ Disagree, because I'm thinking about the future and don't want WR to look like "Anytown-in-Suburbia-USA". We should dare to be different.
- ♦ I support removing the height restriction from the Charter. I believe the height should be addressed in zoning any that city should have flexibility to review proposals and make decisions when the opportunity arises. Having the height restriction in the Charter makes it impossible for the city to consider redevelopment of most areas.

Established Neighborhoods

The Structure Plan designates all residential areas as "neighborhoods". Some established neighborhoods are concerned about maintaining their character. The city will continue to work with established neighborhoods to plan for the future, reevaluate current zone districts and standards, and consider adding basic design standards. *Do you support this approach? Why or why not?*

Four groups generally supported this approach, and four groups had mixed comments and levels of support for this approach. Specific comments included:

- ♦ Yes, promoting neighborhood identity and sense of place is important.
- ♦ Who decides? Work on corridors and transition areas and residential areas will take care of themselves.
- ♦ All neighborhoods are established. Individual properties could be encouraged to improve by providing grants and loans to property owners.
- ♦ Promote neighborhood nodes.
- ♦ Form-based zoning/planning should be tied to a sustainability plan.
- ♦ Yes, would like to get more information on "design standards". There is some concern about the city taking away individual property rights.
- ♦ The zoning code is where this information should occur.
- ♦ Character is important to create in revitalization areas as well.

- ♦ Character is changing because all protections for residential areas have been taken out of the zoning code.
- ♦ This language is too vague – what does it mean?
- ♦ Yes, but with very strong citizen input.
- ♦ Recognize established neighborhoods by name and area.
- ♦ Clarify how the city would continue to work with neighborhoods.
- ♦ Quality is a concern. Select developers who agree with the vision.
- ♦ There are established neighborhoods along the E&W sides of Wadsworth corridor that should not be labeled as “Transitional”. Leave them alone. Realistically they probably won’t be re-developed as apartments, so why keep scaring people.

Neighborhood Revitalization

Some pockets of residential areas may benefit from investment and revitalization. Possible criteria to distinguish neighborhood revitalization areas might include:

- ♦ Inconsistent character and uses from parcel to parcel, block to block;
- ♦ Infrastructure needs (e.g. utilities in disrepair)
- ♦ Maintenance problems,
- ♦ Higher crime rates; and
- ♦ Higher rental rates.

Do you agree with these criteria to identify neighborhood revitalization areas? What would you add or change?

All groups generally supported some or all of the criteria, although some had specific comments and concerns about individual criteria and their application. Specific comments included:

- ♦ Inconsistency is not necessarily a problem – it can be considered charming.
- ♦ Infrastructure improvements are supported.
- ♦ Older rental properties could be rezoned to encourage redevelopment.
- ♦ Do not include lack of sidewalks as criteria – this should not trigger revitalization.
- ♦ Provide loans and grants to individual property owners to improve residential neighborhoods.
- ♦ We need conscious efforts to build community and cohesive neighborhoods.
- ♦ Use incentives instead of city money.
- ♦ Higher crime and rental rates should not be included in the criteria.
- ♦ Use CDBG funds for what it is intended for – to benefit low and moderate income neighborhoods, not for commercial purchases. It is a good source of funds to upgrade rundown homes.
- ♦ Yes, power lines should be undergrounded in these areas.
- ♦ Compatibility should not be sacrificed.
- ♦ Concentrate on upgrades to existing structures and neighborhoods before considering any new construction of condos, duplexes, and rentals.
- ♦ Knowing your neighbors and fostering a sense of community may encourage neighborhood watch and property upkeep/maintenance.
- ♦ Subarea plans should be honored.

- ◆ These criteria may work, depending on how they are applied.
- ◆ Agree that we need code enforcement. Code enforcement in alleys.
- ◆ Maintenance of present dwellings – low interest loans.
- ◆ We agree with the list.
- ◆ Need programs to turn rental houses into single family owner-occupied.

Transportation

The Transportation Plan designates Kipling and Wadsworth for road capacity and safety improvements (to create “complete streets”), and includes priority transit enhancements and bicycle and pedestrian improvement locations, including north-south bicycle corridors.

Do you agree with the priority improvement locations shown on the Transportation Plan? What would you add or change?

All groups generally agreed with the priority improvement locations shown on the Transportation Plan. Specific comments and additions included:

- ◆ Yes, the plan looks good, especially the trail along the west side of Kipling.
- ◆ Pedestrian improvements are key along major north-south and east-west corridors.
- ◆ We need to fund complete streets and promote pedestrian and bicycle routes.
- ◆ 32nd, 44th and 38th are important east-west routes.
- ◆ Safe routes and crosswalks are important to promote walking and bicycling among children and aging adults.
- ◆ Increase bike infrastructure and promote complete streets.
- ◆ Need better signage and access to Greenbelt.
- ◆ Need sidewalks along Kipling.
- ◆ Soft-surface trails would be nice next to concrete trails.
- ◆ Beautification and landscaping along transportation corridors would create a buffer area between vehicles and pedestrians.
- ◆ Agree with these locations, but consider the limited widths of Wadsworth and Kipling.
- ◆ Need pedestrian safe intersections and sidewalks away from the traffic flow.
- ◆ A circulator bus could be a future improvement.
- ◆ 32nd Ave. is a dangerous bike route and its use should be discouraged (26th Ave. is a safer alternative).
- ◆ Provide a north-south route between Wadsworth and Kipling.
- ◆ Bike lanes and sidewalks should be provided on 38th and 44th Ave.
- ◆ Sidewalks and better crosswalks are needed on Wadsworth and Kipling.
- ◆ A bike lane on 32nd Ave. could connect to Golden.
- ◆ Support expansion of bike paths.
- ◆ Wonder why people want to ride their bikes on busy corridors. Would be great to have the bike lanes on accessible streets to main corridors but not main corridors.
- ◆ WR should have bike paths on every street in the city.
- ◆ Bikers ride on the street not bike paths. Don’t build more bike paths.

Sustainability

The plan suggests a balanced approach to sustainability, and includes policy direction supporting energy and water conservation, “green building”, stewardship, shopping locally, and other sustainability measures. A task force would determine directions and policies. *Do you support this policy direction? What would you add or change?*

All groups generally supported this policy direction, although there were varied levels of interest and enthusiasm for specific topics related to sustainability. Specific comments included:

- ♦ Yes, although it is not a key priority.
- ♦ Yes! Encourage more community gardens, tree protection/mitigation standards, and focus on low impact development best practices.
- ♦ Building a sustainability plan does not cost more money (Golden is a good example).
- ♦ The plan should address public health, expanding the local economy, utilization and accessibility of the Greenbelt (e.g. connect neighborhoods, associated services), aging in place (e.g. granny flats), community gardens, and quality smaller homes.
- ♦ Doug Farr’s “Sustainable Urbanism” is a recommended read.
- ♦ Yes, provide incentives to attract green collar jobs and quality commercial.
- ♦ Promote recycling at city buildings, parks, and Greenbelt.
- ♦ Yes, this direction will need financial support for businesses and homes.
- ♦ Wheat Ridge has many old and inefficient homes. The plan should encourage efficient upgrades and offer programs.
- ♦ Sustainability is tied to all of the other plan and policy topics and should be a key consideration.
- ♦ Support this concept. The greener the better.
- ♦ You could support water conservation by putting “block + Grass” parking lots in our parks – especially the new ones as they are developed (Einarsen, Kendall). Everything doesn’t have to be asphalt.

Land Uses in Redevelopment and Revitalization Areas

Do you think the plan should recommend limits or restrictions on certain land uses (e.g. auto-related uses) in key redevelopment areas? If so, which uses? If not, why not?

Six groups supported recommending limitations on certain land uses. Their specific comments included:

- ♦ Yes, we already have too much diversity of uses. Think about the new areas in south Denver.
- ♦ The plan should recommend uses that would complement the area.
- ♦ Creating an area like 32nd Ave in Denver is conducive to restaurants, shops, walking around, tree –lined avenues, etc.
- ♦ Emphasize uses which bring in sales tax.
- ♦ No more auto services.
- ♦ Provide minimum limits – minimum densities instead of maximum.
- ♦ Relieve parking restrictions in cluster areas.

- ◆ Encourage commercial buildings closer to the street.
- ◆ Restrictions should be through zoning.
- ◆ Yes, refer to the Fruitdale Subarea Plan for details.
- ◆ Yes, auto uses. Cluster auto repair uses.
- ◆ The Comp Plan already has this – keep.

Do you think the plan should recommend allowing additional land uses (e.g. accessory dwelling units, senior housing) in neighborhood revitalization areas? If so, which uses? If not, why not?

Five groups supported recommending some additional land uses in certain areas. Two groups had mixed opinions on the topic. Specific comments included:

- ◆ Yes, we really need senior housing developments. Our seniors deserve the option!
- ◆ No, keep residential areas residential.
- ◆ It may be helpful to analyze the experience of other jurisdictions that allow accessory dwelling units.
- ◆ Accessory dwelling units should not be able to become rental units.
- ◆ Neighborhood revitalization should be done by the city or Wheat Ridge 2020. Loans or grants to property owners will accomplish revitalization of neighborhoods.
- ◆ Accessory dwelling units and zero lot lines would help promote sustainability goals.
- ◆ Revitalize 38th Ave. to draw retail sales tax from the Highlands area.
- ◆ Encourage retail clustering.
- ◆ There seems to be a demand for senior housing and accessory dwelling units. Individually rezoned districts may support these uses.
- ◆ For-profit units are needed close to amenities and services.
- ◆ Need good architecture standards. Community needs to fit together. It is too random.
- ◆ Preserve the rural feed and create urban areas as well.

Other/General Comments

- ◆ The plan should also identify cultural improvements and embrace the artistic community (creativity is core to a beautiful city).
- ◆ I-70 is the community's biggest attribute. We need to draw all of those travelers to spend their tax dollars in What Ridge. A visible cultural center and stores that are relevant to travelers' needs (e.g. recreational and packaged food stores for travelers to stock up) would draw people into the community.
- ◆ Planting more trees will encourage economic development.
- ◆ Focus on key corridors.
- ◆ Utilization of Health Impact Assessment should be a more frequent process within redevelopment plans (to encourage walking, biking, great shopping, book stores, and healthy food stores).
- ◆ Reduce traffic speeds through Wheat Ridge. People will see what the city has to offer and slower speeds have been shown to improve business.

- ♦ Link this planning effort to business and economic development. Focus on recruitment of new businesses (e.g. restaurants to serve the community and draw people from outside of Wheat Ridge).
- ♦ The process needs more input from citizens and less direction from staff.
- ♦ Integration and connections are critical.
- ♦ The lack of tax base is huge. The impacts are inevitable.
- ♦ The first consideration should be quality of life for residents.
- ♦ The lights at the Cabela's site are too high and a good example of development without consideration for residents.

Preliminary Structure Plan Revisions and Comments

- ♦ Remove Sheridan from the Transitional Area.
- ♦ The T.O.D. is a major employment source for the city, and the plan should retain the industrial district in the area.
- ♦ 44th Ave. west of Kipling could be a high end cultural corridor.
- ♦ Multi-family housing could be located near the Greenbelt west of Kipling.
- ♦ The Kipling/I-70 area should be rezoned to draw traffic off of I-70 and add to tax base (e.g. promote a Whole Foods or REI in this area).
- ♦ Senior housing could be located near Wadsworth south of 38th Ave.
- ♦ The area around Sheridan and Harlan could benefit from revitalization.
- ♦ The transitional areas along Wadsworth are too large and should show more residential.
- ♦ The area east of Kipling north of I-70 should not be shown as commercial.
- ♦ The T.O.D. site should extend to the truck stop area south of I-70.
- ♦ Kipling at 26th Ave, and Sheridan at 32nd Ave. are additional gateways.
- ♦ The Neighborhood Center on 38th Ave. west of Kipling should be moved closer to Kipling.
- ♦ Crown Hill is now an arboretum.
- ♦ Put the Wheat Ridge library on the map

Preliminary Transportation Plan Revisions and Comments

- ♦ The north-south routes near Tabor and east of Wadsworth are good, as are the proposed trail connections.
- ♦ Will the new trail and Greenbelt trail connect under or over Kipling?

Comment Form Feedback

- ♦ An "identity" for renewal and redevelopment is important. For example, at I-70 and Kipling the focus should be on retail that can draw people off the highway (e.g. REI and Whole Foods so people can buy stuff they will need for their mountain adventures). Then we should add a place to house the active, athletic, adventurer folks. This could enhance Wheat Ridge's identity as a supplier of all good things before going into the mountains (Cabela's will add to this).
- ♦ The public's desire on height and density was clearly stated at the last meeting – no change to the charter is desired. Wheat Ridge is not subject to regional demands.

- ♦ As a home rule city Wheat Ridge is entirely free to determine future allowable growth (as opposed to the trend of “inner ring suburban growth”).
- ♦ I question that Wheat Ridge is generally growing older. Those neighborhoods that had elderly populations in the past have and are being replaced with younger people. I don’t believe that a reliable study has been made in this matter. The general assertion that baby boomers are getting older does not necessarily apply to all cities. The oldest neighborhood of the city is not teeming with younger newcomers.
- ♦ The constant emphasis on changing the charter height and density limits is just an excuse for not delivering on real improvement of the city.
- ♦ We keep hearing the assumption that we need more economic development and more building. There has been no mention of the countless empty commercial buildings (many of which are in perfectly good shape).
- ♦ I would like information on the ratio of budgeted income to population. In Wheat Ridge several years ago it was over \$1 million to 1,000 people. What is it in other communities? Do we really need more economic development or spending caution?
- ♦ If this update of the Comprehensive Plan is complete it should include population figures at full development under existing zoning and charter restrictions and a projection under other conditions.
- ♦ We have heard repeatedly that there are too many rentals. There is no guarantee that owners will be occupants in the new development that is being proposed.

Next Steps: Schedule and Next Meeting

- ♦ The next Community Meeting will be scheduled at a later date. Please check the website www.EnvisionWheatRidge.com for meeting dates, latest work products, project news, and updates.
- ♦ A joint City Council/Planning Commission meeting is scheduled for Monday, July 20 at 6:30 p.m. in the City Council Chambers (City Hall).