

**CITY OF MILWAUKIE  
PLANNING COMMISSION  
MINUTES  
Milwaukie City Hall  
10722 SE Main Street  
TUESDAY, August 9, 2011  
6:30 PM**

**COMMISSIONERS PRESENT**

Lisa Batey, Chair  
Scott Churchill  
Mark Gamba  
Russ Stoll

**STAFF PRESENT**

Katie Mangle, Planning Director  
Kenny Asher, Community Development &  
Public Works Director

**COMMISSIONERS ABSENT**

Nick Harris, Vice Chair  
Chris Wilson

**1.0 Call to Order – Procedural Matters**

**Chair Batey** called the meeting to order at 6:34 p.m. and read the conduct of meeting format into the record.

**2.0 Planning Commission Minutes**

2.1 June 1, 2011 PC/DLC Joint Session

**Commissioner Gamba moved to adopt the June 1, 2011 Planning Commission/Design and Landmarks Committee (DLC) Joint Session meeting minutes. Commissioner Stoll seconded the motion, which passed 3 to 0 to 1 with Chair Batey abstaining.**

**3.0 Information Items – None.**

**4.0 Audience Participation** –This is an opportunity for the public to comment on any item not on the agenda.

**Jeff Klein, 4479 SW Logus Rd, Milwaukie, OR**, noted that the idea of putting a restroom in the parking lot across the street from City Hall was being discussed. In addressing this issue, he stated that he was speaking both as an individual, and as a board member of Celebrate Milwaukie, Inc. (CMI), one of the partners being looked at to accomplish that goal.

- CMI had requested that more information be gathered on the issue. They had not yet come to a conclusion or a formal resolution to give money toward the project and had reservations about doing so.
- The proposed bathroom was to be utilized by farmers market customers and TriMet employees. They hoped to have the bathroom operational by the opening of next year's farmers market; however, CMI was not in a rush as port-a-potties were available.
- The Planning Commission, staff, City Council, and many citizens have long wished to have the buses not layover around City Hall; however, they were still here and would continue to be because of the public facilities the bus drivers could use 5 days a week and the convenience store located in the area.
- When he was on the Commission, an application was submitted for the Southgate Park & Ride facility. The Commission had requested on a couple different occasions that TriMet install a restroom at the Southgate facility, so bus layovers could happen at that

- location rather than near City Hall; however, there always seemed to be an excuse not to install the restroom at that facility.
- Funding for the proposed restroom would come from TriMet, and there was a hope that money would also come from CMI.
    - When TriMet built the Jackson Street Improvements, transit locked in City Hall on three sides, making the building a tough sell. Putting a bathroom across the street would keep TriMet doing layovers downtown.
    - Having a bathroom across the street was a good idea, but not to keep things that citizens do not want downtown.
  - If the restroom idea continued, the application would eventually come to the Commission. He hoped they would ask questions, including: why this was being done, who would benefit from it, whether this was really what the citizens wanted, and whether this benefited citizens or an outside entity while creating the issues that citizens have expressed they no longer want.
  - He responded to questions from the Commission as follows:
    - He believed that 3 or maybe 4 port-a-potties were currently provided by CMI during the farmers markets.
    - CMI also questioned how many stalls would be provided in the permanent restroom and if they would need to provide additional port-a-potties whether or not a single, permanent restroom structure was built.
    - What was being proposed for the structure was uncertain, but CMI understood that they would need to provide additional port-a-potties.

**Commissioner Stoll** asked if the City still intended to encourage development on that block.

**Chair Batey** stated that staff could respond to that question during Agenda Item 7.0.

## **5.0 Public Hearings – None.**

## **6.0 Worksession Items**

- 6.1 Summary: Baseball & Tacoma Station Area Planning (TGM Grant)  
Staff Person: Katie Mangle & Kenny Asher

**Katie Mangle, Planning Director**, stated she and Mr. Asher would be giving a joint presentation, because although these were two separate projects, they were related. The Tacoma Station Area Planning would be more directly the work of the Commission, but the baseball discussion would lay the groundwork for her presentation.

**Kenny Asher, Community Development & Public Works Director**, presented the staff report on the baseball proposal as it related to the Tacoma Station Area Planning Project. The baseball facility would be located at the ODOT maintenance yard, indicated as Site 3 on Attachment 1. The facility would be for a Single A baseball team, a lower level than the AAA Portland Beavers. Single A tended to have smaller venues, was more intimate in scale, and provided for a more family friendly, minor league experience with cheaper ticket prices, etc. The Salem-Keizer ballpark off I-5 was an example of a Single A facility. Single A facilities generally had seating for about 4,000 and cost approximately \$20 million, exclusive of land cost, as opposed to the \$50 million to \$60 million proposed for the AAA ballpark in Beaverton. Council was in favor of the ballpark. Although it was not necessarily doable, they wanted staff to continue investigating ways of getting the ballpark done.

Discussion continued about the baseball facility with staff responding to questions and

comments from the Commission as follows:

- Cost modeling from the Salem-Keizer stadium was researched before Council made the determination that staff should pursue the ballpark idea further. An analysis of return on investment (ROI) and continuing cost would be considered; however, this had not been presented to Council yet. Staff did not plan on promising too much in terms of jobs or ROI.
- A staff report was presented to Council last week and the media had picked it up. Even by Milwaukie standards, the public process for the ballpark would have to be extraordinary and needed to begin now. Transportation planning would need to be looked at and there would probably be amendments involved, including land use amendments.
- Political will and community will could probably make this project happen, but it was still difficult. Without the political and community will, the project definitely would not happen.
- Staff could not currently speak to the costs versus benefits because the analysis had not yet been done. His role would be to represent a franchise in the Northwest League, the Single A league in the region. A team would participate in the deal and ultimately lease the ballpark.
- It was possible that other uses that met other needs or provided other community benefits could share the ballpark site.
- An architecture firm had determined the stadium could be built and would fit the site.
- A site analysis had not yet been done to address the issues of traffic, ingress and egress, freight movement, and actually placing the field on the site.
- At the presentation last week, Mayor Ferguson recommended the formation of a task force, and Council would discuss that at their study session at the end of the month.
- The most profitable AAA clubs generally seated 7,500, which was one reason the Beavers were not as profitable, they had too many seats to sell. The goal should be to make the ballpark convertible; it could be designed as a Single A facility, but be converted if AAA came back.
- Councilor Loomis had been out talking about the ballpark with people since last October. Councilor Miller had been a baseball player. Mayor Ferguson liked the idea a lot. Council Chaimov was always talking about his fantasy baseball team with Mr. Asher. They were all really into baseball. So far, this project had created less backlash than expected, although this project was fully expected to be controversial.
- The Salem-Keizer Volcanoes were drawing a lot more fans this year because the Beavers were not here. There was a baseball community here that missed minor league baseball.
- Vancouver and Clark County were also chasing a Single A baseball team from the same league, and a team had gone very public with their intention of relocating to Vancouver. A site had been identified at the Clark College campus in Vancouver, and Vancouver hoped to put that deal together in the next month or two. This did not prohibit the Milwaukie from also attracting a Single A team. It could be good to have two teams in the region and have an I-5 rivalry going. A team would have to relocate to get a team in Milwaukie as the league would not expand.
- Some of the immediate industrial neighbors of the proposed site, like Grand and Benedicts, knew about the idea because they were doing a real estate deal last winter and staff had let them know that the ODOT site was sort of in play. Outreach would need to be done. The businesses would be concerned about how trucks would get through the area, but there had not been time for outreach yet.
- The Beavers left because they needed a new facility. In order to get the Portland Timbers, the MLS required a soccer-only facility and multisport facilities were not allowed. The owner wanted the Timbers deal, and the City of Portland had made some assurances that they would work with him to find a new home for the baseball team; however, after certain proposed sites fell through, Portland gave up on keeping the baseball team.

- The Beavers had been reasonably successful. They had struggled because the venue was not very good for watching baseball. The Oregon Sports Authority and others with knowledge said that if an intimate ballpark could be built that was easy to get to and close to the center of the region that had inexpensive ticket prices, a lot of people would attend. Many people attended the Beavers games, probably around 4,000 to 5,000, but it never felt that way, because the stadium was so big.
- Staff and Council felt there would be benefits to the city of Milwaukie if the stadium were built. There would be 38 home games in a summer between June and September, and people could get dinner or spend money in the area before or after the game.
- Part of the programming was to figure out other uses for the site, so it could be used more than 38 nights out of the year. A mixed use of the site was encouraged, and a performing arts center could be considered.
  - Several mixed use ideas discussed for site included providing additional sports facilities and expanding the library or City Hall. The existing stone building on the ODOT site would stay, but it would need a new use.
- Regarding funding, Council was ready to move forward on the light rail discussion, and some resolution should come about shortly on how they were going to proceed on that commitment. The City did not have the resources to build the baseball facility and would have to bond for it.
- They considered the baseball facility being a Clackamas County facility, which would be easier for Milwaukie; however, one city would have to be in the lead, and leadership would need to include raising funds, regardless of how funds were raised. The City did not have a fund for the project, so new money would need to be raised, and that would probably need to go to the voters.

**Ms. Mangle** continued with the staff report, providing a brief overview about the Tacoma Station Area Planning and TGM Grant, noting that the Tacoma Station Study Area was shown on Attachment 1 of the packet. The area north of Sherrett St including the Tacoma Station, shown in red, was in the city of Portland. Staff wanted to find a better use for Site 1, where the Pendleton Woolen Mills building is located, and find a way to connect it to the Tacoma Station. This prompted discussion about how to maintain some of the integrity of the industrial area, but also allow it to connect to that station. Property owners in Portland and Milwaukie felt it was fine for the station to be there, but wanted the area to better serve the neighborhood in some way. Not much opportunity seemed realistic given the challenges the area had being on the highway until the baseball discussion started.

- These same questions started involving Site 2 and Site 3, which was the baseball site. A baseball stadium would be allowed in the manufacturing zones as a conditional use being a recreational facility, so zoning would not need to be changed. The manufacturing zone was rather limited with a little bit of retail allowed, but only if related to the onsite manufacturing.
- In hearing from Council about pursuing baseball, staff began discussions with the State to see if funding was available to explore intensifying the uses in the Tacoma Station area.
- Coincidentally, Metro adopted a new Title 6, which made changes to the Metro Functional Plan with regard to station areas, main streets, town centers, etc. These new standards provided incentives for cities to cap trips going to a site, enabling them to use lower trip generation ratios in traffic studies, ultimately allowing for more intense development.
- The City received a grant from the State TGM program to study how Milwaukie could better utilize the land areas shown in purple on Attachment 1 given their proximity to the Tacoma Station. The \$130,000 grant would be used to assist mostly with traffic modeling. A small City match was required, as well as a lot of staff time. Studies had been done on this area in the past, and staff would be sure to use any information that was already available.

- Staff would work with the community to develop scenarios that envision what the area could be if more intensively used, only one scenario would include baseball since it was not a sure thing.
- One example of a more intense use was the industrial area in the central east side in Portland, which included some restaurants, bars, and galleries. Loosening the zoning in the study area would allow for a more eclectic mix, without a big change. A bigger scale development might also be possible.
- It was important to understand the traffic and the outer parameters of what could be done in the area without busting the system, which was the purpose of the grant funding.
- Staff was working with the State to develop the scope of work, which ODOT and Council would agree to by signing an intergovernmental agreement (IGA). Data collection would probably begin in December/January with more of the public process starting in February. The City would have until June 2013 to finish. Susan Shanks, Senior Planner, would be managing the project.
- Staff sought feedback from the Commission about whether they wanted to be involved in the scoping and how they envisioned being involved in the baseball and Tacoma Station Area Planning projects.

The Commission and staff further discussed the Tacoma Station study and TGM grant with these comments:

- McLoughlin Blvd/Hwy 99 underneath the Springwater Corridor was the only connection between Site 1 and areas to the south. A different access was being considered to these sites from the Springwater Corridor than one running along McLoughlin Blvd. Staff believed Main St would likely be that access.
  - Physical access to the Tacoma Station from the neighborhoods, the three sites, and both sides of McLoughlin Blvd would be part of the study.
  - The study could result in two different outcomes. One would be map and Code amendments if different uses other than manufacturing and production were wanted in the area, which would include adopting an overlay or instituting new zoning. The other outcome would be an action plan for both Portland and Milwaukie as far as the capital projects that needed to be considered, such as sidewalk connections, connections and improvements to the Springwater Trail, access between Sites 1 and 2, and the west side of McLoughlin Blvd.
- While traffic was not encouraged to get off McLoughlin Blvd/Hwy 99, any impacts to Hwy 99, a State highway, needed to be studied to ensure that the transportation demand could be managed so that any development intensification would not increase trips onto the highway in a way that ODOT would not allow. ODOT would still drive the performance of the highway and its function.
  - Access into Milwaukie would come from Main St, but also from Ochoco St and Milport Rd. Access was available for those coming northbound but not southbound.
  - For this study, staff was trying to understand the capacity of the existing transportation conditions. Before proposing any new uses, and approaching ODOT about changes to Hwy 99, it was important to understand what existing capacity was available and if small changes could be made to intensify the area. Further study and planning would be done after consensus was reached on a vision and action plan for the area.
  - At least one alternative would have to comply with Title 6, so staff would test the new Metro Title 6 as a way to scale down the transportation impact to Site 1. The idea was not to force the development of highway-oriented, suburban, big parking lot trip generation standards if the development was designed and regulated to be a lower trip

generator due to parking management, mixed use, etc. The new Title 6 standards would allow the City to develop more.

- Site 2 was losing some of its property to light rail. The business was being relocated, but some of the property would still be in use. Most of the area was surface storage; not a lot of buildings existed.
- The TGM grant was not a visioning exercise. Some assumptions regarding future development, such as with or without a ballpark or some other development, would be used to answer some questions about transportation of all modes. The process would also provide a little better sense about the kind of development people could image there and support. However, the grant could not encompass a full community visioning process.
- The owner of Site 1, the Bishop family of the Pendleton lineage, did a pre-application conference about a year ago to consider a rezoning to get the highest and best use of the property, but the City did not have a good zone to apply. They did not want the same kind of zoning as the Albertson's site and have another big box there. In addition, if they wanted to rezone, traffic studies would be needed to demonstrate any kind of intensification, so the owner did not return; however, that owner wrote a letter of support for the application, and has been a willing partner.
- Regarding the Oregon Worsted proposal, TriMet responded that surface parking would not work at all, but that the proposal to help them build structure parking might help if it was going to be within the proposed baseball project, but at the moment it was not. The door was left ajar on the larger park and ride, but closed on the smaller park and ride.
- Staff was currently working on the Residential Development Standards project, Commercial Core Enhancement Program, Electronic Sign Code amendments, South Downtown Concept Plan, and now these two projects. The TGM grant was a priority because Council had made the baseball stadium a priority. Had the Council not made it a priority, the City probably would not have accepted the grant as staff also had concerns about workload.
  - The Residential Development Standards Project was a priority to finish, and was well underway. Staff would be return in September for a worksession, but there was still a lot of work left to do.
  - The Commission was asked to help keep the Electronic Sign Code project narrow so it could be finished without spending too much time. Staff was not working on the bigger Sign Code amendments yet.
  - The South Downtown Concept Plan was a priority primarily because of the light rail project and the station needing to be built. Current zoning prevented any development in that area.
  - The entire staff would be working on all the different projects. Having the Natural Resources project completed freed up a lot of the Planning Department project manager Brett Kelter's time.

**Mr. Klein** addressed the Commission with the following comments:

- He stated that he was not against the idea of baseball in Milwaukie, but it deserved further discussion. Supposing the baseball project did cost \$20 million, that amount amortized over 20 years would be \$1 million per year without the interest. With 38 home games and 4,000 seats, \$6 to \$7 per ticket would need to go toward that cost, and the whole place would need to sell out over that 20-year period.
  - The Portland Beavers had gone from a AAA to a AA, back to a AAA and now they were gone. No one would buy a Single A baseball team and build a \$20 million stadium. Even the St. Paul Saints, one of the most successful minor league franchises, took money from that City to help build that stadium.

- The South Downtown Concept Plan was \$48 or \$49 million, light rail was \$5 million, and Riverfront Park was \$15 to \$17 million; all were wonderful projects to discuss. However, funding for Phase 2 of the Logus Rd Sidewalk Project was not available. When do those things take place?
- These projects were trying to generate revenue to generate revenue on something else. The City was leveraging many projects. He noted how Wall Street borrowed on an asset, and then borrowed on that asset repeatedly until eventually that asset failed, and they owed 17 times the value of that asset. At some point in time, the City needed to start seeing returns on these investments.
  - Long ago, one of the mayors said that every \$1 invested in the downtown returned \$2 to the neighborhoods, but that \$2 never come back to the neighborhoods and yet the City kept investing that money that was out there. That was a real problem.
- Transportation industries are normally located on the outside of town on major thoroughfares with access to freight, roads, etc. Milwaukie was a good location for that because it was close to Portland. Now, so much had been developed around the North Industrial Area that eventually it would no longer be transportation-based, as the land was too valuable to be a couple of dollars a square foot for storage.
- It was smart to have conversations about uses/intensification, because that industrial area would change. As transportation moved out of the North Industrial Area and the value of the property increased, what uses could be considered other than just baseball?
  - It would be interesting to look at rezoning the area for an office park. Kruse Way, the beautiful office park in Lake Oswego right off I-5, had brought many jobs and prompted further development in that area.
  - One property owner was already interested in rezoning. Rezoning would take money, but often such funding came from owners and developers rather than the City of Milwaukie. Other City projects could be funded from money earned off such a project.
  - Milwaukie was a center hub for transportation. As light rail came through, even more transportation would be available, so even more people could come into Milwaukie and be able to utilize an office area like that.
  - He noted it would have been nice to have the option to consider running light rail along McLoughlin Blvd to provide the option for some of those uses.
- It was about vision and thinking about what the City was going to do and where they wanted to be 20 or 50 years in the future. They must be able to make these changes on the fly and be able to make correct investments. Cities could not afford to make mistakes, and two of the noted projects were already in the \$60 to \$70 million range.

**Ms. Mangle** stated that she presumed the Planning Commission would probably be involved in the TGM project in some way, adding that a Commissioner could probably be on the citizen's committee and that worksession updates would be provided.

- The scope of work would be developed over the next 2½ months and feedback was welcome if anyone wanted to see the scope in draft form.
- She explained that the City did not handle the money with the TGM program because the State paid the consultants directly. The City signed an IGA committing to do their part in the work on the project, but the consultants actually worked for the State, so it was a 3-way relationship. Once the scope of work was done and the budget determined, the scope of the project was set.

The Commission requested a brief, informal update at each meeting on the progress of the scope of work. Staff would email the draft scope of work to the Commissioners when completed.

## **7.0 Planning Department Other Business/Updates**

**Mr. Asher** gave an overview of the evolution of the downtown restroom project, which originated with Mayor Ferguson, either on his own or in conversation with former Mayor Jim Bernard, wanting to replace the port-a-potties with a more permanent structure that could be relocated when needed. The structure would be similar to those found at park facilities.

- The Mayor was interested in the project because TriMet had the need and potentially the funding to pay for the restroom. The Mayor had shared that CMI was interested in contributing in order to make it available for farmers market patrons, but not the public.
- The restroom structure would replace, not be in addition to, the port-a-potties and be available to and maintained by TriMet for TriMet operators rather than having them use City Hall and the port-a-potties. The restroom would be available to CMI on Sundays during market season.
- Mayor Ferguson had asked if City staff could help with the permitting, sewer, and water connections, building inspections, etc.
- The project had been languishing for a year. TriMet's current fiscal year budget included \$85,000 for this restroom facility. Associate Planner Li Alligood had been talking to TriMet to figure out who would maintain the facility and how it would all work. In talking with Mr. Bernard, staff understood CMI would agree to contribute funds and maintain and open the facility on Sundays, while TriMet would agree to maintain the facility at all other times and have it available for their operators. This arrangement was being processed and drafted under the assumption that both parties would agree.
- From email correspondence, it appeared that communication had not been that good, as CMI had many questions.

**Ms. Mangle** added that until there was an actual IGA, it was not an actual project. The draft IGA was important in that it would outline the assumptions, costs, and agreements. However, until the three parties agreed to the IGA, there really was no project. The goal to open the restroom in time for next year's farmers market might not be met if the IGA was not approved in a timely manner. The facility would have to go through Type III permitting and public hearing for a Community Service Use and Design Review for the use as a standalone bathroom.

Discussion continued and staff responded to questions about the proposal as follows:

- CMI's contribution would increase the budget enough to have 2 ADA stalls. The negotiation regarded the needs of TriMet and CMI, as well as the existing funding. Several stalls could be provided, but in an ugly building. Staff has insisted that the building look nice, and not simply a park-like restroom facility.
- Staff considered locating the restroom on the east side of City Hall, and even on 21<sup>st</sup> Ave. However, the farther it was away from the farmers market site, the more problematic it was for CMI who wanted it close to all the market patrons.
  - As some discontinuity seemed to exist about support for the project among CMI board members, and since it was really servicing the City/TriMet, it might be worth reconsidering the east side of City Hall. However, that raised other issues.
- This was not a City project. Staff was trying to be the regulators on this project and address the design and public works issues. Staff's assumption was that CMI, City Council, and TriMet more or less had a deal. While staff was managing the project, the project did not originate from the Planning Department. Staff had been handed a set of assumptions and was working to coordinate, facilitate, and permit the project.
- The reason Southgate did not work for TriMet was because the bus routes do not converge at Southgate, but at City Hall, near Harrison St, Washington St, and Hwy 99. TriMet would have operation issues adding 2 extra routes for each bus to layover at Southgate.

- While the bus routes converged at City Hall, layovers were another question. The City and TriMet had an umbrella agreement stating that over a 10-year period, TriMet would continue to study getting the bus layovers to another location; however, the bathroom's location would probably not drive that decision.
  - The bathroom would not be permanent and could move if, for example, the farmers market was in the plaza at the south end of town. In addition, the train station building at the south end had bathrooms in it. Where to park the busses was more difficult for TriMet than bathroom facilities.
  - With continued pressure on TriMet, the City would work with TriMet to find a way for their operators to have access to a facility. The decision to put a bathroom in that location would not cement the layover issue.
- The Mayor was motivated to move the port-a-potties off one of the most prominent city blocks and clean up the image of downtown. If TriMet would pay to do that, the Mayor saw that as a real benefit to the downtown.
- It was important that the layover was really studied as the Commission has requested, and the restrooms should be tied to the layover. Higher-quality port-a-potties with better screening could be used that would not be as noticeable. Many things could be done other than a permanent, ADA compliant, hard-walled restroom.
  - Staff could put a reminder in the recitals of the restroom IGA that an existing agreement already said that TriMet would study the layover issue, and that the proposed restroom project did not change that commitment.
- Hiring a security guard to have the City Hall restrooms open all weekend for TriMet operators and the farmers market would be less expensive than the \$80,000 for a restroom facility. It seemed a solution was actually being crafted for TriMet and less for the farmers market.
  - TriMet had budgeted \$85,000 to take care of the issue, because it served TriMet well. There was an ancillary benefit that the farmers market or CMI was purported to gain.
  - Opening City Hall even with a security guard would potentially raise some issues for the administration. It was already an issue even during the week having City Hall be the TriMet bathroom facility.
  - As currently structured, the restroom project was a relatively low cost to the City.
- Staff confirmed that busses should not be parking in front of the deli at Main St and 22<sup>nd</sup> Ave.

**Ms. Mangle** announced that on August 24, the DLC would hold another worksession on the Kellogg Bridge, which the Commissioners were welcome to attend. The application was submitted yesterday and the DLC Design Review hearing was scheduled for the end of September. The application would come to the Planning Commission at the end of October.

- All Commission meetings were now being videotaped and were available on cable. The IST Department had already done all the work to enable staff to put the meetings online via the Granicus system. Within the next month or two, all Commission meetings would probably be online, which turned out to be a lot cheaper and easier than first imagined. Having the meetings online would make it easier for any Commissioner who missed meetings to catch up, and staff would have to attend fewer meetings, because they would be able to watch them in the office during normal work hours. People in the community would also benefit from knowing what the Commission did.

## **8.0 Planning Commission Discussion Items**

**Chair Batey** confirmed with Ms. Mangle that the work in Johnson Creek was underway. She also asked if the City's Riverfront Park Klein Point project had gotten started. She was not at the

last meeting when JoAnn Herrigel, Community Services Director, presented her staff report on the project.

**Mr. Asher** replied that Ms. Herrigel was out of town for the next week and he was sure the project would not start this week.

**9.0 Forecast for Future Meetings:**

August 23, 2011 1. Worksession: South Downtown Concept Plan

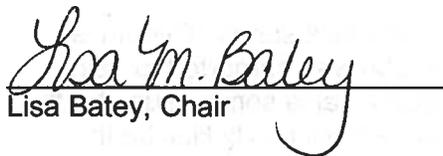
September 13, 2011 1. Public Hearing: Electronic Sign Code Amendments  
2. Worksession: Commercial Core Enhancement Program (CCEP)

**Ms. Mangle** stated that the meeting forecast remained unchanged and briefly reviewed the meeting topics. She noted that public outreach had begun regarding the Electronic Sign Code Amendments.

Meeting adjourned at 8:08 p.m.

Respectfully submitted,

Paula Pinyerd, ABC Transcription Services, Inc. for  
Alicia Stoutenburg, Administrative Specialist II

  
Lisa Batey, Chair