



**CITY OF NAPAVINE PLANNING COMMISSION MEETING
Monday – March 18, 2024 – 6:00 PM**

Deborah Graham,
Position 1

Amy Hollinger
Position 2

Arnold Haberstroh,
Position 3

Amy Morris
Position 4

Scott Collins
Position 5

Bryan Morris
PW/CD Director

- I. PLEDGE OF ALLEGIANCE**
- II. CALL TO ORDER**
- III. ROLL CALL**
- IV. APPROVAL OF AGENDA – As Presented**
- V. APPROVAL OF MINUTES**
 - 1) Planning Commission Workshop Meeting– March 4, 2024**
- VI. OLD BUSINESS**
 - 1) Complete Streets Policy (Ordinance)**
- VII. CONSIDERATION**
- VIII. CITIZEN COMMENT**
- IX. GOOD OF THE ORDER**
- X. ADJOURNMENT**

**Planning Commission Meeting is held in person and via
Teleconference.**

Teleconference Information

Dial-in number (US): (720) 740-9753

Access code: 8460198

To join the online meeting:

<https://join.freeconferencecall.com/rdenham8>

City of Napavine
407 Birch Ave SW
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Napavine, WA 98565
360-262-3547

City Website
www.cityofnapavine.com



NAPAVINE PLANNING COMMISSION MINUTES
March 4, 2024 6:00 P.M.
Napavine City Hall, 407 Birch Ave SW, Napavine, WA

PLEDGE OF ALLEGIANCE:

INVOCATION: Invocation was led by Director Morris.

CALL TO ORDER:

Commissioner Graham opened the regular Planning Commission meeting to order at 6:00 PM

ROLL CALL:

Planning Commission present: **Commissioner Graham, Commissioner Haberstroh, Commissioner Hollinger, and Commissioner Morris.** **Commissioner Morris** motioned to excuse **Commissioner Collins**, seconded by **Commissioner Hollinger.** **Vote on Motion 3 aye, 0 nay.**

APPROVAL OF AGENDA – As presented:

Commissioner Hollinger motioned to approve the agenda as presented, seconded by **Commissioner Haberstroh.**
Vote on motion 3 aye, 0 nay.

APPROVAL OF MINUTES:

Commissioner Haberstroh motioned to approve minutes from the **Planning Commission Meeting on July 3, 2023,** seconded by **Commissioner Hollinger.** **Vote on motion 3 aye and 0 nay.**

NEW BUSINESS:

COMPLETE STREETS POLICY (ORDINANCE)

Director Morris explained what a complete street ordinance is. The Planning Commission discussed what would be considered an exception. Would that include prior variances? The ordinance stated that the council would handle the exceptions but if variances and conditional uses are considered documented evidence to an exception, the hearing examiner handles those cases now. If the city doesn't adopt an ordinance, we would not qualify for grants that we have successfully obtained the last few years. Is this ordinance worth it, or not? Can the ordinance be worded carefully to not tie the hands of the city? Can the streets be outlined in the 6 year traffic plan?

Citizen Ron Johnson had concerns regarding the width of Woodard Road, the homes are so close together. Doesn't feel like there is enough space to widen it.

Director Morris stated that the sidewalk would be on the developer's side of the street. The right-of-way is bigger at the beginning of Woodard Road.

Executive Assistant Katie Williams will provide a few more examples of other city's current complete street ordinance for Planning Commission to review.

Commissioner Haberstroh motioned to table this ordinance until the next meeting, seconded by **Commissioner Morris.** **Vote on motion 3 aye, 0 nay.**

GOOD OF THE ORDER:

Commissioner Hollinger stated she will not be able to attend the March 18th meeting.

Director Morris stated that the planning commission has the comp plan coming up and needs to be very careful on what the city allows for ADU's.

ADJOURNMENT 6:45 pm

Commissioner Morris motioned to adjourn, seconded by **Commissioner Hollinger.** **Vote 3 aye, 0 nay.**

These minutes are not verbatim. If so desired, a recording of this meeting is available online at <https://fccdl.in/sGhkXJpi8r>.

Respectfully submitted,

Bryan Morris, Community Development/Public Works Director

Planning Commission Chairperson

Chapter ###.##

COMPLETE STREETS POLICY

AN ORDINANCE OF THE CITY OF NAPAVALINE, WASHINGTON, ADOPTING CHAPTER ###.## OF THE CITY OF NAPAVALINE MUNICIPAL CODE TO ESTABLISH A “COMPLETE STREETS” PROGRAM FOR THE PURPOSE OF PROVIDING SAFE ACCESS AND ACCOMMODATIONS TO ALL USERS INCLUDING BICYCLISTS, PEDESTRIANS, MOTORISTS AND PUBLIC TRANSPORTATION USERS.

WHEREAS, the city of Napavine Comprehensive Plan addresses the need for new streets to provide transportation for all modes of travel; and

WHEREAS, in order to ensure that the city’s Comprehensive Plan vision is implemented, adoption of a new chapter to address the criteria and procedures for Complete Streets is necessary; and

WHEREAS, in 2011, the Washington State Legislature passed the Complete Streets Bill (ESHB 1071), creating a complete streets grant program to encourage street designs that safely meet the needs of all users and also protect and preserve a community’s environment and character; and

WHEREAS, adopting a complete streets ordinance will qualify the city of Napavine to apply for the state complete streets grant program, when it is funded by the Legislature;

Sections:

- ###.##.010 Purpose.
- ###.##.020 Definitions.
- ###.##.030 Exceptions.
- ###.##.040 Projects.
- ###.##.050 Network.
- ###.##.060 Freight/truck routes.
- ###.##.070 Intergovernmental coordination.
- ###.##.080 Best practice criteria.
- ###.##.090 Performance standards.
- ###.##.100 Implementation.

###.##.010 Purpose.

The city of Napavine shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the city of Napavine shall identify cost effective opportunities to include complete streets practices.

The vision of Napavine is a community in which all users regardless of age, ability, or preferred mode of travel can safely and efficiently use the public right-of-way to meet their transportation needs.

##.##.020 Definitions.

“Complete Street” means a road that is designed to be safe and accessible for all transportation users including drivers, bicyclists, transit users, freight, emergency service providers, and pedestrians of all ages and abilities.

“Complete street infrastructure” means design features that contribute to a safe, convenient, and comfortable travel experience for users, including but not limited to features such as: sidewalks; share use paths; bicycle lanes; automobile lanes; paved shoulders; landscaping; curbs; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; traffic calming devices; surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; and raised medians.

“Street” means any public right-of-way, including arterials, connectors, alleys, ways, lanes, and roadways by any other designation, as well as bridges, tunnels, and any other portions of the transportation network, that is open for use by the general public.

“Street project” means the construction, reconstruction, retrofit, maintenance, alteration, or repair of any street and includes the planning, design, approval, and implementation processes.

“Users” means individuals that use streets, including pedestrians, bicyclists, motorists, and public transportation riders and drivers.

##.##.030 Exceptions.

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided when:

- (1) A documented absence of current or future need exists;
- (2) Nonmotorized uses are prohibited by law;
- (3) Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping, chip seal, seal coats, and spot repair;
- (4) The cost would be disproportionate to the current need or probable future uses;
- (5) Where there are significant adverse environmental impacts to streams, wetlands, steep slopes, or other critical areas;
- (6) In instances where a documented exception is granted by the council.

##.##.040 Projects.

Those involved in planning and design of projects within the public right-of-way will give consideration to all users and modes of travel from the start of planning and design work. Transportation improvements shall be viewed as opportunities to create safer, more accessible streets for all users. This shall apply to new construction, reconstruction, and rehabilitation. Community engagement will be encouraged during project planning and development.

##.##.050 Network.

Projects should enhance the overall transportation system and its connectivity for access to parks or recreation areas, schools, downtown, existing pedestrian or bicycle networks, or regional bicycle pedestrian plans prepared by other associated groups such as Lewis County.

##.##.060 Freight/truck routes.

Because freight is important to the overall economy of Napavine and has unique right-of-way needs to support that role, freight will be the major priority on streets classified as truck routes. Complete street improvements that are consistent with freight mobility but also support other modes and user needs shall be considered for truck routes.

##.##.070 Intergovernmental coordination.

It is a goal of the city of Napavine to foster partnerships with all Washington State transportation agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Lewis County, Napavine School District, and any funding agency to implement the complete streets ordinance.

##.##.080 Best practice criteria.

The council or designee shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

##.##.090 Performance standards.

The city of Napavine shall put into place performance standards with measurable benchmarks to continuously evaluate the complete streets ordinance for success and opportunities for improvement. Performance standards may include transportation and mode shift, miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, number of ADA accommodations retrofitted, and number of exemptions from this policy approved.

##.##.100 Implementation.

This policy will primarily be implemented during the annual development of the city's six-year transportation improvement plan (STIP). The city will also work to incorporate complete streets principles into the Comprehensive plan and associated documents.

Chapter 12.20

COMPLETE STREETS

Sections:

12.20.010 Purpose and vision.

12.20.020 Applicability.

12.20.030 Definitions.

12.20.040 Exceptions.

12.20.050 Infrastructure.

12.20.060 Design criteria.

12.20.070 Implementation.

12.20.080 Partnership and cooperation.

12.20.090 Performance measures.

12.20.100 Severability.

12.20.010 Purpose and vision.

The city of Castle Rock's vision is a community in which residents and visitors of all ages and abilities are able to travel safely and conveniently on all streets. The city of Castle Rock shall, to the maximum extent practicable, scope, plan, design, operate, construct, and maintain streets and other facilities that promote safe and convenient access and travel for all "users," including but not limited to: pedestrians of all ages and abilities, bicyclists, transit riders and vehicles, school bus drivers, freight vehicles, emergency service providers; and

The city of Castle Rock prides itself on the quality of life available to residents, and encourages active living and safety by providing safe, convenient, healthy and comfortable routes for walking, bicycling, and public transportation.

The purpose of this chapter is to ensure that all users are planned for in the construction of all city transportation improvement projects as outlined in the city's comprehensive plan and the public works development standards. The city recognizes that complete streets will increase the health and safety

of residents, as well as economic vitality. The complete streets policy will increase connectivity for all types of transportation within the city. Application of this policy will increase access for all users. [Ord. 2017-03 § 2, 2017].

12.20.020 Applicability.

This chapter shall apply to all areas within the city limits of Castle Rock. The city will collaborate with Washington State Department of Transportation (WSDOT) and Cowlitz County to carry out the chapter. The provisions of this chapter shall apply, to the maximum extent practicable, to all new construction and improvements of the city's transportation network. [Ord. 2017-03 § 3, 2017].

12.20.030 Definitions.

Unless specifically defined below, words or phrases used in this chapter shall be interpreted so as to give them the meaning they have in common usage and to give this chapter its most reasonable application.

“City” means the city of Castle Rock.

“Complete street” means a street that is designed to be safe and accessible for all drivers, bicyclists, transit riders and vehicles, freight vehicles, emergency service providers, and pedestrians of all ages and abilities. The complete streets policy focuses not on just changing individual streets, but on empowering the decision-making process so that all users are routinely considered during the scoping, planning, designing, building, and operation of all streets in the transportation network.

“Right-of-way” is a general term that means land, property, or interest therein, usually but not always in a strip or corridor, acquired or devoted for transportation and/or utility purposes.

“User” or “users” means all human or non-human individuals or vehicles that use streets, including bicyclists, freight vehicles, conventional and self-driving automobiles, public transportation riders and vehicles, and people of all ages and abilities, including: children, youth, families, older adults and individuals with diverse personal mobility needs. Users may also be interpreted as including the various common and essential items and accompaniments, including: shopping bags and boxes, rolling luggage, baby carriages and strollers, service animals and pets. [Ord. 2017-03 § 4, 2017].

12.20.040 Exceptions.

A. Exceptions to this policy may be determined by the public works director (or designee) under the circumstances listed below:

1. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;

2. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, chip sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity.

Ordinary maintenance paving projects should include the evaluation of existing facility conditions that support alternative transportation types, as well as modifying existing pavement markings and signage to support such alternative transportation types as appropriate and reasonable.

B. Castle Rock city council may determine that new street or reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:

1. Require more space than is physically available; or
2. Drastically increase project costs and equivalent alternatives exist within close proximity; or
3. Have adverse impacts on environmental resources such as streams, wetlands, floodplains, and geologically hazardous areas, or on historic structures or sites above and beyond the impacts of currently existing infrastructure; or
4. Compromise the integrity of a dike or other water retention or drainage facility; or
5. The cost would be disproportionate and burdensome in relation to the current needs or probable future use. [Ord. 2017-03 § 5, 2017].

12.20.050 Infrastructure.

As feasible, the city shall incorporate complete streets infrastructure into existing public streets to create a comprehensive, integrated, connected transportation network that balances access, mobility and health and safety needs of all users. Complete streets infrastructure includes design features that contribute to a safe, convenient travel experience for all users, including but not limited to:

- Sidewalks
- Paved shoulders
- Shared use paths
- Bicycle lanes
- Shared use lanes

- Automobile lanes
- Street trees and landscaping
- Planting strips
- Curbs and accessible curb ramps
- Bulb-outs
- Crosswalks and refuge islands
- Pedestrian and traffic signals (including countdown and accessible signals)
- Directional signals
- Street furniture
- Bicycle accommodations, including parking facilities signage and markings
- Public transportation stops and facilities
- Traffic calming devices (such as traffic circles, roundabouts, traffic bumps, intersection treatments, narrow vehicle lanes and raised medians)
- Surface treatments such as paving blocks, textured asphalt and concrete
- Appropriate lighting for speed and type of travel
- Appropriate streetscapes that appeal to and promote pedestrian use
- Parking spaces

[Ord. 2017-03 § 6, 2017].

12.20.060 Design criteria.

The city shall design complete streets solutions that will best serve the transportation needs of all users. The priority shall be on the needs and comfort of all users, considering issues such as street design and width, desired operating speed, street lighting, beautification and connectivity.

The city, through its public works department, shall maintain design criteria, standards and guidelines based upon recognized best practices in street design, construction and operation as identified in the

most recent version of the following:

- A. Public Works Developer's Standards;
- B. Castle Rock School District School Walk Route Maps;
- C. Castle Rock Comprehensive Plan and Zoning Map;
- D. Other design resources may include, but are not limited to:

1. Washington State Department of Transportation Design Manual;
2. American Association of State Highway Transportation Officials (AASHTO);
3. Institute of Transportation Engineers (ITE);
4. National Association of City Transportation Officials (NACTO);
5. Manual On Uniform Traffic Control Devices (MUTCD).

The context and character of the surrounding built and natural environments shall be considered in all design criteria, standards and guidelines. [Ord. 2017-03 § 7, 2017].

12.20.070 Implementation.

Complete streets shall be achieved either through single projects or through a series of smaller improvements or maintenance activities over time. The implementation of various complete streets elements will utilize current and adequate design criteria. The design of various complete streets components to be implemented shall be based on a context-sensitive approach, with the analysis of the street's existing conditions and the present and future needs for all users. The system's design will be consistent with and supportive of local neighborhoods, recognizing that transportation needs vary and must be balanced in a flexible, safe and cost-effective manner.

The city will seek advice from Castle Rock active transportation group when needed. The active transportation group should be comprised of appropriate interested parties, transportation experts and elected officials. [Ord. 2017-03 § 8, 2017].

12.20.080 Partnership and cooperation.

The city will cooperate and foster partnerships with other planning and funding agencies including but not limited to: the Federal Highway Administration, WSDOT, Washington State Department of Health, Washington State Transportation Improvement Board, the Regional Transportation Planning

Organization, Cowlitz County, Castle Rock School District, residents, businesses, interest groups, and neighborhoods to ensure the needs of all agencies and groups are considered and that the principles and practices of complete streets are communicated and considered in their scoping, planning, design, construction, and maintenance activities. The city will specifically cooperate to ensure the transportation network flows between jurisdictions in accordance with local and regional road, transit, bicycle, and pedestrian plans. [Ord. 2017-03 § 9, 2017].

12.20.090 Performance measures.

The city of Castle Rock shall periodically review achievements and other conditions to measure performance and evaluate the complete streets ordinance for success and opportunities for improvement. Performance measures shall be determined by the public works director and may include, but are not limited to:

- Number of bicycle facilities created or improved
- Number of pedestrian facilities created or improved
- Number of ADA accommodations created or improved
- Number of exceptions granted
- Percent of residents reporting increased quality of life
- Proportion of users by transportation type
- Miles of improved streets

The public works director and/or designee shall report to the city council on an annual basis on the transportation projects undertaken within the prior year and planned projects within the next year and the extent to which each of these projects has met or will meet the objectives of this policy. [Ord. 2017-03 § 10, 2017].

12.20.100 Severability.

If any section, subsection, clause, phrase or word in this chapter is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such section shall be deemed a separate provision and such holding shall not affect the validity of the remaining portions of this chapter. [Ord. 2017-03 § 11, 2017].

The Castle Rock Municipal Code is current through Ordinance 2023-14, passed December 11, 2023.

Disclaimer: The city clerk's office has the official version of the Castle Rock Municipal Code. Users should contact the city clerk's office for ordinances passed subsequent to the ordinance cited above.

City Website: <https://ci.castle-rock.wa.us/>

City Telephone: (360) 274-8181

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CITY OF OCEAN SHORES, WASHINGTON

ORDINANCE NO. 916

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF OCEAN SHORES, WASHINGTON, ADDING CHAPTER 12.02, COMPLETE STREETS POLICY, TO OCEAN SHORES MUNICIPAL CODE TITLE 12, STREETS AND SIDEWALKS, CREATING THE COMPLETE STREETS POLICY. THIS POLICY WILL BE USED WHEN CREATING FUTURE TRANSPORTATION PROJECTS AS AN OPPORTUNITY TO IMPROVE PUBLIC STREETS FOR PEDESTRIANS, BICYCLISTS, AND TRANSIT USERS REGARDLESS OF AGE OR ABILITY

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel for all users, including pedestrians, bicyclists, motor vehicle drivers, transit users, emergency service providers and freight, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities; and

WHEREAS, more than 110,000 pedestrians and bicyclists are injured each year on roads in the United States with children and older adults at greatest risk and disproportionately affected; and

WHEREAS the occurrence and severity of pedestrian and bicyclist injuries could readily be decreased by implementing Complete Streets practices; and

WHEREAS, the one-third of Americans that do not drive, disproportionately represented by older adults, low-income people, people with disabilities, and children would greatly benefit from the equitable distribution of safe, alternative means of travel that will result from Complete Streets practices; and

WHEREAS, the City of Ocean Shores wants to create convenient, enjoyable connections from the beach, to the hotel district and to the business district to promote tourism and create economic development opportunities while creating a more sustainable community; and

WHEREAS, the community stated desires for safe streets to improve walkability and bikability while connecting the neighborhoods of Ocean Shores with key destinations; and

WHEREAS, the City of Ocean Shores hosted an American Planning Association Washington Chapter Community Planning Assistance Team (CPAT) that recommended considering adoption of a "Complete Streets" ordinance; and

WHEREAS, the Comprehensive Plan for the City of Ocean Shores, as adopted in 1998 and amended in 2007, seeks to develop a transportation system that provides for alternate modes of transportation such as pedestrian and bicycle travel (Goal T.2); and

WHEREAS, the Ocean Shores City Council intends to improve the safety of city streets, enhance the quality of life of residents, encourage active living, and reduce traffic congestion and fossil fuel use by providing safe, convenient, and comfortable routes for walking, bicycling, and public transportation.

NOW THEREFORE, the City Council of the City of Ocean Shores, Washington does hereby ordain as follows:

Section 1. Title 12, Streets and Sidewalks, of the Ocean Shores Municipal Code is hereby amended to include a new Chapter 12.02, Complete Streets Policy, which reads as follows:

12.02 - Complete Streets Policy.

12.02.010 Purpose:

The City of Ocean Shores shall, to the maximum extent practical, scope, plan, design, construct, operate and maintain appropriate facilities for the safe accommodation of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities in all new construction, retrofit or reconstruction projects. Through ongoing operations and maintenance, the City of Ocean Shores shall identify cost-effective opportunities to include Complete Streets practices.

12.02.020 Exceptions.

Facilities for pedestrians, bicyclists, transit users and/or people of all abilities are not required to be provided when:

- A. A documented absence of current or future need exists;
- B. Non-motorized uses are prohibited by law;
- C. Routine maintenance of the transportation network is performed that does not change the roadway geometry or operations, such as mowing, sweeping and spot repair;
- D. The cost would be disproportionate to the current need or probable future uses;

E. In instances where a documented exception is granted by the Mayor.

12.02.030 Complete Streets Infrastructure.

As feasible, Ocean Shores shall incorporate "Complete Streets Infrastructure" into existing public and private streets to create a comprehensive, integrated, connected transportation network for Ocean Shores that balances access, mobility, health and safety needs of pedestrians, bicyclists, transit users, motorists, emergency responders, freight and users of all ages and abilities, ensuring a fully connected, integrated network that provides transportation options. "Complete Streets Infrastructure" means design features that contribute to a safe, convenient, or comfortable travel experience for Users, including but not limited to features such as: sidewalks; shared use paths; bicycle lanes; automobile lanes; paved shoulders; street trees and landscaping; planting strips; curbs; accessible curb ramps; bulb outs; crosswalks; refuge islands; pedestrian and traffic signals, including countdown and accessible signals; signage; street furniture; bicycle parking facilities; public transportation stops and facilities; transit priority signalization; traffic calming devices such as rotary circles, traffic bumps, and surface treatments such as paving blocks, textured asphalt, and concrete; narrow vehicle lanes; raised medians; and dedicated transit lanes

12.02.040 Goals to Foster Partnerships.

It is a goal of the City of Ocean Shores to foster partnerships with all Washington State transportation funding agencies including the Washington State Department of Transportation (WSDOT), the Federal Highway Administration, Grays Harbor County, North Beach School District, citizens, businesses, interest groups, neighborhoods, and any funding agency to implement the Complete Streets ordinance.

12.02.050 Best Practice Criteria.

The Mayor or designee shall modify, develop and adopt policies, design criteria, standards and guidelines based upon recognized best practices in street design, construction, and operations including but not limited to the latest editions of American Association of State Highway Transportation Officials (AASHTO), Institute of Transportation Engineers (ITE) and National Association of City Transportation Officials (NACTO) while reflecting the context and character of the surrounding built and natural environments and enhance the appearance of such.

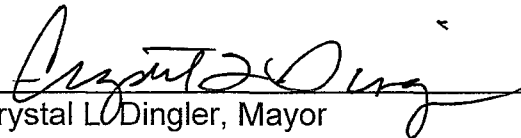
12.020.060 Performance Standards.

The City of Ocean Shores shall put into place performance standards with measurable benchmarks to continuously evaluate the Complete Streets ordinance for success and opportunities for improvement. Performance


standards may include transportation and mode shift, miles of bicycle facilities or sidewalks, public participation, number of ADA accommodations built, and number of exemptions from this policy approved.

Section 2. This Ordinance shall take effect thirty (30) days from the date of publication.

THIS ORDINANCE PASSED AND ADOPTED by the City Council of the City of Ocean Shores, Washington, at a regular open public meeting on this 10th day of December 2012.


Crystal L. Dingler, Mayor

ATTEST:


Diane J. Foss, CMC City Clerk