

Thurs, Nov 17, 2022 9:00AM

Appleton Redevelopment Authority Meeting

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Marissa Downs (ARA Chairperson) 00:02

Good. Okay. Good morning. Okay, I'm gonna call the Thursday, November 17 meeting of the Appleton redevelopment authority to order. I will begin with the roll. Higgins, Van Dyke, Downs is here, Brokl, Stuck. Looks like Firkus is excused, and Jerry is excused. Okay. Perfect.

Marissa Downs (ARA Chairperson) 00:33

All right, let's move forward with the approval of the October 27 meeting minutes. Any discussion? Hearing none, all in favor? Aye. Opposed? None. Okay, great.

Marissa Downs (ARA Chairperson) 00:53

No public hearings or appearances. So, we will move on to action item 22-1487 request to proceed with securing an accepted offer to purchase from Valley Transit for 222 North Oneida street at a purchase price of \$150,000 and subject to the contingencies listed in the attached offer. I'm going to give it to Karen.

Director Karen Harkness (Community And Economic Development) 01:16

Thank you, Chair. So just to kind of give us an overview for today's meeting, what we're going to do is direct— General Manager of Valley Transit, Ron McDonald, is going to share with all of you a presentation that we've been sharing this week to stakeholder groups, just kind of giving an update as to where we are with the Master Plan and Feasibility Study for Valley Transit. And then Matt Rehbein is going to give an overview of the offer to purchase that he's been working on with Valley Transit and the attorney's office. So, Ron, I'll turn it over to you for the presentation.

Marissa Downs (ARA Chairperson) 02:02

That looks great.



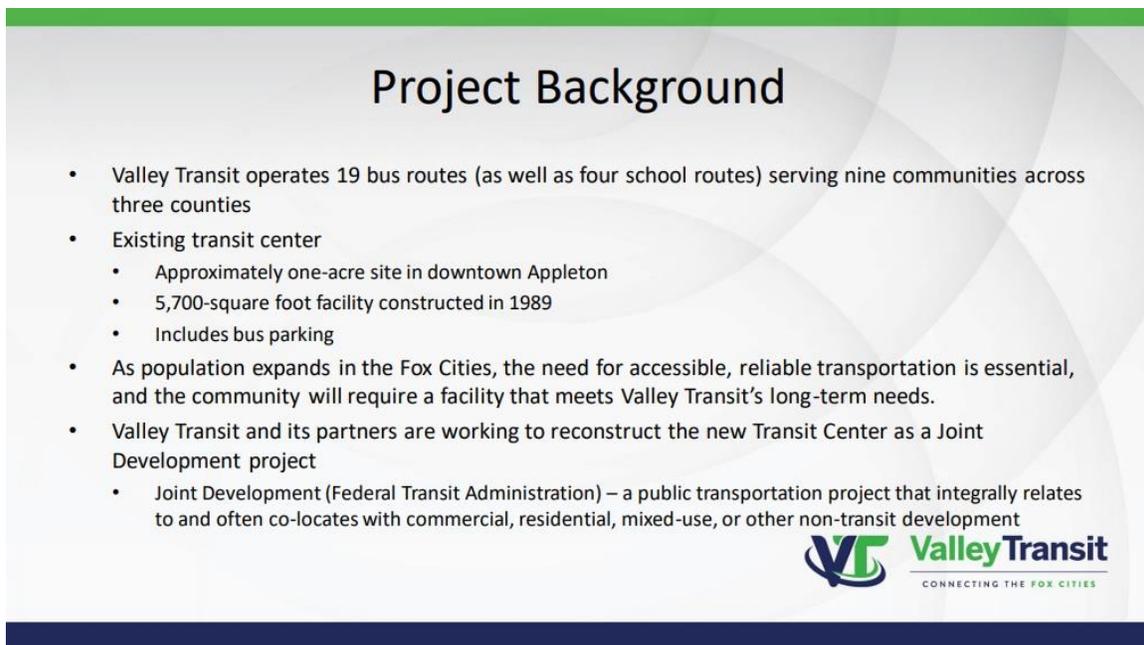
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General Manager Ron McDonald (Valley Transit) 02:03

Thank you, Chair. So as Karen said, we've been going through this presentation, I think we've had five or six public meetings in the last two days. So, this really gets down into you know why we want to purchase this property and what our plans are, if we're able to purchase this property. So, I'll go very briefly, and there's a couple of slides I'll just bypass here.



But the project background is, you know, Valley Transit has 19 bus routes, and including four additional tripper routes that serve schools, we serve all nine communities within the Fox Cities and all three counties. Existing transit center's approximately one acre, about 5700 square feet, constructed back in 1989. You know, as a population is expanding in the Fox Cities, the need for accessible, reliable transportation is essential. And we just—we need to have a facility that meets our community needs in the long term.



General Manager Ron McDonald (Valley Transit) 02:58

So, our partners are working to reconstruct the transit center as a joint development project. Again, the joint development project—that's a term by the Federal Transit Administration. And it really is, it's a public transportation project that integrally relates to and often co-locates with commercial, residential, mixed-use, and other non-transit development.

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General Manager Ron McDonald (Valley Transit) 03:21

So, the purpose of what we're doing is we're gonna identify the long-term needs of Valley Transit Center and explore the potential for further investment into existing site. We also looked at some potential other sites rather than where we're at currently. And then, you know, how do we accommodate future Valley Transit growth while supporting the downtown redevelopment.



Project Purpose

- Identify long-term needs of the Valley Transit Center
- Explore potential for further investment at existing site or potential new site
- Accommodate future Valley Transit growth while supporting downtown redevelopment

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General Manager Ron McDonald (Valley Transit) 03:42

The goals that we were looking at is to improve the services and safety, encourage public and private development, and offer up public open spaces having a ground level Transit Center and an upper floor residential facility. The center design is gonna be urban, well integrated with surrounding uses, high visible, actively used by people of all ages. Has to be sustainable design that activates the streetscape and sensitive to the needs of the transit user as well as nearby neighborhoods etc.



Project Goals

- **New Transit Center features**
 - Improved services and safety
 - Public and private development
 - Public open spaces
 - Ground-level Transit Center
 - Upper-floor residential
- **New Transit Center design**
 - Urban, well-integrated with surrounding uses
 - Highly visible and actively used by people of all ages
 - Sustainable design that activates the streetscape
 - Sensitive to the needs of transit users as well as nearby neighborhoods, businesses, and properties



Example mixed-use development

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General Manager Ron McDonald (Valley Transit) 04:17

Again, the goals through this whole project is the transportation infrastructure we need convenient access and egress, improve multimodal circulation. We need to adapt our hub so that we can serve the buses, shuttles, bicycles, pedestrians, multimodal facilities. And all of that has to enhance the service existing and potential new riders.

The economic vitality, public and private investment that benefits Valley Transit and our partners, which are again all those municipal partners, we talked about. Development that supports goals, the Appleton comprehensive plan, the college North neighborhood plan, and the sustainability master plan. And again, we want to use all of this information to help us become successful in a very highly competitive Federal Transit Administration grant where 80% of the lower levels primarily covered by federal dollars, with a 20% local match.

Project Goals

- Transportation and infrastructure
 - Convenient access and egress
 - Improved multimodal circulation
 - Adaptable hub that can serve buses, shuttles, bicycles, and pedestrians
 - Improved accessibility for all users
 - Enhancements that serve existing and potential new riders
- Economic vitality
 - Public and private investment that benefits Valley Transit partners
 - Development that supports goals of the Appleton Comprehensive Plan, College North Neighborhood Plan, and Sustainability Master Plan
- Use findings to apply for future highly competitive Federal grants with 80% federal and 20% local match

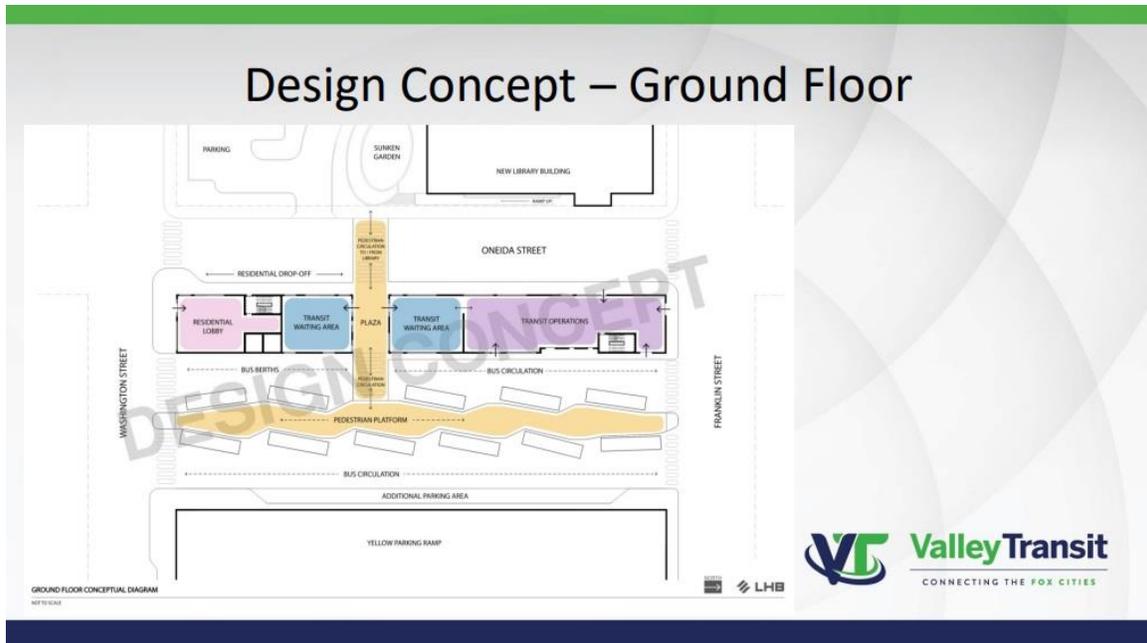


College North Neighborhood Plan street types



General Manager Ron McDonald (Valley Transit) 05:12

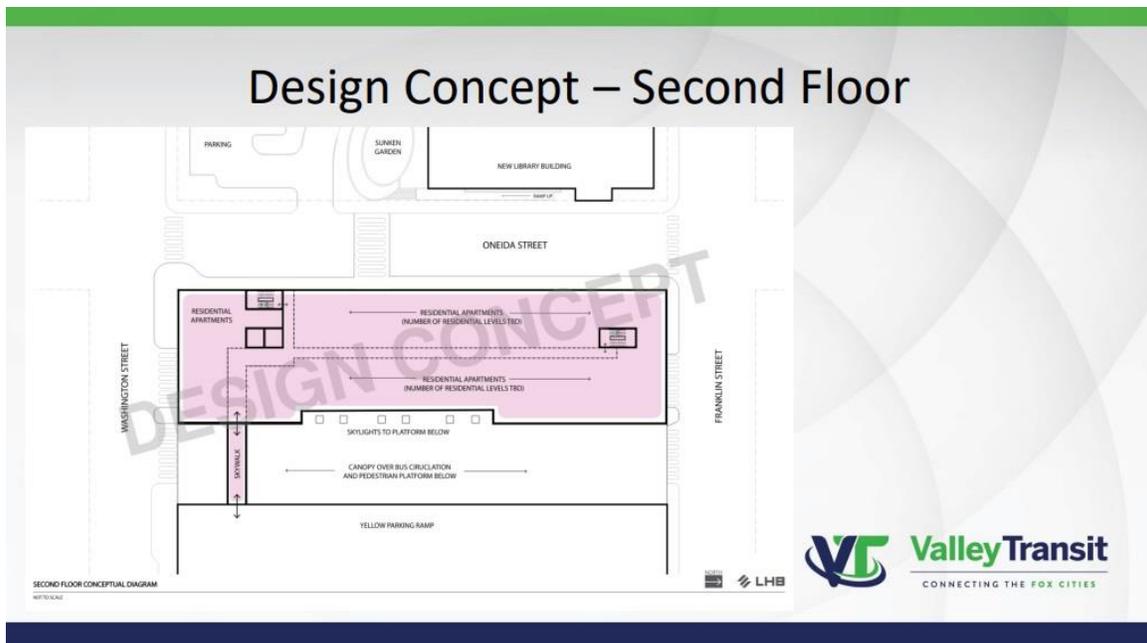
So, what this encompasses is why we're here today to talk about the offer to purchase. To make this facility large enough to handle everything, we need that property to the north of us, which is 222 North Oneida Street. And we need to start working on the environmental analysis, finishing up the work that's been done, getting that site closed out, while simultaneously working on our own borings and geotechnical work at the same time. The intent is to have—you can see there's a purple and there's a blue and there's a like a pink portion up there. The purple and blue sections are primarily transit related front house and back house operations for our transit facility. And then the pink area on the left there along Washington Street, corner of Washington/Oneida, is really expected to be like a lobby area and entrance for residential complex up above—the elevators and then such access there.



General Manager Ron McDonald (Valley Transit) 06:20

The—above this section here on the second floor, would be the apartment complex. The intent is to have a skywalk or a walkway connected to the yellow ramp to have secure access into the residential facility, so we can access the ramp.

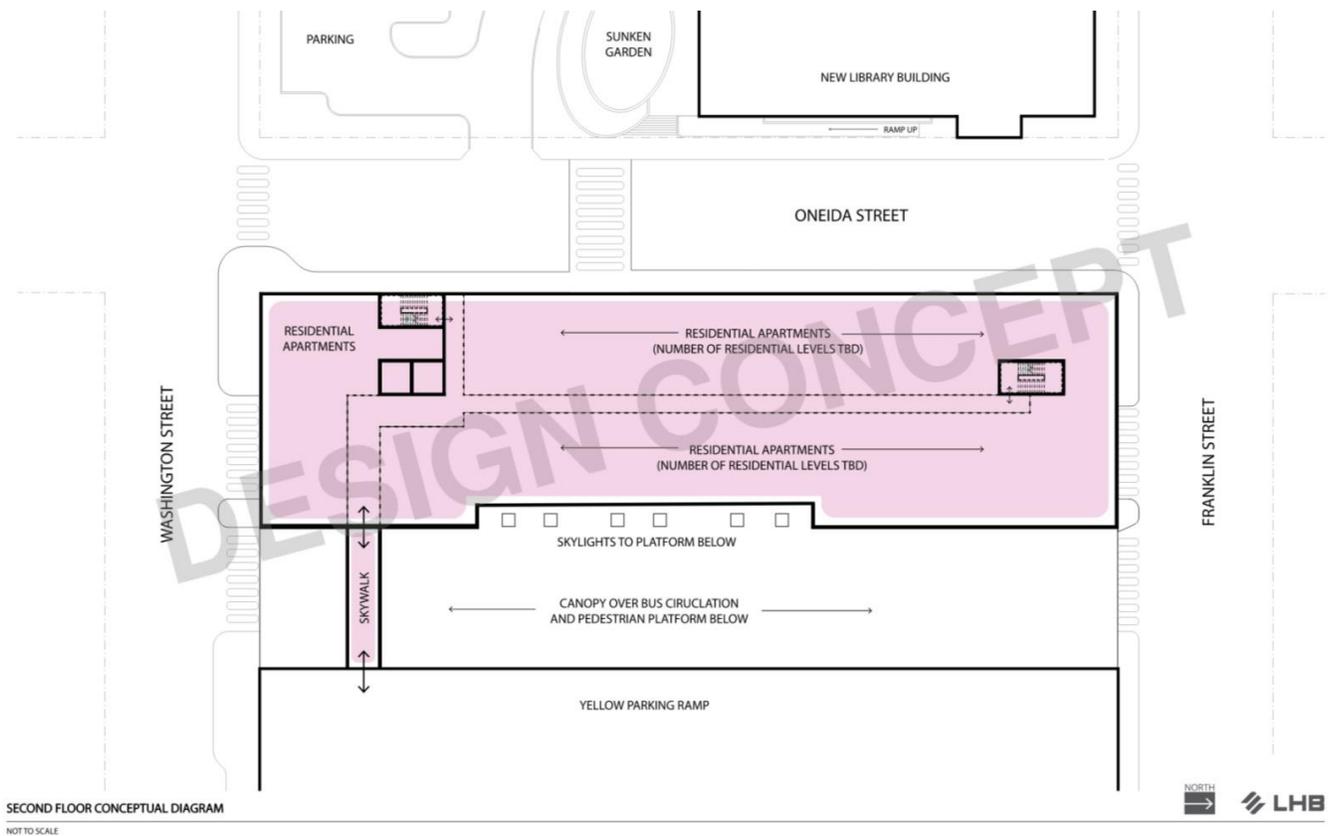
Really, this is one of the major functions that makes this project workable in my eyes is to have a parking structure. We've looked at other projects around like LaCrosse as an example. They built a parking structure into their facility. Well, we're going to add millions to the project if we have to do that. We already have a parking structure there that's under-utilized. We can take advantage of that, and really make this an exceptional project.



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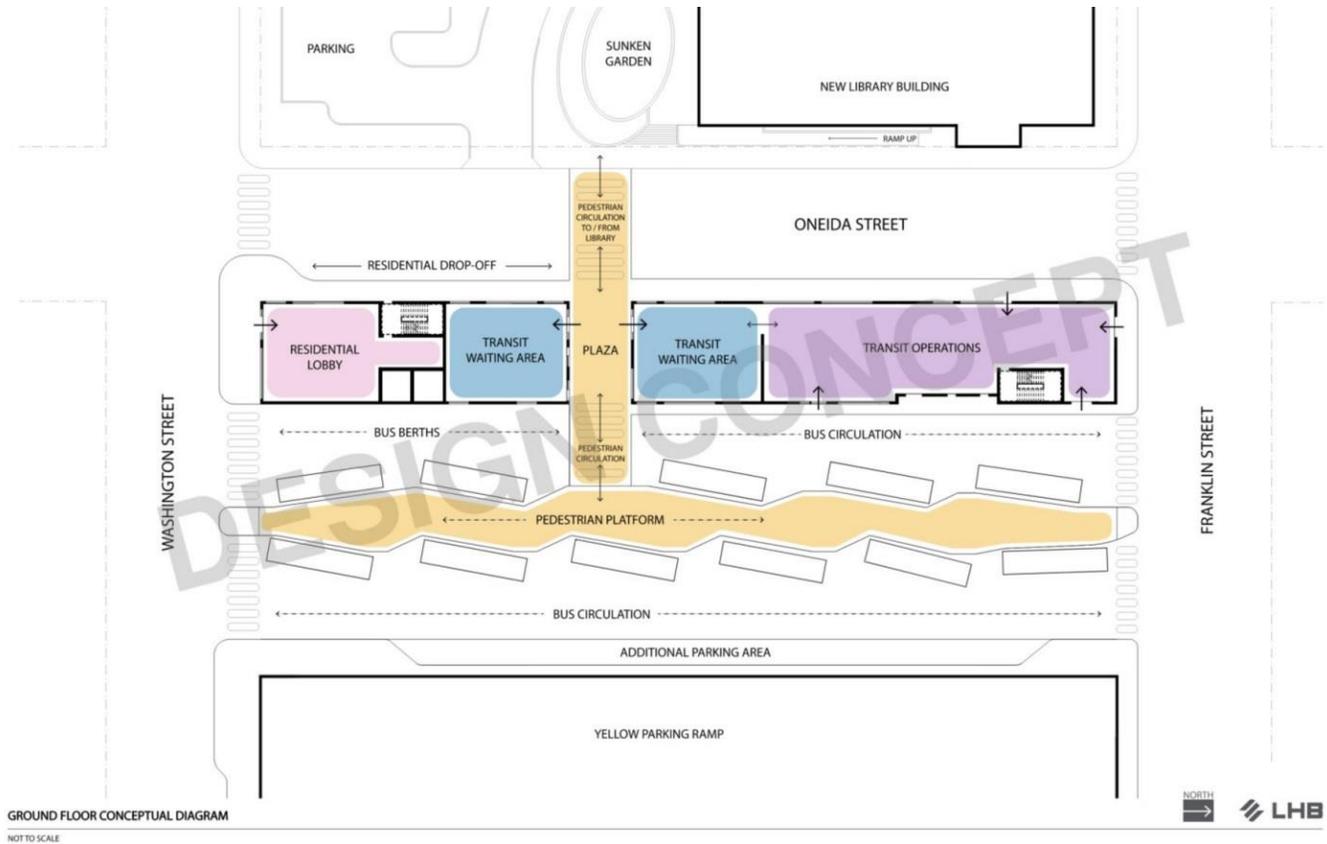
General Manager Ron McDonald (Valley Transit) 07:02

Let me just back up one slide here. I went too fast. So, what we're looking at is the—you know, that footprint where I show the building usage, above that would be apartment complex. And then towards, all the way up almost touching the yellow ramp, is going to be a canopy of sorts that covers the parking of the buses staging area. So, in essence, the whole property would be enclosed, we would be containing all of our business underneath a rooftop so our passengers can have easy access on that yellow platform that's on—that whole platform. They'd be going from bus to bus without having to cross traffic as they are right now for the most part.



General Manager Ron McDonald (Valley Transit) 07:49

We do have one walkway that we're showing here that goes from the platform in through a plaza within the building, and then we show it conceptually as a crosswalk in midblock on Oneida street towards the library. And the reason we did that is we know we have people crossing all over throughout the block, not just on Washington and Franklin Street. So conceptually, we're trying to get people to all cross—and if they're going to jaywalk, let's try and get them a spot where it's marked and safer for them to do so. So, we're looking at that.



General Manager Ron McDonald (Valley Transit) 08:27

We looked at the current conditions and deficiencies of the current site, and then looked at future facility space needs, whether its exterior features, entry access, storage, accommodations, parking capacity. Very importantly, we looked at ADA accessibility. We really need to update that. We need the multimodal transportation options and sustainable design and green building. And then to consider the joint development opportunities and the criteria.

Transit Center Programming

- Identified current Transit Center conditions and deficiencies
- Identified current and future Transit Center facility space needs:
 - Exterior features, entry access, on-site storage, and vehicle accommodations
 - Interior and exterior parking capacity
 - ADA accessibility
 - Multimodal transportation options
 - Sustainable design and green building
- Consider Joint Development opportunities and criteria

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General Manager Ron McDonald (Valley Transit) 08:57

The four criteria that we're going to be using to get this project done is required by the Federal Transit Administration is the eco—we have to review the economic benefit, there has to be a public transportation benefit. And then there has to be a fair share of revenues and costs split. And we'll define what fair market or fair share is at some point down the road with a development agreement. But the revenues and costs have to be shared within reason. And then most of all, look at development opportunities, proposed mixed uses, building heights, square footage, etc.

Joint Development

- Four criteria:
 - Economic benefit
 - Public transportation benefit
 - Fair share of revenue (project provides a fair share of revenue to be used for public transportation)
 - Fair share of costs (a person occupying space at the facility pays a fair share of costs through rent or other means)
- Development opportunities
 - Proposed mix of uses
 - Building heights and square footage



La Crosse Grand River Station (Photo:apartments.com)



General Manager Ron McDonald (Valley Transit) 09:37

We looked at different sites didn't move. Here we go. We looked at different sites through this process. You know, we believe that the current location with the addition of the 222 North Oneida street would make this project work. But we wanted to make sure that we didn't have blinders on or that I didn't have blinders on. I wanted somebody else to come in and look at its properties that may work for us and give us a rating criteria so we're confident that we're in the best location.

Site Evaluation Criteria

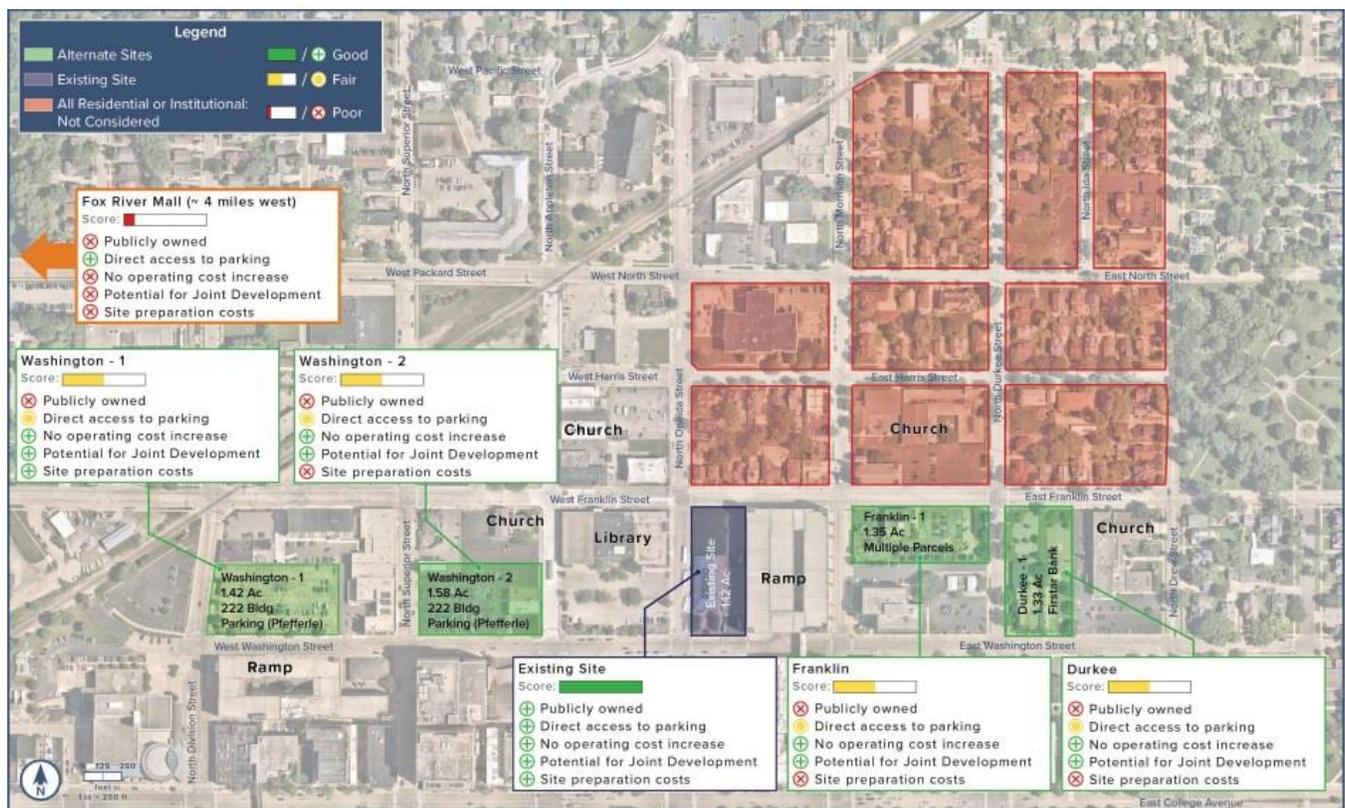
- Land use
 - Zoning
 - Community development potential
- Site access and location
 - Ease of bus operations
 - Pedestrian and bicycle access
 - Parking access
- Site characteristics
 - Environmental concerns and presence of utilities
- Cost effectiveness
 - Cost of land acquisition and site preparation
 - Operating cost impacts



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General Manager Ron McDonald (Valley Transit) 10:07

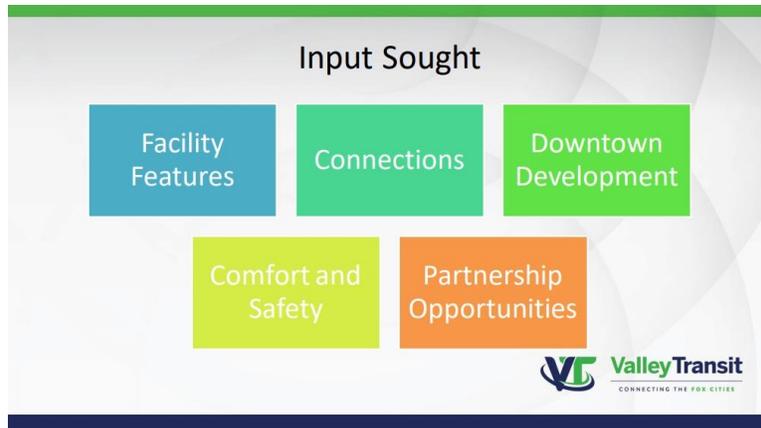
So, the consultant actually reviewed six locations, two three, yeah, six locations, and five of them in the downtown, including the current location, and then an additional one out at the Fox River Mall. So, some of the things they looked at was a property primarily publicly owned already? Is there direct access to parking? If we move it, what are the operating costs increased? Is it feasible that you have increased operating cost to move locations? And then is there a potential for joint development? And then site preparation costs? So, we looked at all of those, and you'll see there's a rating on there—green, yellow, and red. Red is the least favorable, that was a Fox River Mall. The only thing that scored within reason at that site was there was direct—there is parking there. Everything else was a very low score for us. That doesn't mean we wouldn't consider that site at some point in the future for maybe a sub hub of sorts. But the other sites we looked at had areas that, you know, first of all, weren't publicly owned. So, we'd have to take more property off the tax rolls and that type of discussion.



General Manager Ron McDonald (Valley Transit) 11:23

Ultimately, the site that scored highest is our current location. And you can see that that analysis also includes the site we're looking into as an offer to purchase today. So that's how we got to this particular site. We did review other sites around the community, and just wanted to talk through that.

And then from there, during our meetings we had, we sought a lot of input for our facility features, connections, downtown development, comfort and safety, partnership opportunities, and such. And we got a lot of good feedback.



We talked about needs for seatings, restrooms, you know what other services or amenities are needed, for accessibility features. We got some really good comments on accessibility features that are needed. Everything from wayfinding signage is extremely important. We had representatives from [indecipherable] who trained people with visual impairments, talked about having tactical surfaces for crossings and things like that down there. So, we really got a lot of good input and actually talked about how does art fit into that in the wayfinding? You know, how does that interact with things down there? And Karen can probably talk to you more about that.

Input Sought

- Preferred features
 - Seating
 - Restrooms
 - Services (ticketing, wifi, phone charging)
 - Amenities (vending machines, bike storage, public art)
 - Accessibility (audio announcements, tactile maps)
 - Information (customer service desk, real-time bus location, public bulletin board)
 - Safety and security (emergency shelter area, emergency call box, visible security personnel)
 - Passenger drop-off area



Transit center indoor seating (photo: RAC)



Transit station public art (photo: Dan Donovan)

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General Manager Ron McDonald (Valley Transit) 12:33

But anyhow, we've had some pretty extensive discussion over the last number of days. And the mobility options, you know, whether it's the bike sharing and or micro-transit drop off, e scooters, etc. And then, you know, just, again, continue to look at suggestions what we can do to make this better.

Input Sought

- Shared mobility options
 - Rideshare/microtransit drop-off and pick-up area
 - Bikeshare
 - E-scooters
- Factors affecting comfort and safety
 - Cleanliness
 - Maintenance
 - Winter maintenance
 - Lighting
 - Emergency call buttons
 - Bus on-time performance



Bikeshare station (photo: Jaysin Trevino)



Transit station in winter (photo: Metro Transit)

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We do have [an interactive survey and map that we're advertising](#), similar to what Karen had on the college North study where people can go into a map and make comments. So, we'll be gathering information. I suspect, Karen can email you this information, if you if you want it that will have the links on it.



A presentation slide titled "Discussion" with a green header bar. The slide contains three bullet points and the Valley Transit logo in the bottom right corner. The logo consists of a stylized "VT" icon and the text "Valley Transit" with the tagline "CONNECTING THE FOX CITIES" below it.

Discussion

- The College Avenue North plan recommends a mix of senior-oriented living, townhomes and other multi-family development, mixed-use development, and park improvements as well as redevelopment of certain sites.
 - How can the enhanced Valley Transit Center support redevelopment investment in Appleton and the Fox Cities more broadly?
- What types of uses are missing or needed in downtown Appleton?
 - Examples: housing, retail, hospitality, restaurants, government services etc.
- Do you have suggested partnerships for Valley Transit?



A presentation slide titled "Additional Engagement" with a green header bar. The slide contains one bullet point with a link and the Valley Transit logo in the bottom right corner. The logo consists of a stylized "VT" icon and the text "Valley Transit" with the tagline "CONNECTING THE FOX CITIES" below it.

Additional Engagement

- Please encourage your networks to learn more and offer their input using the following link:
tinyurl.com/ValleyTransitCenterSurvey

Director Karen Harkness (Community And Economic Development) 13:12

The whole presentation will be attached to the agenda, so you'll be able to get to the links.

General Manager Ron McDonald (Valley Transit) 13:18

Yep. So that's kind of what we're doing. And that's why we're here today to talk about our need for the offer to purchase.

Marissa Downs (ARA Chairperson) 13:31

And hold on a second. Winner. Who are you? Attorney? Okay. **[As incomprehensible as these words may come across when reading the transcript, they made perfect sense in context. She was trying to figure out which microphone to turn on for Amanda Stuck to speak. It was the attorney's microphone.]**

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Amanda Stuck (ARA Member) 13:33

I need to bring this down or you can hear me? Okay, so I guess my first question is, with the mixed use or joint development that you mentioned, with the residential, how does that work? Do you actually still own all that? And somebody else manages that? Or is it jointly owned? I guess I'm just curious how that works and in terms of how that impacts revenue coming in for you guys.

General Manager Ron McDonald (Valley Transit) 13:54

Sure. Very good question. So, the joint development is basically we can apply for federal dollars to build for transit needs. So, what I envision is we'll have to develop a building that meets the needs of Valley Transit, and then we will (when I say we, originally it was to be Karen or whoever her successor is) we'll be working to bring in a private developer to partner with us. And then there will be some sort of agreement in place as to how we get the other stories up. But there will be a significant private investment and likely a lease agreement of some sort. And I'll let Karen...

Director Karen Harkness (Community And Economic Development) 14:37

If I can just add on to that. So, we will issue an RFP, and our team—Matt—has already been putting together a list of developers that the RFP will go out to. We need to get the developer in early on not later on. Because how the base is structured is dependent on how many floors can go up. So, we're looking to get them in. And we've learned a lot from other communities that have gone through this process, specifically Eau Claire and LaCrosse. We've seen some of the challenges that they've encountered in this process. And so, we have the opportunity to take the challenges that they had, and address those on the front end. And specifically, what I'm talking about, Amanda, is they've gone through several developers for the residential component.

Director Karen Harkness (Community And Economic Development) 15:32

And so, when we put together the RFP, and then we put together the ensuing development agreement, we're going to make sure that it's rather difficult for that developer to not continue with the project. So, we've really got to get it right on the front end, because we don't have time to change it in middle stream or on the back end. That has not worked with other projects that have moved forward. So, we feel really good about where we're at. Ron and I have been on the talking circuit for the last couple of months already through conferences and trade shows, and there is a lot of interest from developers in being able to partner to pursue this opportunity.

Marissa Downs (ARA Chairperson) 16:19

One follow-up question on that. I assume it'll be some—well, you mentioned a lease possibly, Ron. So, the residential portion, let's say it's condo or I'm not sure how it works, but that will be taxed? I assume?

Director Karen Harkness (Community And Economic Development) 16:35

Yes.

Marissa Downs (ARA Chairperson) 16:36

Okay.

Director Karen Harkness (Community And Economic Development) 16:37

Yeah, even if it's a WHEDA tax credit project, WHEDA tax credits are still taxed. It used to be they were taxed about 65% of the assessed value, but as the world keeps changing with interest rates and assessed values, that's a little bit fluid right now as well. But yeah.

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Marissa Downs (ARA Chairperson) 16:56

Any other questions? Yeah, Ron.

General Manager Ron McDonald (Valley Transit) 16:58

I was just gonna add on that all of this, these agreements that we're talking about, all really come back to why we need the FTA to sign off on the contingency here. You know to actually purchase a property because it's there's a lot of moving pieces in his project as joint development. So that's why that ties into the contingency on this, this purchase.

Marissa Downs (ARA Chairperson) 17:19

So, do we want to talk about the offer? Do you want to lead us through the offer? Matt? What?

Matt Rehbein (Economic Development Specialist) 17:31

Thank you, Chair. So obviously, the explanation of the need and why we're talking about this and why we saw the need for the offer to purchase has been covered quite well here. So, then it comes down to the nitty gritty of what does that look like? So, you know, as we took a look at some of the constraints that we're working at, working with, and preparing the offer, working with Ron working with the attorney's office, they've prepared an offer for \$150,000 purchase price.

That purchase price is arrived at from a number of approaches. One is comparable sales within the area. We had an independent appraisal completed. We also have an opinion of value from the assessor's office. And then of course, we took into consideration what ARA has put into this parcel already, in terms of acquisition and remediation. And came up with \$150,000 from there.

The other thing that we had to work around, which is a little bit tricky, and it's already been touched on a little bit is, with the FTA being the funding source, they require that the site be brought to closure by the DNR prior to closing on the property. So, as you'll recall, we've begun that process with the DNR to—and we took advantage of our local governmental unit status and hit the pause button. We said we've done a fair amount of the remediation, we've put the test wells or the monitoring wells in, and we're going to wait and see what comes next.

To bring that process to completion. The engineers that we've been working with estimate that's going to take about 10 months to put in the new wells, do the monitoring, prepare the reports, do everything that that needs to be done, and also cost, they're estimating, a little under \$50,000. So as part of this offer, one of the contingencies is that the buyer would set aside \$50,000. That's over and above the \$150,000 purchase price; that's not a part of. That \$50,000 would be set aside in a separate account that would be spent specifically for bringing the site to closure with the DNR. That process would be managed by ARA or staff here as we as we continue to work through that, since ARA will still own the parcel as it's going through that closure process. And then once closure is completed, we would be able to complete the transfer.

The other contingencies in here. Obviously, access is going to need to be granted to allow for some of the borings and some of the testing and whatnot, which is what's being asked for, both for the environmental purposes, as well as for some geotechnical exploration. With that geotech information, it makes it easier when we go out with a request for proposals, if we can tell the developer here's what we're expecting to find out there and what we need to do. And then additionally, some of the sign offs that are needed both from the FTA and Council to allow transit to acquire the parcel,

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Marissa Downs (ARA Chairperson) 20:38

One question on the Council approval. So why does Council have to approve the purchase on behalf of Transit? Yeah?

General Manager Ron McDonald (Valley Transit) 20:48

They would need to do that because Valley Transit is actually a division of the Department, er excuse me—City of Appleton. They are the grantee, actually, from Federal Transit Administration. So, to use federal dollars that has to, it actually has to go through the Fox Cities Transit Commission first, and then it will go on to the City Council.

Director Karen Harkness (Community And Economic Development) 21:06

An easy way to say that is they would have the fiscal authority.

Marissa Downs (ARA Chairperson) 21:11

Okay. So not, are you was there more?

Matt Rehbein (Economic Development Specialist) 21:19

That's everything I had. So, I'll open it up to questions.

Marissa Downs (ARA Chairperson) 21:21

I mean, I guess I just to walk through. I mean, our risk would be that we burn through the \$50,000. It's not enough. Transit decides they don't want to pursue, don't want to spend more, we have a partially cleaned up property with no buyer. Or geotechnical is done. Not suitable. Again, that you know, it is that is what it is.

Marissa Downs (ARA Chairperson) 21:52

Three and four I don't see. I mean, those are outside of our control, though, four seems pretty likely, I would imagine. So, it's really just, we do some work, spend money, that's not ours, to clean it up. And it's not enough. And then if transit decides they don't want to put in more, then we just are left there. I mean, is that does that sound right?

Matt Rehbein (Economic Development Specialist) 22:16

That's basically the that would be the risk, you know, the—and I have not asked the engineers, if we could then reinstitute our LGU status, and wait for the next.

Marissa Downs (ARA Chairperson) 22:27

Interesting. So, if we got to that point, potentially, we'd have to then finish, get to closure for whatever that differential would be.

Matt Rehbein (Economic Development Specialist) 22:37

Right. Now, what they're talking about doing—what they're anticipating will be needed is monitoring wells, and the testing. You know, they're not looking at opening the whole site back up again at this stage of the game unless something comes of that, which would probably bring us over the \$50,000, in which case, we'd be having a conversation again, with Transit of "Do you want to put more in and proceed with this? Or, you know, where are we going from there?"

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Matt Rehbein (Economic Development Specialist) 23:02

So, I think, you know, the risk of putting in monitoring wells is relatively low. It may give us new information that we don't like. But you know, in terms of we're not going to have a big open site that we can't just walk away (well, I won't say walk away) ignore you know, what we found. If we find something with the wells, you know, before we get to that point where we'd be opening things up again, I'm sure we'd be having conversations with Transit as well as with you.

Marissa Downs (ARA Chairperson) 23:30

Any other questions? Do people have any questions?

Jim Van Dyke (ARA Member) 23:37

I guess the only question...do we have funds that we could?

Director Karen Harkness (Community And Economic Development) 23:47

Have to do it from the.

Marissa Downs (ARA Chairperson) 23:48

It's on there. It's on there. Oh, wait. I'm sorry. That's director one. There we go.

Jim Van Dyke (ARA Member) 23:56

The question I had was if Valley Transit does not want to pour more money in if we exceed the \$50,000, do we have some funds available that we could pursued closure on it? If we so chose?

Matt Rehbein (Economic Development Specialist) 24:09

We do have some funds? We have right—just over \$8,000 that you've already approved for expenditure on the site. As far as funds that are in the ARA coffers but not allocated at this point. Actually, I wasn't in that meeting, but it's around \$25,000 or so. Is that right?

Director Karen Harkness (Community And Economic Development) 24:31

Yeah. And then we always have the right and responsibility to go back to Council and ask for additional funds. I don't think it's in anybody's best interest to leave this site unfinished and unusable. So, I think that there'll be support if Valley Transit wouldn't want to move on to finish the remediation on the site. I think that there would be Council support to be able to finish that.

Jim Van Dyke (ARA Member) 25:00

Okay, thank you.

Marissa Downs (ARA Chairperson) 25:03

Any other questions? Okay, so we have an action to approve accepting this offer to purchase as presented. Is there motion to approve?

Anne Higgins (ARA Member) 25:22

I move go ahead with the purchase.

Marissa Downs (ARA Chairperson) 25:26

Whatever this.

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Todd Brokl (ARA Member) 25:30

I second.

Marissa Downs (ARA Chairperson) 25:31

Any further discussion? Okay. All in favor? Aye. Opposed? None. Okay. All right. Well, then. Yes, Karen.

Director Karen Harkness (Community And Economic Development) 25:46

Is the committee done discussing this item?

Marissa Downs (ARA Chairperson) 25:51

Okay, do you have some really exciting news?

Director Karen Harkness (Community And Economic Development) 25:53

I don't expect to say, I wish all of you a Happy Thanksgiving, and all of the staff is so appreciative of you guys being flexible and having a couple of special meetings to be able to move this forward. We're just really excited about this opportunity and the project and the use of this land which this committee saw value in years ago and knew that this was going to be an integral site to some development. We weren't sure if it would be Valley Transit, or if it would be the library. And I just wanted to say, to have a happy Thanksgiving, and this very well may be my last meeting with all of you. So, I just want to tell you how humble it has been just sort of along the side of you, and how proud I am of what we all have accomplished.

Marissa Downs (ARA Chairperson) 26:46

Oh my gosh, Karen, you're gonna make me cry. We have loved working with you. I can't believe this is going to be the last meeting. We will miss you so much. I know your staff will do a great job. But you have been a great leader over all the years. And a lot has happened in your tenure that is really a testament to your dedication. So, thank you. And Happy Thanksgiving, everybody. All right. Well, that. Someone want to move to adjourn?

Amanda Stuck (ARA Member) 27:17

I'll move to adjourn.

Jim Van Dyke (ARA Member) 27:18

I'll second.

Marissa Downs (ARA Chairperson) 27:19

Second. All in favor? Aye. All right. Thanks, everybody. Oh, Karen, that's...