

**MINUTES OF A MEETING OF THE PLANNING COMMISSION  
OF THE  
CITY OF LA CAÑADA FLINTRIDGE  
HELD SEPTEMBER 28, 2004**

**I. CALL TO ORDER:**

Vice-Chair Gelhaar called the meeting to order at 6:00 p.m.

**II. ROLL CALL:**

Present were Commissioners Davitt and Engler, City Attorney Steres, Director of Community Development Stanley, Senior Planner Buss and Planning Aide Shimazu. Commissioner Cahill was expected to arrive momentarily and Chairwoman Mehranian advised earlier that she would be absent.

**III. PLEDGE OF ALLEGIANCE**

Commissioner Engler led the salute to the flag.

**IV. COMMENTS FROM THE PUBLIC:**

Comments were not offered.

**V. CONSENT CALENDAR:**

**A.** Minutes of September 14, 2004 - M/S/C Davitt/Engler to adopt the minutes as submitted. 3 Ayes.

**VI. PUBLIC HEARINGS:**

**A. Hillside Development Permit 03-59; Building Depth Review 03-16; Modification 04-34; Kim; 645 Hillcrest Avenue:**

Director Stanley described the applicant's request to expand an existing second-floor that would exceed the threshold for Building Depth Review and a Modification to reconfigure the roofline, which currently encroaches into the front and side yard setbacks.

The 41,818-sf project site is located on the north side of Hillcrest Avenue; it is a through lot, extending to Alta Vista at the rear. The area is one of estate-scaled properties developed in the early years of the last century with homes of Spanish Revival design; however, the subject home is more representative of a later era when modern concepts were introduced. The roof is configured in a butterfly design which the owner has found to be impractical and which contradicts other architecture in the area. The applicant proposes to change the style of the home from a contemporary design to a more traditional

conservative design and add 2,708-sf for a total floor and roofed area of 9,401-sf.

The project consists primarily of a second-story extension across the house and to the rear along the west side. Additionally, a new one-story entry is proposed forward of the existing entry.

Commissioner Cahill arrived at this point.

Views of the property vary due to the slope of Hillcrest Avenue. The lot slopes upward heading north; a tennis court and gazebo are at the rear of the house as the property slopes down to Alta Vista.

Elevations were displayed; the flat roof was eliminated and the new roofline would be of conventional slope and eave height. Raising the roof at the west side and at the southeast corner (front), maintains the existing roofline which currently encroaches into those setbacks. Director Stanley advised that though the encroachments qualify for administrative approval, they were included with the Hillside and Building Depth requests. As proposed, the house would become one of the largest in the neighborhood with the highest density of 18.4%; the Staff report provided an average density of 11.6% for 15 nearby homes.

The width of the house would not increase, overall height would reach 23 ft and the house is not sited or at an elevation that could result in view blockage. Building depth is proposed at 80 ft, which staff supported given the structure's modulation and setbacks. Aside from the Modification components, the project complies with R-1 standards. Though the property is heavily screened, draft conditions call for more landscaping along the west property line at the request of that neighbor.

Staff believed that the reconfigured roof design corrects a longstanding disruptive roof design and concluded that positive findings could be made.

Project architect Gerar Gharakanian explained that inadequate bedrooms and the lack of a family room led to the decision to add a left wing to the house comprised of two bedrooms and a game room. He pointed out the negative aesthetic view upon entering the property of the garage's sloped roof with vents projecting upward. He related of prior windstorm damage to the roof. Lightweight concrete tiles will be used for the new roof. Mr. Gharakanian believed his design was compatible with the architectural elements and detailing of the neighborhood.

Vice-Chair Gelhaar opened the public meeting. Comments were not offered and the public hearing was closed.

Commissioner Davitt reported of having made a site visit and believed the neighborhood would welcome the design. His sole concern was the proposed total floor area – only one other home in the neighborhood is larger. While he preferred a smaller home, he recognized that the property can accommodate the project and he could support it. He did not have concerns with the requested encroachments.

Commissioner Engler felt the project would improve the area and pointed out that the house is appropriately sited on the lot.

Commissioner Cahill concurred with Staff's findings and agreed with providing landscape screening for the property to the west. He noted that the house is hidden from the street and is not imposing.

Commissioner Gelhaar agreed with Staff's findings and recommendations.

M/S/C Cahill/Engler to approve Hillside Development Permit 03-59, Building Depth Review 03-16 and Modification 04-34 as conditions.  
Unanimous.

**B. Tentative Parcel Map 061195; Zone Change 04-01; Conditional Use Permit 380, Variance 04-05; La Cañada Properties; 936 Craig Avenue and 4537 Marvin Street:**

Senior Planner Buss reported the request to construct a single building, 14'-8" in height, to contain a carwash and lube station at the rear of the Shell service station at 4530 Angeles Crest Highway. Bill Koury represents Jay Rabadi, the business owner. The site is located at the edge of the Downtown Village Specific Plan (DSVP), which calls for pedestrian-oriented uses. He noted however, that the service station has been at its current location, adjacent to the freeway and near the entrance to the Angeles National Forest, since 1988.

The project requires acquisition of two cleared parcels, 936 Craig Avenue and 4537 Marvin St., which are owned by La Cañada Properties. This would add 3,741-sf to the rear of the 19,390-sf gas station site. Mr. Rabadi proposes to subdivide the Craig Avenue lot into two, 25-ft-wide parcels, to accommodate the carwash and lube station. The Marvin Street parcel would contribute land at the southeast corner of the service station. The new services would be accessed from the north and south ends of the gasoline service station only – direct access from public streets is not proposed.

Senior Planner Buss observed that Mr. Rabadi would own the subdivided parcels, while the gas station is owned by Shell Oil. The gas station would not change in appearance; pump islands, convenience store and repair bays would remain.

The requested entitlements were reviewed. The Craig and Marvin parcels which are subject to a Tentative Parcel Map, lie within the Mixed Use 1 Zone, whereas carwash and lube stations are only allowed in the Mixed Use 2 Zone with a Conditional Use Permit. Should the Commission look favorably on the requested zone change from MU1 to MU2, a recommendation to the City Council that it change the zone would be appropriate. The Variance addresses a reduction in length of the drive-through lane for the carwash and express lube from the required 160 ft to 87 ft. The DVSP states that current standards of the Zoning Code shall apply for parking if the Village Center Parking District is not established. Since that is the case, standards fall back to those cited in the Community Planned Development Section; a minimum of 10 ft wide and 160 ft in length. He noted that those standards were established for drive-through food service and pointed out that the carwash is a steady, two-minute operation, which reduces the need for a sizable queue length. Staff's initial thought was to move the building south 15 ft to allow for additional stacking, however the City's Traffic Engineer suggested that moving the building northward and reversing the direction of travel would provide two more stacking spaces. Egress would continue out to Craig Avenue. The Traffic Engineer pointed out that the majority of traffic enters the site heading north on Angeles Crest from the adjacent Dance Studio site.

Staff asked for an additional condition requiring a recorded covenant between Shell Oil and Jay Rabadi, requiring reciprocal access and parking agreements between the two lots and a lot tie.

Staff was concerned with noise to adjacent residential properties. Mitigating factors were: a six-ft-high wall at the perimeter of the new lot, a 25-ft-wide parcel separating the carwash from residential, the carwash and lube bay would be fully contained within a single building, the air dryer for the carwash would face the freeway and would not exceed 60 dBA when measured 50 ft from the exit - this is within acceptable noise range for commercial uses per the General Plan.

Environmental issues are addressed in the Program EIR for the DVSP. A separate resolution making a finding of consistency with that document was prepared; its mitigating conditions apply to the project.

Senior Planner Buss commented that the Shell station existed twelve years before adoption of the Downtown Village Specific Plan. The proposed structure would be an accessory use on the site and smaller in scale than the main building, with sole access from the Shell station. Staff recommended approval with conditions as noted.

Commissioner Engler did not believe a Variance for a substandard service lane was applicable to this project. He pointed out that the CPD Zone alludes to drive-through lanes for food service, where adequate stacking distance is critical.

Senior Planner Buss concurred, adding that the CUP would address parking issues.

City Attorney Steres advised that the Commission could deliberate whether a carwash is simply a use that was not intended to have a drive-through service lane. The Commission could make a finding that the variance is unnecessary and deal with parking through the CUP process.

Responding to questions from Commissioner Cahill, Senior Planner Buss advised that the City does not have noise level limitations for commercial construction sites. The draft conditions require the applicant to comply with the Noisy Construction Ordinance, which doesn't apply to commercial sites, but gives the Commission an acceptable level of noise for the neighbors. The Ordinance prohibits noise greater than 65 dBa measured at the property line between 7:00 pm and 7:00 am. He recognized the level of noise emanating from the air dryer, but reminded the Commission that neighboring homes are commercially zoned.

The lot tie would lock the parcels together so long as the structure exists. He confirmed that 25-ft-wide parcels are allowed in commercial areas and that the project is subject to Design Commission review, and City Council approval for the change of zone.

Commissioner Davitt asked if Staff had statistics on the noise level from the freeway.

Director Stanley responded that it is well over 65 dBa and that the City is preparing a study for sound walls in the area.

Senior Planner Buss advised that the air dryer would be located just inside the entry of the building and up high – higher than the perimeter wall – so there

would be some noise deflection. Properties to the south would be impacted more than those to the north.

Commissioner Engler pointed out that the EIR for the Downtown Village Specific Plan allows up to 70dBa for church and school uses. Given that the project is adjacent to the freeway, he felt any noise impact would be minimal.

Commissioner Davitt asked if parking is allowed on Angeles Crest Highway.

Director Stanley noted the numerous curbs and driveways.

Vice-chair Gelhaar addressed the lot to be divided, which is owned by La Cañada Properties and is leased to a third party who uses it for storing a myriad of items. He asked if such a use was legal.

Director Stanley advised that under current code, it is not; however, that site has been used for storage prior to the City's incorporation and therefore grandfathered.

Commissioner Gelhaar commented that if the Commission approved the requested lot split, a new lease agreement might be triggered. If so, it would give the City the opportunity to enforce current Code.

Bill Koury representing the business owner, requested that draft condition #16, be reworded to allow the carwash/lube building to remain as proposed or moved 10 ft south to allow a 5<sup>th</sup> car to stack. He asked that his engineer be allowed to work with Staff to rearrange the parking. He advised that 75-80% of customers enter the gas station heading north on Angeles Crest, facilitating entry into the carwash from north to south. He believed that was the optimum circulation pattern. He had no further comments and advised that the civil engineer was present to answer any questions.

Responding to questions from Commissioner Davitt, Mr. Koury advised that of the 20-30 customers who use the gas station per hour, approximately 4 per hour would use the carwash. Approximately 2-3% of total projected carwash customers would come off the street. Sixty-five percent of their business would be on weekends; with the remainder mostly between 10:00 a.m. and 3:00 pm on weekdays.

Commissioner Davitt noted that it would take approximately 2 minutes to go through the carwash. He asked what the timeframe was for a car lube.

Mr. Koury responded that his client would act on the lube component only if he is able to buy the Shell property. He advised that Shell would not entertain extending the food mart to the full end of the lube pit. The lube is a possible future situation and he recognized that if he does not act upon the lube station within 12 months, that component of the CUP would expire and he would have to reapply.

Commissioner Davitt commented that he was trying to get the parking and stacking situation clear. He stated "there is not a lot of land and its on a highway". Given the minimal available parking on and off site, he questioned where a motorist would park if he only wanted a lube. He did not believe that parking on the Highway would be safe.

Mr. Koury responded that most customers would return if they saw a line. He stated there is a lot of competition, it is not a volume business, and it is not the primary purpose of the request. If the Commission determined there were problems, they would close it or, if the Commission prefers to avoid such a situation, he stated he would withdraw that part of the request.

Commissioner Cahill confirmed that the carwash differs from a full service operation in that it takes 2 minutes and operates without personnel.

Commissioner Davitt inquired if a vacuum area would be provided.

Mr. Koury advised that such conveniences depend on available space. It is a service that would loose money for his client but the inclination is to make it available. He related that the service station's air pump is oftentimes inoperable because his client cannot keep up with required repairs. He added that if the Commissioners had a concern, it would not be provided.

Director Stanley interjected that such service was not part of the pending request.

Ahmad Khadari, A & S Engineering, reported that a decision has not been made whether to provide a vacuum for customers who want to clean the interior of their cars. He stated that a vacuum could be located near the water unit. The plan was to relocate the air and water service to the northwest corner, which would use a parking space.

Director Stanley suggested that the applicant return with an amendment to the CUP if the Commission approves the underlying request.

Commissioner Engler's greatest concern was egress and asked that a condition be added allowing only right turns out to Angeles Crest Highway. He recalled that the Commission imposed a similar condition on the adjacent dance studio.

Director Stanley remarked that when motorists currently make left turns out of the station, traffic is generally stopped on Angeles Crest, due to the traffic signal. According to the Sheriff's Department, there is a low incidence of accidents in the area over the past 4 years.

Commissioner Engler added that he preferred to curtail the hours of operation from 7:00 am to 5:00 pm. Doing so would mitigate noise to nearby residential uses and be in line with other carwash operations.

Mr. Koury advised that the peak hours for the carwash differ from when traffic peaks on Angeles Crest. He offered to close the carwash at 8:00 pm if it was economically feasible for his client.

Mr. Khadari interjected that he could reduce the noise on the air blower by 3-5 dBa with a muffler.

Commissioner Engler pointed out the lack of a sight-line plan for lighting. He requested a condition that it be to the Director's approval.

Senior Planner Buss stated that the Design Commission would also review that aspect.

Commissioner Davitt confirmed that the gas station is open 24 hours. The front door closes at 10:00 pm, but the attendant can access the convenience store area through another door.

Commissioner Engler reiterated his concerns with egress and motorists crossing over a double line while watching north and southbound traffic.

Director Stanley was concerned that a right-turn-only would increase traffic in nearby neighborhoods. He offered to have the Public Works Commission review the issue.

Vice-chair Gelhaar opened the public hearing. Comments were not offered and the public hearing was closed.

Commissioner Cahill stated that while the requested use was an initial concern, he recognized the neighborhood is in transition and going commercial. The requested use is related to the gas station. He shared Commissioner Engler's

concerns regarding egress and concurred with the interior traffic flow as suggested by the applicant; it is logical north to south as originally proposed. He added that moving the building would allow only one additional stacking space. He also believed that a lot tie is critical.

Commissioner Davitt expressed appreciation for the detailed staff report. He preferred that the potential outside vacuum area be eliminated as it would eliminate a parking space and since Mr. Koury indicated the lube station was not critical, he preferred it also be eliminated. He agreed with the directional flow proposed by the applicant and he requested an additional condition requiring noise reduction on the air dryer. Addressing hours of operation, he felt 9:00 pm was excessive and that 7pm or 8 pm would be more sensitive to the adjacent neighborhood.

Commissioner Engler asked if after the lot split, could the applicant enter into a short term lease with La Cañada Properties for the property behind the carwash and use it for construction parking.

Mr. Koury responded that he would approach La Cañada Properties.

Vice-chair Gelhaar summarized his concerns: the interior traffic direction should be north/south, exclude the lube station and the potential vacuum area and add a noise reduction system to the air dryer. He supported a 7:00 or 8:00 pm closing time and asked that either the Variance be excluded or a statement made that it is not needed.

Attorney Steres commented that the decision would be easier if the Commissioners agreed to eliminate the need for a variance.

The Commissioners agreed to do so.

M/S/C Cahill/Davitt making a finding of consistency with the Program Environmental Impact Report for the Downtown Village Specific Plan as it relates to Zone change 04-01, Tentative Parcel Map 060095 and Conditional Use Permit for an automated carwash to be located at the rear of 4530 Angeles Crest Highway at 936 Craig Avenue. Unanimous.

Attorney Steres reviewed the modification and added conditions as discussed: Strike approval of the express lube station, prohibit a vacuum system, require a noise reduction package on the air dryer, require a lighting plan which is subject to Design Commission and the Director's approval, add a condition requiring a covenant with CC & Rs for reciprocal access and parking and a lot tie between the Shell Station and the Craig lots, modify condition #15 and

require construction parking to be “off street”, strike and replace draft condition #16 requiring a parking plan be submitted for approval by the Director and Traffic Engineer. Modify #19, changing hours of operation for the carwash to cease at 7:00 pm.

Discussion followed regarding restricting egress to Angeles Crest Highway to right-turns-only. Vice-chair Gelhaar preferred to defer to the Public Works Commission, which has authority in these matters.

The Commissioner agreed to add a condition that egress to Angeles Crest Highway be referred to the Public Works Commission for final consideration.

M/S/C Davitt/Engler approving Tentative Parcel Map 061195 and Conditional Use Permit 380 to allow an automated carwash behind 4530 Angeles Crest Highway at 936 Craig Avenue and recommending that the City Council approve Zone Change 04-01. Unanimous.

**C. Floor Area Review 04-11; Moses; 4377 Chevy Chase Drive:**

Director Stanley reported the property owner’s request for a residential expansion, including a new second-floor yielding total floor area that would comply with code, but exceed the 4,500-sf review threshold for properties with less than 80 ft of frontage.

The project site is located on the west side of Chevy Chase Drive, mid-block between Foothill and Descanso Drive in the R-1-20,000 zone. It is a long and narrow 22,000-sf lot with 75 ft of frontage, configured similarly to properties to the north and south. Driveways flank the north and south sides of the lot and there is a large deodar at the front of the property. Total proposed FAR is 6,150-sf. The existing front setback of more than 50 feet would be maintained, while a 15-20-ft recess between at the front between the first and second floors results in a second-floor front setback of 75 ft.

The focus of the request is the new second floor, which would be centered on an expanded first-floor. Building height would reach 24 ft with compliant setbacks on all sides. The neighborhood composition is noticeably mixed with one and two-story homes, many comparable to the requested project. Director Stanley noted that 70% of the project is first floor development.

Since the overall scale is consistent with neighborhood development patterns and the new second floor would be visually minimized by its setback, and limited height, staff recommended approval. Two added conditions were suggested to require fencing and protection of the deodar during construction and perhaps limiting the amount of paving around the deodar.

Responding to a question from Commissioner Engler, Director Stanley advised that the driveway aprons on either side are existing; the applicant is proposing a circular driveway,

Commissioner Engler did not believe that the separation between the aprons meets Code.

Project architect Clara Yoshihara advised that she had suggested to protect the deodar with more landscaping; however her client prefers to add paving. She noted that additional landscaping is proposed along the driveways and in front of the house. She reported that the south-side driveway does not serve the garage; it is approximately 13-ft wide and is landscaped. Ms. Yoshihara pointed out that many neighboring properties accommodate circular driveways and offered to increase the landscaping along both driveways, around the tree and at the front. She then described the project, which consists of enlarging small bedrooms and adding a master suite on the new second-floor.

Vice-chair Gelhaar opened the public hearing.

Anders Troedsson reported that he represented two property owners on Hayman Avenue, behind the subject site. Their concern is with the balconies and windows that have views into their back yards. He requested that the balcony shown on the west elevation be eliminated.

Ms. Yoshihara stated that the back balcony is approximately 6' x 12' and located at the farthest side of the property line. There is over 100 ft between that balcony and the rear property line. Mature trees and a pool further separate her client's home from neighboring homes to the rear and she doubted there would be any impacts to neighbors.

Further comments were not offered and the public hearing was closed.

Commissioner Cahill did not have a problem with the general development concept, however the requested circular driveway was troubling. He believed that given the narrowness of the lot, the property would take on a hard look. He preferred to eliminate the circular driveway and maintain a single side driveway.. Regarding the concerns of Mr. Troedsson's clients, he felt the deep lot provided plenty of distance between properties.

Commissioner Engler stated that he wanted the regulations met for driveway apron separation.

Commissioner Davitt stated that he had an issue with the south side setbacks and believed it should be increased to 8 ft on the first-floor and 16-ft for the second-floor, consistent with other threshold review projects. He concurred with providing more protection for the deodar and allowing the circular driveway.

Vice-chair Gelhaar noted the parking prohibition on the east side of the street, which is why he initially didn't have a problem with the circular driveway. However, as proposed the new driveway would appear even more massive on the narrow lot. He pointed out the ample parking areas along the sides and in front. He concurred with Commissioner Davitt regarding the side yard setbacks and concluded by stating the he is very sensitive with impacts caused by balconies however, the adjacent home has an almost identical scheme.

After being given the option of a continuance or a vote, Ms. Yoshihara stated her understanding that she would be allowed south side setbacks consistent with the existing building line.

Director Stanley confirmed that would typically be the case on parcels with wider frontages; however, the Commission typically imposes side setbacks of 8' and 16' on properties with less than 80 ft of frontage. He suggested that requiring only the second floor to meet that standard might work.

Commissioner Engler preferred to eliminate the circular driveway and have the Director review hardscape in the front yard to ensure that it be kept to a minimum.

M/S/C Cahill/Davitt to approve Floor Area Review 04-11 with a condition that the second floor be set back 16 ft from the side property lines, that the circular driveway be eliminated, subjecting hardscape in the front yard to the Director's approval and requiring protection for the deodar at 3½-times its diameter. Unanimous.

**D. Floor Area Review 04-10; Layton; 1951 Ravista Lane:**

Director Stanley described the applicants' request to expand their single-story home along both sides and to the rear. Total floor area would reach 4,863-sf, which complies with the 6,109-sf standard for the lot, but exceeds the 4,500-sf review threshold for lots with less than 80 ft of street frontage.

The project site is located at the end of a cul-de-sac on Ravitsa Lane, west of Palm Drive, in the R-1-15,000 zone. The lot measures 131' x 166' for 21,779-sf of area, making its 22-ft of frontage along the cul-de-sac, misleading.

The expansion would be primarily to the rear and south side of the home; compliant setbacks are provided in all directions. Though the footprint would more than double, the home would be 1,200-sf below the maximum allowed for the lot. A new, two-car garage and a separate one-car garage would be constructed slightly north of the existing garage which will be converted to habitable.

Massing or view issues are not apparent, nor are issues of compatibility. Staff recommended approval as conditioned.

Responding to a comment from Commissioner Gelhaar regarding gate heights, property owner Thomas Layton advised that the gate has been in place for a long time, but it would be removed as part of the project.

Project architect Cheryl DeMarco, reported that her design maintained the Ranch style design, similar to other homes in the neighborhood. Since parking is limited on the cul-de-sac, extra parking would be available on the driveway to the east.

Vice-chair Gelhaar opened the public hearing. Comments were not offered and the public hearing was closed.

Commissioner Davitt supported the project, stating that the single-story design is sensitive to the area and meets setback requirements.

Commissioner Engler stated that he liked the entire approach, specifically the third garage.

Commissioner Cahill observed that the only reason this project was before the Commission is that it lacks street frontage. Staff's statement that the minimal street frontage is a product of the adjacency to the cul-de-sac and is not indicative of the nearly 22,000-sf of area, "says it all".

Vice-chair Gelhaar thanked the architect for her sensitive design.

M/S/C Davitt/Engler to approve Floor Area Review 04-10 as conditioned.  
Unanimous.

- E. **Tentative Parcel Map 061169; Jong, Kim, Kim: 4504 Viro Road:**  
Senior Planner Buss announced that the applicant had requested a continuance to an unspecified date, therefore a staff report was not provided to the

Commissioners. He suggested that the public hearing be opened since the project was advertised.

Vice-chair Gelhaar invited testimony; however, since comments were not offered, the public hearing was closed.

M/S/C Davitt/Cahill to continue Tentative Parcel Map 061169 to a date uncertain. Unanimous.

## **VII. OTHER BUSINESS**

A. Report on administratively-approved Hillside Development Permit 04-56; Klune; 4075 Chevy Chase Drive:

Vice-chair Gelhaar reported on a hearing at which he presided and which he approved. The new property owner proposes a modest single-story addition to the rear of the house. He recalled that the former property owner appealed a much more ambitious project to the City Council.

## **VIII. COMMENTS FROM THE COMMISSIONERS:**

Commissioner Cahill referred to a letter sent to all Commissioners from the Assistance League regarding the needs of seniors in the community. He asked if there was any assistance the Commission could offer.

Director Stanley related that the state requires cities to update their Housing Elements every 8 years, as the state wants to deal with low and moderate income housing, which generally includes seniors. There are also housing opportunities in the Downtown Village Specific Plan and with second units. The City also has a Handy Workers program and Sewer Connection Grant program for low and moderate income groups, under which many seniors qualify.

In 1993-94, the City conducted a Senior Needs Assessment which pointed out that land cost is the major drawback to providing senior housing. He suggested that the Commission might want to refer the League to the City Council.

Vice-Chair Gelhaar briefly reviewed the files advised that the City attempted to get developers interested in providing senior housing. The majority of developers felt the requirements for 15 units per acre and parking were too restrictive.

Commissioner Cahill felt the Assistance League was looking for more immediate assistance.

Vice-Chair Gelhaar recalled attending a seminar at the Planners Institute in Monterey, where he learned that the City of Pasadena has volunteer groups to transport seniors.

Commissioner Engler confirmed that the R-1 revisions would be on the agenda for October 26<sup>th</sup>. He then asked that Staff check on an obviously dead oak in the 100 block of Inverness, north of Berwick. It is located on city property and needs to be removed.

Commissioner Davitt asked Staff to check Gould Avenue, the first house below Foothill on the west side. It appears that the property owner is storing ambulances,

Vice-Chair Gelhaar requested a status report on the City's search for a new planner.

Director Stanley advised that the application process closed the prior week. He would review the weeded applications and eventually, a panel of planning professionals will conduct interviews.

**IX. COMMENTS FROM THE DIRECTOR**

Director Stanley did not have further comments

**X. ADJOURNMENT**

M/S/C Davitt/Cahill to adjourn at 8:05 p.m. Unanimous.

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Secretary to the Planning Commission