

RESOLUTION NO.

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF SANTA ROSA RECOMMENDING THAT THE CITY COUNCIL AMEND THE GENERAL PLAN FOR THE CARITAS VILLAGE PROJECT FROM MEDIUM DENSITY RESIDENTIAL AND RETAIL AND BUSINESS SERVICES, TO TRANSIT VILLAGE-MIXED USE FOR THE PROPERTIES AT 431, 437, 439, 465 A STREET AND 506, 512, 516, 520, 600, 608, AND 612 MORGAN STREET, ASSESSOR'S PARCEL NUMBERS 010-041-001, 004, 005, 008, 009, 010, 011, 013, 014, 015, 016, 017, 018, 019, 020 – FILE NUMBER PRJ18-052.

WHEREAS, on September 10, 2018, Catholic Charities and Burbank Housing (Applicants) submitted an application for a General Plan Amendment, Specific Plan Amendment, Rezoning, Tentative parcel map, Conditional Use Permit for an emergency shelter, Major Landmark Alteration Permit, and Major Design Review for a proposed project to expand homeless services currently operating on the project site, and to construct 126 units of permanent, affordable housing, to be located at 431, 437, 439, 465 A Street and 506, 512, 516, 520, 600, 608, and 612 Morgan Street, more particularly described as Assessor's Parcel Numbers 010-041-001, 004, 005, 008, 009, 010, 011, 013, 014, 015, 016, 017, 018, 019, 020 (Project Site); and

WHEREAS, on February 27, 2020, the Planning Commission held a noticed public hearing to consider a General Plan Amendment for Caritas Village (Project), which is a project that includes the redevelopment of a city block into: a comprehensive family and homeless support services facility (Caritas Center), and a 126-unit affordable housing development (Caritas Homes) on the Project Site; and

WHEREAS, the Project requires a General Plan Amendment, changing the General Plan land use designation from Medium Density Residential and Retail and Business Services, to Transit Village Mixed Use. The parcels on Morgan and A Streets currently have a General Plan land use designation of Medium Density Residential, while the parcels on A Street currently have a General Plan land use designation of Retail and Business Services; and

WHEREAS, the Transit Village-Mixed land use designation is intended to accommodate a well-integrated mix of higher density residential, office, and commercial uses within one-quarter mile of a transit facility; and

WHEREAS, the requested General Plan Amendment for the Project is within the scope of the final environmental impact report for the Caritas Village Project, entitled, "Caritas Village Final Environmental Impact Report;" and

WHEREAS, adoption of the Caritas Village General Plan Amendment is consistent with the applicable goals and policies of the 2035 General Plan and is consistent with the applicable goals and policies of the City's Housing Elements that focus on providing affordable housing and support services for the homeless; and

WHEREAS, the Planning Commission finds that the Project is consistent with the following General Plan goals and policies:

Goal / Policy	Project Consistency
<i>Land Use and Livability</i>	
LUL-A: Foster a compact rather than a scattered development pattern to reduce travel, energy, land, and materials consumption while promoting greenhouse gas emission (“GHG”) reductions citywide.	Consistent. The Project is a high-density residential development within walking distance of the downtown Sonoma-Marin Area Rail Transit (“SMART”) Station. This would reduce travel and energy consumption and result in GHG reduction and would be consistent with this goal.
LUL-C-1: Promote downtown as the center of the business, residential, social, and civic life of Santa Rosa by directing high intensity office uses, government, residential, and entertainment uses to locate downtown.	Consistent. The Project would establish a high-density residential development in the Downtown Station Area Specific Plan area and would be consistent with this policy.
LUL-E: Promote livable neighborhoods by requiring compliance with green building programs to ensure that new construction meets high standards of energy efficiency and sustainable material use. Ensure that everyday shopping, park and recreation facilities, and schools are within easy walking distance of most residents.	Consistent. The Project exceeds both City and State minimum green building requirements. It would also be GreenPoint rated and is anticipated to be certified with a LEED Gold rating.
LUL-E-3: Avoid concentration of large community care facilities in any single residential neighborhood.	Consistent. The Project Site is located between residential and commercial uses and therefore would facilitate transition from residential to commercial land uses. While the definition of “large” is subjective and not further defined in the General Plan, Caritas Center will have 46,587 square feet and does not include a full range of medical services. Caritas Center is not adding to a concentration of community care facilities because it is an expansion of an existing family support services facility and associated uses, which have operated on the Project Site since at least 1987.

<p>LUL-F-1: Do not allow development at less than the minimum density prescribed by each residential land use classification.</p>	<p>Consistent. Density within the Courthouse Square Subarea is limited by a maximum height limit of four stories. The Project will consist of buildings ranging from two to four stories tall.</p>
<p>LUL-F-3: Maintain a balance of various housing types in each neighborhood and ensure that new development does not result in undue concentration of a single housing type in any one neighborhood. downtown is excepted.</p>	<p>Consistent. The Project will result in affordable housing along with support services. Although the Project will result in a greater concentration of affordable housing, the Project Site is in the Downtown Station Area Specific Plan area and is therefore exempted from this policy.</p>
<p>LUL-L: Ensure land uses that promote use of transit.</p>	<p>Consistent. The Project provides high-density affordable housing, within walking distance of the Downtown SMART Station, and other public transit, and is consistent with the policy of promoting transit use.</p>
<p>LUL-L-1: Establish land use designations and development standards which will result in a substantial number of new housing units within walking distance of the Downtown SMART station site.</p>	<p>Consistent. The Project Site would be designated TV-M to allow for high-density development within walking distance of the Downtown SMART Station.</p>
<p>LUL-L-2: Improve pedestrian, bicycle, and bus transit connections from surrounding areas to the Downtown SMART station site, as well as, between neighborhoods surrounding the SMART station site.</p>	<p>Consistent. The Project Site is served by CityBus routes 1, 2B, and 10. The Project Site is also located within 0.25 mile of the SMART Station in Railroad Square and 0.30 mile of the Second Street Transit Mall. The Project Site is well served by sidewalks, and pedestrian connections are available for transit stops.</p>
<p>LUL-L-3: Create pedestrian friendly environments and provide convenient connections to the transit facility for all modes of transportation.</p>	<p>Consistent. The proposed plaza or mews between the two residential structures would be pedestrian-friendly with shared amenities lining both sides and with landscaping features. The Morgan Street and A Street frontages would similarly be pedestrian friendly with ground level units and entry porches along the majority of their façades.</p>

LUL-M: Ensure new development and streetscape projects provide pedestrian and bicycle circulation improvements.	Consistent. The Project Site is well served by sidewalks and designated bike lanes on A Street and 6th Street.
LUL-N-1: Ensure private development provides its fair share of funding for necessary improvements to public services and utilities in the plan area.	Consistent. The Project will pay its fair share of development impact fees.
LUL-P: Enhance the Sixth/Seventh Street corridor in the northern downtown area.	Consistent. The Project includes plazas and landscaping to provide pedestrian-friendly frontages along 6th and 7th Streets.
LUL-Q: Accommodate all modes of transportation along the Sixth/Seventh Street corridor (pedestrian, bicycle, automobile, and bus).	Consistent. The Project includes 32 bicycle parking spaces for Caritas Center. Caritas Homes would provide 64 long-term bicycle parking spaces for each phase (128 total) and four short-term bicycle parking spaces for visitors. The Project Site is also served by public transit and bike lanes.
<i>Urban Design</i>	
UD-A: Preserve and enhance Santa Rosa's scenic character, including its natural waterways, hillsides, and distinctive districts.	Consistent. The Project Site is in the St. Rose Historic District and was designed in accordance with the City's design review process and in compliance with the requirements of the Historic overlay combining district.
UD-B-2: Encourage, promote, and assist in the development of housing units within downtown for a mix of income levels and housing types including integrating housing into existing buildings as mixed use.	Consistent. The Project includes high-density affordable housing and support services.
UD-B-4: Respect and relate the scale and character of development at the edges of downtown to the surrounding Preservation Districts.	Consistent. The Project's architectural character reflects existing structures in the neighborhood with simple massing to the south and variegated to the north, thereby relating to the scale of existing structures within the St. Rose Historic Preservation District.

<p>UD-B-5: Promote street life in the downtown through attractive building designs with street level activity and façade windows, public art, trees, fountains, and other landscaping elements that are pedestrian friendly. Discourage blank parking garage or office block frontage. Implement this policy through development review and the city’s Capital Improvement and Downtown Programs.</p>	<p>Consistent. The Project includes active uses on the ground floor that face the streets and incorporates plazas to encourage pedestrian activity.</p>
<p>UD-B-6: Require design review for all new structures and alterations to existing structures within downtown.</p>	<p>Consistent. The Project is subject to the City’s design review process and has already undergone two concept design review hearings before the City’s Design Review Board.</p>
<p>UD-G: Design residential neighborhoods to be safe, human-scaled, and livable by addressing compact development, multi-modal connectivity, and reducing energy use.</p>	<p>Consistent. The Project is a compact high-density development, designed to be compatible with the surrounding land uses. In addition, the Project will be constructed to meet or exceed current energy efficiency standards as codified by the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings. The Project would be built to comply with Title 24 of the California Code of Regulations (“Title 24”) standards to be “solar-ready” with appropriate roof strength and installed conduit.</p>
<p>Housing</p>	
<p>H-C: Expand the supply of housing available to lower-income households.</p>	<p>Consistent. The Project is high-density affordable housing, which is consistent with this policy. The applicants will enter into an affordable housing agreement with the City.</p>
<p>H-C-3: Require projects requesting residential General Plan amendments to rezone for General Plan consistency.</p>	<p>Consistent. The Project includes a General Plan Amendment that would rezone the project site from Medium Density Residential/Neighborhood Commercial to TV-M.</p>
<p>H-C-6: Facilitate higher-density and affordable housing development in Priority Development Areas (PDA), which include</p>	<p>Consistent. The Project Site is in the Downtown Station Area Specific Plan and</p>

<p>sites located near the rail transit corridor and on regional/arterial streets for convenient access to bus and rail transit. Implement existing PDA-specific plans—the Downtown Station Area Specific Plan and the North Santa Rosa Station Area Specific Plan—and develop new plans, such as the Roseland Specific Plan, to encourage the development of homes that have access to services and amenities.</p>	<p>would be developed with high-density affordable housing.</p>
<p>H-C-15: Encourage new affordable housing development to provide amenities for residents, such as on-site recreational facilities, children’s programs (day care or after-school care), and community meeting spaces.</p>	<p>Consistent. The Project is a mixed-use development that includes affordable housing, support services, and amenities for the residents.</p>
<p>H-D: Provide housing for households with special needs.</p>	<p>Consistent. The Project includes emergency shelters and programs for people with special needs.</p>
<p>H-G: Develop energy-efficient residential units and rehabilitate existing units to reduce energy consumption.</p>	<p>Consistent. The Project will exceed both City and State minimum green building requirements. It will also be GreenPoint rated and is anticipated to be certified with the LEED Gold rating.</p>
<p>H-G-1 Maximize energy efficiency in residential areas. Utilize the following techniques:</p> <ul style="list-style-type: none"> • Implement CALGreen Tier 1 standards; • Fund energy conservation through the Housing Authority’s rehabilitation loans; • Promote home improvement strategies for energy efficiency; • Promote energy efficiency improvements that are sensitive to the historic significance of the residential structure; and • Consider a program that would require energy efficiency improvements when a residential structure undergoes transfer of title or major renovation. 	<p>Consistent. The Project will meet or exceed current energy efficiency standards as codified by the 2016 CALGreen + Tier 1 checklists for residential and nonresidential buildings. In addition, the Project will comply with Title 24 standards to be “solar-ready” with appropriate roof strength and installed conduit.</p>

<i>Transportation</i>	
<p>T-B-1: Require site design to focus through-traffic on regional and arterial streets. Employ the following design techniques to increase driver safety and traffic efficiency:</p> <ul style="list-style-type: none"> • Reduce the number of driveways and intersections; • Combine driveways to serve numerous small parcels; • Avoid residential access; • Install and facilitate timing of traffic signals; and ensure continuous sidewalks. 	<p>Consistent. Vehicular access to the Project Site is provided by two driveways on Morgan Street and two driveways on A Street. There are two pedestrian entryways on 6th Street to access Caritas Center, one on the corner of Morgan Street and 6th Street to enter the Day Services area, and the other at the middle of the building facing south onto 6th Street to enter the lobby.</p>
<p>T-D-1: Maintain a Level of Service (LOS) D or better along all major corridors. Exceptions to meeting the standard include:</p> <ul style="list-style-type: none"> • Within downtown; • Where attainment would result in significant environmental degradation; • Where topography or environmental impact makes the improvement impossible; and <p>Where attainment would ensure loss of an area’s unique character.</p>	<p>Consistent. The Project Site is in the Downtown Station Area Specific Plan and would maintain Level of Service (“LOS”) D or better under “existing conditions” and “existing plus” project conditions; however, under the “cumulative plus” project conditions LOS D would not be able to be maintained. The General Plan allows for exceptions to maintaining a LOS D within the downtown area. The Project Site is located downtown, so the “downtown” exception to this standard is invoked so that the impact is reduced to a less than significant level.</p>
<p>T-D-3: Require traffic studies for development projects that may have a substantial impact on the circulation system.</p>	<p>Consistent. A traffic study was prepared for this Project and is Appendix G to the November 15, 2019 Draft EIR.</p>
<p>T-H-7: Require community care facilities and senior housing projects with more than 25 units to provide accessible transportation services for the convenience of residents.</p>	<p>Consistent. The Project provides high-density development within walking distance of transit services that are easily accessible by clients and tenants.</p>

<p>T-J-4: Provide street trees to enhance the city's livability and to provide identity to neighborhoods and districts.</p>	<p>Consistent. The Project includes a variety of trees fronting the buildings on Morgan, 6th, and A Streets. Street frontages and setback areas would also have flower plantings and sidewalk shade trees.</p>
<p><i>Public Services and Facilities</i></p>	
<p>PSF-A-1: Provide recreation and park facilities and services needed by various segments of the population-including specific age groups, persons with special physical requirements, and groups interested in particular activities-and make these facilities and services easily accessible and affordable to all users.</p>	<p>Consistent. The Project includes private recreational facilities to serve the future residents, such as a covered gathering area, communal lawn area, pet relief area, tenant vegetable garden planter, day-use courtyard, family courtyard, play structure, chapel courtyard, and office patio.</p>
<p>PSF-F: Ensure that an adequate supply of water is available to serve existing and future needs of the city.</p>	<p>Consistent. The 2015 Urban Water Management Plan (UWMP) calculates the City's past, current, and projected water use and water supply through 2040. According to the UWMP, the future water supply is adequate to offset future water demands from planned development during normal, single-dry, and multi-dry years through 2040.</p>
<p>PSF-G: Ensure that adequate sewer capacity is available to serve existing and future needs of the city.</p>	<p>Consistent. There is substantial capacity at the City's Wastewater Treatment Plant to serve the Project, and implementation of the Project will not exceed wastewater treatment requirements.</p>
<p>PSF-I-1: Require dedication, improvement, and maintenance of stormwater flow and retention areas as a condition of approval.</p>	<p>Consistent. The Project includes a system of vegetated stormwater planting areas that will collect, treat, and convey stormwater runoff from the project site to the existing stormwater system.</p>
<p>PSF-I-3: Require erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.</p>	<p>Consistent. The Project includes a system of vegetated stormwater planting areas to collect, treat, and convey stormwater runoff from the project site to the existing stormwater system. Stormwater runoff from roofs, pavement surface, and landscaping would flow into stormwater planting areas to be treated. The stormwater planting areas will be sized to</p>

	function as stormwater treatment and flow control.
PSF-I-6: Require implementation of BMPs to reduce drainage system discharge of non-point source pollutants originating from streets, parking lots, residential areas, businesses, industrial operations, and those open space areas involved with pesticide application.	Consistent. The Stormwater Pollution Prevention Plan will identify Best Management Practices (“BMPs”) to ensure the reduction of pollutants during stormwater discharges.
PSF-I-8: Implement the SUSMP to reduce pollutants and runoff flows from new development and significant redevelopment projects.	Consistent. The Project will follow the requirements outlined in the Standard Urban Stormwater Mitigation Plan (“SUSMP”) Guidelines. As required by the SUSMP, the Project includes preparation of a stormwater mitigation plan to address post-construction water quality impacts.
<i>Open Space and Conservation</i>	
OSC-H: Conserve significant vegetation and trees and plant new trees.	Consistent. The Project will remove up to 24 trees. However, new trees would be planted on Morgan, 6th, and A Streets. Street frontages and setback areas will have flower plantings and sidewalk shade trees as well.
OSC-J-1: Review all new construction projects and require dust abatement actions as contained in the CEQA Handbook of the BAAQMD.	Consistent. The Project will be conditioned to implement construction dust abatement measures consistent with those outlined in the Bay Area Air Quality Management (“BAAQMD”) CEQA Handbook.
OSC-K: Reduce energy use in existing and new commercial, industrial, and public structures.	Consistent. The Project will exceed both City and State minimum green building requirements. It will also be GreenPoint rated and is anticipated to be certified with the LEED Gold rating.
<i>Growth Management</i>	
GM-A: Prevent urban sprawl by focusing growth within the Urban Growth Boundary.	Consistent. The Project is an infill development on existing developed, but underutilized land, and would not induce development in the area beyond that which has already been planned for as part of the General

	Plan and the Downtown Station Area Specific Plan.
<i>Historic Preservation</i>	
HP-A: Protect Native American heritage.	Consistent. A record search was performed at the Northwest Information Center (“NWIC”) to determine if any known Native American resources exist in the Project vicinity. A search of the Native American Heritage Commission (“NAHC”) Sacred Lands File resulted in no known tribal cultural resources at the Project Site, as did subsurface testing. (See page 3.4-16 of the November 15, 2019 Draft EIR.) Consultation with the NAHC and local tribes did not identify known tribal cultural resources at the Project Site. Mitigation measures are required for subsurface construction activities, including cultural awareness training, construction monitoring, and for inadvertent discovery which will reduce impacts on tribal cultural resources to less than significant. (See Mitigation Measures CUL-6, CUL-7, and CUL-8 in the November 15, 2019 Draft EIR.)
HP-B-2: Preserve significant historic structures. Consider the life cycle costs when evaluating the alternatives to demolition of these structures, including the adaptive reuse of historic buildings for contemporary uses.	Consistent. The Project includes demolishing all structures on the Morgan Street parcels. Adaptive reuse was considered as part of the “No Project Alternative” because the structures currently on the Project Site have been adaptively reused since at least 1986 (e.g. the former hospital is a family support center and several single-family homes are used as a Navigation Center, TRP, or associated uses).
HP-B-7: In establishing zoning designations for historic properties, consider historic uses and establish provisions to encourage retention of the historic use and/or setting.	Consistent. The Project Site will retain the Historic combining district overlay.
<i>Noise and Safety</i>	
NS-B-2: Encourage residential developers to provide buffers other than sound walls,	Consistent. Based on the ambient noise level measurements, noise levels at the Project Site

<p>where practical. Allow sound walls only when projected noise levels at a site exceed land use compatibility standards in Figure 12-1.</p>	<p>are expected to be 66.1 decibels for day and night sound levels (“dB(A) Ldn”). Interior noise levels would comply with the requirements of the General Plan, California Building, and CalGreen code requirements with use of standard construction practices. In addition, operation of fixed-source noise would be required to comply with the maximum noise limits listed in sections 17-16.030 and 17-16.120 of the Santa Rosa City Code. On-site equipment has been designed to incorporate measures such as shielding and appropriate attenuators to reduce noise levels that may affect nearby properties.</p>
<p>NS-B-3: Prevent new stationary and transportation noise sources from creating a nuisance in existing developed areas. Use a comprehensive program of noise prevention through planning and mitigation and consider noise impacts as a crucial factor in project approval.</p>	<p>Consistent. The Project will not substantially increase traffic noise along nearby streets. Short-term noise from construction vehicles along 6th, A, and Morgan Streets would be perceptible; however, mitigation measures will be implemented to reduce these impacts to a less than significant level. The mitigation measures will restrict construction hours, rerouting truck traffic away from residential streets, if possible, and limit noise to the closest noise-sensitive receivers. (See Mitigation Measures NOI-1 and NOI-2 in the November 15, 2019 Draft EIR.)</p>
<p>NS-B-4: Require new projects in the following categories to submit an acoustical study, prepared by a qualified acoustical consultant:</p> <ul style="list-style-type: none"> • All new projects proposed for areas with existing noise above 60dB(A) DNL. • Mitigation shall be sufficient to reduce noise levels below 45 dB(A) DNL in habitable rooms and 60 dB(A) DNL in private and shared recreational facilities. Additions to existing housing units are exempt. <p>All new projects that could generate noise whose impacts on other existing uses would be greater than those normally</p>	<p>Consistent. The Project will be built with modern construction materials to achieve interior noise levels in accordance with the requirements of the General Plan, California Building Code, and CalGreen code. In addition, the Project would not substantially increase traffic along nearby streets that would exceed exterior noise levels as required by the City’s General Plan.</p>

<p>acceptable (as specified in the Land Use Compatibility Standards).</p>	
<p>NS-B-9: Encourage developers to incorporate acoustical site planning into their projects. Recommended measures include:</p> <ul style="list-style-type: none"> • Incorporating buffers and/or landscaped earth berms; • Orienting windows and outdoor living areas away from unacceptable noise exposure; • Using reduced-noise pavement (rubberized-asphalt); • Incorporating traffic calming measures, alternative intersection designs, and lower speed limits; and <p>Incorporating state-of-the-art structural sound attenuation and setbacks.</p>	<p>Consistent. The Project will be built with modern construction practices such as augmented exterior wall assemblies and windows with high Sound Transmission Class ratings to attenuate noise. In addition, noise attenuation features such as building setbacks, walls, and landscaping along roadways, as well as, orienting outdoor living areas away from major roadways are incorporated into the project design to the extent feasible.</p>
<p>NS-C-2: Require comprehensive geotechnical investigations prior to development approval, where applicable. Investigations shall include evaluation of landslide risk, liquefaction potential, settlement, seismically-induced landsliding, or weak and expansive soils. Evaluation and mitigation of seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides, shall comply with guidelines set forth in the most recent version of the California Division of Mines and Geology (CDMG) Special Publication 117.</p>	<p>Consistent. The Project will be conditioned to require site-specific geotechnical investigations prior to building permit issuance.</p>

WHEREAS, the Planning Commission finds that a General Plan Amendment to Transit Village Mixed Use on the Project Site is justified to achieve the objectives and policies of the General Plan in that:

- A. The proposed amendment ensures and maintains internal consistency with the goals and policies of all elements of the General Plan;
- B. The proposed amendment would not be detrimental to the public interest, health, safety, convenience, or welfare of the City, in that: the proposed uses are consistent with the

allowed uses in the TV-M land use designation; program participants at both Caritas Center and Caritas Homes will be required to sign a program agreement that outlines expected behaviors, prohibited activities, and responsibilities, including good neighbor rules that are enforced by Catholic Charities staff to ensure that participants are not loitering in the neighborhood (both during daytime and after nighttime program operation hours); Caritas Homes will have two on-site managers; the Project includes exterior lighting systems and other design features, including camera surveillance to reduce illicit behaviors such as loitering, trespassing, littering and garbage, and bathroom incivility, as well as, hire a private security firm to patrol the project site and neighborhood during the day and at night; the Project will be conditioned to comply with all City ordinances, regulations and policies in the Conditions of Approval; and the mitigation measures in the EIR will be enforced through a Mitigation Monitoring and Reporting Program, as is required by CEQA;

- C. The site is physically suitable (including absence of physical constraints, access, compatibility with adjoining land uses, and provision of utilities) for the requested land use developments, in that the Project Site is an infill development on existing developed, but underutilized land and therefore will not induce development in the area beyond that which has already been planned for as part of the General Plan; and, the Project Site is located between residential and commercial uses and therefore would facilitate transition from residential to commercial land uses; will retain the existing Historic combining district overlay; and
- D. The proposed General Plan amendment has been reviewed in compliance with the California Environmental Quality Act (CEQA) and the City prepared an Environmental Impact Report, Findings of Fact, Mitigation Monitoring and Reporting Program and Statement of Overriding Considerations in compliance with CEQA.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of Santa Rosa is recommending approval by the City Council of a General Plan Amendment on the subject property from Medium Density Residential and Retail & Business Services to Transit Village-Mixed Use.

REGULARLY PASSED AND ADOPTED by the Planning Commission of the City of Santa Rosa on this 27th day of February, 2020, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

APPROVED: _____
PATTI CISCO, CHAIR

ATTEST: _____
CLARE HARTMAN, EXECUTIVE SECRETARY

DRAFT