



CITY OF PHILOMATH

980 Applegate Street
PO Box 400
Philomath, OR 97370
541-929-6148
541-929-3044 FAX
www.ci.philomath.or.us

Mission: To promote ethical and responsive municipal government which provides its citizenry with high quality municipal services in an efficient and cost-effective manner.

PLANNING COMMISSION

August 19, 2024

6:00 PM

M E E T I N G A G E N D A

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
 - 2.1. June 17, 2024
3. **UNFINISHED BUSINESS**
 - 3.1. Climate Friendly Area Project Updated Code Language
4. **ANNOUNCEMENTS & STAFF UPDATES**
 - 4.1. Staff Update
 - 4.2. Regular Meeting: September 16, 2024, at 6:00 PM
5. **ADJOURNMENT**

This meeting is being held in-person at the City Hall Council Chambers, and the public is invited to attend. Public comments and testimonies will still be available via electronic participation. City meetings are live streamed at: <https://www.youtube.com/@cityofphilomath204>. This is a public page; no account or user fee is required.

Given two business days' notice, an interpreter can be provided for the hearing impaired or those with limited proficiency in English. Contact the City Manager's Office to make interpreter arrangements or to participate electronically.

Opportunities to Comment

Methods:

1. Appear in person and submit speaker form
2. Sign up to speak via Zoom by contacting the City Manager's Office
3. Email written comments to the City Manager's Office
4. Deliver written comments to the City Manager's Office
5. Mail written comments to the City Manager's Office

City Manager's office; 541-929-6148; cityhall@philomathoregon.gov; PO Box 400, Philomath, OR 97370

Must be received by:

- Meeting call to order
- 4:00 p.m. the day of the meeting
- 12:00 p.m. the day of the meeting
- 12:00 p.m. the day of the meeting
- 12:00 p.m. the day of the meeting

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52

**PHILOMATH PLANNING COMMISSION
REGULAR MEETING MINUTES
Philomath City Hall Council Chambers
June 17, 2024**

1. CALL TO ORDER - ROLL CALL

Meeting called to order at 6:00 p.m. by Chair Gary Conner.

Present:

Gary Conner
John Barlow
Hayley Green
Van Hunsaker
Josiah Jessen
Timothy Melott
Darlene Rose (departed at 6:10 p.m.)
Ruth Causey, City Council liaison

Absent:

Staff Present:

Chris Workman, City Manager
Ruth Post, City Recorder
Ashleigh Dougill, City Attorney's Office, Beery Elsner & Hammond LLP

2. APPROVAL OF MINUTES

2.1 May 20, 2024

Action Approve minutes as presented.

Motion/Second: Commissioner Melott/Commissioner Hunsaker

Vote: APPROVED 7-0 (Yes: Conner, Barlow, Green, Hunsaker, Jessen, Melott and Rose; No: None).

3. NEW BUSINESS

3.1 PC24-02 Phelps Annexation and PC24-03 Zoning Map/Comprehensive Plan Amendment

Start Time: 6:02 p.m.

3.1.1 Public Hearing:

- Chair Conner introduced the application under review and reviewed the order of process for the public hearing.
- Public hearing opened at 6:07 p.m.
- Commissioner Hunsaker declared familiarity with the Phelps family and declared he was able to make an unbiased decision.
- Commissioner Rose declared a history of association with the Phelps family and recused herself from the decision.
- Several members of the Commission reported driving past the property.
- Commissioner Rose departed at 6:10 p.m.
- Staff Report as revised on June 14, 2024, presented by City Manager Workman.
- Questions addressed regarding future types of application processes that the property could go through depending upon final zoning level.
- Questions regarding creating a condition of approval addressing 9th Street improvements at the time of development.
- Questions addressed regarding amount of property encumbered by Rock Creek waterline easement and as yet to be determined wetlands.
- Discussion regarding applicant options to withdraw zoning change application at any point.
- Written testimony submittals that have been distributed to Commission identified.

- 1 • Applicant presentation by Linda Howard, Devco Engineering.
- 2 • Exhibits from application reviewed and described in relationship to criteria.
- 3 • Justification for rezoning from R-2 to R-3 density provided.
- 4 • Public testimony:
- 5 • Michael Gannis, Philomath, OR – Referred to written submitted testimony. Spoke in
- 6 opposition to the zoning change based on the existing Comprehensive Plan. Stated
- 7 there are other locations in Philomath better-suited to R-3 zoning and concerns that
- 8 the development will occur prior to improvements to North 9th Street. Questioned if
- 9 wetlands will be investigated and questioned the Staff Report time average for travel
- 10 trips.
- 11 • Becca Houghtaling, Philomath, OR – Supported annexation but opposed rezoning
- 12 application due to creation of negative impacts on surrounding neighborhoods such
- 13 as 40-foot high apartments adjacent to single-family dwellings.
- 14 • Al Davis, Philomath, OR – Referred to written submitted testimony. Supported
- 15 comments made by Michael Gannis regarding implementation of the Comprehensive
- 16 Plan. Stated the need for all types of housing, including both R-2 and R-3.
- 17 • Bill Narver, Philomath, OR – Referred to written submitted testimony. Spoke in
- 18 opposition due to North 9th Street condition and lack of safe pedestrian alternative
- 19 transportation. Addressed impact of R-3 zoning on his adjacent property.
- 20 • Gary Rodgers, Corvallis, OR – Addressed lack of connectivity of property to
- 21 community. Supported R-2 zoning and did not support change to Comprehensive
- 22 Plan.
- 23 • Rebuttal by applicant: Ms. Howard stated the majority of the concerns expressed
- 24 would be addressed during a development proposal application. Wetlands would be
- 25 addressed at the time that a wetlands delineation is performed and more detailed
- 26 traffic analysis would be addressed at time of a development proposal. Density,
- 27 mitigation of concerns, and solar access can be addressed at the time of a
- 28 development application.
- 29 • Questions by Commission of applicant – Intent of property owner is to market the
- 30 property for development in either zoning outcome.
- 31 • Questions of staff – Basis for transportation trips assumptions and impact of peak
- 32 traffic trips to be determined during development analysis. Analysis will drive extent
- 33 of improvement requirements at the time of development.
- 34 • Process question regarding order of application review and decision-making to
- 35 address annexation first and then zoning.
- 36 • Description of extent of street improvements that City standards require depending
- 37 upon development.
- 38 • Consolidation of application described by City Attorney Dougill requiring addressing
- 39 both applications as a concurrent package. Discussion about the status of the
- 40 applications as separate or combined.
- 41 • Discussion about Planning Commission’s recommendation to the City Council.
- 42 • No request for continuance or to keep record open received during testimony.
- 43 • Applicant stated application consolidation information by City Attorney constitutes
- 44 new information but waived the seven days to submit final written arguments.
- 45 • Public hearing closed at 7:54 p.m.

46
47 Recess declared at 7:54 p.m. Reconvene at 8:00 p.m.

48 49 3.1.2 Discussion and Recommendation

50 Start Time: 8:00 p.m.

- 51 • Discussion about control of street improvements by Benton County and any impact
- 52 that additional development would have on that.
- 53 • Street improvements and speed limit reduction that could result from development of
- 54 the property and annexation of the section of North 9th Street discussed.

- Potential extent of street improvements based on level of zoning density at the time of development discussed.
- Discussion about current Comprehensive Plan map zoning in place and existing housing development types in neighborhoods in and around the property.
- Safety issues on North 9th Street discussed and constraints that mitigate potential improvements.
- Creation of isolated R-3 zoning away from alternative transportation options discussed.
- Impact of development in driving improvements on North 9th Street discussed.
- Discussion about relating discussion to the Staff Report criteria, particularly Page 10 of the Staff Report, criteria "c".
- The subsequent opportunity for a zone change application to come in again with a specific development application discussed.
- CM Workman discussed difference between a legislative process and quasi-judicial process for applications.

Action: That the Planning Commission adopt the Findings as presented in the Staff Report dated June 14, 2024, Pages 3 and 4, with the additional finding that the proposed zoning designation is not more appropriate than the current designation taking into consideration public needs, alternative locations or changes in land use since the current designation was applied and that Planning Commission recommend approval of the annexation request with the listed conditions of approval as presented in File No. PC24-02 and forward the application to the City Council for consideration and action.

Motion/Second: Commissioner Barlow/Second
Vote: Action APPROVED 6-0 (Yes: Barlow, Green, Hunsaker, Jessen, Melott and Conner; No: None).

Action: That the Planning Commission recommend denial of the application for zone change of the subject property as presented in File No. PC24-03 and forward the application to the City Council for consideration and action.

Motion/Second: Commissioner Barlow/Commissioner Hunsaker
Vote: Action APPROVED 6-0 (Yes: Barlow, Green, Hunsaker, Jessen, Melott and Conner; No: None).

- City Council public hearing scheduled for July 22, 2024 at 6:00 p.m.

4. ANNOUNCEMENTS & STAFF UPDATES

Start Time: 9:20 p.m.

4.1 Staff Update – Employment offer made to fill the Planner position.

4.2 Regular Meeting: July 15, 2024, at 6:00 PM

5. ADJOURNMENT

Meeting adjourned at 9:21 p.m.

SIGNED:

ATTEST:

Gary Conner, Chair

Ruth Post, MMC, City Recorder



MEMORANDUM

DATE: August 12, 2024

TO: Chris Workman, Philomath City Manager
Philomath Planning Commission

FROM: Justin Peterson, Community and Economic Development Planner

RE: **Climate Friendly Area Project Updated Code Language**

This memorandum contains an update to the code language for the Philomath Climate Friendly Area (CFA) overlay.

Summary

The Oregon Department of Land Conservation and Development (DLCD) established new rules related to land use and transportation planning in 2022, in line with an Executive Order from former Governor Kate Brown to reduce greenhouse gas emissions and address climate change.

CFA Implementation is part of the broader Climate Friendly and Equitable Communities (CFEC) rulemaking. The table below outlines the full scope of the required CFEC implementation in Philomath. COG assisted Philomath with the CFA study (Phase 1) and is contracted to support the code update process (Phase 2).

- June 30, 2023 – CFA Study Submitted to cities by OCWCOG (Complete)
- December 31, 2023 – CFA Studies Due to DLCD from cities (Complete)
- December 31, 2024 – Cities adopt CFA Land Use Standards and any map changes (Ongoing)

Oregon Cascades West Council of Governments (OCWCOG) staff presented a code audit at the March 2024 Planning Commission meeting and draft CFA code overlay language at the May 2024 meeting. Staff discussed the comments provided by the Planning Commission with DLCD. The proposed comments and updates are outlined below.

Definitions

“Automobile-oriented use” means a use or activity where automobiles and/or other motor vehicles are an integral part of the use, including repair shops and drive-through services. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. (Existing Definition, added detail)

The PC discussed concerns about the definition and a need to add charging for motor vehicles. DLCD staff did not believe this needed to be added to the definition. EV spaces in the commercial context would be considered “normal and incidental” to the primary commercial use.

“Site Area, net” means the total area of a development site exclusive of proposed or existing public rights of way, public parks, public open space, protected natural features, and any other areas permanently precluded from development due to development constraints, easements, or similar legal instruments. (New Definition)

The PC discussed adding “site” to “Area, net”. This change was made.

“Climate-friendly area” means an urban mixed-use area containing, or planned to contain, a mixture of higher-density housing, jobs, businesses, and services. These areas are served by, or planned for service by, high-quality pedestrian, bicycle, and transit infrastructure and services to provide frequent and convenient connections to key destinations within the city and region. (New Definition)

The PC had concerns about the definition especially “abundant tree canopy”. The longer definition was shortened. The city is not required to adopt the full definition that is found in the Oregon Administrative Rules (OARs).

“Floor area ratio (FAR)” — A floor area ratio is the ratio of the gross floor area of all buildings on a development site, excluding areas within buildings that are dedicated to vehicular parking and circulation, in proportion to the gross area of the development site on which the buildings are located. A floor area ratio of 2.0 would indicate that the total floor area of all buildings was twice the gross area of the site. (New Definition)

The PC had concerns about the term “leasable”. After further research, “leasable” is not used in the OAR. This was deleted from the definition. The only areas excluded from the building gross area is those areas dedicated to vehicular parking and circulation.

Allowed Uses

Added additional context to the overlay zone description. Better articulates that permitted uses in the base zone are not impacted by the overlay zone.

Updated Automobile uses. After further discussion with DLCD Automobile uses do not have to be outright banned in a CFA. Automobile uses will need to be developed to the standards in 0330(4) – Design standards. PC may consider banning automobile-oriented uses within the C-1 zone and all other automobile uses would be subject to the design standards.

Added language about Accessory Dwelling Units (ADUs) in the CFA overlay. Creates more flexibility to allow ADUs in conjunction with a pre-existing non-conforming use.

Moved bottom floor commercial standard and added the affordable housing exception in compliance with OAR 660-012-320(2)(a).

Density

OCWCOG received clarification from DLCD that the 1.0 FAR or 15 units/net acre would be required. The 15 units/net acre was deleted.

Findings in staff report shall show that development regulations (height, setback, etc.) allows 60,000 sq. ft. per net acre. Code standards do not need to reference this.

Local governments with a population greater than 5,000 up to 25,000 shall adopt development regulations to allow a zoned building capacity of at least 60,000 square feet per net acre, based on regulations impacting buildable site area as described in OAR 660-012-0315(2)(a) and (b) and allowed building heights.

Block Layout

Added language that large block development within the CFA is not anticipated based on the size, existing street network, and existing development.

Clarified the block layout requirements.

Design Standards

Design standards language added for the CFA zone to ensure compact development that supports pedestrian, bicycle, and public transportation networks. Language mirrors OAR 660-012-330(4)

Additional Work Under the CFA Process

In addition to land use code amendments, OCWCOG is assisting Philomath with meeting DLCDC requirements related to parking strategies and multimodal gaps. Those tasks are described in more detail below.

Parking Inventory and Parking Strategies

The project includes a baseline inventory of parking spaces in the CFA and surrounding areas. The inventory will include on-street and off-street parking for the downtown zones (Approximately 7th to 15th, and College to Philomath Blvd). OCWCOG Staff started strategizing next steps.

Once the parking inventory is complete the OCWCOG will use DLCDC's Parking Management Jump Start Guide and Parking Management Made Easy Guide to identify future tools the city can use to manage parking as demand increases over time. The OCWCOG shall hold at least one meeting with stakeholders to review and rank these strategies, compiling all of the information into a final report.

CFA Multimodal Gap Summary

OCWCOG will develop a Multimodal Gap Summary for the Philomath CFA as provided in OAR 660-012-0325(4). The Multimodal Gap Summary will be up to three (3) pages with graphics pulled from existing Philomath Transportation Systems Plan or aerial photos highlighting gaps in the multimodal network and a list of proposed projects that could fill the gaps. The Multimodal Gap Summary will contain a narrative describing Philomath's process for addressing multimodal gaps over time, which may include requirements associated with development/redevelopment, capital improvement planning, or other strategies. OCWCOG will collate the Highway Impact Summary provided by the Oregon Department of Transportation into the Final Multimodal Gap Summary.

Other CFEC Code requirements

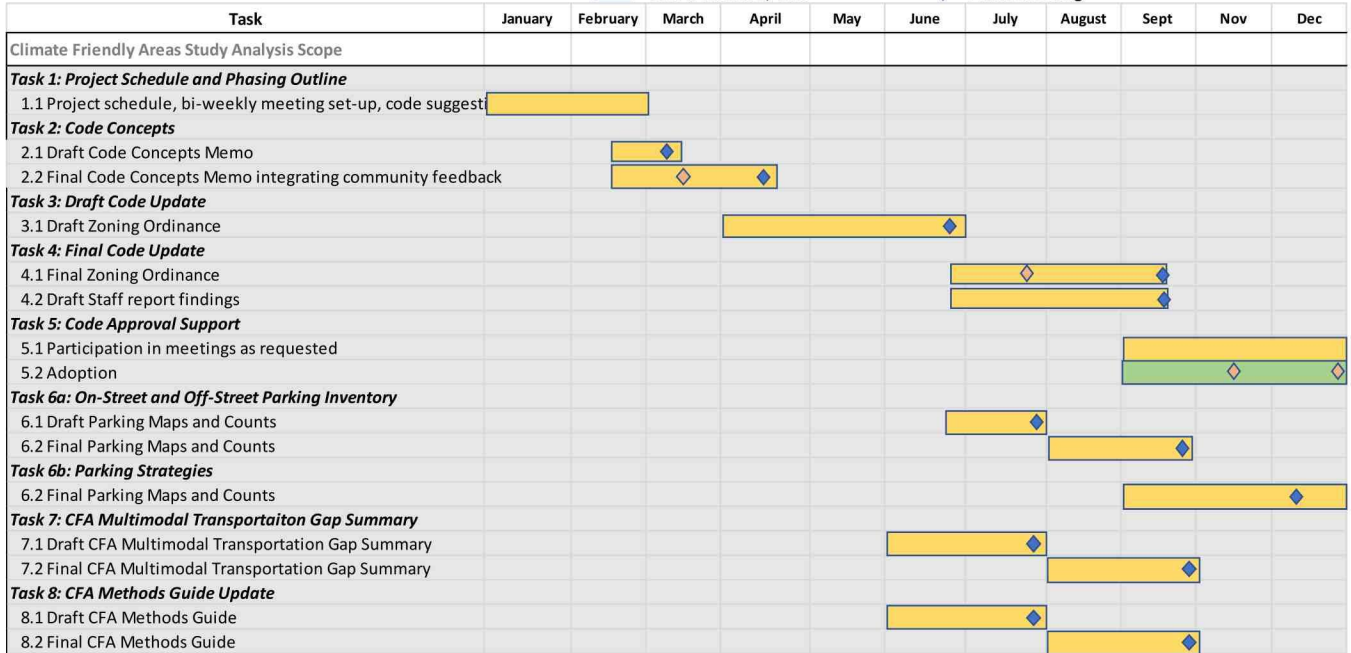
In addition, to the code concepts above the City of Philomath was required to make code amendments to meet the EV Conduit and Parking. The code amendments were due at the end of 2023.

The current IGA and funding does not include the EV Conduit (OAR 660-012-0410) or Parking code (OAR 660-012-0400 through 0450) updates. COG can facilitate a conversation with DLCD on the required code amendments.

Exhibit 1: Gantt Chart – CFA Codes Update

Gantt chart for Philomath CFA

■ City work time / task ◆ Deliverable
■ COG work time / task ◇ Public Meeting



Chapter 18.15

DEFINITIONS

Sections:

18.15.010 Definitions.

~~“Access Way.” A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made.~~ (Update)

“Accessway” means a walkway that provides pedestrian and or bicycle passage either between streets or from a street to a building or other destination such as a school, park, or transit stop. (New Definition)

~~Pathway/Walkway/Access Way.~~ A pathway or multi-use pathway may be used to satisfy the requirements for access ways in the Transportation Planning Rule (OAR 660-012-045). See PMC 18.65.030(A). (Existing Definition)

“Automobile-oriented use” means a use or activity where automobiles and/or other motor vehicles are an integral part of the use, including repair shops and drive-through services. Auto-oriented land uses include uses related to the operation, sale, maintenance, or fueling of motor vehicles, and uses where the use of a motor vehicle is accessory to the primary use, including drive-through uses. (Existing Definition, added detail)

“Site Area, net” means the total area of a development site exclusive of proposed or existing public rights of way, public parks, public open space, protected natural features, and any other areas permanently precluded from development due to development constraints, easements, or similar legal instruments. (New Definition)

“Climate-friendly area” means an urban mixed-use area containing, or planned to contain, a mixture of higher-density housing, jobs, businesses, and services. These areas are served by, or planned for service by, high-quality pedestrian, bicycle, and transit infrastructure and services to provide frequent and convenient connections to key destinations within the city and region. (New Definition)

“Floor area ratio (FAR)”— A floor area ratio is the ratio of the gross floor area of all buildings on a development site, excluding areas within buildings that are dedicated to vehicular parking and circulation, in proportion to the net area of the development site on which the buildings are located. A floor area ratio of 2.0 would indicate that the gross floor area of the building was twice the net area of the site. (New Definition)

“Parking maximums” means limits on the number of off-street parking spaces that can be included in a development. (New Definition)

Chapter 18.XX

CLIMATE FRIENDLY AREA OVERLAY DISTRICT

Sections:

Article I. General Provisions

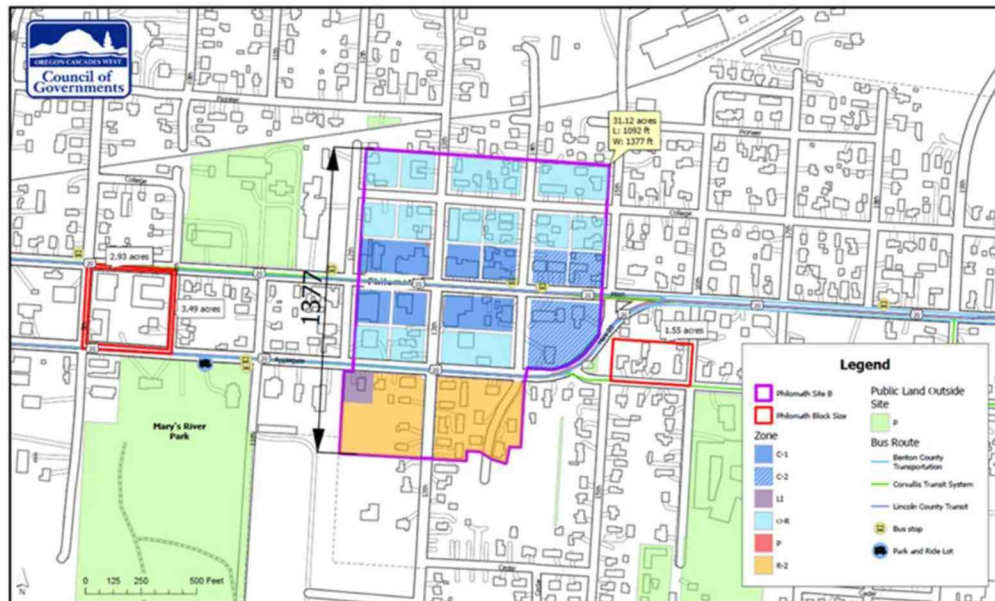
- 18.XX.010 Purpose.
- 18.XX.020 Climate Friendly Overlay Zone
- 18.XX.030 Allowed Use Requirements.
- 18.XX.040 Building Height.
- 18.XX.050 Density.
- 18.XX.060 Streetscape Requirements.
- 18.XX.070 Block Layout
- 18.XX.080 Design Standards

18.XX.010 Purpose.

The purpose of the Climate Friendly Area (CFA) Overlay District is to meet the requirements in OAR 660-012-320 and to create an urban mixed-use area containing, or planned to contain, a mixture of higher-density housing, jobs, businesses, and services.

18.XX.020 Boundary

The CFA boundary is defined on the map below. The CFA is required to be a minimum of 25 acres in size and have a minimum width of 750 feet. No development within the proposed CFA is prohibited under Statewide Planning Goal 7—Areas Subject to Natural Disasters and Hazards.



18.XX.030 Allowed Use Requirements

- A. The CFA allows additional uses that may not be allowed within the underlying (base) zone and the following uses shall be allowed within the CFA. The permitted uses in the base zone are not impacted by the overlay.
 - multi-family,
 - attached single-family,

- office type uses,
 - non-auto dependent retail,
 - services and other commercial,
 - childcare,
 - schools
 - public and institutional, except automobile-oriented uses.
- B. Auto-mobile oriented uses shall not be allowed within the C-1 zone in the CFA. Auto-mobile oriented uses not in the C-1 and in the overlay shall conform to the design standards in 18.XX.080.
- C. Multi-family buildings located in the underlying C-1 zone shall include bottom floor commercial. Multi-Family residential uses in the C-1 zone shall be allowed only when part of a mixed-use development (residential with commercial or public/institutional use). Both vertical mixed-use (housing above the ground floor), and horizontal mixed-use (housing on the ground floor) developments are allowed, subject to the standards in subsections 18.40.090(A)(2) through (A)(6) of the Philomath Municipal Code.
- a. Multi-unit buildings that contain units subject to a recorded agreement that runs with the land and requires affordability for an established income level for a defined period of time are allowed on the ground floor.
- D. Pre-existing non-conforming uses are subject to the standards in PMC 18.55.
- a. Accessory Dwelling Units (ADUs) are allowed in conjunction with a pre-existing non-conforming single detached dwelling unit regardless of minimum density requirements.

18.XX.040 Building Height

- A. All buildings in the CFA shall comply with the following building height standards. The standards are intended to allow for development of appropriately scaled buildings with a storefront character.
- B. Allowed Height. Buildings in the CFA shall be allowed up to 50 feet in height (4 stories).
- C. Single-story buildings with flat roofs shall be designed to provide the scale of a two-story building with a minimum height of 20 feet and a parapet wall around the roof with a decorative cornice.

18.XX.050 Density

- A. There is no maximum residential density standard. Density shall be controlled by the applicable lot coverage and building height standards.
- B. New development shall have a 1.0 Floor Area Ratio.
- C. Redevelopment that renovates and adds residential units within existing buildings, but that does not add residential units outside the existing exterior of the building is not subject to the density requirements.

18.XX.060 Streetscape Requirements

- A. CFAs are subject to the streetscape requirements in PMC 18.125.

18.XX.070 Block Layout

This section is intended to promote the walkable, storefront character of the CFA by forming short blocks and orienting buildings close to streets. Placing buildings close to the street also slows traffic down and provides more “eyes on the street,” increasing the safety of public places.

- A. Applicability. This section applies to new land divisions and all of the following types of development (i.e., subject to site design review):
1. Three or more single-family row houses on their own lots (i.e., townhomes subject to site design review);
 2. Multifamily housing;
 3. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
 4. Commercial and mixed-use buildings subject to site design review.

Compliance with all of the provisions of subsections (B) through (C) of this section shall be required.

- B. Block Layout Standard. New land divisions and developments that are subject to site design review shall be configured to provide an alley or interior parking court. Pedestrian pathways (dedicated or easement) shall be provided from the street right-of-way to interior parking courts between buildings, as necessary, to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking. Note that the CFA is mostly built out and large block development is not anticipated.
- i. For development sites less than 5.5 acres in size, a maximum block length of 500 feet or less. Where block length exceeds 350 feet, a public pedestrian through-block easement shall be provide to facilitate safe and convenient pedestrian connectivity in CFAs. Substantial redevelopment of sites of 2 acres or more within an existing block that does not meet the standard shall provide a public pedestrian accessway allowing direct passage through the development site such that no pedestrian route will exceed 350 feet along any block face.
 - ii. For development sites of 5.5 acres or more, a maximum block length of 350 feet or less.
- C. Superblock Developments are not allowed within the CFA.

18.XX.080 Design Standards

- A. Development in the CFA shall provide for a compact development pattern, easy ability to walk or use mobility devices, and allow direct access on the pedestrian, bicycle, and public transportation networks. Commercial or mixed-use site design land use regulations must meet the following requirements:
1. Primary pedestrian entrances to buildings must be oriented to a public pedestrian facility and be accessible to people with mobility disabilities. An uninterrupted accessway, courtyard, plaza, or other pedestrian-oriented space must be provided between primary pedestrian entrances and the public pedestrian facility, except where the entrance opens directly to the pedestrian facility. All pedestrian entrances must be designed to be barrier-free.
 2. Motor vehicle parking, circulation, access, and loading may be located on site beside or behind buildings. Motor vehicle parking, circulation, access, and loading must not be located on site between buildings and public pedestrian facilities on or along the primary facing street. Bicycle parking may be permitted.
 3. On-site accessways must be provided to directly connect key pedestrian entrances to public pedestrian facilities, to any on-site parking, and to adjacent properties, as applicable.

4. Any pedestrian entrances facing an on-site parking lot must be secondary to primary pedestrian entrances as required in this section. Primary pedestrian entrances for uses open to the public must be open during business hours.
5. Large sites must be designed with a connected network of public pedestrian facilities to meet the requirements of this section.
6. Development on sites adjacent to a transit stop or station on a priority transit corridor must be oriented to the transit stop or station. The site design must provide a high level of pedestrian connectivity and amenities adjacent to the stop or station. If there is inadequate space in the existing right of way for transit infrastructure, then the infrastructure must be accommodated on site.
7. Development standards must be consistent with bicycle parking requirements in PMC 18.75.040.
8. These site design land use regulations need not apply to districts with a predominantly industrial or agricultural character.



CITY OF PHILOMATH

Activity Report/Ongoing Projects

August 19, 2024

1. Issued decision on an application for an additional industrial building/office space and parking lot expansion at 535 Landmark Dr.
2. Approved Type II Site Plan application for a new commercial building at 1067 Applegate St. for Philomath Pharmacy.
3. City Council approved annexation at 769 N 9th St and upheld Planning Commission's recommendation of denial for zoning change on 22 July 2024. Ordinance approved by the City Council 8/12/2024.

4. Building permits issued for June 2024 were as follows:
 - Single Family Residential.....0
 - Residential Structural (other) 1
 - Residential Electrical.....3
 - Residential Mechanical 9
 - Residential Plumbing4
 - Residential Manufactured Dwelling 11
 - Residential Demo.....0
 - Commercial Structural0
 - Commercial Electrical0
 - Commercial Mechanical.....0
 - Commercial Plumbing 1
 - Commercial Alarm/Suppression.....0
 - Commercial Demo0

Commercial permit is Les Schwab.

5. Building permits issued for July 2024 were as follows:
 - Single Family Residential.....2
 - Residential Structural (other) 11
 - Residential Electrical.....5
 - Residential Mechanical 10
 - Residential Plumbing 11
 - Residential Manufactured Dwelling 5
 - Residential Demo.....0
 - Commercial Structural0
 - Commercial Electrical5
 - Commercial Mechanical.....0
 - Commercial Plumbing3
 - Commercial Alarm/Suppression.....0
 - Commercial Demo0

Commercial permits are for Les Schwab, Glorietta Bay, S4S Inc, Philomath Market, City of Philomath, and a couple minor regular maintenance projects.