Comprehensive Plan Map Clarification Project

Project Advisory Committee
Meeting 2 via Zoom
September 14, 2022 | 4:00 PM – 6:00 PM

AGENDA RECAP

 I. Welcome
 II. Approve Meeting 1 Notes
 III. Questions
 IV. Look Ahead

ATTENDANCE

PROJECT ADVISORY COMMITTEE

☒ Alexis Biddle   ☒ Phil Farrington

☒ Morgan Driggs   ☒ Rick Satre

☒ Earl McElhany   ☒ Sean Maxwell

☒ Katie Keidel   ☒ Zach Galloway

STAFF

Monica Sather, City of Springfield
Mike Travess, City of Springfield
Mike Engelmann, City of Springfield
Kristina Kraz, City of Springfield
Jacob Callister, Lane Council of Governments
Rachel Dorfman, Lane Council of Governments
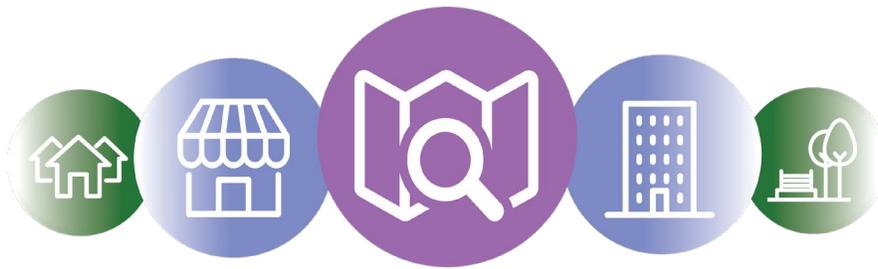
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MEETING SUMMARY

WELCOME

Monica and Jacob welcomed Project Advisory Committee members.

APPROVE MEETING 1 NOTES

The notes from the first Project Advisory Committee meeting on July 26, 2022 were approved.

QUESTIONS

QUESTION #1: NODAL DEVELOPMENT

1. Many of the Nodal Development areas throughout Springfield incorporate Nodal Development as base designation instead of having a Nodal Development overlay apply. Staff are researching the extent of the designations' adoption history and appropriate terms (whether overlays or base designations). The term "Nodal Development Overlay" for a plan designation likely no longer makes sense for the majority or all of these areas.

   a. What do you think about making Nodal Development part of a property's base designation name and moving away from using the term "overlay" for this plan designation (not zoning) when we adopt the Comprehensive Plan map?

   b. Would a separate map of Nodal Development areas in general make better sense as opposed to putting this information on the Comprehensive Plan map?

   c. For areas where Nodal Development overlays (not base plan designations) may still apply, how would this overlay show up best on the Comprehensive Plan map? Do you like the outline approach of the Metro Plan Diagram (shown in red) when considering there are other overlapping sets of information in this example (e.g., the diagonal lines for a Mixed Use overlay)?
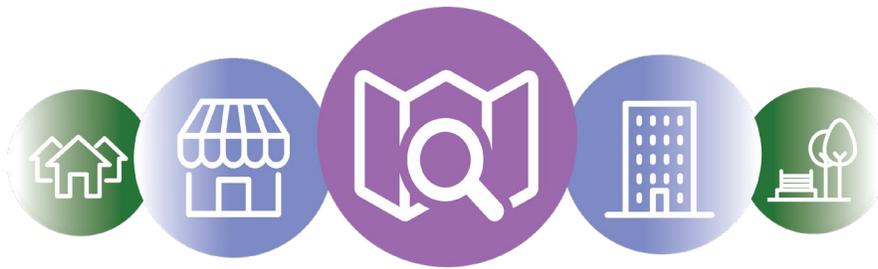
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Glenwood

- **Note:** This may not be a question for the PDF version of the map we adopt if we choose the "holes" option for the areas of our map within neighborhood refinement plans. However, this will matter for our online interactive version of the map.

d. Would your thoughts on display differ between a PDF version and an interactive, GIS web research tool?

Question 1 Discussion

- Monica provided some context for the question and characterized themes that emerged from the Technical Resource Group discussion of the same question:
  - The TransPlan's Nodal Development areas are no longer in effect
    - This is an opportunity to look at Metro Plan diagram – do we really need these as overlays per guidance of the TransPlan?
  - The Technical Resource Group discussion evolved, and there was no conclusive answer
    - The City of Eugene is exploring this question and intends to simplify/flatten plan designations so there are fewer layers to navigate
    - There was agreement from others about flattening, but there was also conversation about the benefits of the map reflecting what is adopted
  - The intent of the question is to get at how we help people navigate to the information they need to know, keeping in mind this is a plan designation, not zoning
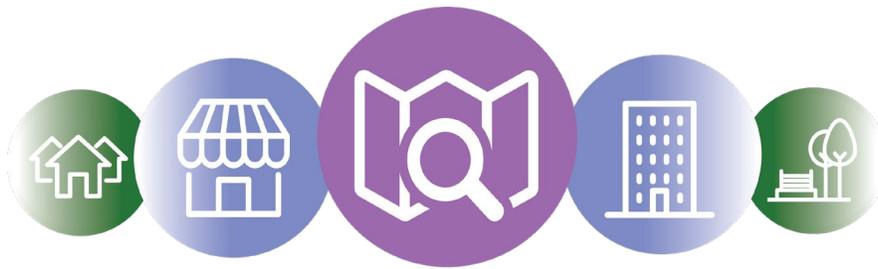
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- Kristina added from legal perspective:
  - Something to keep in mind – want to be accurate to what was adopted policy wise, don't need to be accurate in reflecting exactly what was adopted and name it was called in map as long as it's consistent with policy language
  - If direction from group is to change how things are displayed or referenced that won't be a problem provided we follow all land use rules
  - Direction from Council is not to change policy but to come up with a map that works better for Springfield
  - Don't need to be too wrapped up in details of how something was called overlay vs. base designation previously
  - State has adopted Climate Friendly and Equitable Communities rules that will require designation of Climate Friendly Areas
    - Springfield working on challenging some of the details and way policies were carried out in terms of detailed requirements
    - No matter how that shakes out, unlikely that Nodal overlays will part of next generation of how we think about well-connected transit areas
- **Committee member:** Words Nodal Development it seems like we're walking away from. May be a better way to designate certain areas with different names that have same attributes/goals/objectives as Nodal Development. In looking at Metro Plan diagram (last published Dec 2010) I see Comp Plan diagram has 3 overlays and the draft Springfield 2030 diagram has 2 overlay designations. I go back to root of an overlay designation to start with.
  - At first I was saying why can't there be just rock solid base designations?
  - Backing up a bit and thinking about overlay designations on Comp Plan from a consumer or user perspective – if somewhere in the adopted history related to a certain parcel there's an overlay designation, we should show it until and unless it's officially removed. So, the fact that there's the Willamette Greenway means it should be on the diagram. Mixed use, too. If Nodal Development overlay has been adopted, it should continue to be on the Comp Plan Map until the Comp Plan is amended and the nodal overlay is no longer there.
  - With respect to outline it makes sense to me that it's an outline. Metro Plan diagram – red outline.
- **Staff:** Idea of separate map entirely – Technical Resource Group dismissed as confusing. Interested in other perspectives on that.
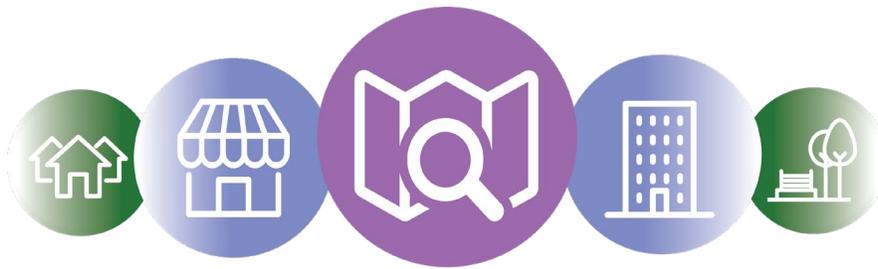

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- **Committee member:** What areas specifically are we talking about – example of Nodal overlay vs. one incorporated in base designation?
  - o **Staff:** Example in questions was of Glenwood area and how it looks on the Diagram. (PAC later referred to the Mohawk area where Nodal Development is a base and an overlay and to the Gateway area.)
- **Committee member:** And an example verbally of an area with base designation as R1, and a Nodal overlay? Glenwood Nodal Overlay?
- **Committee member:** From consumer user perspective, that red outline with Nodal Development on it is regardless of what we think about Nodal Development overlay – it is very helpful to know that it's not just residential or commercial, there's this other thing applied to the property that I need to research. If it's an adopted overlay, it needs to be on the map.
- **Committee member:** From a planning perspective it's crucial. I think it should be part of the map visually.
- **Committee member:** I concur. Nodal Development may be supplanted at some point and subsumed by Climate Friendly Area designation. Went through rigamarole to establish Nodal Development areas per DLCD requirement and Transportation Planning Rule. Can't just simply say – incorporate it as base designation instead of having Nodal Development overlay apply. I think we have to show base designation and then show Nodal Development on top of it as an overlay. Depicting it as it's been done is the way I'd suggest we go.
- **Committee member:** Understand flattening it out makes sense but agree about that as well. Wanted to see example of something that had already incorporated Nodal Development as base layer not as overlay.
  - o **Staff:** Mohawk – base designation is called Nodal Development (only designation). In downtown the base plan designation called Nodal Development/Mixed Use. In Mid-Springfield the base designation is Community Commercial/Nodal Development. In Gateway the actual plan designation is titled Nodal Development Overlay Designation. Glenwood is only place where there is a different Metro Plan designation than refinement plan designation. Everywhere else the refinement plan designation is the Metro Plan designation. Gateway may be only one referenced as overlay. Norm is to have Nodal Development captured in base designation. Either way we're changing something. If you pick one solution it will change something that's been adopted currently.
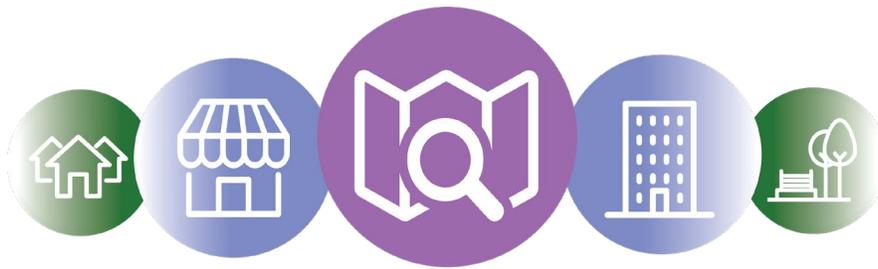
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- **Committee member:** If someone wanted to do a partition, build a home, whatever. In my experience working with County there's a portion of property towards coast that has base designation of Clear Lake Watershed Protection Area but it's in a forest area. Criteria for specific area is different than if you wanted to get a template dwelling on a piece of forest land. Something happened at some point and this one area was given different base designation (or zone?) so all criteria different. In Springfield you have Hillside Overlay area – specific criteria for low density residential and on top of that meet criteria for Hillside Overlay. Would it be the same? Rather than having commercial criteria to meet or residential criteria would it have specific criteria related just to that area as a base designation?
  - o **Staff:** Talking about plan designations only, which don't set any criteria of approval. Zoning sets criteria of approval. Policies in refinement plans and zoning map would determine whether Nodal Development overlay zone applies or whether there are other policies that implement Nodal Development requirements. Glenwood – all wrapped up in Glenwood-specific zoning. Everywhere else are zoned Nodal Development overlay and would continue to be zoned that way. Applies more restrictive requirements on connectivity, density that supersede base zone. Regardless of outcome of this discussion we will not change Nodal Development zones until City does something else to appeal them.
- **Committee member:** Let's talk about Gateway where PeaceHealth campus is. Did you say that in Comp Plan that's adopted as Nodal Development base designation?
  - o **Staff:** That's the one (the only one) that's adopted as an overlay on the Comp Plan.
  - o **Committee member**: So base designations that are shown are mixed use, residential, commercial. So Mohawk the base designation is Nodal Development.
  - o **Staff:** Yes, designated Nodal Development.
  - o **Committee member**: Someone putting together development proposal for Mohawk area would be looking at Nodal Development policy in a Comp Plan but there's still zoning.
  - o **Staff:** Yes, some of it is mixed use.
- **Committee member**: Seems that there should be traditional set of base designations. Can be a purpose for overlay designation if it's area specific for certain needs, purposes, objectives. Nodal Development, regardless of what it might be called in future, needs to
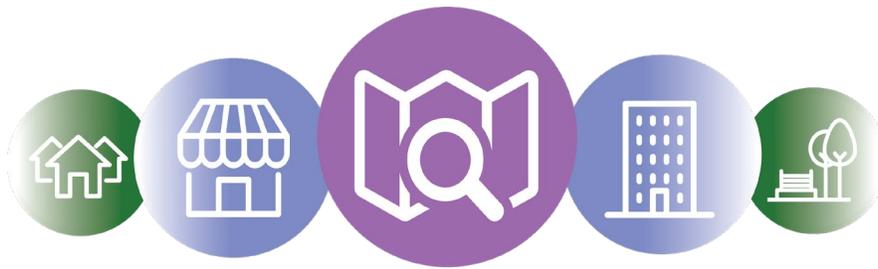
be an overlay designation. Base designations we're familiar with need to be there (commercial, residential, industrial, public).

- o **Committee member**: I agree.
- o **Committee member**: I agree. Don't see a value in doing away with it. Developers from out of state might not have intuitive sense for what that means. Would be more confusing than anything.
- o **Committee member**: I agree. When you create a brand new base designation you're just flipflopping around. Should be basic designations we all work with and then overlay with additional criteria to meet.

- **Staff:** On user-friendliness: We don't want to lose or miss that something's an overlay so how do we do that in making sense of, e.g., going online to interactive map – how do we remember to click on overlay? The Technical Resource Group dismissed idea/usefulness of separate map because what if we don't remember to look at it.

- **Committee member**: One thing that stands out – consistent with issues on public and private sector side – best way to simplify things is often to deal with them consistently. Listening to other Committee member's explanation – using same tool inconsistently across the City. Initial notes to self were:
  - o Let's take off map entirely, not too many Comp Plans I've seen that have overlays, proponent of keeping base designation and getting into more detail in Code (give staff more ability to administer the Code in a leaner way than dealing with that level of specificity at more complex policy level).
  - o But points that have been made so far – realized that it's premature in this process to peel them off entirely. Need to stay on map. If there were some way to treat overlay consistently as overlay and not mix and match – some things base, some things overlay – that would be ideal. Not sure if scope creep for this process. This creates confusion.

- **Committee member**: Has DLCD staff given any feedback/direction/preference about this?
  - o **Staff:** Not yet. They're on Technical Resource Group but weren't able to attend. Transportation Planning Rule does not require these anymore so that's direction from higher up.
  - o **Staff:** No longer references them at all. References mixed-use multimodal areas. Not all of our Nodal Development areas meet that. With Climate Friendly Areas, not sure how well DLCD staff can answer this question. We posed questions
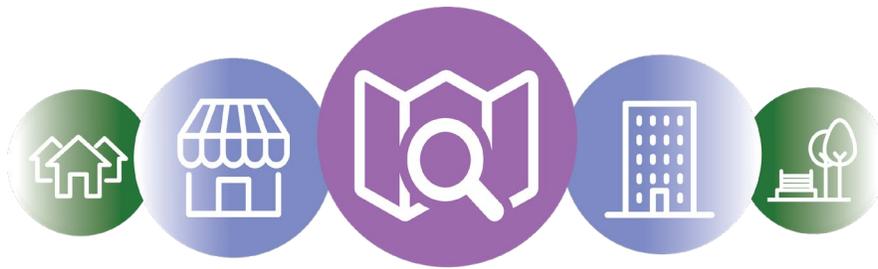
during that rulemaking process and some staff had no concept of evolution of Transportation Planning Rule that involved evolution away from Nodal Development areas. My direction is to figure out what works best for us as a city as long as there's nothing in rules that prohibit it. We have some flexibility here as long as we can show consistency with policy language.

- **Committee member**: Agree with others that it should be the same across the board to make things more efficient and easier. Thinking of having Nodal Development overlay as an outline. It could be the GIS first layer that can be unclicked/clicked. If you go to whichever area/lot you're looking at you'll see the overlay there and you'll know you have to somewhere else to get more information. Will make it easy if we do go away from using Nodal Development – easy to delete layer from the standpoint of GIS administration.

QUESTION #2: WILLAMETTE GREENWAY

2. The project team is leaning toward continuing to show the Willamette Greenway on Springfield's future Comprehensive Plan map. Can you think of reasons to not continue to show it on the map? What is your preference?

   a. If we show it, would a line/outline or as another type of shape or symbol be best?

      o **Note:** The Metro Plan Diagram currently shows it as a solid green line:
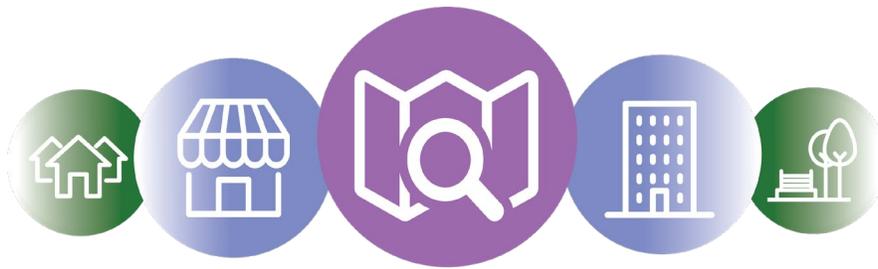
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Question 2 Discussion

- **Committee member**: For me this is simple. Answer is yes and yes – should stay on Comp Plan and green outline is perfect. Will be wonderful that it will be parcel specific in Springfield when this project is done.
- **Several Committee members**: Concur.
- **Staff:** Clarifying question. Don't know if we'd define where that greenway boundary actually lies as part of that project.
  - o **Staff:** One answer is that idea is to clarify map as opposed to change anything.
  - o **Staff:** Goal of this project is to make a property specific Comp Plan map that will carry forward "what is". If we take Greenway line as adopted and put it on that map, then the properties and that line come together. There's language in our Code for exactly where that line needs to fall.
- **Committee member**: Are we going to be talking more about interactive GIS vs. just map itself?
  - o **Staff:** Someone at County also wanted to distinguish. Recommendation for showing Greenway was difference between PDF and interactive. Hatch mark for web based – if you zoom into property, you might forget scale.
  - o **Committee member**: We use Lane County GIS every day and it is property specific. Layers for all of this – so easy to use to turn layers on and off.
- **Committee member**: Are you coordinating with City of Eugene so there's commonalties between both cities' GIS systems, Comp Maps? You have a rubric you use about colors for certain kinds of uses. Is Greenway something you'll coordinate between two cities and County so no one is faked out? Good to have that kind of consistency between jurisdictions.
  - o **Staff:** Eugene is part of Technical Resource Group. We should keep in mind. They're not working on project actively at this point. I expect we get ours done and they look to us, but they're actively participating throughout as a member.
  - o **Staff:** Since everybody works through LCOG – central clearinghouse – that becomes "Rosetta Stone" for different jurisdictions sharing data. Wouldn't say we need Eugene's approval, but we're not trying to go too far out on our own. Most of those cases, like color palettes, are fairly well established. Some of the same usual people we work with to share data. That's its own feedback loop when considering making changes, adding new flavors to the palette.
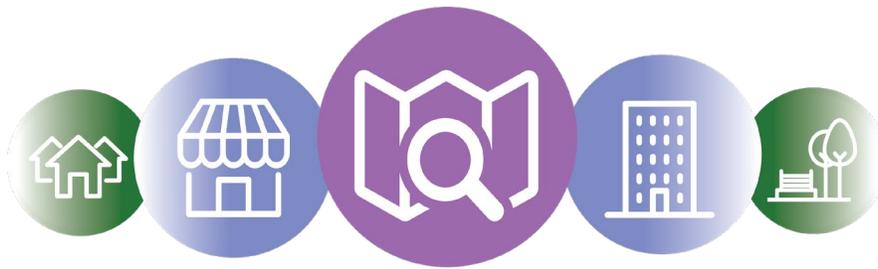
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QUESTION #3: REFINEMENT PLANS

3. Should the Springfield Comprehensive Plan map show information about the adopted refinement plans? Is there potential to make things easier and clearer by incorporating that information onto the map, or would it be best to leave things separate? Options (and tradeoffs) to consider for these questions are:

   o **Option 1:** Apply the cleaned-up Metro Plan Diagram designations as currently named with property lines, but not for the properties where an adopted refinement plan applies. The map would show outlines where the refinement plan boundaries are around white space (basically "holes").

   o **Option 2:** Apply the cleaned-up Metro Plan Diagram designations as currently named with property lines for *all* properties throughout Springfield without showing any information about refinement plans. This option would mean no boundary lines or "holes" for where the refinement plan boundaries are to clue people into a need to look elsewhere for more information.

   o **Option 3:** Bring all various refinement plan designations into the map where applicable without changing any names of the refinement plan designations. All variations of designations (e.g., Mixed Use 2, 2a, 2b, 3) would be brought over onto the map.

   o **Option 4:** Bring the refinement plan designations into the map where applicable but consolidate designation names to streamline and minimize the legend items. This option may require amending the text of affected refinement plans.

Question 3 Discussion

- **Committee member**: Are refinement areas property-line specific?
  - o **Staff:** Yes.
- **Committee member**: Love Option 3 – maybe not popular feeling. As a planner I love that it's all there. Could you hyperlink to the specifics right from the area? I love that.
- **Committee member**: If there's an overlay designation let's show the overlay – in same vein I would advocate for Option 4. Option 4 most likely would precipitate some additional work in terms of refinement plan amendments (even if text amendment – changing name of some designations) but it makes sense that if one community we have one lexicon.
  - o Existing refinement plan – homework assignment there to clean up the names we're using.
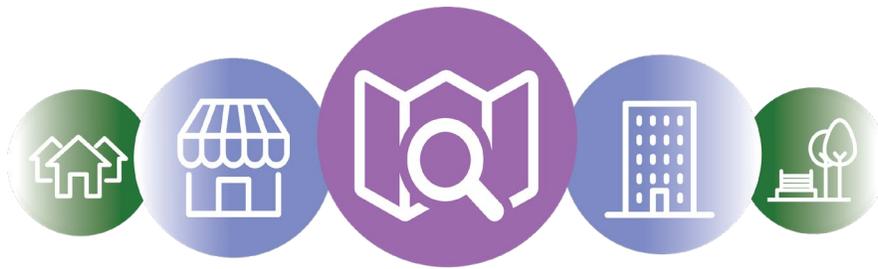
- o Going forward if we have new refinement plans let's have one lexicon, one set of base designations period. Option 3 is something you could do now because it doesn't require going back and doing any amendment to refinement plans. Hot linking as others advocating. Draft diagram (12-13 years old) shows outline of neighborhood refinement plans, but it doesn't address neighborhood refinement plan designations at all. At least user friendliness – put all out there for user to see there's an overlay and know to go look it up. Might be an ok short-term solution.
  - o Ultimately, I'm advocating for 4. Common language for designations and amend refinement plans as necessary.
- **Committee member**: Concur. Like how 3 looks but for simplicity and navigability from customer side, having refinement plan – being able to click on name and linking to further info would be easiest.
- **Committee member**: When we get GIS system established wouldn't it be cool to have areas link directly to Springfield Development Code sections?
  - o **Staff**: What's hard about that is that there is not one section of the Code. Those of you who know how to use the Code probably already have bookmarked relevant info or find it easily. Others don't know how or know that they reference multiple sections of Code. Wonder if anyone else has done that. Helpful to see an example.
  - o **Committee member**: Agree – overlays maybe take you to list of hyperlinks.
- **Committee member**: Love idea of having consistent lexicon. Need more time to think about that. Would like to compare maps.
- **Staff:** On Option 3, area I'd highlight the most would be how many different areas of public/government lands we have. Haven't done deep dive into what we want to consolidate. Arbitrarily lumped a few together in map 4 (illustrative). Could be sliced and diced differently. A whole separate side conversation. Like Committee member was saying Option 4 would be extra work. Option 3 is essentially what's on the books right now. Option 4 would be sanding off rough edges to try and streamline it. Opening potential can of worms there in dividing different public and semi-public designations. Idea is overall to simplify legend so we don't have quite so much redundancy. Make it more uniform and consistent.
- **Committee member**: Two cents for 4. Think it's important to have boundaries of refinement plan areas. In 3 there's too many flavors of ice cream. Well organized but
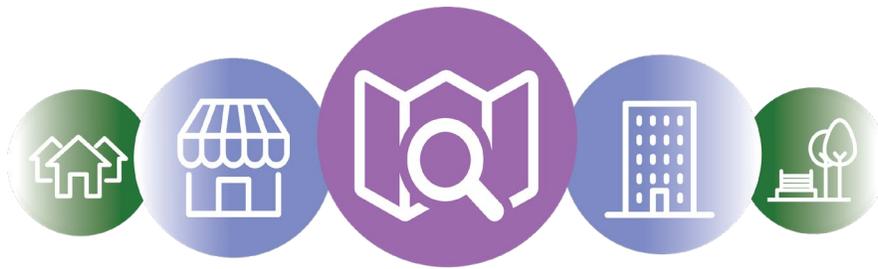
think it would be confusing. Collapsing and consolidating. Making it more understandable at the Comp Plan level. Someone can then dive into the specific refinement plan. That's the flattening out I'd agree with.

- **Committee member**: I agree. We collapse differences and inconsistencies. Single designation and then handle development through multiple zoning districts. In #3 it seems like we could end up with 3 or 4 mixed use designations and then a single implementing zoning district which runs counter to expectations for hierarchy. Option 4 sounds like ideal outcome. Wonder what a burden that puts on staff – text changes through 100s of pages. But that's the ideal scenario.

QUESTION #4: PUBLIC RIGHT-OF-WAY

4. Should Springfield designate public rights-of-way (e.g., streets)? If so, should the map show designations for public rights-of-way, or should the map show rights-of-way in white/as blank space?

   a. Should there be a written policy to reflect the map approach?

      o **Note:** The Metro Plan shows rights-of-way as designated

      o **Note:** Designations for rights-of-way are shown on the Glenwood Refinement Plan Diagram. Explanation for result: The local street network was conceptual, so it did not make sense to use actual right-of-way as a boundary for the districts/designations.

      o **Note:** Currently, the zoning map shows some rights-of-way as zoned, but the approach is inconsistent throughout Springfield.

   b. Should our decision on whether or not to designate public rights-of-way match how we handle zoning in public rights-of-way?

Question 4 Discussion

- **Committee member**: Assuming designation in Metro Plan is a function of adjacent tax lot designation?

   o **Staff:** We have not been consistent. Zoning code says that the zoning when in doubt runs to centerline. But if right-of-way is vacated it adopts zoning of parent parcel it joins. Not always true that vacated right-of-way is divided at centerline. Would not be possible to figure out where every piece of right-of-way would go if it was vacated and which parcel it would belong to. Same true of designation. Not
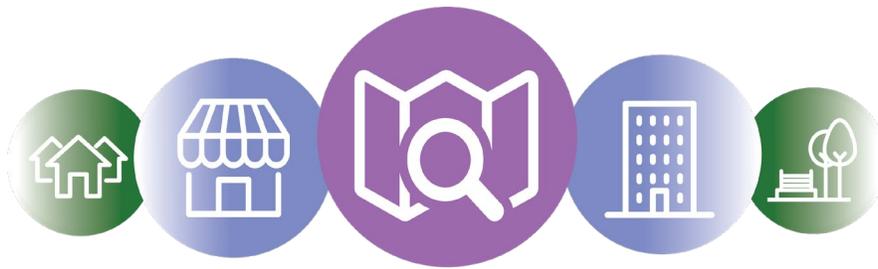
sure rule applied. Some parts of Glenwood are not shown as designated. Gaps in Franklin Blvd for example. The area within Phase 1 of the Glenwood Refinement Plan is shown as designated. Have to pick a way to do it consistently.

- **Committee member**: Does the City keep tabs on exact acreage of a given designation? Gets back to thing about Riverbend in Question 1 – it was a big deal to figure out exactly how many acres of this flavor vs. that flavor through Metro Plan designation change that was done. If that's not a big deal now, is there a simpler way to do it? Flattening all these things out. Whether we run to middle of right-of-way or edge of property boundary. If you're not counting the acreage, maybe you can do it either way.
  - ○ **Staff:** When we do count, we have to count for inventories for Urban Growth Boundary analysis under Goal 10 or Goal 9 and when we have done that we calculate based on tax lot sizes. So right-of-way never included in calculations. When estimating how much acreage we'll need we base it on assumptions on proportion of property that will be right-of-way. Needing to account for number acres of land in inventories won't be affected by this decision.
- **Committee member**: Consistency. Staff have great points around Buildable Lands Inventory and fact that not counted. If not doing that on analytical side, then no reason to show streets being designated on public facing side from user standpoint. Interesting answer to this question in staff's explanation of vacation – not applying zoning until something out of public right-of-way. Opportunity to be consistent with that – only apply designation to private property. Unless I'm mistaken, no reason to apply land use designation to public right-of-way because way we handle public rights-of-way is addressed in a Transportation System Plan or, Development Code, or Public Works standards as we set street design standards. Misleading or disingenuous to slap designation color over right-of-way. I'm all for consistency.
- **Staff:** Consider if someone has a project and you need more space so you look to vacate a street, but it has currently zoned right-of-way. Think about how there could be a conflict in plan designation if we chose to designate. Implications for future. For example, are we creating a conflict in inherent plan designations or with a zone that might apply to right-of-way? If we designate, every time someone comes in for a project and they want a different use would that require a plan amendment? Process that costs money. Think about what it means for you if you have a project you want to build.
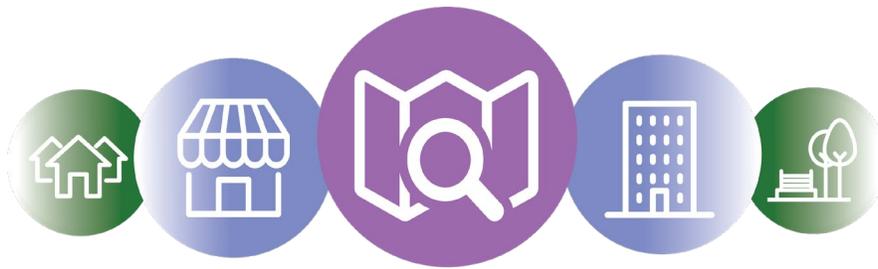
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- **Committee member**: Staff brought up good point. What happens when a subdivision dedicates new rights-of-way? Start with a blank slate. Putting in new public streets. If right-of-way is white/not designated, would you have to go back and do a Comp Plan map amendment every time you dedicate new right-of-way?
  - o **Staff:** No. We could have a policy at some point with adoption of this map that says when something becomes public right-of-way it's just public right-of-way, and upon vacation it takes plan designation of property it reverts to which is determined based on how it's dedicated. If it's vacated it goes back to what it was unless adjacent property has gone through that plan amendment/zone change. No way that anyone could make a coherent argument to LUBA that removing designation from street that's shown public right-of-way that can't be used for anything other than public access or public transportation purposes, so it supersedes all uses allowed under zoning unless it's vacated, is somehow a Post Acknowledgement Plan Amendment.
- **Committee member**: Agree and glad to hear it. And look at 11x17 scale blob map for Metro Plan, we have streets that are shown as just black. In some cases, either side of it is something designated residentially and in some cases it's different – we'll show that differently. But not privately owned, it's public right-of-way. Suggest that color scheme be focused on private property and government public open space, not public right-of-way.
  - o **Staff:** There's precedent to use either approach based on what other cities do across Oregon.
  - o **Committee member**: Have you asked those cities if they've encountered unforeseen challenges if the right-of-way is undesignated/unzoned?
  - o **Staff:** One response was – be sure whatever you do when you designate make it consistent with zoning. Whether it's showing it or policy for how you do it. Make practice consistent with map and Code as well. If we go route of note designating right-of-way we would like to explore what that means for zoning and may have a Code amendment.
- **Committee member**: Agree with other Committee members.
- **Committee member**: Speaks to needing better map maintenance. If the City is comfortable making those sorts of administrative changes to remove right-of-way that's another step toward user friendliness and bringing map into modern era and digitizing. Not directly in scope of this project but would improve useability of the document.
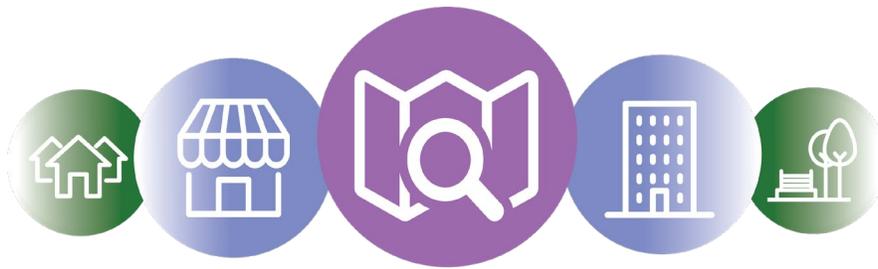
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QUESTION #5: STREAMS & RIVERS

5. Please refer to the May 22, 2022 memo from the City Attorney's Office for guidance on the City's approach to assigning plan designations (or not) to streams and rivers. For properties adjacent to and including these water areas, this guidance would result in plan designations applying to the edge of a property up to the ordinary high watermark for navigable waterways (Willamette and McKenzie Rivers) and to the centerline of a stream for non-navigable waterways (e.g., the Mill Race, creeks). Are there reasons we should consider an alternative approach?

Question 5 Discussion

Note: The Committee ran out of time for a full discussion of this question, so this will be the first question discussed at the next meeting.

- **Committee member**: Do we treat navigable rivers like right-of-way and it's not designated? Thinking about private property, property rights. Property lines frequently go into the river. Springfield Mill Race towards west end before it exits into Willamette is private property. If it's private property that owner deserves designation to property line with respect to land use, development, several sets of regulations out there. Anything associated with Goal 5, e.g., that limit impacts and require paying attention to resource. Private property should be designated to property line.
  - **Staff:** To clarify, that is the recommendation of memo.
    - For navigable waterways the public owns those. Essentially, we would maintain small changes to tax lot maps or property lines that go to the high-water mark because that is owned private property. Whether tax lots get updated or not it's water law that if there are small changes then state's ownership follows this. If massive suddenly flooding event, we'll deal with that separately.
    - For non-navigable waterways, those are owned by property owner so would follow property lines and if unknown you default to centerline. If we have info that property boundary somewhere else, then we could lock designations to property lines. Intended to match what you're saying – match where private property lines are. Not to designate or zone the state's water. Only part in Urban Growth Boundary is section that runs from Doris Ranch through Glenwood.
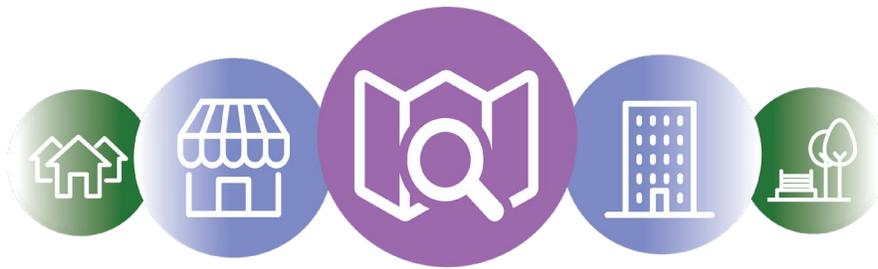
- o **Staff:** GIS team thinks about property rights and maintenance, e.g., if river moves. Team is thinking about connecting with Assessment and Taxation to get clarity.
- o **Staff:** From data standpoint it's easier if property boundary is coincident with edge of channel – don't have to recreate wheel. Examples where we can see current tax lot boundary lines up well with historical river channel. See river channel moved through air photos. One case where we drew UGB expansion to follow bank line from air photo in 2014/15. Recent photo – continued to migrate westward. Difference between existing tax lot line, line we drew in 2014/15, current line. Part of conversation with Assessment and Taxation is what triggers their updates – we can maybe duplicate their line work. Other layer in terms of natural resources is FEMA floodway overlay. Example in North Gateway area in floodway. Adopted UGB expansion area we designated large property there – split it on floodway line based on FEMA data layer so undevelopable portion was natural resource and developable portion outside floodway was agriculture/urban holding area. When FEMA decides to update maps it's a functional boundary that's tied to river based on modeling.

LOOK AHEAD

Jacob concluded the meeting by thanking the Committee members for the participation and input and reiterating that the Committee would continue discussing the questions starting with Question #5 at the next meeting on September 29, 2022.