
Meeting Announcement and Agenda of the Cambridge Planning Commission
City Hall Council Chambers
Regular Meeting, Tuesday, October 6, 2015, 7:00 pm

Members of the audience are encouraged to follow the agenda. When addressing the Commission, please state your name and address for the official record.

AGENDA

1. Call to Order and Pledge of Allegiance
2. Approval of Agenda (p. 1)
3. Approval of Minutes
 - A. September 1, 2015 Regular Meeting (p. 3)
4. Public Comment: For items not on the agenda; speakers may not exceed 5 minutes each.
5. New Business
 - A. Driveway width discussion-Bob & Mary Sarault (p. 10)
 - B. **Public Hearing-** Zoning amendment, Driveways and Parking areas (p. 13)
 - C. Scenic River text amendment (p. 21)
6. Other Business/Miscellaneous
 - A. City Council Update
 - B. Parks, Trails, and Recreation Commission (PTRC) Update
7. Adjourn

Notice to the hearing impaired: Upon request to City staff, assisted hearing devices are available for public use.

Accommodations for wheelchair access, Braille, large print, etc. can be made by calling City Hall at 763-689-3211 at least three days prior to the meeting.

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PLANNING COMMISSION MEETING MINUTES

Tuesday, September 1, 2015

Pursuant to due call and notice thereof, a regular meeting of the Cambridge Planning Commission was held at Cambridge City Hall, 300 – 3rd Avenue NE, Cambridge, Minnesota.

Members Present: Jim Godfrey, John Klossner, Shirley Basta, Howard Lewis, Chad Struss, and Robert Nelson

Members Absent: Bob Erickson

Staff Present: Marcia Westover, City Planner, and Carri Levitski, Community Development Administrative Assistant

CALL TO ORDER and PLEDGE OF ALLEGIANCE

Godfrey called the meeting to order at 7:00 pm and led the Commission in the Pledge of Allegiance.

APPROVAL OF AGENDA

Klossner moved, seconded by Nelson to approve the agenda as presented. The motion carried 6/0.

APPROVAL OF MINUTES

July 7, 2015 Regular Meeting Minutes

Struss moved, seconded by Basta to approve the July 7, 2015 meeting minutes as presented. Motion carried 6/0.

PUBLIC COMMENT

Godfrey opened the public comment period at 7:02 pm and without comments, closed the public comment period at 7:03 pm.

NEW BUSINESS

Residential Vehicle Storage and Parking Discussion, City Code §156.062 (D) (2)

Levitski explained property owners and residents Tom and Sandy Maassen of 698 Elin's Lake Rd SE were sent a letter on July 29, 2015 regarding their fifth-wheel camper being parked on an unapproved surface per City Code §156.062 (D) (2).

Levitski stated staff received a call from Mr. Maassen on July 30th and he and his wife inquired as to how to get the language changed to include rock as a hard surface.

Levitski further stated in 2014, there were many discussions regarding this topic and on June 16, 2014, the consensus of the Council was to leave the City Codes for code enforcement as-is and, since there are two new Council Members, staff felt it appropriate to bring back for current City Council discussion.

Levitski stated staff conducted a survey of surrounding communities and here are the results for impervious parking:

Isanti – “all vehicles and units with motors shall be parked or stored on an impervious surface”; “a screening fence must be provided when the unit is visible from the adjacent properties and/or the street when located in the side or rear yard...when a screening fence is used, the entire length of the unit, 50% of the height of the unit, and at least three sides of the unit must be screened at ground view from any neighboring property or the right-of-way...”

North Branch – “...all vehicles, campers, and boats shall not be stored in the front yard excluding the driveway. Vehicles, campers, and boats are allowed to be stored in the side yard if they are kept on a paved or gravel pad. Storage on grass in the side yard is not allowed. Vehicles, campers, boats and trailers are allowed to be stored in the rear yard on grass provided the area around them is maintained.”

Princeton – Does not regulate any type of parking for recreational, sport, automobile, or commercial vehicles.

Mora – “Off street parking facilities utilized for recreational vehicles, including but not limited to RVs, campers and boats, shall have an improved, durable surface”

Levitski stated staff has concern that by lessening the restrictions, it could result in complaints from many citizens that have invested money over the last ten years to improve their surfaces, such as pouring bituminous or concrete pads. Levitski continued, stating by allowing citizens to park on gravel or rock instead of a hard surface as it currently states, the City might be opening up the door to interpretation. Levitski stated what looks good to one individual, could be considered a blight to their neighbor which becomes difficult to enforce. Levitski stated on the flip side, there are many Cambridge residents that recreate and have recreational or sport vehicles and if all vehicles are allowed to be kept on a rock or gravel pad, the pad should be maintained at all times and kept free from weeds and not allowed to spill onto the street which can cause storm sewer issues.

Levitski stated if the Planning Commission desires to recommend a change to the language to allow rock, there should be a discussion regarding standards for rock and/or gravel parking areas.

Levitski stated at their meeting on August 17, 2015, Council directed staff to bring this topic to the Planning Commission for their recommendation. Levitski stated there were two residents that spoke at the meeting: Tina Johnson was in support of Maassens' request and Larry Ostrom asked Council to keep the current code language.

Levitski pointed out that staff received a letter from Sandi Maassen that she distributed to the Commissioners along with three letters/emails from Bill Lindberg, Robert and Mary Sarault, and Garvin and Trisha Mindt and those handouts would be scanned into the City's record retention software and become part of the permanent record.

Lewis asked if the Commission would allow public testimony. Godfrey granted the public permission to speak limiting their testimony to five minutes each.

Tom and Sandi Maassen of 698 Elin's Lake Road SE addressed the Commission in support of changing the language to allow rock. The Maassens felt rock surfaces that are not maintained should be dealt with by the City.

Garvin Mindt stated he was not a current resident but is building a home on Davis Street South. Mindt shared his concern regarding the driveway width requirement which makes it difficult to drive off the street and park in the third garage stall without driving over part of the lawn. Godfrey encouraged Mindt to contact staff regarding his questions and concerns with driveway width.

Bob Sarrault of 695 Elin's Lake Road SE shared his concerns regarding the driveway width requirement and explained his driveway needed to be narrowed and his frustrations with that. Godfrey encouraged Sarrault to contact staff regarding his questions and concerns with driveway width so staff could gather information and come back to the Commission with information at a future meeting.

Mary Sarrault of 695 Elin's Lake Road SE spoke in favor of allowing a rock surface. The Sarraults placed their 5th wheel in a storage unit but that got broken into and items were stolen so they planned to park it alongside their house for security reasons. Sarrault suggested allowing maintained rock surfaces and enforcing penalties for property owners who do not maintain these surfaces.

Neil Anderson of 438 Ashland St S expressed his concern with changing the current language and lessening the restrictions. Anderson stated he lives in a neighborhood where there are many rental properties that are not maintained. Anderson stated he is not in support of allowing rock as a hard surface.

Meg Lindberg of 425 Ashland St S spoke to the Commission in favor of keeping the ordinance as is for now. Lindberg stated it has been 14 years since the City has reviewed these ordinances and the City Code should be reviewed during the Comprehensive Plan Update.

Godfrey read aloud Bill Lindberg's letter since he was not present at the meeting and noted the letter would be scanned into the City's record retention as part of the permanent record. Lindberg's comments included aesthetics, property owners owning more vehicles, those who have been cited and have already paid for changes, and monitoring of the weeds and upkeep, and encouraged the Commission to recommend to the Cambridge City Council that there be no changes made to the present codes.

The Commission discussed the topic of Code Enforcement.

Klossner stated he understands the economic want and need to have a gravel or rock pad and the concern about impervious versus pervious. Klossner stated the current code allows for the use of permeable pavers and questioned whether we necessarily need to worry about water runoff from a small pad. Klossner stated the City has addressed this a number of times and he agrees with the current code requirements. Klossner commented if rock is allowed, the City will need to discuss standards and enforcement of maintenance.

Klossner also mentioned there have been two attempts by the City to regulate rental properties but both of these have failed miserably.

Godfrey commented about pervious versus impervious surfaces and the concern to not let oils and greases flow through and into the water system from the streets. Westover stated this is a water quality issue and the issue at hand has more to do with aesthetics.

Lewis discussed EPA regulations and the need to take care of our environment and thought rock or gravel would be more environmentally safe than pavement or asphalt as it would allow water to filter through the ground naturally. Lewis stated that runoff from parking lots and driveways is a significant source of water pollution.

Nelson pointed out there is a difference between rock and gravel. Nelson explained gravel is not rock and, in his experience, the standard would consist of placing compacted soil below the rock, placing filter fabric next and then adding three inches of screened rock, not gravel, so weeds don't grow in the screened rock.

Struss stated there appears to be a complete split of opinions at this point regarding leaving the code as is and changing the code to allow rock. Struss stated until there is a clear majority to change the code, he doesn't see a reason to change ordinances.

Godfrey stated he is unsure of which way to vote. Godfrey stated the City of Cambridge has distinct and unique neighborhoods with some 100 year old homes and some five year old homes. Godfrey felt the City is trying to apply one standard to vastly different neighborhoods.

Lewis moved to have the Planning Commission hold a public hearing to allow comments from the public to decide whether or not to recommend change to our current

ordinance. Levitski clarified that an ordinance amendment would need to be drafted by staff, then Planning Commission would hold a public hearing, take public comment and then the Planning Commission would forward a recommendation to City Council. Lewis withdrew his motion.

Discussion ensued regarding how the City handles code enforcement issues at the present. Levitski explained the current process and concluded the City does not have enough staff presently to address proactive property maintenance enforcement.

Basta stated the City needs to hire an enforcement staff person to address these issues. Basta continued the way it is being done right now is piecemeal and it is not working. Basta stated complaint driven response to code enforcement does not work.

Nelson moved, seconded by Lewis to recommend that changes be made to the City Code to allow rock. Upon call of the roll, Nelson, Godfrey, and Lewis voted aye, Klossner, Struss, and Basta voted nay. Motion failed for lack of majority. Lewis asked if the Chair can vote twice. Godfrey conferred with the bylaws and concluded he could not vote twice and the motion failed for lack of majority.

Nelson moved, seconded by Lewis to table this discussion to the October Planning Commission meeting since there was a member absent that could be the swing vote. Motion carried 4/2 with Klossner and Basta voting nay.

Public Hearing – Zoning Text Amendment – Alternative Energy

Westover stated the Commission had been requested by the City of Cambridge to amend Title XV, Chapter 156 Zoning and add Section 156.066 Alternative Energy. Westover added the purpose of the amendment is to add language for wind and solar energy.

Westover explained green energy, or alternative energy, is a term used to identify renewable energy resources that come from natural sources such as sunlight and wind. Westover added the City of Cambridge does not currently have a green energy or alternative energy ordinance; however, more and more efforts are being established across the country to bring renewable energy to households and businesses for future generations.

Westover went on to say the proposed alternative energy ordinance includes wind and solar energy. Westover added WECS (Wind Energy Conversion Systems), or wind turbines, have been built in many communities across the state and may become more prevalent for our industrial, business, or even residential property owners and we need to define the parameters for them. Westover stated the proposed ordinance requires an interim use permit for all WECS and would only allow them in the zoning districts identified. Westover stated in addition, if the WECS is located in the R-1, SR, SSP, or SR-II (one family residences), it must be less than 22' high and no higher than 10' above the wall of the structure (if attached to an accessory structure).

Westover stated solar energy systems will be allowed on residential buildings as long as they are an integral part of the building (i.e. flat panels on the roof); however, if a solar energy system is proposed as a separate system, not integral with the house, an interim use permit will be required. Westover added all other solar energy system requests will require an interim use permit in any zoning district.

Westover stated staff is looking for a motion on the attached draft ordinance, as may be modified by the Commission, recommending approval of the proposed amendment to Title XV: Land Usage, Chapter 156, to add Section 156.066 Alternative Energy

Godfrey opened the public hearing period at 8:29 pm and without comments, closed the public hearing at 8:30 pm.

Godfrey asked the Commission for any discussion.

Klossner questioned whether citizens would object to the way these items would look along the highway. Klossner also wondered if the City would get complaints about noise or perceived or actual interference in WIFI or television reception. Klossner continued that these issues may result in neighbor versus neighbor conflicts.

Godfrey pointed out that FCC regulations would have to be followed by the installation company. Nelson stated any interference would be the manufacturer's responsibility and not the City's responsibility.

Lewis and Godfrey inquired if there are any pending requests for installing alternative energy resources equipment. Westover stated that several years ago, the City received a request for solar panels on a roof which the City approved and that is the only request the City has received to date.

Nelson moved, seconded by Lewis to recommend approval of the proposed amendment to Title XV: Land Usage, Chapter 156, to add Section 156.066 Alternative Energy as presented. Motion carried 6/0.

OTHER BUSINESS / MISCELLANEOUS

City Council Update

Westover updated the Commission on the previous City Council meetings.

Parks, Trails, and Recreation Commission Update

Westover updated the Commission on the last Parks, Trails, and Recreation Commission meeting.

ADJOURNMENT

Klossner moved, seconded by Lewis, to adjourn the meeting at 8:45 pm. The motion carried 6/0.

Jim Godfrey
Cambridge Planning Commission Chair

ATTEST:

Marcia Westover
City Planner

DRAFT

Prepared by: Marcia Westover

Background

Bob and Mary Sarault have requested to be on the agenda to discuss their driveway issue. They recently built a home and were required to remove part of their driveway in order to meet the city's requirements.

The city requires driveways to be no more than 22' wide in the right-of-way. The curb cut all the way to the property line needs to be no more than 22' wide. Once the driveway hits the property line, then it can angle off to accommodate a 3rd stall garage or an additional parking pad on the side. In the Sarault's case, the driveway angled off prior to the property line and was wider than 22' in the right-of-way.

The Sarault's have a recreational vehicle (RV) that they want to keep on their property. The original driveway that was poured was able to accommodate their RV. Now that the driveway has been cut to accommodate the 22' width requirement, they are unable to park their RV without tearing up their sod.

When staff reviews the survey prior to issuing a building permit, a note is attached to the survey in red writing stating the requirements for driveways. It is up to the builder to assure the requirements of the city are met. In this case the builder/asphalt company did not build the driveway to meet the city's requirements. We assume there was a miscommunication during the process. Had the driveway been built to the 22' requirement, the RV would likely still have trouble gaining access to its parking space.

The reason the city established a curb cut and driveway width requirement is for snow stacking purposes and for off street parking establishment. A clear defined driveway with space in the boulevard is less confusing for motorists. If property owners were allowed extra wide driveways, there would be no room for snow plows to push and store snow and it would create confusion for visitors parking on the street. Limitations in right-of-ways are standard practice for all cities.

Last November staff researched other cities for their escrow process for landscaping, grading, and driveways. The information shows driveway width requirements. I have attached this information to the report. Several cities allow a 24' wide driveway. Staff finds that a 24' driveway width is acceptable. If the Commission chooses, the following amendment can be made to Ordinance 621, Title XV: Land Usage, Chapter 156 Zoning:

(5) *Driveway required.* All garages that are attached to the principal structure shall have an impervious surface driveway in front of the garage leading to the street. The maximum width of the driveway shall be 22 24feet and shall be maintained for its full width from the curb through the boulevard (right of way) to the property line. The driveway width shall be measured perpendicular to the property line that is parallel to the street. See appendix C for details.

Planning Commission Action

No formal action needed for this discussion item. The Commission can discuss driveway widths. The Commission can approve a driveway width amendment with the public hearing for Item 5 B on the agenda. Staff has prepared the ordinance amendment with the 24' driveway width language, but that can be changed according to the recommendation of the Commission.

Attachment

Driveway Width research

(Escrow Information)

Driveway Widths ↓

City	Landscape/Sod/Seed	Driveway	As-built/Grading	Top Soil	Trees	Driveway Width (feet)	Driveway Permits
Otsego	\$ 2,000	\$ 2,000				30	No
New Brighton	City Determines	City Determines				24	Yes
Blaine	\$ 1,750	\$ 1,500	\$ 2,000	\$ 750	\$ 300	DNA	No
Ramsey	\$ 2,500	\$ 2,000	\$ 1,500	\$ 2,500		30	Yes
Vadnais Heights	150%	150%	150%	150%	150%	24	Yes
Hastings	Letter of Credit	Letter of Credit				30	Yes
New Prague	\$ 1,500	\$ 1,500	\$ 1,500	\$ 1,500		24	No
Hutchinson							Yes
Zimmerman						22	Yes
Mound	\$5,000 collected w/permit					24	No
Chanassen	\$ 750		\$ 2,500	\$ 1,500		24	Yes
Lakeville	\$2,000 collected w/permit					28	Yes
Anoka	\$2,000 collected w/permit					Width of Garage + 4' whichever is less	Yes
Farmington	\$2,000 collected w/permit					30	Yes (curb breaking)
Owatonna	\$5,000 covers everything						Yes
Roseville						26	Yes
Princeton	\$2,000	\$2,000				0	No
North Branch	\$2,500 for temp c/o					32	Yes
Isanti	\$6,000 (trees, dirt, sod)	\$2,000				30	No

NOV. 2014

Prepared by: Marcia Westover

PUBLIC HEARING...TITLE XV LAND USAGE...DRIVEWAYS-2ND DRIVEWAYS

Background

Staff has recently had a request for a second driveway on a corner lot. We currently do not have any language in the code that addresses second driveways. At this time we are requesting to add the language as follows.

A second driveway may only be allowed on corner lots. The location of the 2nd driveway should be located the maximum distance from street intersections and is subject to the City Engineer's review and approval. A 2nd driveway may only be allowed where needed for access to an accessory structure; a 2nd driveway is not allowed for parking purposes only. All driveways shall have an impervious surface and are limited to the 22' 24' width requirement in accordance with this chapter.

Staff finds it reasonable to require the standards proposed above as driveways are required to be impervious and should lead to a structure. If a driveway is constructed with no accessory structure, it would be considered a parking lot. Parking lots are not typical of single family residential homes. While parking pads are allowed, they typically do not have access to the street. It is staff's recommendation to only allow driveways that lead to a structure.

The person currently requesting the second driveway would like it to be a temporary class 5 driveway with no accessory structure at this time. They are requesting this temporary situation in order to clean out some trees and tree debris in the wooded area of the lot. They cannot access the wooded area of their property due to septic system and principal structure placement. They said they would eventually pave the driveway and install an accessory structure (possibly in three years). They would like to request a variance. I had them hold off on the variance request until Council and the Planning Commission made a determination on the parking surface issue (gravel versus bituminous or concrete). Council has since revisited that issue and the parking surface remains impervious (bituminous/concrete/pavers) at this time. I am asking the Commission if it would be reasonable to have the property owner request a variance for this request if the above language is adopted. A time limit for the temporary gravel driveway with no accessory structure could be established at the time of variance approval.

Also on the agenda tonight is Bob & Mary Sarault who will discuss driveway widths. For details on this please refer to the staff report for Driveway Widths, Item #5A. The Commission should also consider driveway widths and whether or not you would like to amend the language. Staff has proposed a 24' driveway width in the draft ordinance.

In addition, other language has been amended in Title XV Land Usage in an effort to clarify language. Section 156.081 Garage Requirements has been moved in its entirety to Section 156.060 Off-street Parking Requirements in order to make the language easier to find and kept all together in one section. Language was amended regarding residential driveway permits, existing improved parking lots (for commercial type lots), and maneuvering lanes (for commercial type lots). All of these were amended in an effort to clarify some recent issues that have risen during plan reviews. Appendix A and Appendix C need to be amended if a change is made to

Item # 5 (B) Planning Commission

Driveways-2nd Driveways, Driveway Widths, Parking language

October 6, 2015

the driveway width requirement.

Planning Commission Action

Motion on the attached draft Ordinance, as may be amended by the Commission, to approve the ordinance as presented.

Attachments

Draft Ordinance

Ordinance 621

Amending Title XV Land Usage, Chapter 156, Zoning

NOW THEREFORE BE IT RESOLVED that the City of Cambridge does hereby ordain the following amendment to Title XV Land Usage, Chapter 156, Zoning: with an amendment to the Table of Contents; amendment to Section 156.060 Off Street Parking Requirements; an amendment to Section 156.081 Garage Requirements; and an amendment to Appendix A and Appendix C;

CHAPTER 156: ZONING

Section	Page
<i>Special Regulations</i>	
156.060 Off-street parking requirements, design, spaces, surface requirements, <u>garages</u>	199
156.081 Garage requirements <u>{Reserved}</u>	251

§ 156.060 OFF-STREET PARKING REQUIREMENTS.

(C) *Permits and improvement guarantees required.*

(1) *Permits. ~~Building p~~Permits* shall be required for parking lot construction in all districts except for one and two family residences. All new residential driveways and adjustments to existing driveways at the curb and in the right-of-way are required to obtain a permit.

(J)

(7) *Existing business.*

(c) Existing improved (asphalt or concrete) parking lots that are resurfaced with the same material may be required to install curb and gutter around and within the lot. This will be determined by the City Engineer and the Zoning Administrator after reviewing drainage, traffic operations, safety, and other site conditions.

(K) *Off-street parking design and construction standards.*

(3) *Maneuvering lanes.* All maneuvering lanes shall permit only one way traffic movements with the exception of the 90 degree pattern where two way traffic may be permitted. Each parking space shall have direct unimpeded access to a maneuvering lane and dead end maneuvering lanes shall only be permitted with two way 90 degree pattern in parking bays with fewer than ten spaces, unless a turnaround is provided as approved by the Zoning Administrator. Maneuvering lanes through parking lots must be designed with minimal access to the public street. A

maximum of two entrances per lot is preferred. Maneuvering lanes are subject to City Engineer and Zoning Administrator review and approval.

(L) Garage and Driveway Requirements.

(1) General statement. Garages shall be required for the construction, conversion (of non-residential structures to residential use) or placement of any residence, except for dwellings in manufactured home complexes and dwelling units not on ground floor in the business districts. No required garage shall be converted to another use.

(2) Minimum size. The minimum size of garages for single family residences and two family residences shall be 400 sq. ft. per unit. Multiple family residences shall have a garage of not less than 200 sq. ft. for each unit. See also the maximum size limitations for accessory structures set forth in § 156.080(A)(6).

(3) Minimum number. For one and two-family dwellings, one garage per dwelling unit shall be required. For multi-family buildings, a minimum of one required off-street parking space per dwelling unit shall be housed in a garage. Senior residential multiple dwelling parking as required by this chapter shall be housed in a garage.

(4) Design standards. All garages shall be subject to accessory building requirements set forth in § 156.080.

(5) Driveway required. All garages that are attached to the principal structure shall have an impervious surface driveway in front of the garage leading to the street. The maximum width of the driveway shall be ~~22~~ 24' feet and shall be maintained for its full width from the curb through the boulevard (right of way) to the property line. The driveway width shall be measured perpendicular to the property line that is parallel to the street. See appendix C for details.

(6) 2nd Driveway. A second driveway may only be allowed on corner lots. The location of the 2nd driveway should be located the maximum distance from street intersections and is subject to the City Engineer's review and approval. A 2nd driveway may only be allowed where needed for access to an accessory structure; a 2nd driveway is not allowed for parking purposes only. All driveways shall have an impervious surface and are limited to the ~~22~~ 24' width requirement in accordance with this chapter.

(7) All driveways shall be setback at least 5' from property lines.

(L-M) Parking spaces required. The minimum number of off-street parking spaces by type of use shall be required in accordance with the following schedule:

§ 156.081 GARAGE REQUIREMENTS.

~~(A) — *General statement.* Garages shall be required for the construction, conversion (of non-residential structures to residential use) or placement of any residence, except for dwellings in manufactured home complexes and dwelling units not on ground floor in the business districts. No required garage shall be converted to another use.~~

~~(B) — *Minimum size.* The minimum size of garages for single family residences and two family residences shall be 400 sq. ft. per unit. Multiple family residences shall have a garage of not less than 200 sq. ft. for each unit. See also the maximum size limitations for accessory structures set forth in § 156.080(A)(6).~~

~~(C) — *Minimum number.* For one and two family dwellings, one garage per dwelling unit shall be required. For multi family buildings, a minimum of one required off-street parking space per dwelling unit shall be housed in a garage. Senior residential multiple dwelling parking as required by this chapter shall be housed in a garage.~~

~~(D) — *Design standards.* All garages shall be subject to accessory building requirements set forth in § 156.080.~~

~~(E) — *Driveway required.* All garages that are attached to the principal structure shall have an impervious surface driveway in front of the garage leading to the street. The maximum width of the driveway shall be 22 feet and shall be maintained for its full width from the curb through the boulevard (right of way) to the property line. The driveway width shall be measured perpendicular to the property line that is parallel to the street. See appendix C for details.~~

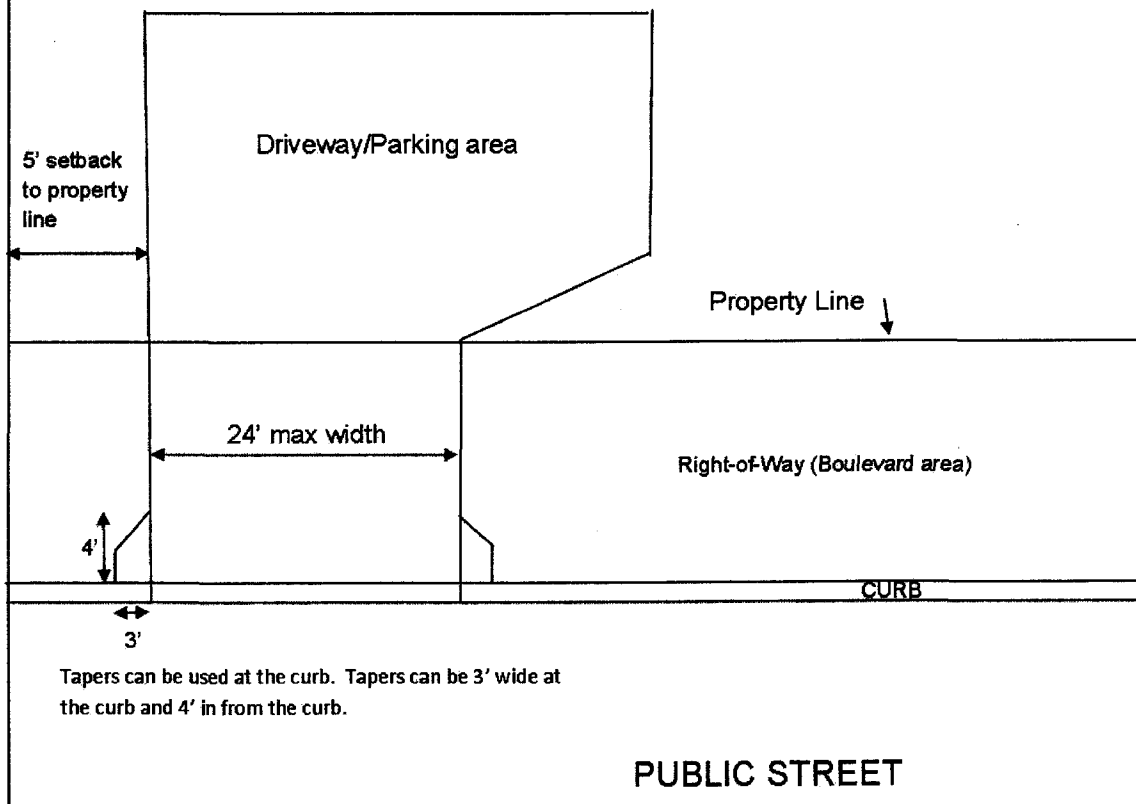
APPENDIX A: PARKING AND DRIVEWAY LAYOUT REQUIRED MINIMUM DIMENSIONS (IN FEET) FOR 9-FT STALLS AT VARIOUS ANGLES

Curb cut width		Residential and growth area districts: 22 2 4 feet maximum. All nonresidential and non-growth area districts: 40 feet maximum
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Appendix C

Residential Driveway Detail

NOTE: A 2% slope is required from top of curb to property line. A maximum 8% slope is allowed from property line to structure.



f:community development/forms/handouts/driveway detail

All other sections and subsections of this Chapter shall remain as written and previously adopted by the City Council. This ordinance shall become effective upon publication.

Adopted by the Cambridge City Council this 19th day of October, 2015.

Marlys A. Palmer, Mayor

ATTEST:

Lynda J. Woulfe, City Administrator

Date of Publication: October 28, 2015

Summary Publication

The City Council of the City of Cambridge adopted Ordinance 621 amending Title XV Land Usage, Chapter 156, Zoning; including the Table of Contents; Section 156.060 Off-Street Parking Requirements; Section 156.081 Garage Requirements; and an amendment to Appendix A and Appendix C. The amendment adds language for 2nd driveways on corner lots, increases residential driveway width's to 24', moves the garage requirements section, and clarifies some additional language for parking lots and driveway permits. The complete ordinance is available for public inspection at the office of the City Administrator, 300-3rd Ave. NE, Cambridge, Minnesota.

Adopted this 19th day of October, 2015

Date of Publication: October 28, 2015

ATTEST:

Lynda J. Woulfe, City Administrator

SCENIC RUM RIVER TEXT AMENDMENT...TITLE XV LAND USAGE, CHAPTER 153

Request

The City of Cambridge is requesting an amendment to the Scenic Rum River ordinance to allow higher buildings, change the density tier allowances, amend the definitions, and clean up some inconsistencies throughout the chapter.

Review

At the Public Hearing held on July 7, 2015, the Planning Commission tabled the Scenic Rum River text amendment item to October 6, 2015.

The developer has not yet submitted information and is still working on the project. Staff is recommending that this item is tabled to February 2, 2016.

The Commission should first make a motion to remove this item from the table and vote. Then make another motion to table it to February 2, 2016 and vote.

Planning Commission Action:

Table the discussion on this item to February 2, 2016.