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TRANSCRIPT MINUTES

STUDY SESSION

CITY OF SPARKS CAPITAL IMPROVEMENTS ADVISORY COMMITTEE

Tuesday, July 16, 2019
12:00 p.m. to 1:00 p.m.

Sparks City Hall Downstairs Training Room
431 Prater Way
Sparks, Nevada

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A P P E A R A N C E S

Commission Members Present:

- Scott Carey, Chair
- Shelley Read, Vice Chair
- David Blaco
- Mary Brock
- James Fewins
- Frank Petersen
- Dian VanderWell (absent)

Staff Present:

- Alyson McCormick
Assistant City Attorney

- Armando Ornelas
Assistant Community Services Director

- Jim Rundle
Planning Manager

- Jon Ericson
Transportation Manager

- Marilie Smith
Administrative Secretary
Community Services Department

Other Participants:

- Julie Masterpool, RTC
- Brian Stewart, RTC

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1 SPARKS, NEVADA, TUESDAY, JULY 16, 2019, 12:00 P.M.

2 -oOo-

3 CHAIRMAN CAREY: Well, I've got noon on my
4 clock here. I'll go ahead and call this meeting to
5 order.

6 This is the Capital Improvement Advisory
7 Committee meeting of July 16, 2019. Thank you all for
8 being here. We have a technical agenda and a review
9 today. So I appreciate everyone being here.

10 And next on the agenda is roll call.

11 MS. SMITH: Commissioner Carey?

12 CHAIRMAN CAREY: Present.

13 MS. SMITH: Commissioner Read?

14 COMMISSIONER READ: Here.

15 MS. SMITH: Commissioner Blaco?

16 COMMISSIONER BLACO: Here.

17 MS. SMITH: Commissioner Brock?

18 COMMISSIONER BROCK: Here.

19 MS. SMITH: Commissioner Fewins?

20 COMMISSIONER FEWINS: Here.

21 MS. SMITH: Commissioner Petersen?

22 COMMISSIONER PETERSEN: Here.

23 MS. SMITH: Commissioner VanderWell is absent.

24 Assistant City Attorney Alyson McCormick?

25 MS. MCCORMICK: Here.

1 MS. SMITH: Assistant Community Services
2 Director Armando Ornelas?

3 MR. ORNELAS: Here.

4 CHAIRMAN CAREY: Great. Thank you very much
5 for that. Are we expecting Committee Member VanderWell
6 today, or is she --

7 MS. SMITH: As far as I know.

8 CHAIRMAN CAREY: Okay. Cool. Make reference
9 in she comes in, comes in late.

10 Next on the agenda is review of the Committee's
11 July 18th agenda. There is just two items on the
12 agenda. One is a report on the 5th edition RRIF
13 Program. The recommendation is to file a report to the
14 City Council on that program.

15 The other one is a 6th, is a review of the
16 proposed 6th edition RRIF, RRIF fees.

17 And I wanted to take an opportunity, and I
18 appreciate the staff being here and the Committee being
19 here, to kind of provide a good overview of the RRIF
20 Program. This is a program that's been in place since
21 1996. It's helped fund a lot of regional road
22 infrastructure in the city and throughout, throughout
23 the region. I think, the last update was like 2015. So
24 a couple Committee members were around at that time. I
25 wasn't. So I wanted to kind of dive in to the program

1 and give the Committee a good review going into our
2 meeting on Thursday.

3 So with that, I'll turn it over to Jon, Jim and
4 Julie.

5 And it thanks, Brian, for being here as well,
6 too.

7 MR. STEWART: Thank you for asking me.

8 MR. ERICKSEN: Yeah, I -- before we get
9 started, Jon Erickson, the City Engineer.

10 I'd like to introduce Brian Stewart. Brian is
11 the Engineering --

12 MR. BRIAN STEWART: Director of Engineering.

13 MR. ERICKSEN: Director of Engineering over at
14 the RTC. He's the RRIF administrator, or the Regional
15 Road Impact Fee administrator for the program.

16 Julie Masterpool is with the RTC. I refer to
17 Julie as the gatekeeper of the Regional Road Impact Fee
18 Program.

19 And then Jim is our Planning Manager.

20 And then Commissioner Carey is also on the
21 RRIFTAC, or the Regional Road Impact Fee Technical
22 Advisory Committee.

23 So that makes up the three members from the
24 City of Sparks.

25 Before we get started, I'd like to go through a

1 couple acronyms that are kind of littered throughout the
2 items, or the two agenda items. And the first being
3 RRIF. And as I indicated earlier, it's the Regional
4 Road Impact Fee Program.

5 And so we talk a lot about CIP, and that's the
6 Capital Improvement Plan.

7 And one that you're probably not too familiar
8 with is GAM. And that's the General Administration
9 Manual for the Regional Road Impact Fee Program. It
10 basically outlines what the program does. It keeps it
11 consistent throughout the Truckee Meadows.

12 And then you'll also see CIAC, which is the
13 Capital Improvement Advisory Committee.

14 With that being said, I'll just briefly go
15 through the agenda items, as Commissioner Carey
16 indicated.

17 There's going to be a report to the Council on
18 the status of the current program. And what we will be
19 doing on Thursday is a short presentation that Julie
20 will be conducting on how much money has been invested
21 by the developers for the RRIF CIP since the inception
22 of the program, as well as an update on the 5th edition
23 projects.

24 And in the presentation, we're just going to be
25 discussion the projects in the City of Sparks. But in

1 your agenda packet there is one for the entire program
2 throughout the Truckee Meadows. So if you're interested
3 this things that are happening in Reno or in Washoe
4 County, that information is attached to your agenda
5 packet.

6 There are two alternatives that we've provided.
7 And the first would be approve the filing with the City
8 on the report of the progress of the CIP. And the
9 second would be, is if there are any questions or
10 concerns with the report, that you would provide
11 information to staff, and then we would have to come
12 back with our recommended answers to the questions that
13 are raised on Thursday night.

14 And then the second item, as Commissioner Carey
15 indicated, it's on the update to the 6th edition. And
16 there's four primary items that we'll be providing
17 information on. It's the land use assumptions, the
18 Capital Improvement Plan, the recommendation on fees,
19 and then an update to the GAM. And, again, that's the
20 General Administrative Manual.

21 The alternatives that we provided you are to
22 recommend to City Council approval of those four items,
23 or to provide comments to staff and then we would need
24 to come back and update you on the answers that we've
25 come up with.

1 With that being said, that's what's going to be
2 occurring on Thursday night. And so I would like to
3 hand it off to Jim to kind of go over the history of the
4 road program, 'cause there's, there was a NS --

5 MR. RUNDLE: -- SO --

6 MR. ERICKSEN: -- OI.

7 MR. RUNDLE: Yeah.

8 MR. ERICKSEN: -- prior to the RRIF program
9 that we are currently using. So I'll hand that off to
10 Jim to kind of give you a history lesson on the road
11 program.

12 MR. RUNDLE: Thanks, Jon, Mr. Chair, to the
13 Chair.

14 What I'm going to talk about today is hopefully
15 not redundant to what is going to be talked about on
16 Thursday, kind of give a background or a foundation of
17 what the RRIF is. Jon outlined what we'll be talking
18 about on Thursday. So I don't want to be, again, again,
19 I don't want to be redundant to that.

20 This Planning Commission often hears -- Ian has
21 come in front of you with the Impact Fee Service Area 1.
22 That to an extent is also known as, to some of the more
23 veteran folks at the City, as the NSSOI plan, and that
24 was initials for the Northern Sparks Sphere of
25 Influence. And it was primarily what the City adopted

1 in 1991 to where the City wanted to grow, which is what
2 the Planning Commissioners and citizens have seen in
3 Wingfield Springs, Stonebrook, Kiley Ranch. What else?
4 Cimarron, North Kiley, all of those. All of those
5 planned developments that you've seen amendments to came
6 through the original land use designation or master plan
7 designations of the NSSOI.

8 In that NSSOI plan, which used to be a
9 component of the master plan, some of you who adopted
10 the new Comprehensive Plan for Sparks will have
11 remembered that the NSSOI was taken out as an area plan
12 because, essentially, it was incorporated into the new
13 Comprehensive Plan. That, that original NSSOI plan came
14 up with the impact fee that you review, and stormwater,
15 sewer, parks, fire. And at one point, there was a
16 component for roads, or an impact fee system.

17 I believe, in 1996 -- Julie?

18 MS. MASTERPOOL: M-hm (affirmative).

19 MR. RUNDLE: -- the RTC came up with an impact
20 fee system for regional roads throughout the entire
21 Truckee Meadows. So when that occurred, Sparks no
22 longer needed an impact fee for the NSSOI because it
23 would have been redundant.

24 But those regional road impact fees are
25 assessed and collected when somebody comes in for a

1 building permit. Jon talked about that, how the
2 developers pay those fees. And by the developers, I
3 want to identify that it's not just the Toll Brothers or
4 Reynen & Bardis in the past. It's any of you that have
5 constructed a single-family residence in Washoe County,
6 in Sparks or Reno. You pay an impact fee, a regional
7 road impact fee. It's collected at the time of the
8 building permit.

9 If somebody comes in, and they take a use, a
10 building that has an office space, and they change that
11 office space, they come through the Planning Commission,
12 get a conditional use permit to do a drive-through
13 restaurant, and they intensify that use at that site,
14 they will pay additional impact fees from what was
15 originally paid because it's an intensification of the
16 number of trips.

17 And that's all analyzed through this program
18 that you're reviewing in that edition 6th that you're
19 reviewing are these fees that are appropriate to
20 ultimately put into RTC's CIP so they can identify when
21 do these improvements need to be made, and where do they
22 need to be made.

23 Currently, there are two benefit districts in
24 the Regional Road Impact Fee Program. There's a north
25 benefit district and a south benefit district. And

1 those are separated by Interstate 80. No jurisdiction
2 can be fully within one benefit district. So if it was
3 the Truckee River, for example, outside of TMWRF, that
4 would mean the City of Sparks was entirely within one
5 benefit district.

6 Which is a state law, right, Julie?

7 MS. MASTERPOOL: Correct.

8 MR. RUNDLE: And that state statute does not
9 allow, provide for that. So Sparks's industrial area,
10 if you will, is in the south benefit district, and
11 everything to the north of I-80 is in the north benefit
12 district.

13 So if you come in, and let's say there's a new
14 building that's constructed, well, all the new
15 construction in Victorian Square on the north side,
16 those would pay, those would pay RRIF, RRIF fees when
17 they -- at the time of the building permit.

18 Now, those RRIF fees are collected by the City
19 but ultimately sent over to RTC. And those could be,
20 those are identified through the RTP, the Regional
21 Transportation Program, when those improvements need to
22 be made. Now, that money could very well be spent in
23 the City of Reno. Maybe at the Virginia Street and
24 McCarran could have improvements done. Now, you're also
25 talking with NDOT there as well. But they could be

1 spent there.

2 MS. MASTERPOOL: M-hm (affirmative).

3 MR. RUNDLE: They could be spent there even
4 though it was collected in the Sparks benefit district.

5 If the unincorporated county has a development
6 that occurs in northwest of Eagle Canyon, those fees
7 could be collected and used to upgrade Sparks Boulevard.

8 But, now, the regional road, regional roads
9 have to be identified as a regional road. And those are
10 done -- they have to be 14,000 trips or more.

11 Is that what it is, Julie?

12 MS. MASTERPOOL: Correct.

13 MR. RUNDLE: So not every road in the City of
14 Sparks or City of Reno or unincorporated county is
15 considered a regional road. They have to have a certain
16 number of -- the Planning Commissioners hear the traffic
17 engineers talk about ADTs sometimes, average daily
18 trips. Those trips have to exceed 14,000 before they
19 can be considered a regional road. So Sparks Boulevard,
20 Vista Boulevard.

21 Is La Posada a regional road?

22 MS. MASTERPOOL: Yes.

23 MR. RUNDLE: La Posada. You get the idea that
24 it has to have a certain number of trips before it could
25 be considered regional and, therefore, be considered in

1 that, in the Regional Transportation Plan, the RTP, to
2 utilize RRIF money to do improvements on those roads.

3 And so what we'll talk about on Thursday is how
4 we come up with what types of trips will occur on those
5 roads and how we allocate trips and assign trips and
6 where we see development going and those kinds of
7 things. And we'll get into those processes more on
8 Thursday.

9 But that concludes what I have to say
10 without -- if there's any questions. And Julie may have
11 more to add as well, Commissioner Carey.

12 CHAIRMAN CAREY: Thanks, Jim. That's good
13 information to have on the history of the RRIF Program.

14 Is there any questions from the Committee on
15 anything here?

16 Commissioner Fewins.

17 COMMISSIONER FEWINS: Yeah. So just to get it
18 through my head, the City of Sparks collects it, sends
19 it over to RTC. But it has to be a RRIF road for the
20 upgrade, which is over 14,000 trips. So in the county,
21 it's not going to be Erin Drive, for example, that's
22 maybe 3,000 trips a day, that they cannot take that
23 money to improve their road?

24 MR. RUNDLE: Right.

25 MS. MASTERPOOL: M-hm (affirmative).

1 MR. RUNDLE: But if they were constructing on
2 Erin, you'd still collect impact fee. You just wouldn't
3 be able to put that money back to upgrade Erin Drive
4 like you said.

5 COMMISSIONER FEWINS: Gotcha.

6 CHAIRMAN CAREY: Thank you. Any other
7 questions?

8 Okay. Julie.

9 MS. MASTERPOOL: Well, one thing I did want to
10 add into what Jim and Jon presented was that, you know,
11 the basis for impact fees is for a development; whenever
12 you're building something new, and you're adding traffic
13 to the regional road network, it's to accommodate that,
14 the extra capacity that's needed caused by that new
15 development.

16 So if you have, you know, 50 new homes that
17 you're building, and that adds a lot of traffic onto the
18 regional road network, we need to accommodate how the
19 capacity of that road is, the roads on the regional
20 network are increased. And this is a way to fund that.

21 One of the things that I wanted to emphasize is
22 that not all of the capacity improvements that are
23 needed throughout Washoe County are paid with just the
24 RRIF funds. Because we do have other funding sources
25 that we get. We have federal money, state money, some

1 local fuel tax money that we can also put into capacity
2 improvements on the regional road network.

3 So that funding source is taken into account
4 when we determine what new developments' fair share of
5 their input out the capacity improvements of the
6 regional road network.

7 The other thing is that, as we alluded to, that
8 the RRIF funds cannot be used, they can't be used for
9 maintenance, they can't be used for administrative
10 costs. So it's just used for those capacity
11 improvements that we've identified on the Capital
12 Improvement Plan.

13 So with that, I don't know if there is anything
14 else that I need to, at this time.

15 MR. ERICKSEN: I did want to just add one
16 thing, is that a good example of a road that is
17 RRIF-waiverable is Wingfield Hills Road that's currently
18 under construction. A portion of that road will be
19 creditable, or waiverable, I should say. And so that's
20 where, you know, that segment of roadway is being
21 constructed by the developer. They will come in once
22 they're completed with the construction and bring in all
23 their --

24 MS. MASTERPOOL: Invoices.

25 MR. ERICKSEN: Yeah, all their invoices. And

1 then the RTC goes through them and verifies the cost to
2 make sure that everything is on the up-and-up. And then
3 they provide them with waivers. Those waivers can be
4 utilized. When they come in to pull a permit, they can
5 use the waiver to pay for their fees.

6 MR. RUNDLE: Yeah.

7 MS. MASTERPOOL: Impact fees.

8 MR. ERICKSEN: Their impact fees.

9 MR. RUNDLE: Yeah, I'll maybe give some
10 clarification on that. So they come in and they do that
11 with Wingfield Hills Road. Is that the one you did?

12 MS. MASTERPOOL: M-hm (affirmative).

13 MR. RUNDLE: Wingfield Hills Road. And then
14 they have 10 units, 10 single-family residences over in
15 Reno, in the north benefit district. They could use
16 those waivers to -- and that's on the same benefit
17 district.

18 MS. MASTERPOOL: No. For waivers, for the new
19 program, you can only use those waivers that are earned
20 within the defined development of record that's
21 identified.

22 MR. RUNDLE: Okay. I'm sorry. That's what was
23 changed in the --

24 MS. MASTERPOOL: That's what, between 5th and
25 the report.

1 MR. RUNDLE: In the 5th and 6th, which is what
2 you guys are looking at. In the staff report, they have
3 both the 5th and 6th with what we did.

4 MS. MASTERPOOL: We have references to the --

5 MR. RUNDLE: Yeah.

6 MS. MASTERPOOL: -- previous version.

7 MR. RUNDLE: So you would be able to use those
8 to not have to pay the impact fee on units within that
9 area, instead of having to pay it twice, because you'd
10 already done improvements in that area.

11 MS. MASTERPOOL: And one of the reasons we have
12 this waiver program is, in NRS, the state statute that
13 gives the permission to have an impact fee program, it's
14 based on a list of specific projects that the whole
15 impact fees are calculated on.

16 If a developer chooses to build that
17 improvement that's on the Capital Improvement Plan that
18 the fees are based on, NRS requires that we give them
19 the waivers or credit back for the payment of their
20 impact fee. So, again, so they don't pay twice.
21 They're not paying their cash, and they're building the
22 road.

23 So this is how we do that. They build the
24 road. We give them the impact fee waivers, which they
25 use to pay their impact fees, rather than paying cash.

1 CHAIRMAN CAREY: We have a question from
2 Commissioner Petersen.

3 MS. MASTERPOOL: Yes.

4 COMMISSIONER PETERSEN: You mentioned federal
5 money. Does that go in the same kitty?

6 MS. MASTERPOOL: We do have federal money that
7 we use to pay for capacity improvements. It's not
8 technically in the -- we have separate bank accounts, so
9 to speak. Federal money, fuel tax money, and then we
10 have to keep the RRIF collections in a separate,
11 completely separate bank account. But when we go pay
12 the bills for doing the capacity project, we might take,
13 you know, some money from the federal, some money from
14 the RRIF bank account.

15 COMMISSIONER PETERSEN: Okay. Thank you.

16 MS. MASTERPOOL: M-hm (affirmative).

17 COMMISSIONER FEWINS: Does this matter if we
18 condition a -- let's say, I'm thinking of the famous
19 Walmart that didn't happen, that we condition McCarran a
20 lot to have more ability on the left-hand turn lane to
21 go onto Prater at the time, the stacking way back.

22 MS. MASTERPOOL: M-hm (affirmative).

23 COMMISSIONER FEWINS: This doesn't have
24 anything to do with conditioning individual projects to
25 give them --

1 MR. RUNDLE: Huh-uh (negative).

2 MS. MASTERPOOL: However, if the project, if a
3 project is conditioned to do some improvement that's
4 listed on that Capital Improvement Plan, then that
5 developer could build that improvement as a condition,
6 but also earn impact fee waivers.

7 COMMISSIONER FEWINS: The waivers.

8 MS. MASTERPOOL: For that improvement.

9 COMMISSIONER FEWINS: That's listed already?

10 MR. RUNDLE: If it's in there.

11 MS. MASTERPOOL: Yes, as long as it's listed
12 already in the Capital Improvement Plan.

13 CHAIRMAN CAREY: I had a question, Julie.

14 MS. MASTERPOOL: M-hm (affirmative).

15 CHAIRMAN CAREY: So the RRIF fees that are
16 collected, those can only be used for road capacity
17 projects, can't be used for transit or anything like
18 that?

19 MS. MASTERPOOL: Technically, not transit. We
20 do have some projects that were in the Capital
21 Improvement Plan that were multimodal, which have some
22 transit components. Impact fees cannot be collected
23 specifically for transit. However, we can, that the
24 accessory items that go along with that, the widened
25 sidewalks and things like that, impact fees could be

1 used for those widened sidewalks because that just --
2 and bicycle lanes, things like that.

3 CHAIRMAN CAREY: What about freeways?

4 MS. MASTERPOOL: No, we cannot use impact fees
5 for freeways. It's just limited to the regional road
6 network, excluding freeways, local streets, residential
7 streets. So only on those regional roads that are
8 identified.

9 CHAIRMAN CAREY: Thank you.

10 Are there any other questions from the
11 Committee?

12 A lot of technical information, a lot of
13 acronyms. I really appreciate the, as I mentioned,
14 staff kind of taking the opportunity to get caught up on
15 this subject. Because there's a lot of money that's
16 being collected on this. And a lot of the decisions
17 that this Commission makes, recommendations we make to
18 the City Council have an effect, you know, on our
19 Comprehensive Plan, our road network, as well as, you
20 know, with the -- or from the region as well, too.

21 Any concluding remarks, or?

22 MR. RUNDLE: Julie, would you go over how this
23 is going on at Reno and Washoe County as well.

24 MS. MASTERPOOL: Well, since this is a
25 four-party program, a regional program, Washoe County,

1 City of Reno and City of Sparks and the RTC have an
2 interlocal agreement on whose responsibilities and how
3 we make the program work. However, each city and the
4 county also are required to do an ordinance in order to
5 enact these impact fees.

6 So once we develop the fees going through our
7 RRIF Technical Advisory Committee, we got it approved
8 and through the RTC and with the permission to go ahead
9 and present to all three of the local jurisdictions.
10 And that requires the advisory committee, that you guys
11 are acting as today, for each of the local agencies. So
12 I'm going to be presenting to Reno and to Washoe County,
13 their planning commission, for the same review that
14 you're doing.

15 And then we have to take it to each of the
16 local jurisdictions, the city councils and board of
17 county commissioners to have that ordinance change,
18 which requires two presentations at each of those local
19 entities.

20 MR. ERICKSEN: Let me just clarify.

21 MS. MASTERPOOL: Yes.

22 MR. ERICKSEN: There's a first reading. And
23 that's just a notice that there is going to be a public
24 hearing at the second meeting, and that that, when that
25 will occur will be the 12th and the 26th of August. So

1 the first reading is on the 12th, and then the public
2 hearing will be on the 26th.

3 MR. RUNDLE: For Sparks.

4 MR. ERICKSEN: For Sparks. Thank you.

5 MS. MASTERPOOL: For Sparks. And we're still
6 working on the dates for some of the others. I do have
7 all the planning commission meetings scheduled. Washoe
8 County, Board of County Commissioners, is in September,
9 when I'm going to be presenting to the county
10 commission. And so I'm assuming September, October,
11 we'll probably be presenting to the city, Reno City
12 Council.

13 And then we give usually a 30-day notice for
14 all the developers to know that the fees are going to be
15 changed, and then we actually enact the new fees, which
16 are consistent through all three of the local
17 jurisdictions.

18 CHAIRMAN CAREY: Great. Any other questions
19 from the Committee?

20 Okay. Hearing none, thank you very much.

21 We'll move on to the agenda, informational
22 items.

23 MR. ORNELAS: Armando Ornelas, Assistant
24 Community Services Director.

25 On the 1st of August we will have a Planning

1 Commission meeting. It is a light agenda. I think,
2 there's one CUP. That's it.

3 We are holding open the possibility of having a
4 meeting, a second meeting in August if -- there's a
5 couple of cases that are pending, and if they're ready
6 to go, we'll put them forward on the 18th. It would be
7 something that's pretty substantial and would require
8 some time. So that would kind of make sense.

9 So that's it in terms of informational items.

10 CHAIRMAN CAREY: Okay. Thank you.

11 What's next on the agenda? Oh, public comment.
12 I wrote down PC in my notes here. I forgot what that
13 was.

14 Is there any public comment? This is an
15 opportunity to provide general public comment on the
16 Committee's agenda.

17 Seeing no public comment, I'll close the public
18 comment period. We'll bring it back for City Council
19 update.

20 MR. ORNELAS: Again, Armando Ornelas, Assistant
21 Community Services Director.

22 There were no items on the June 24th meeting of
23 the City Council related to planning and zoning. On
24 July 8th, we had one item, and that was that second
25 amendment to the tentative map for Village 9 in Kiley

1 Ranch North. That was the one where, basically, we went
2 from 310 to 316 units and removed the clubhouse. That
3 was approved by the City Council on that date.

4 CHAIRMAN CAREY: Okay. I know we're going to
5 have a vacancy pretty soon on the Planning Commission.
6 Do we have a date on when that may be going before
7 the -- I know it's posted.

8 MS. SMITH: The application period has closed.
9 And I have provided a list of interested candidates to
10 the Mayor. I am waiting for him to make a recommended
11 selection.

12 CHAIRMAN CAREY: Okay. Thank you for that.
13 They certainly have big shoes to fill.

14 COMMISSIONER BROCK: So you know I have big
15 feet.

16 CHAIRMAN CAREY: Yeah.

17 Okay. Any other questions from the Commission
18 on City Council or informational items?

19 Okay. Seeing none, we'll move on to comments
20 from the Committee.

21 Are there any Committee comments?

22 Okay. Seeing none, we will call this meeting
23 adjourned, 12:26 p.m.

24 Thank you, everybody. We'll see you Thursday.

25 -oOo-