

Dan Hoffman:

Hello and welcome to another edition of the Rouss Review. I am your City Manager, Dan Hoffman, and with me is Amy Simmons. Hello Amy.

Amy Simmons:

How are you doing?

Dan Hoffman:

I'm good.

Amy Simmons:

I see you survived your trip.

Dan Hoffman:

I did. I did. I was in Portland for the ICMA, the International City Managers Association or whatever. It was good. Portland, not as bad as I heard.

Amy Simmons:

That's all he's good.

Dan Hoffman:

There you go. So that's, that's the phrase. I would give.

Amy Simmons:

They were a little worried about you for a while.

Dan Hoffman:

It's a no, no, it was good. And this is the conference that all city managers go to. It's actually in my contract that I go to this, so it's, but it's good. It it was a lot of educational stuff. Good to learn some things and hopefully bring a few of those ideas back.

Dan Hoffman:

So it was good back here, here. It's been kind of rainy and gray.

Amy Simmons:

Yes all week it was, yeah.

Dan Hoffman:

Yeah. That's, that's less than fun, but hopefully we get some, I think we're supposed to get decent weather in the next couple of days. So fingers crossed. Okay. So we got a meeting tomorrow. We, we are having for the first time in a while, our, our work session might actually be longer than our regular meeting. So let's, let's roll through that agenda real quick. So, first off we have a, the only public hearing

we have tomorrow is a conditional use permit for the Cameron's north Cameron street project. This is the one that's on the corner of Cameron and Piccadilly.

Amy Simmons:

Winchester Towers.

Dan Hoffman:

Former Winchester Towers, years and years in the making. Finally, almost to a point where we're going to get it approved. I think we've worked everything out.

Dan Hoffman:

So hopefully the Council is comfortable with it tomorrow, and we can move forward with that. Let's see what else we got. A couple of CUP, some real right of way vacations. Yeah, nothing really major budget authorization. I anticipate the regular meeting will be relatively concise.

Amy Simmons:

That's how it used to be before the committee started.

Dan Hoffman:

Yeah. So, and then we would have long work sessions. So now we are going to this meeting. We will have a work session. Work sessions are not going to be particularly long. We do have some very meaty items on it. The first item not meaty is a text amendment for off-street parking. Normally, we would put this on committee rather than a work session. So this normally something that goes committee to regular meeting, we've made an exception in this case. And normally I'm loath to have something skip committee, but we really the planning commission, because they did not have quorum a few weeks back.

Dan Hoffman:

This got bumped. So by no fault of the applicant, their project was delayed. And this is a way to kind of get the timing back on it. We are making an exemption because this was this, this particular delay was the responsibility of the Planning Commission. So we're going to go ahead and put on a committee. Then the big topic, the housing study. I hope folks, even if you can't watch the meeting, watch the recording of the meeting. This is really going to be educational for everybody that wants to know what are we doing about affordable housing. Why are you approving new projects? Why can't we just stop growth? This is not an easy or simple issue. And I think the housing study is going to provide a lot of information that will hopefully provide some contexts and reality to the decisions that we are making. For example, we need a tremendous amount of senior affordable housing. I've said that before we talked to Shawn and in the last podcast about this. We really need all of the above. We already presented this once at PED Committee and one of the big striking takeaways was we really need housing in all spectrums. There's affordable, but also there's a huge gap on the upper end.

Amy Simmons:

Right.

Dan Hoffman:

You know, we have folks that are moving into town that want to buy a very nice home that are looking that have the means to do it. Good for them. There's no houses for them to buy. But they want to live in the city. So they, they basically buy down and that pushes everybody else into these lower rungs. It makes everything more expensive. We need to provide housing across the spectrum. I hope people take a moment, watch the report. All the detailed stuff is also going to be available online. I hope everybody takes a moment to do that. And then executive session to discuss a little legal matter between the City and Grafton Schools. I'll leave it at that. It's an executive session.

Amy Simmons:

Can't talk about it.

Dan Hoffman:

Can't talk about it. Okay. So today we're going to talk to Kelly Henshaw, our City Engineer, about a lot of really these projects are the ones we hear the most about because they're the ones, whether it's, 'why is there always construction?' Okay, here you go. Here's the information.

Amy Simmons:

They're always disruptive.

Dan Hoffman:

Yes, there is. There's temporary discomfort for long-term enjoyment. So it's good to be informed. Good to know that they're coming good to know when they're going to end. All of these projects have an end date, and Kelly is going to talk about that here in a second.

Amy Simmons:

Yeah, and most very time there's a chance for people to come see and learn and provide their input. So this is no different.

Dan Hoffman:

Absolutely. All the, all of these projects were approved at multiple levels, the budgets, you know, so there's been public comment available for them for a long time. I mean, the closing of Tevis that was.

Amy Simmons:

Five years.

Dan Hoffman:

Five years in the making. So if you're paying attention and you're listening to now, if you're, if you're listening to the council meetings, checking out our website, or, you know, occasionally listen to this podcast, you will under, you will know what's going on and these things won't catch you off guard. All right. So I'll get off the soapbox and let's invite Amy and

Amy Simmons:

Retake

Dan Hoffman:

Let's invite Kelly. All right. So Kelly Henshaw is our City Engineer. Hi Kelly.

Kelly Henshaw:

Hello.

Dan Hoffman:

So, first off, before we get into some of these updates, big project stuff, which we get the most questions about are definitely projects that you have your fingerprints on, in a good way normally. But a lot of times it's just, you know, people just need to be informed. But before we get into that, tell us a little bit about what the city engineered does.

Kelly Henshaw:

Okay. Well, I like to say I wear about six different hats. There's a lot of job responsibilities in the engineering department. So we are the stormwater program administrators for the city. So we manage the city stormwater program, which is, you know, checking plans and making sure that they are consistent with what our ordinance says, but also responding to drainage complaints, looking at potential future projects and trying to handle the drainage issues in the city.

Dan Hoffman:

Yeah. If your basement floods, it is not our responsibility. 99% of the time. It is not our responsibility. If there is flooding in your yard, 99% of the time, it is not our responsibility. It just means there was a lot of water that day. It does not mean the city is not responsible for the amount of rain we get.

Kelly Henshaw:

I wish we could.

Dan Hoffman:

I wish we could too. And now granted, if you think that sit that for some reason, the city is responsible in some way, shape or form. Give us a call. We'll come check it out. You know, even since I've been here, there've been a couple of cases where we said, you know what? Yep. This is, we'll correct this, this was on us. Those are few and far between, don't just assume that it's the city's responsibility. But if you're in doubt, give us a call.

Kelly Henshaw:

That's right.

Dan Hoffman:

Right. Next hat.

Kelly Henshaw:

Let's see, floodplain administration. So we run the flood plain program for the city, which also is tied to that drainage thing. People like to call us and vent because they don't like being in the flood plain. But

we are basically the keepers of the map. We tell you if you're in or out, the city doesn't deal with insurance, but we can kind of guide you to the right party that can help you with.

Dan Hoffman:

We're just keeper of the map, who determines if you are in and out, FEMA?

Kelly Henshaw:

It is FEMA. And it's based on a modeling process that has to be submitted to them. So it's a really technical process that they go through.

Dan Hoffman:

We don't do. Another thing just to be aware of. We don't determine if you are in the flood plain or not. If you're in a flood, plain, FEMA has said that.

Kelly Henshaw:

Yeah.

Dan Hoffman:

They just send us a map.

Kelly Henshaw:

And then we do again with plan reviews, we, if somebody wants to develop something close to or in the flood, plain, we have regulations that they have to follow for that. So we are trying to mitigate flood impacts for new construction or redevelop.

Dan Hoffman:

Absolutely. Or if you're buying a home, you want to know if you're buying a home in the flood, plain. There you go. Alright next hat.

Kelly Henshaw:

Construction management.

Dan Hoffman:

Okay.

Kelly Henshaw:

So for any of the city construction projects that are going on, I personally am like the program or the construction administrator. I do all the paperwork behind the scenes. We have a separate team that does all the field inspections, but we work really close together in public services to make sure that we have oversight on those projects from the design, when the design starts all the way through the bidding and then construction that acceptance.

Dan Hoffman:

Very cool.

Kelly Henshaw:

Plan review. I've mentioned that a couple of times with storm water and flood plain, but we review plans for water sewer, storm utilities, erosion and sediment control, public improvements as far as streets and sidewalks. So anything that is considered a public asset, we reviewed the plans for those.

Dan Hoffman:

Very cool.

Kelly Henshaw:

So I think that's only four hats that I counted.

Amy Simmons:

It's enough.

Kelly Henshaw:

It's still a lot and it switches for minutes.

Dan Hoffman:

It's a lot of hats. So we're going to talk about a few different projects today. Let's get the road ones out of the way. And we'll wrap up with the fun Green Circle Trail one. So we've got a couple of road projects in way that we're soliciting some feedback about now. What are they?

Kelly Henshaw:

It would be the Millwood Avenue improvements. And we're talking about Millwood between Apple Blossom Drive.

Dan Hoffman:

Okay.

Kelly Henshaw:

All the way to the interstate, Mall Boulevard. I think it's Mall Boulevard there.

Dan Hoffman:

Yeah.

Kelly Henshaw:

And what we are looking at is some modifications to the existing lanes to provide more capacity and to keep moving traffic moving more smoothly through there. Okay. If you've ever come from pleasant valley road down Millwood and tried to turn left before going into the mall to get on 81, most of the time people get stuck in that intersection because there's not enough lanes there to handle. And we have a situation where we have a couple of stoplights that are really close together. So the Millwood project would actually delete the light at Mall Boulevard.

Dan Hoffman:

Okay.

Kelly Henshaw:

So between the turn, the left turn onto Millwood, all the way up to the light at 81, it would be free-flowing, there's not another stop there at Mall Boulevard.

Kelly Henshaw:

Mall Boulevard would become a right in right out. And we would actually extend the median. So people couldn't turn left into Mall Boulevard coming from the east. If they were headed west into the city.

Dan Hoffman:

Got it.

Kelly Henshaw:

With that. We would actually create double turn lanes into Apple Blossom Drive. So that people that normally would turn onto Mall Boulevard would actually go up and turn into the mall that way. We would extend the right turn lane onto the southbound 81 entrance ramp. So that could be free flowing, which would be great because so many times I think that traffic backs up in that stage because people are trying to get on the interstate and it's a tiny little-

Dan Hoffman:

gotcha-

Kelly Henshaw:

turn lane there. So-

Dan Hoffman:

That's Millwood.

Kelly Henshaw:

That's Millwood.

Dan Hoffman:

Okay. And we are seeking feedback on that one via what means.

Amy Simmons:

We have an online form that people can fill out. It's a survey, very short few questions and that'll go back straight to Kelly. And then there's also, they can just come to a meeting, basically a Council meeting, but we're trying to consolidate all that into the online form, into one report so that we can take that to Council.

Kelly Henshaw:

Yeah. And if anybody wants to come in and look at plans, I know a lot of people are very wants something tangible. We're setting up meetings on Tuesday mornings and Thursday afternoons with myself to look at plans and talk through options and answer questions and things like that.

Dan Hoffman:

Awesome. All right. Next project.

Kelly Henshaw:

All right. Do you want to talk about under construction or feedback projects?

Dan Hoffman:

Feedback projects.

Kelly Henshaw:

Okay. So Green Circle is the other one, and this is phase four.

Dan Hoffman:

Well, let's hold off then.

Kelly Henshaw:

Okay.

Dan Hoffman:

Let's do some of the under construction.

Kelly Henshaw:

Okay. So Hope Drive is under construction right now. That project has been going since the beginning of 2021. They started in January and progress on that has been great.

Dan Hoffman:

Great.

Kelly Henshaw:

We about a month ago, closed Tevis Street from where you would go from valley over to Pleasant Valley.

Dan Hoffman:

Yep.

Kelly Henshaw:

And I know that was disruptive for a lot of people. We were really hoping to have hope drive open before that happened, but we have a new railroad crossing on hope drive and we are waiting on CSX.

Dan Hoffman:

Got it.

Kelly Henshaw:

So unfortunately, if you've never worked with the railroad before, they're not great to work with.

Dan Hoffman:

Nope.

Kelly Henshaw:

They make promises and then they fall through.

Dan Hoffman:

That is exactly where the term railroaded came from. If you had said, oh, 'I got railroaded'. That's why, because historically they have not been a great partner.

Kelly Henshaw:

Yeah. Yeah.

Amy Simmons:

Wow.

Kelly Henshaw:

So the good news is they have had some crews show up onsite to start doing the signalization and things at that crossing. So we're seeing little glimpse of hope that hopefully they'll get that crossing done for us. But honestly, as soon as that crossing is complete, we hope to open great drive. So

Amy Simmons:

Yeah, one of the questions we got a lot when we made that announcement was why can't we hold their feet to the fire? Can you explain that?

Kelly Henshaw:

Again. CSX and all the road, this is not just unique to CSX. Not a lot of the railroad companies are very respond responsive to the demands. We'll say of local government because they've been here for hundreds of years.

Dan Hoffman:

Yep.

Kelly Henshaw:

And so they've always done what they want. We actually have to pay them as part of this project and they won't even show up. They won't even approve our permit until that money is paid. So we've paid a large chunk of money to them. And now we just wait.

Amy Simmons:

And Perry mentioned something about like a 200-year-old federal law that gives them that right?

Kelly Henshaw:

Yeah.

Dan Hoffman:

There's an old, they're highly regulated by the feds basically. If, if the feds slapped their hand. Yes. I'm sure they'll they'll even then they'll probably just be grudgingly slowly do something. But now we, we are often at their mercy. I mean, a good example would be the, the empty train station over on Piccadilly.

Amy Simmons:

Yeah.

Dan Hoffman:

I would love to do something with that building, but no. And we were in the midst of trying to acquire property for stormwater project over on Kent slow.

Kelly Henshaw:

We've been working on that one for three or four years,

Dan Hoffman:

Three years. So, long story short, people, the railroads are a bit of a pain sometimes.

Kelly Henshaw:

So on Hope Drive, the good news is it seems like the majority of traffic has gotten used to the, the detour that we've put in place, taking Weems Lane back and forth across the Papermill. I drive that frequently just to make sure. And so we appreciate everybody kind of going with the flow until hope drive opens up. But when it opens, it's going to be really great.

Amy Simmons:

Right. Potholes and all of that uneven roadways is going to go away. It's coming.

Kelly Henshaw:

So then we have Valley Avenue going as well and valleys project. The main goal there is to install stormwater infrastructure and sidewalks all the way from the southern limits of the city up to Middle Road.

Dan Hoffman:

Oh, wow.

Kelly Henshaw:

So, you know, over redevelopment projects, the last 15 or 20 years we've had different pieces of sidewalk, but it never was one continuous thing the whole way.

Amy Simmons:

And sidewalk won't work there because it used to be Frederick County land, correct?

Kelly Henshaw:

Right. So it wasn't a requirement. The good news is we did base pave from about York to the southern city limits last week. We're waiting for striping on that section, but no more bumpity bump at least on that part of the project, because I know a lot of people were concerned about that and, you know, wear and tear on their automobiles and we get that. And unfortunately it is the price of progress.

Dan Hoffman:

Yeah.

Kelly Henshaw:

But we have all new-

Dan Hoffman:

You can get smooth, new roads without some construction.

Kelly Henshaw:

And we have all new water, sewer storm and then we'll have these really nice new sidewalks.

Amy Simmons:

Less flooding on-

Kelly Henshaw:

Yes.

Amy Simmons:

It was Tevis.

Kelly Henshaw:

Yes. So we're not quite to that point yet.

Amy Simmons:

Okay.

Kelly Henshaw:

They're up there. They've actually been working in the Tevis Street portion. We're installing a huge 48-inch storm water pipe down Tevis that will.

Dan Hoffman:

And that's huge.

Kelly Henshaw:

Yeah, it is.

Amy Simmons:

That it is a lot.

Kelly Henshaw:

It did.

Amy Simmons:

It's like a pond.

Kelly Henshaw:

And it will end up in the pond. That is part of the Hope Drive project where Tevis used to go through, there's a big hole in the ground now. So that will be a stormwater facility. So those projects are moving along.

Dan Hoffman:

When does that stormwater problem get finished?

Kelly Henshaw:

Their contract end date is July of 22. So in the next eight months?

Dan Hoffman:

Okay.

Kelly Henshaw:

But I mean, they're making real good progress. I don't have any issues with that. The only other road project that we have under construction right now road wise is Wentworth Drive. And that was a safe routes to school project and with COVID and everything it's been delayed a couple of times.

Amy Simmons:

And rock, right?

Kelly Henshaw:

Yeah. And the gas company, but we are at the point where we are ready to pave out there, the sidewalks are done. All the storm drainage is done. So as soon as they get the paving contractor scheduled, we're hoping to be done with that project by the end of October.

Dan Hoffman:

That's awesome.

Kelly Henshaw:

Yeah. And then we have a couple signal projects going on up at Adams and Leg at the Target-Walmart intersection up there.

Amy Simmons:

Right Dan?

Dan Hoffman:

Yes.

Kelly Henshaw:

We are waiting for the poles to come in. So we're real close to that one.

Dan Hoffman:

Good.

Kelly Henshaw:

Being finished. And then we have a couple of signal projects in design right now, but nothing, I don't think that's under construction.

Dan Hoffman:

Okay, very cool. All right. Green Circle Trail.

Kelly Henshaw:

All right. So phase four of the Green Circle Trail, we'll actually close the loop. We've been waiting for this.

Dan Hoffman:

What is the segment?

Kelly Henshaw:

Yeah, so it will pick up from the Jubal Early Lofts Apartments on Jubal Early Drive and go all the way down either to Apple Boston Drive or Shenandoah's campus.

Dan Hoffman:

Okay.

Kelly Henshaw:

Millwood.

Dan Hoffman:

Got it.

Kelly Henshaw:

We have, it, it's a little bit overwhelming. There are eight different colored options that we're proposing, but whatever is chosen in the end will be a combination of those options. We're really looking at it as two kind of distinct options. There's the Jubal Early options. And most of those go right along the street. And what we would do in that case is build a wider sidewalk along the street for people to walk on for Green Circle, the other options we're calling the Abrams Creek options.

Dan Hoffman:

Okay.

Kelly Henshaw:

It's more scenic more. I'll say pastoral.

Dan Hoffman:

Along Featherbed.

Kelly Henshaw:

Kind of, and actually getting it off the road for the most part. And following the Creek.

Dan Hoffman:

The Creek is very pretty there.

Kelly Henshaw:

Yes it is. You know, that's what we're taking input on. And we really can mix and match all of those different segments to kind of come up, come up with what works best, what city council would like to see built.

Amy Simmons:

We're collecting public input on that until November 19th. So call Kelly or check out the stuff online. Yeah. The City projects webpage.

Dan Hoffman:

Awesome. Well, a lot of opportunities for folks to make their voices heard, check out the City's website, Green Circle Trail. One final note on that. So once we are done with this phase four, that's not going to be the end next up. We start planning some other loops. So looking specifically, yes. So looking specifically at a loop up to the Northeastern quadrant in the city that will connect to the main loop, all of these loops will be interconnected. So, a lot more, a lot more trail work to come. It was definitely one of the priority areas of our strategic plan. And it's something we hear about frequently. So we are very excited to keep playing in the future.

Amy Simmons:

I did the newcomers welcome event last week and it was like whether they were city or county residents that came. And when there's a lot of people that came, that was the main thing they want to talk about. I had a large map of the green circle trail and those things just flew off the table. So I think it's being used a lot.

Dan Hoffman:

Yeah. And we are now moving along with plans to add bikeshare as well to spots along the trail. So you'll have, even if you are just here visiting and you don't have a bike, you'll be able to very easily and quickly and affordably rent a bike. If you want to take the trail loop around. So a lot of, a lot of good options for, for folks to get out and use it. All right, Kelly, thank you very much. Thank you. Nice chatting with you and I'll see you around.

Kelly Henshaw:

All right.

Dan Hoffman:

So that was Kelly. Kelly is awesome. You know, it's a lot of times when you think of engineers, you know, there's a stereotype that kind of creeps in your mind sometimes.

Amy Simmons:

Is there?

Dan Hoffman:

Yeah. Well you think engineer, you think, you know, very boring or dry or kind of bland, maybe, you know, trouble explaining things and kind of common terms. Sometimes that stereotype creeps into your mind, oh, it's the engineer. You think, you know, pocket protector with pencils and all that kind of stuff. And that, that stereotype is not fair. Cause Kelly is an awesome engineer and I always find her very, she, she explains things in a way that that makes sense. It gives you confidence.

Amy Simmons:

Yep.

Dan Hoffman:

So, and that's what you need in the city.

Amy Simmons:

That's why we use her a lot for our videos and other things.

Dan Hoffman:

Yeah. We're very lucky to have Kelly. All right. So Amy, you have some announcements.

Amy Simmons:

As always. You may have heard, I know you have, but other people may have heard that we're considering a WinTran route to the community college in Middletown.

Dan Hoffman:

I'm very excited about this. I've been pushing for this. I think pretty much. I think it was one of the first things I asked is why don't we run up a route down there?

Amy Simmons:

Yeah. We've been discussing it for years. It's just never come to fruition for many reasons, but we just want to make it clear. We're still in discussions. It's not a done deal yet. And where we've applied for a grant and that hasn't been awarded yet, but that will require a local match, which were, we would offset by cares and ARPA funds that the wind train division has received is not part of the city's overall of stimulus funding. So I just want to make that clear too, but they're still discussing the cost for everything. And if the grant comes through, we can do that for four years. Yep. That'll be like a little pilot program.

Dan Hoffman:

And even if, and to be honest with you, it's in the strategic plan. So if the grant doesn't come through, we're going to keep looking for ways to do it. And you know, if that means adjusting some routes to, in order to shift some resources around, we're going to do it. I'm very confident that we're going to get this route going.

Amy Simmons:

Great. Well, look, more information to come on that one. And then there's an employer expo for those who are looking for a job or just more information about, you know, possible careers like students. We were having that on Thursday, October 21st from 1:00 to 7:00 PM at Jim Barnett Park and the Rec Center there. So just come and bring your resume. There may be on the spot interviews or prescreening is going on and there's also workshops there. So you can come and learn more about what you can do to find your next career.

Dan Hoffman:

Awesome.

Amy Simmons:

And then there's, we have new payment kiosks. They'd been there for a while because we used stimulus money, the first go around to purchase them. But it's been taking, it takes a little while to get all the software ready. But now we have launched the, you can pay your utility bill and your personal property taxes there with cash or card.

Dan Hoffman:

Interesting.

Amy Simmons:

Yes. So they are, there's two of them. There's one at City Hall on the third floor and there's also one of the Creamery Building

Dan Hoffman:

We should. So if someone is trying to decide where to go to pay something, what should they come to City Hall versus the Creamery Building for?

Amy Simmons:

They both do the same thing. So if you're at the Creamery and you're paying your bill someone right there, but you don't want to walk across a block to pay your utility bill at City Hall, you can just go ahead and do it right there, the kiosk and vice versa. So if you're paying utility bill at City Hall, and you don't want to walk across to the Creamery Building to pay your taxes, it just provides a little convenience or, you know, you just want to do both with kiosk. You can do that.

Dan Hoffman:

Cool.

Amy Simmons:

But the, there is a slight vendor convenience fee for the tax payment, but not for utilities, utilities division. They just eat that fee for the vendor that still gets charged. We just pay it.

Dan Hoffman:

Yep.

Amy Simmons:

Let's see. The City museums are the four that we have.

Amy Simmons:

They will close for the season, October 31st. So stop by soon if you want to see those before they close, but they will be open April 1st, next year. They always just have a little season that they're open for. And also on October 31st is the deadline for the mayor's excellence award nominations. And we have a little form online. You can submit that way. And November 1st, the deadline to submit photos for annual photo contest. I'm always going to push that because I love it. And then Jim Barnett Park has a new sensory trail that we've been promoting thanks to the Winchester Host Lions Club. And it's the third one in Virginia.

Dan Hoffman:

It's very cool. I walked at two weekends ago when they had the ribbon cutting for it. Oh, it's gorgeous.

Amy Simmons:

I couldn't stop taking pictures. It's just adorable. It's not very big, but it's perfect. And it's the, not only the third one in Virginia, but it's the only one in the city. So that makes it special.

Dan Hoffman:

It's very cool.

Amy Simmons:

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And they're going to be adding more to it, but right now there's a gravel walkway, which shows them where they're, where they are in the area, benches, waist high guide, a little string that goes along the entire way. And then there's also signs that have raised lettering or braille lettering for learning about the trees that are planted around, and an urban garden. But there's going to be more added over time and is located near the Arboretum input in a Jim Barnett Park. But you get to it from Jones Funeral Home and their parking lot. That's the easiest way to get to it.

Dan Hoffman:

The Jones Funeral Home folks have been nice enough to allow for access. So it's, that's a good place to park access it. It's really neat for regardless of what your sensory abilities are. It's very cool. So go check it out.

Amy Simmons:

Beautiful spot, but that's all I have.

Dan Hoffman:

All right. Well with that, we're going to go ahead and bid ya'll ado. I'm City Manager Dan Hoffman and with me is Amy Simmons and we will see you around City Hall.