



## **COMPREHENSIVE PLANNING AND TRANSPORTATION COMMITTEE MINUTES**

**The Comprehensive Planning and Transportation Committee convened in a regular meeting on Monday, May 6, 2013 at 301 W. Second Street, Room #1101, Austin, Texas.**

Subcommittee Members in Attendance: Mayor Pro Tem Cole (Chair)  
Council Member Morrison  
Council Member Riley

### **CALL TO ORDER**

Mayor Pro Tem Cole called the meeting to order at 2:03 p.m. with Council Member Riley temporarily off the dais.

#### **1. CITIZEN COMMUNICATION**

No citizen signed up to speak.

#### **2. APPROVAL OF MINUTES**

June 3, 2013 – Unanimously approved on a 3-0 vote.

#### **3. BRIEFING ON THE CITY OF AUSTIN 2012 TRAFFIC FATALITIES REPORT** (Council Member Spelman joined the dais).

Howard Lazarus and Robert Spillar both thanked the Council Members for accommodating them to speak early on their topic.

Robert Spillar, Director, Austin Transportation introduce Jim Dale, Manager Engineer, Austin Transportation who is responsible for putting together the report as requested by City Council in concern of the fatalities that occurred in 2012. Mr. Spillar stated the report will show that the Transportation Department has good comprehensive understanding of the dynamics of what is going within the City of Austin and nationwide. Also, discussing how to begin to address these issues and what we plan to do in the next six to twelve months.

Mr. Spillar stated, the report is a joint effort not just with Public Works and Austin Transportation but the Austin Police Department played a major role

as well. The response today is a tri-party response to a common concern that we all share.

Jim Dale, Manager Engineer, Austin Transportation, stated what you see in front of you today was really a team effort. The report timeline is on January 17, 2013 a Council Resolution was passed to prepare fatality report, on March 4, 2013 an Interim Status Report was submitted to Council which focused on the analysis that you will see at the beginning of the presentation and a final report to Council was submitted on April 15, 2013. The fatality trends here in Austin, there were 78 transportation fatalities in 2012 which shows a 42% increase from 2011 to 2012. During the years of 2004 to 2012 the fatalities have basically been stable. These fatalities were distributed across Austin with the top crash locations being I-35, US 183, Lamar Blvd., Riverside Drive and SH71. The roadway types of fatalities were 60% on arterial streets and 40% on freeways/highways. With regard to the time of day the crash severity began to increase during evening drive time about 7:00 p.m. and into the peak morning hours of 2:00 a.m.

In response to the day of the week, weekends were when most fatalities occurred and when most were due to impairment due to alcohol or other drugs. The majority of the fatalities were motor vehicle occupants with 1 out of 3 fatalities involved a pedestrian. Those that were involved within the different fatality locations were vehicle occupant 35, pedestrian 26, bicyclist 3 and motorcyclist at 14. Other challenges for 2012 were the Impaired Traveling which 51% of all traffic fatalities involved alcohol or drugs, 93% increase in impaired fatalities from 2011 to 2012 and 50% of the pedestrians killed were impaired. Another challenge found were the number of pedestrians that were crossing freeway mainlanes, 25% of pedestrian fatalities occurred while attempting to cross freeway mainlanes, 3 occurred while attempting to cross I-35 and 5 were impaired. This fatality total is not from people whose cars broke down on the freeway and they were changing a flat tire or something, these totals are from people choosing to cross the freeway instead of walking a little further to find a crosswalk or overpass to cross.

The City of Austin is actively involved in more than 35 transportation safety initiatives. While staff have been meeting with other departments as well as outside partners at this time the recommendations are: (1). Develop a consolidated Mobility Safety Plan for the City of Austin. Staff is also in the processing of hiring a Consultant or a Universal Team to facilitate this work. (2). Pursue strategies to reduce impaired traveling in Austin, (3). Continue support of the I-35 Corridor Development Program to address transportation safety along I-35, (4). Increase access to crash data and crash analysis capabilities of City departments, (5). Continue implementing the Existing Transportation Safety Initiatives and prepare an annual transportation safety report to Council. Staffs next steps are to incorporate feedback from the

Comprehensive Planning and Transportation Committee, move forward with recommendations based on feedback and continue coordinating with partners.

Mr. Spillar commented on the idea of the split, early and late report. This is to coordinate with the state and national data sources because these reports are not released until towards the end of the year.

Mayor Pro Tem Cole, thanked staff for their work and the wonderful presentation. She asked about the bond funding that was allocated for the traffic congestion. Will any of these funds help with the fatalities along I-35 and Downtown?

Mr. Spillar, started his response with yes and yes. Anytime we build or propose to build a transportation project safety is always fundamentally part of the design process even when it's not mentioned. So, the focus on mobility and I-35 Corridor is also on the safety project. If we can de-congest some of the busy intersections, we can make more room for pedestrians to safely cross at the intersections at the frontage roads.

Mayor Pro Tem Cole, asked Mr. Lazarus that during the Budget meeting it was discussed about the preventive main goals and how we are exceeding them. Now, how does that impact safety issues with traffic fatalities?

Mr. Lazarus, stated having well maintained roadways promotes safer driving. A more in depth answer is as we get our pavements to where we want them city wide the focus begins to change from just pavement conditions, but to where it is needed the most based on other factors. Whether its school or data that is in the Transportation Fatalities in 2012 report. Safer bike lanes, sidewalk improvements in different areas those things that helps to measure better outcomes. In this case the outcome will be fewer accidents and fewer pedestrian and bike accidents.

Council Member Morrison, added her thanks to staff and stated this information is really interesting. She also stated that we are aware of the nationwide spike, but when will we receive the theories on the grand scale from the federal level?

Mr. Dale, stated it should be this year the end of fall, when they get done with all the data analysis.

Council Member Morrison, unfortunately we are way ahead in regards to crashes, the trending and the timing is different. Just to define and gain understanding of what is going on.

Mr. Spillar, stated the believe the theory is because the economy has been down for about 8 years there is this demand for driving and other activities.

Mr. Lazarus, added that he has noticed within the departments statistics of the number of accidents that we have with the crews that work around the city is contributed to more congested roadways, population continues to grow and the recovery of the economy. Also, adding detractive driving contributes to this as well. A lot the reports he receives from his crew are from citizen's texting or talking and driving when the accidents occurred.

Council Member Morrison, commented on Mr. Lazarus statement that distractive driving is on a lot of people's minds because it is increasing the use of multiple functional handheld devices.

Mr. Lazarus, stated and when you combined that with more people on the roadways you have more people paying less attention which is a large factor.

Mr. Spillar, agreed with Mr. Lazarus and stated along with the contribution of alcohol and drugs are a major significance in regards to fatalities that are occurring.

Council Member Morrison, stated that one of the conversations that should take place going forward is banding any handheld device, even for phone calls. Also, to the issue of impairment there has obviously been a lot of effort and focus on trying to keep people from driving impaired and under the influence. She also asked staff if they thought we could do better than what has already been worked on for the past 20 or 30 years?

Mr. Spillar, stated the tools to respond may not be very different as to what has been used in the past, but certainly a community wide rededication. At this point we as a nation or community are not in the face of young drivers as much as we need to be in regards to the fatalities.

Council Member Morrison, stated the recommendations will be very helpful and understanding the needs to attack these issues. Also, if Council needed to take any action with supporting any budget they find for the plan.

Mr. Spillar, stated they he didn't think an immediate action is required but would certainly generate actions over the next six to twelve months and will return for your support on specific items.

Council Member Morrison, asked if this crash information is located on our open data portal?

Mr. Lazarus, stated if it's not it will be.

Council Member Morrison, stated this would be another great avenue to make people aware that the data is there for them to review.

Council Member Riley, thanked staff for their work on this very important topic. He also referred to the graph on page 3 regarding the spike of fatalities increase during 2012.

Mr. Spillar, stated he wished he could respond to the Committee that staff had 10 years of reports rising to this level of detail information. But, we don't. This has really been a re-focus because for better or worse we have seen this downward trend of fatalities occurring over the years but it didn't rise to the concern level until we received this spike that made us realize we need to pay closer attention. Please do not think we have been ignoring traffic data, but this spike has renewed our interest in the mechanics of what is causing our accidents here in the Austin area. Our commitment is to continue to provide a detail analysis of these trends by looking at the previous years.

Mr. Lazarus, stated we are careful not to overstate the conclusion that can be drawn from limited data sets. Also, this year we were able to use some of the tools that we didn't have before. This year we used the Mapping tools that were made available to staff as well as some of the Business Analytics Tools that we received help from Financial Services and Communication and Technology Management.

Council Member Riley, stated he agreed with Mr. Lazarus that a lot of additional work can be done and it is important that there are other larger trends that can work as well.

Council Member Riley, stated the map on page 9 doesn't indicate the death that occurred on 360 during April, 2012? He indicated this incident may have been outside the city limits.

Mr. Spillar, stated it may have been outside the city limits?

Council Member Riley, stated the issue of fatalities involving impairments which were particularly among pedestrians of some 40% was trying to cross freeways or frontage roads. In one instance there was a pedestrian trying to cross where there was a safe crossing area. Was this the case with others as well?

Mr. Dale, stated they reviewed these very closely to see if there were freeways that had those type crossings. The information was provided was just for the freeway crossings where there wasn't a crossing already there.

Mr. Spillar, stated that Council Member Riley was correct one of those deaths that occurred was due to the fact that the person chose not to use the safe cross walk that was already there.

Council Member Riley, asked if staff will continue to do additional work with the Cross Cities comparisons. Looking at National data to see if there are any other trends that should be brought to their attention?

Mr. Dale and Mr. Spillar both nodded with a yes.

Council Member Riley, stated to staff this information is very helpful and appreciate staff for their hard work and he will continue to work them.

Council Member Spelman, stated he really liked how staff presented the information as who, what, when and how analysis. Previously staff mentioned they do not have information on previous periods as they do on 2012, if we have almost as much information on fatalities or serious crashes on 2011, this still gives a baseline for comparison. If, it is not too difficult to come up with 2011 and 2012 comparative data that will be twice as valuable. Is it possible to get 2011 data?

Mr. Spillar, stated he could not answer the question now, but will certainly look into it and provide a response to Council Member Spelman.

Council Member Spelman, stated if 2011 data was provided it would provide a lot of context. Also, if there was some way to compare these numbers to other jurisdictions the City of Austin would have a sense of where we stand among other large cities.

Mr. Dale, stated staff can provide that information.

Council Member Spelman, asked staff about their recommendation to develop a Consolidated Mobility Safety Plan for the City of Austin, if that was a standard product where consultants or university teams produce?

Mr. Dale, stated yes. It is a product that is provided by the Universities and the Consultants and actually one model that staff is working from is a recent solicitation from the Phoenix area

Mr Spillar added that staff will be working with CAMPO closely on this as well. Also, a full report has submitted to Council Members regarding the information than what staff presented at today's meeting.

Council Member Spelman thanked staff.

#### **4. UPDATE ON PROJECT CONNECT HIGH-CAPACITY TRANSIT SYSTEM**

Robert Spillar, Director, Austin Transportation Department, introduced the new Regional Rail Lead, Kyle Keahey who has been hired to help the Transportation Department with Project Connect in hopes to move the project rail forward.

Mr. Spillar began by introducing Project Connect and talk about the regional vision plan as we move forward. The three points staff will explain are: 1). System – how will high capacity transit components in CAMPO 2035 plan work as a system; 2). Organization – how will our region organize to develop and operate the system and 3). Funding – how will we pay for the system over the long term? Due to time staff will discuss System and Funding and stop to receive questions from Council.

Mr. Spillar began with the pie chart to highlight steps that were used by the Transit System Working Groups (TWG). The system evaluation started with the CAMPO 2035 High Capacity Transit Projects, public identified gaps and the TWG identified gaps. Both groups identified gaps in the 2035 project. There were five categories and nineteen criteria assessed with the Corridor Analysis Conclusions which consist of: corridors established, data collected, corridors analyzed and corridors ranked. Staff also looked at modes and types of transit in order to find the right fit, that could somewhat operate that were immune to congestion and something that had the ability to move a large number of people in and out of the core. The proposed vision serves 25 Centers and including ABIA, 4 Counties and serving 13 Cities to include, Elgin, Buda, Kyle, San Marcos, Austin, Manor, Pflugerville, Cedar Park, Georgetown, Hutto, Leander, Round Rock and Taylor. It's not really serving downtown Austin but connecting the other regions to provide directional access. What is exciting about this project is that it does serve all the Central Texas Region using existing commuter rail access where they are available.

Mayor Pro Tem Cole, thanked Mr. Spillar for presenting this item and felt that these items should be discussed because they are always rushed through this project item at a Council meeting or Council Session.

Mayor Pro Tem Cole, asked about to explain the Project Connectivity, because the public still needs to be educated about the fact that we have several government entities working on transportation and that you are trying to take a regional approach to transportation and even when we talk about a potential election in 2014 that, that is a very minor piece of an overall comprehensive plan that we may be asking the voters to buy into.

Mr. Spillar, stated the next piece of this presentation will be about the regional funding plan. It will become very apparent that the City of Austin proposed

future investment although a small part of the regional system is an important keystone piece of the future investment, because the commuter rail as it comes to town is to one station in a sense. Rather it is the Lonestar Line or the Capital Metro Line that comes in through the East. Even if that is extended we are only talking about one or two more stops in downtown. You will still need an investment or an imperative investment that will allow you to reach many of the employment centers throughout the City of Austin.

Mayor Pro Tem Cole, stated that she believes there are some in the community that will argue that the line that goes from Leander to Downtown does not carry Austin residents. So, how does that help our mobility problems in Austin?

Mr. Spillar, stated that many of the stops are within the City of Austin, just the outer stops are not within the City of Austin.

Mayor Pro Tem Cole, asked where are some of those other stops?

Mr. Spillar, stated Howard Lane, Martin Luther King, Plaza Saltillo and Lakeline to name a few.

Mayor Pro Tem Cole, asked if we are picking up a lot of passengers along those stops?

Mr. Spillar, stated to his understanding and he can verify as well, that the trains are filling when they reach downtown and they are picking up passengers all along the route. What is important is to find out if those passengers who are coming to the downtown area, if they are citizens or residents of the City or not. They are certainly employees, so they are daytime residents of our City. The last count was the rail was bringing somewhere between 2000 to 3000 people a day to the downtown area, mostly during the peak hours.

Mayor Pro Tem Cole, asked about the Urban Rail that the department is contemplating is simply going to move people around the core of the City, mostly downtown and service downtown? How does this really fit into a comprehensive system?

Mr. Spillar, stated the regional routes that come in really touch the core in one or two places. You must have a rail system to connect with those commuter routes to distribute people throughout their employment areas. To ask someone to walk from downtown Austin to the north part of the University is probably asking too much of them. That is why we need a system to provide that connectivity.



Mayor Pro Tem Cole, asked if we know if those are the density notes or where the population is? Or how did we come up with the Urban Rail route we are looking at?

Mr. Spillar, stated we know those areas are the major employers, the University, the Capitol complex. By connecting these routes we know this will give people more accessibility and will generate more demands of these regional routes. More importantly by reaching beyond the core weather that is to the north, northeast or south we are actually reaching beyond that circulation system.

Mayor Pro Tem Cole, asked Council Member Riley/Board Member of Capital Metro, how the Urban Rail fits in with the red line and BRT from a Board Member's prospective?

Council Member Riley, stated both Urban Rail and BRT offer an opportunity to improve transit service by connecting with our existing service and extending the reach of our service current riders and new riders. In regards to BRT it will eventually replace some of our larger bus lines.

Mayor Pro Tem Cole, asked if Urban Rail and Red Line both will be included?

Council Member Riley, stated yes, Urban Rail will make the Red Line a lot more useful.

Mayor Pro Tem Cole, asked how does Lone Star Rail fit into this concept? What is the relationship between Lone Star Rail, City of Austin and Capital Metro?

Mr. Spillar stated, the effort on Project Connect has been a tri-party effort between Lone Star, City of Austin and Capital Metro. The Lone Star Corridor is a very important corridor because it links with eight to ten of the centers within Central Texas that are connected to that route.

Joe, Engineer, Austin Transportation Department and Brian, Representative from Urban Rail discussed the Financial Plan for Project Connect. The conceptual level of analysis, system level implementation rather than individual project implementation, communities that will benefit from the service, funding sources and the flow of funds.

Brian, Representative from Urban Rail, reviewed the long list of funding sources of which was narrowed down to different sources which are abled within the State of Texas for Transit.

Council Member Morrison, asked if 49% of the capital expenditures will be handled with already existing funding? What about bond funding that the voters will have to approve, is that included in this number as well?

Joe, stated that would have to be authorized by legislation, but yes those funds will have to be implemented by the vote or the jurisdiction themselves. We will go through a more detailed list to show you who is doing what and where?

Brian, stated in a financial plan the way we characterize funding sources versus bonding is bonding is part of the financing and we are creating revenues via that vote. But, we do have the revenue coming in to pay the debt services on that bond. There is a difference between the financing magnesium and the funding source. The slide on page 10 includes the on-going payments out of the revenue sources that have been identified to pay the capital.

Mayor Pro Tem Cole, asked how much debit is being contemplated? Is that the \$450M?

Brian, stated on this particular slide there are annual expenditures and its roughly \$1 billion in debt over the next 10 years.

Joe, stated there is about \$275M of that is soon to be the City of Austin's bond. This amount is currently in the plan as an estimate.

Mayor Pro Tem Cole, asked if this was for the system plan or Urban Rail?

Brian, stated it is identified in the plan for Urban Rail. Other sources would cover other portions of the plan.

Council Member Morrison, stated one of the issues is we have Regional Funding – TIF on slide #19. So how do we work on the issue that would impact general funds?

Joe, stated there is a slide within the presentation that will answer Council Member Morrison's questions that they had not discussed yet.

Brian, stated the system financial plan of the capital cost will show \$1.9 B of \$4.0 B. as mentioned earlier is bond money over the next 10 years. Also, in addition to the project themselves anything that is built will have up keep and ongoing maintenance from year to year so a budget was added for that as well. Key Assumptions Financing are the City of Austin general obligation bond election for \$275 M in 2014, \$720 M bond of the TIFIA loan, regional infrastructure funding through CAMPO which will be treated as a short term

debt- paid off in 10 years, 25% federal participation/formula programs, private investments and other alternative sources to meet goals

Joe, stated the key assumptions for local funding are value capture TIF districts at rail stations which will be about ¼ to ½ mile districts and determined by 30% - 50% of incremental growth participation. The dedicated sales tax of Capital Metro contribution from its sales tax and other client city sales tax allocation. Also, addressing issues for timing of the development, the geographic distribution that may happen at one station but not another and issues of entitlements. In order for growth to occur at these different stations this would have to be followed up by the developer to come to Council and ask for zoning changes or parking adjustments that the City could consider as entitlements.

Council Member Riley, asked to follow-up on the discussion about the sales tax. For example Capital Metro agreeing that a percentage of its sales tax will be passed on to the City? How will that work?

Joe, stated they have not looked at a percentage per say but looked at what we think is affordable by Cap Metro.

Brian, stated they were trying to keep the percentages hold during this process and assuming a certain amount of organic growth within the system and current services provided by Cap Metro, by making sure they were made whole early on in the process.

Joe, explained keeping them whole means fully funding what we anticipate their needs are for the bus system and the red line and what might be left over after that based on growth to the high capacity transit that were identified.

Council Member Riley, asked what is the timeframe beginning when?

Joe, stated the financial plan is through 2050, beginning in 2015 but funding coming from Cap Metro doesn't show in the plan for several years after 2015.

Mr. Spillar, added this assumes Cap. Metros participation in the plan.

Council Member stated, she noticed on the slides that San Antonio was not a participating jurisdiction? Is there a reason way?

Joe, stated this project is on Project Connect in Central Texas, but you are correct these funding sources will be appropriate for rest of the Lone Star line jurisdictions as well.

Council Member Spelman, stated in regards to participating counties, Travis County has not been mentioned yet?

Joe, stated yes to confirm. Lone Star has had conversations with Travis County and we have asked them to participate at the same level or to consider to participate at the same level as the City of Austin and to have the same general guidelines.

Council Member Spelman, asked if there was anything we needed to do to move this forward quickly?

Joe, stated the sooner the better. In order to show the region that you are serious, I think the connection you made with Urban Rail is part of showing what steps the region has taken to put these magnesium's into place.

Mayor Pro Tem Cole, agrees that the connection is vital and asked that the City of Austin, Finance team come forward to respond to the question of TIFs, what is the challenge and concerns we will face?

Elaine Hart, Chief Financial Officer, City of Austin, the City did respond to the initial Resolution and as they continue to work on the TIF policy, they looked for examples of communities that had TIFs revenue to support OM cost of a transit system and have not been able to find one. If Joe could identify one for them they would love to look at the model.

Mayor Pro Tem Cole, asked the finance team to work with Joe and get them the additional information they need because Council is definitely need some examples and Mayor Pro Tem stated she will make the commitment to work with the other jurisdictions Travis County and ACC to get their buy in.

Council Member Morrison, stated when the Finance team responds back to the Council she would like to hear about any concerns or maybe help them understand why jurisdictions don't have TIFs. What type of challenges that could possibly bring?

Elaine Hart, nodded yes.

Mayor Pro Tem Cole, suggested to staff to return to CPT to present a briefing on The Lone Star TIF policy with examples and more details about what you are anticipating from TIF and those growth stations and any other updates from other jurisdictions.

## **5. UPDATE ON DOWNTOWN AUSTIN PLAN (DAP) IMPLEMENTATION STEPS PRESENTATION**

Mr. Jim Robertson, Manager Development Services, Planning and Development Review Department. When we think of the Downtown Plan we

tend to focus on a narrow set of issues, but the Downtown Plan covered a broad number of topics and issues. There is a lot of activity going across a broad spectrum.

The Downtown area was divided into seven broad areas of which were imbedded in several hundreds of specific recommendations: 1). Historic Preservation, increased professional staffing and update to Cultural Resources Survey and Preservation Plan: seeking funding; 2). Activities and Uses, affordable housing- challenged by defeat of bond proposition, but mitigated by Council allocation of \$10M from general fund, capital studios (Foundation Communities): 11<sup>th</sup> and San Jacinto, 135 housing units available to extremely and very low-income individuals, including 27 units of Permanent Supportive Housing and Downtown Density Bonus Program. The 6<sup>th</sup> Street Streetscape Project, we are currently doing conceptual planning and preliminary engineering (2010 Mobility) and the Convention Center Hotel (JW Marriott and Fairmont Hotels); 3). Density and Design, streamlined density bonus, compatibility a. remove triggers for any SF-used property, establish specific height zones adjacent to single-family neighborhoods and establish specific height transition for properties abutting single-family sites. 4). The Public Realm – Downtown Parks, Wooldridge Square improvements and master planning, Brush Square master planning, Republic Square Master Plan and improvements, \$13M for Waterloo and Palm Parks and for Waller Creek improvements (2012), alternative funding and partnerships. Actively working with multiple partners – Waller Creek Conservancy, Austin Parks Foundation, Downtown Austin Alliance. 5). Transportation and Parking, bicycle improvements: Lance Armstrong Bikeway, Rio Grande Bike Boulevard, Bikeshare Program (2013) and others. Rainey Street District – mobility and parking improvements, Automobile Mobility Improvements: 1-35 improvements and 2-way conversations (Colorado and Brazos). The Wayfinding Program: transit, driving, parking, walking, biking, Master Plan completed, moving into Phase 3 (development of design manual and implementation), Urban Rail and Movability Austin (Transportation Management Association). 6). Utilities and Infrastructure –Waller Creek – both flood control tunnel and above-ground infrastructure improvements. There are ongoing replacements of aging wastewater infrastructure- oftentimes in conjunction with streetscape projects; 7). Leadership and Implementation; City of Austin/Waller Creek Conservancy partnership and Economic Development Corporation (seeking funding).

Staff feels they are well on schedule with the ten year investment and implementing these priorities.

Mayor Pro Tem Cole, stated she will hold all questions for Mr. Robertson due to having to vacate the room for the next scheduled meeting.

## **6. REVIEW OF REPUBLIC SQUARE MASTER PLAN**

Marty Stump, Project Management Supervisor, Parks and Recreational Department. Last week staff received the final copies from the consultants regarding the Master Plan and Phase II Design of Republic Square. Mr. Stump provided a brief overview of what is contained within that study. The study is a continuation of on-going planning of the vision plan at this point of the Parks and Open Space Chapter. There is a strong desire to maintain the green open space for the park. No existing trees will be removed as part of the project. There will be improvements within different phases which will be implemented as the opportunity arises.

The next steps are the adoption and approval process which has been supported through the Board and Commission process. We are currently at the front end of discussion with the Austin Parks Foundation a public private partnership. Other steps are the final design and permitting, project phasing plan, project funding plan and construction to begin early 2015. This is timed appropriately not to break ground at Republic Square until perhaps we have completed the renovation work at Auditorium Shores which will go before Council the week of May 6, 2013, to discuss in greater detail to not have both sites torn up at the same time.

Mayor Pro Tem Cole, thanked Marty for a job well done.

## **ADJOURNMENT**

Mayor Pro Tem Cole adjourned the meeting with no objection at 4:04 p.m.