

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

July 18, 2013
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Moss
Vice Chair Esselman
Commissioner Craft (arrived at 7:01)
Commissioner Maul
Commissioner Montero (arrived at 7:24)
Commissioner Scully
Commissioner Wagner

Staff Present

Steve Szafran, Senior Planner, Planning and Community Development
Paul Cohen, Planning Manager, Planning and Community Development
Kate Skone, Planning Commission Clerk

CALL TO ORDER

Chair Moss called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Liaison the following Commissioners were present: Chair Moss, Vice Chair Esselman, and Commissioners Maul, Scully, and Wagner. Commissioner Craft arrived at 7:01 p.m. and Commissioner Montero arrived at 7:24 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

APPROVAL OF MINUTES

The minutes of June 6, 2013 were adopted as submitted.

GENERAL PUBLIC COMMENT

No one in the audience indicated a desire to address the Commission during this portion of the meeting.

PUBLIC HEARING: LIGHT RAIL STATION SUBAREA STUDY BOUNDARIES

Chair Moss reviewed the rules and procedures for the public hearing and then opened the hearing.

Staff Presentation

Mr. Szafran explained that the current land use map (Figure LU1) from the Comprehensive Plan designates light rail station study areas as half mile-radius circles from potential stations at Northeast 185th and 145th Streets. Phase 1 of the subarea plans for each of the station areas will include adoption of revised, parcel-specific study area boundaries. This hearing is an opportunity for the community to comment and the Planning Commission to make a recommendation to the City Council on the proposed study area boundaries.

Mr. Szafran recalled that at their June 20th study session, the Commission discussed the following changes to the study area boundary map:

- **Replacing the ¼ and ½ mile radius circles with the land use and Mobility Study Area boundaries.** The Commission agreed that this would be appropriate.
- **Removing the Land Use Study Area from 5th Avenue Northeast.** The Commission agreed that that this was appropriate, given that the focus of the land use changes should be within the ¼ and ½ mile area surrounding the light rail stations.
- **Removing Mobility Study Area from 8th Avenue Northeast.** The Commission directed staff to leave 8th Avenue Northeast as a Mobility Study Area, and the updated map reflects this change.
- **Removing Mobility Study Area from Northeast 187th and 188th Streets.** The Commission directed staff to leave these two streets in the study area, and this change is reflected in the updated map.
- **Adding Mobility Study Area for Meridian and 15th Avenue Northeast.** The Commission agreed that these two streets should also be included in the mobility study, and the map was update accordingly.
- **Adding the Ridgcrest Commercial Area as an Opportunity Site and Paramount Park as an Environmental Asset.** The Commission agreed with these two changes, and the map was updated accordingly.

Questions by the Commission

Commissioner Scully noted that the updated Comprehensive Plan Land Use Map does not show the adjustments to the Mobility Study Area boundaries as discussed by the Commission at their last meeting and shown on the draft Light Rail Station Study Area Boundary Map. He pointed out that the Light Rail Station Study Area Boundary Map would not be as accessible to citizens as the Comprehensive Plan Land Use Map. Mr. Szafran noted that the Light Rail Station Study Area Boundary Map will be posted on the City's website.

Mr. Cohen explained that while it is important to identify the Mobility Study Area boundaries on the Light Rail Station Study Area Boundary Map, it is not necessary to include them as part of the Comprehensive Plan Land Use Map as long as the Light Rail Station Study Area Boundary Map is available online and accessible to the public. Instead, he suggested that perhaps a reference to the Light Rail Station Study Area Boundary Map could be made on the Comprehensive Plan Land Use Map. Mr. Szafran pointed out that it is also difficult to identify Opportunity Sites and Environmental Assets on the

Comprehensive Plan Land Use Map. Opportunity Sites, Environmental Assets, and Mobility and Land Use Study Areas are not actual Comprehensive Plan designations.

Commissioner Scully suggested that the study area boundaries should be consistent on both the Light Rail Station Study Area Boundary Map and the Comprehensive Plan Land Use Map. However, he agreed that it would not be appropriate to identify Environmental Assets and Opportunity Sites on the Comprehensive Plan Land Use Map.

Commissioner Craft pointed out that the colors used to delineate the study areas are not intended to be color coordinated with the colors used to identify Comprehensive Plan land use designations. He suggested that staff either use different colors or provide additional text to make this clear. The remainder of the Commission agreed.

Chair Moss pointed out that the legend provided for the Light Rail Station Study Area Boundary Map does not identify what the pink lines represent. Mr. Cohen agreed that something should be added to the legend to make it clear that the pink lines identify extensions of the Mobility Study Area.

Commissioner Wagner clarified that the Commission will not make the final decision regarding the study area boundaries. Instead, the Commission will make a recommendation to the City Council and the City Council will make the final decision. Mr. Szafran advised that the City Council would conduct a study session and a public hearing before making a final decision.

Commissioner Scully asked staff to briefly explain the steps in the process that led to the proposed study area boundaries. Commissioner Craft also asked staff to explain what each study area represents. Mr. Szafran said the initial study area boundaries were adopted as part of the Comprehensive Plan in December 2012, and they served as a placeholder until staff had an opportunity to engage in a public process to refine the study area boundaries. Based on the City Council's direction that the boundaries be more clearly defined as soon as possible, the Planning Commission formed a Light Rail Station Area Planning Subcommittee to meet with staff to develop criteria for setting the subarea boundaries. The criteria included walk and bike travel sheds, topography, Comprehensive Plan policy direction, existing conditions in the community, jurisdictional boundaries, and homeowner preference. He explained that the Commission's preference was to be as inclusive as possible. He advised that the draft boundaries are based on the criteria and the subcommittee's recommendation.

Commissioner Wagner added that the Commission discussed the desire to be inclusive of the environmental assets, and they looked at the edge of every boundary. The logical boundaries were major thoroughfare streets, including parcels lining both sides of major streets. Because the intent was to be more inclusive, they included a greater number of streets in the study areas even if the desire was to reduce the impact on certain streets. This enables the City to study the impacts and identify traffic calming measures that could be implemented to reduce impacts, such as cut-through traffic. For example, numerous people were concerned that Perkins Way would be used as a cut-through route. The Commission decided to include this street in the Mobility Study Area, not because they anticipate significant transition and zoning changes, but so the potential impacts associated with the stations could be studied and addressed appropriately.

Mr. Szafran explained the intent of the Mobility Study Area is to examine routes that potential transit users would likely use to travel to and from stations. The study will include such things as traffic calming devices, wayfinding for preferred routes, etc. The Land Use Study Area identifies areas that are likely to undergo some kind of transition and/or zoning changes.

Commissioner Scully emphasized that the study area is not intended to represent a final decision for any particular parcel. It intended to be used as a focusing tool for the next step, which is considering potential Comprehensive Plan and land use changes.

Chair Moss clarified that Sound Transit will make the final decision about where the light rail stations will be located. The Light Rail Station Study Area Boundary Map identifies what the City and Commission anticipates is the most likely location for the stations, but there is potential that one of the stations may be at Northeast 155th Street rather than Northeast 145th Street. The final decision regarding station location will not be made until later this year. If Sound Transit decides that the station should be located at Northeast 155th Street, the Light Rail Station Study Area Boundary Map would need to be adjusted accordingly.

Commissioner Montero arrived to the meeting at 7:24 p.m.

Public Testimony

Roberta Overstreet, Shoreline, asked for clarification about why 5th Avenue Northeast was removed from the Land Use Study Area, and 8th Avenue Northeast was added to the Mobility Study Area. She said that she lives at the corner of 8th Avenue Northeast and Northeast Serpentine Place, and she is not clear about what is being proposed for those two streets. She asked if 8th Avenue Northeast would be made a major arterial.

Dan Dale, Shoreline, said he lives in the North City area. He thanked the staff for clarifying what the pink lines on the map are intended to represent. Adding this explanation to the legend would be great, but he suggested they either expand the boundary to include the pink routes, or provide text to make it clear that the pink routes are mobility areas of study even though they lie outside the boundary. He said he anticipates that Perkins Way and Northeast 180th Street will serve as huge funnels of traffic for people coming from Lake Forest Park, Mountlake Terrace, etc.

Mr. Dale said it is important to consider the City's framework goals. He particularly suggested that the Commission stress Framework Goals 10 and 11 to the City Council and Sound Transit. Respecting neighborhood character and soliciting community input is very important. For people that live within the study area, it is difficult not to have an attitude of "not in my backyard," particularly those who live close to where the stations will likely be located. These people should have a very strong voice in the decisions that are made, and impacts on zoning should be carefully evaluated.

Mr. Dale questioned how the proposed large parking structure could be built. He noted that a 300 to 500 stall parking structure would occupy a large footprint. He suggested they pursue a partnership with the Shoreline School District to construct a parking structure on the stadium property, which would be within a short walking distance to the proposed station without displacing a significant number of houses.

Mr. Dale said it is important to clarify the possibility of a zoning change to 48 residential units per acre, which is significant. While many will paint this as a benefit, it is important to keep the potential impacts in mind and consider how it could change the neighborhood character. He said he would like more information about how many stories would be allowed in an R-48 zone.

Joyce Treacy, Lake Forest Park, said her mother owns a home on Northeast 180th Street, just off of 15th Avenue Northeast. She said the map shows there is a possibility of a rezone in this area. She asked the timeframe for potential zoning changes.

Final Questions and Deliberations

Mr. Szafran said that 5th Avenue Northeast was originally included as part of the Land Use Study Area, but it was later removed at the direction of the Commission. The Land Use Study Area boundary now stops at Northeast 175th Street. He said the pink line was added to 8th Avenue Northeast so it could be included in the Mobility Study Area to study the impacts of associated station traffic as well as potential mitigation. It does not mean the street will be changed to accommodate more traffic. Commissioner Wagner explained that, at one point, 8th Avenue Northeast was excluded from the Mobility Study Area because the preference is to have 5th and 10th Avenues Northeast bear the brunt of the traffic. These two streets are wider and are already identified in the Transportation Plan as streets that would be higher priority for improvements to accommodate more traffic. However, just because 5th and 10th Avenues Northeast are designated as the preferred routes doesn't mean that people won't use 8th Avenue Northeast to access the station. The Commission agreed to put the pink lines back on the other streets so that potential impacts and possible mitigation could be considered.

Chair Moss reiterated that the Commission prefers to include the streets identified in pink in the Mobility Study Area so they can be studied and the potential impacts can be addressed. She commented that it is very important to keep neighborhood character and safety in mind. She expressed concern that extending the purple Mobility Study Area boundaries to include the streets with pink lines could give the impression that all the properties between the pink lines would also be part of the study area. She suggested it might be better to simply provide a description of what the pink lines represent. Mr. Szafran suggested that, rather than including a description on the map, it might be better to place the description elsewhere in the Comprehensive Plan. Chair Moss stressed that articulating what is meant by the pink lines is incredibly important.

Vice Chair Esselman reiterated that the Commission decided to make the Mobility Study Area more inclusive rather than less inclusive. Just because areas are included does not necessarily mean there will be zoning changes. She commented that the properties within the study area boundaries would be looked at in finer detail as part of the next step.

Mr. Szafran announced that staff will work with a consultant in the coming months to complete market studies, identify current conditions, etc. He said the consultant has until the end of June 2014 to make a recommendation for proposed Comprehensive Plan and zoning designations. The consultant's recommendation would be reviewed by the Planning Commission before it is forwarded to the City Council for ultimate adoption. Mr. Cohen said that as the process moves forward, there will be ample opportunity for public input about potential changes. He said it is likely that the lines on the map will

change as the process goes forward, but the Commission wanted to make sure the boundaries were broad enough that they did not ignore possible opportunities or impacts.

Chair Moss commented that the City has a webpage that contains all of the available information related to light rail station area planning. The Commission has appointed a subcommittee of three (Maul, Scully, and Craft) to work closely with staff and various organizations. The subcommittee meets monthly and reports back to the Commission. The meetings are open to the public and citizen feedback is encouraged. She emphasized that build out will not begin for several years, and Sound Transit will make final decisions regarding the station locations, as well as the location of any parking garage. The City's goal is to address potential issues and impacts early in the process.

Vote to Recommend Approval or Denial or Modification

COMMISSIONER WAGNER MOVED THAT THE COMMISSION RECOMMEND TO THE CITY COUNCIL ADOPTION OF THE PROPOSED CHANGES TO THE CITY'S COMPREHENSIVE PLAN LAND USE MAP SHOWING THE REVISED LIGHT RAIL STATION SUBAREA STUDY BOUNDARIES AS PRESENTED BY STAFF AND INCLUDING THE PINK DASHED LINES THAT ARE SHOWN ON THE LIGHT RAIL STATION STUDY AREA BOUNDARY MAP. COMMISSIONER MONTERO SECONDED THE MOTION.

Commissioner Wagner recalled that the Commission started this process with the original ¼ and ½ mile circles around the light rail stations. The walking study the subcommittee did was invaluable, and their work was helpful in understanding the reasons for the proposed study area boundaries. The Commission reviewed the boundaries in depth and challenged nearly every border in their study sessions. She said she believes the map has been refined adequately and appropriately.

Commissioner Montero also commended the subcommittee for their excellent work and the tremendous amount of input that was provided by the staff and community. He said he believes the Light Rail Station Study Area Boundary Map is well thought out.

Commissioner Scully reviewed that there was a recent community meeting on May 22nd regarding the proposed study area boundaries, which was very well attended. The comments to date are consistent with the comments received during the Commission's public hearing. Although there are some concerns, he is impressed with how generally excited people are. He emphasized that the map is intended to be used as a focusing tool and is just the first step in the process. He said he supports the motion.

COMMISSIONER WAGNER MOVED THAT THE MAIN MOTION BE AMENDED TO ADD A RECOMMENDATION TO THE CITY COUNCIL THAT THE FOLLOWING DEFINITIONS FOR MOBILITY AND LAND USE STUDY AREAS BE INCORPORATED INTO THE COMPREHENSIVE PLAN (See Page 12 of the meeting packet, under Agenda Item 6.A):

- **THE LIGHT RAIL MOBILITY STUDY AREAS AND MOBILITY STUDY PATHWAYS ENCOMPASS A BROADER REGION AND ARE DRAWN ON EXISTING RIGHTS-OF-WAY. IN SOME CASES, THE MOBILITY STUDY ENCOMPASSES ARTERIALS AND**

OTHER ROADWAYS THAT ARE NOT INCLUDED WITHIN THE BOUNDARY. RESIDENTS LIVING WITHIN THE MOBILITY STUDY AREA OR ALONG ROADS LEADING TO THE STATIONS ARE CONCERNED WITH TRAFFIC IMPACTS TO THEIR NEIGHBORHOODS. THE INTENT OF THE STUDY AREA IS TO EXAMINE ROUTES THAT POTENTIAL TRANSIT USERS WILL LIKELY TRAVEL TO AND FROM STATIONS, AND MAY LEAD TO RECOMMENDATIONS REGARDING TRAFFIC CALMING, INFRASTRUTURE FOR ALTERNATE MODES OF TRAVEL, OR CREATING CONNECTIONS IN NEIGHBORHOODS WITHOUT DIRECT ACCESS.

- **THE LIGHT RAIL LAND USE STUDY AREAS REPRESENT SMALLER GEOGRAPHIC REGIONS THAT ARE MORE LIKELY TO UNDERGO TRANSITION AND ZONING CHANGES. THIS MAY LEAD TO RECOMMENDATIONS REGARDING APPROPRIATE USES, DESIGN AND TRANSITION STANDARDS, REDEVELOPMENT SCENARIOS, AND THRESHOLDS THAT MAY TRIGGER PHASED ZONING AND OTHER STRATEGIES TO ENCOURAGE IMPLEMENTATION OF THE SUBAREA PLANS. THESE LINES ARE GENERALLY DRAWN ALONG THE BACKSIDE OF PARCELS FRONTING AN ARTERIAL SO THAT TRANSITIONS OCCUR ALONG THE REAR OF A PROPERTY STEPPING INTO A NEIGHBORHOOD AND THERE CAN BE MORE CONSISTENCY IN SCALE AND DESIGN FROM THE STREETScape. IN SOME CASES, ENVIRONMENTAL ASSETS OR OTHER SENSITIVE AREAS THAT ARE NOT ANTICIPATED TO REDEVELOP WERE INCLUDED IN STUDY AREA BOUNDARIES IN ORDER TO CAPTURE INFORMATION ABOUT THEIR VALUE AND FUNCTION.**

COMMISSIONER MAUL SECONDED THE MOTION TO AMEND.

Mr. Szafran advised that, if the motion to amend is approved by the Commission, staff could make a recommendation to the City Council as to the appropriate location for the definitions to be inserted into the Comprehensive Plan. Chair Moss suggested that the definitions should be included in either the "definition" section or in a sidebar. She agreed that including the definitions would provide more clarity.

Chair Moss pointed out that a mobility study includes all modes of transportation, and not just vehicular. She questioned how this point could be made clearer in the Comprehensive Plan. Mr. Szafran said the definition for "Mobility Study Area" mentions other modes of transportation.

Commissioner Craft questioned if there would be an opportunity for the Commission to better refine the definitions after the maps have been adopted and make a recommendation that they be included in the Comprehensive Plan at a later time. Mr. Szafran expressed concern about waiting too long to incorporate the definitions into the Comprehensive Plan. He reminded the Commission that the definitions would become obsolete when the study area boundaries are replaced with Comprehensive Plan land use designations. Mr. Cohen suggested that the submittal letter that is attached to the Commission's recommendation to the City Council could include a recommendation that the definitions be incorporated into the Comprehensive Plan. Between now and the City Council's study session, staff could investigate the best location for them.

Commissioner Maul said he believes the definitions are very important and could be incorporated directly on the map as a sidebar. When the map is no longer applicable, both the map and the definitions could be eliminated from the Comprehensive Plan. He said there needs to be a direct connection between the map and what the boundaries mean.

Commissioner Scully said he does not disagree that an explanation is important, but adding definitions will have no impact on the process. He cautioned against slowing down the process to work on the definitions when what they really need to do is make sure the study areas are in place so they can move forward to the next phase of making actual changes to the Comprehensive Plan, which is where the most public input and discussion will be needed. If they can't agree on proposed definitions now, he suggested the Commission forward a recommendation of approval to the City Council for the proposed map and include in the transmittal package the explanatory letter found in the Staff Report to clarify what is meant by the two study areas.

Commissioner Wagner recalled that the City Council has given the Commission direction to figure out what the issues are. She suggested that the Commission could forward a recommendation to the City Council as part of their transmittal letter, and the City Council could decide if the definitions are appropriate, and if so, where they should be located.

Mr. Szafran pointed out that the terms "Mobility Study Area" and "Land Use Study Area" are defined on the City's website. Perhaps it would be appropriate to add a reference on the map to the City's website.

Chair Moss agreed with Commissioner Maul that adding the definitions to the map would make the map more user friendly for everyone. She suggested that perhaps the definitions should be inserted on the map and in the glossary of terms. She also agreed with Commissioner Scully that they should not postpone their recommendation related to the study area map. The Commission's desire to add definitions could be noted in their transmittal letter, and staff could provide additional direction regarding the issue at the City Council's study session.

Although she likes the idea of including the definitions on the map, Vice Chair Esselman agreed with Commissioner Scully that the Commission should take specific action on the map, and verbiage articulation should be a separate matter. She noted that the map and definitions will eventually be eliminated from the Comprehensive Plan when the studies have been completed. She expressed her belief that the Commission may be over thinking the issue a bit.

COMMISSIONER SCULLY MOVED TO AMEND COMMISSIONER WAGNER'S MOTION TO AMEND THE MAIN MOTION TO INCORPORATE THE DEFINITIONS AS OUTLINED IN THE PREVIOUS MOTION INTO THE DEFINITIONS SECTION OF THE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN. COMMISSIONER MONTERO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER WAGNER'S MOTION TO AMEND THE MAIN MOTION (AS AMENDED BY THE PREVIOUS MOTION) CARRIED UNANIMOUSLY.

Commissioner Maul reminded staff of the Commission's request to change the color of the purple line that identifies the Mobility Study Area boundaries.

THE MAIN MOTION, AS AMENDED, WAS UNANIMOUSLY APPROVED.

Closure of Public Hearing

Chair Moss closed the public hearing.

DIRECTOR'S REPORT

Mr. Cohen announced that the state is currently working on rules to regulate the growing, processing and retailing of marijuana. As a result, jurisdictions are scrambling to decide how to address the issue, and the City Council has asked staff to get started right away. He advised that staff will meet with the City Council on July 29th to discuss the issue further, and he anticipates having a discussion with the Commission on August 15th regarding the City Council's direction. Staff anticipates a public hearing before the Commission on September 5th.

Mr. Cohen reminded the Commission that the land use portion of the rules and regulations related to marijuana will be quite small. The bigger portion is related to licensing, which will not involve the Planning Commission. He summarized that this is a hot topic, and he anticipates a fair amount of discussion. He said he will draft the Staff Report soon so the Commission will have ample time to review the background information prior to their August 15th meeting.

Mr. Cohen pointed out that a study session to reconsider the transition area setback requirements has been postponed to the Commission's September 19th agenda. A public hearing has been tentatively scheduled for October 17th. He said this item was moved so that the public hearing was not the same night as the public hearing for the marijuana regulations. He said he anticipates a significant amount of public involvement for both topics. Chair Moss asked staff to confirm that none of the Commission's meeting dates conflict with the American Planning Association Conference in Bellevue on October 2nd-3rd.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Light Rail Station Area Planning Subcommittee Report

Commissioner Scully reported that the next step for the subcommittee is to attend community meetings related to light rail station area planning and listen to community feedback. He said he attended the 185th Station-Area Citizens Committee (185SCC) doorbelling day last weekend.

Commissioner Craft commented that one opportunity for the public to provide input related to station area planning is Thursday, August 1st, from 6:00 to 8:00 p.m. at the Unitarian Universalist Church on 1st Avenue Northeast. This event will be hosted by Futurewise. Another event is scheduled for Wednesday, August 7th, from 6:30 to 9:00 p.m. at the Prince of Peace Lutheran Church on 20th Avenue Northeast. 185SCC will also host an event on Thursday, August 22nd, from 6:00 to 8:00 p.m. at the Shoreline/Lake Forest Park Senior Center on 1st Avenue Northeast. He noted that information about the

events, as well as additional information, is available on the City's website. In addition, citizens can contact Miranda Redinger or Commissioners via email.

Chair Moss reported that she attended the light rail community meeting on July 11th that was sponsored by Senior Services of King County for the Korean community. The event was well attended by members of the Community. King County Council Member Dembowski and two or three Shoreline City Council Members were also in attendance. The event was a positive experience, and people were interested in hearing more. The participants were invited to brainstorm about things they would like to see in the station area. Ms. Redinger was the primary presenter at the event.

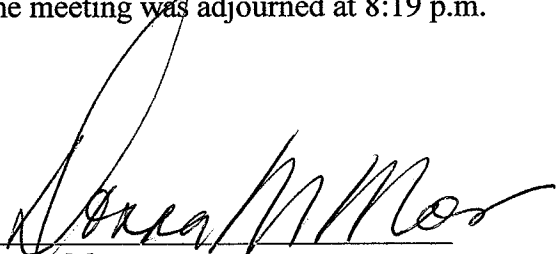
Chair Moss said she sent a link to the Commissioners via Plancom about a livable communities survey, which is being sponsored by the Puget Sound Regional Council (PSRC). The PSRC is seeking recommendations and feedback from all interested parties. She suggested that this link should be posted on the City's website, as well. The survey offers a good opportunity for members of the community to share their thoughts not only about light rail, but livable communities.

AGENDA FOR NEXT MEETING

Commissioner Moss announced that the Commission's August 1st meeting was canceled. Mr. Cohen advised that the American Planning Association's Washington Conference is scheduled for October 2nd and 3rd. He noted that there are no items currently scheduled on the Commission's October 3rd agenda.

ADJOURNMENT

The meeting was adjourned at 8:19 p.m.



Donna Moss
Chair, Planning Commission



Lisa Basher
Clerk, Planning Commission

TIME STAMP
July 18, 2013

CALL TO ORDER:

ROLL CALL:

APPROVAL OF AGENDA:

APPROVAL OF MINUTES:

GENERAL PUBLIC COMMENT: 1:25

PUBLIC HEARING: LIGHT RAIL STATION SUBAREA STUDY BOUNDARIES: 1:40

Staff Presentation: 2:50

Questions by the Commission: 6:48

Public Testimony: 25:17

Final Questions and Deliberations: 33:25

Vote to Recommend Approval or Denial or Modification: 48:00

Closure of Public Hearing: 1:08:31

DIRECTOR'S REPORT: 1:09:02

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Light Rail Station Area Planning Committee Report: 1:14:02

AGENDA FOR NEXT MEETING: 1:18:47

ADJOURNMENT:

100

100

100

100

100