

**City of Hood River
City Council Work Session
May 10, 2021**

Council: Mayor Kate McBride, Mark Zanmiller, Megan Saunders, Tim Counihan, Jessica Metta, Erick Haynie, Gladys Rivera

Staff: City Manager Rachael Fuller, Finance Director/ACM Will Norris, City Attorney Dan Kearns, Fire Chief Leonard Damian, Police Chief Neal Holste, Public Works Director Mark Janeck, City Engineer Wade Seaborn, City Recorder Jennifer Gray, GIS Analyst Jonathan Skloven-Gill

Absent:

I CALL TO ORDER – Cell Phone Reminder – 6:00 p.m.

Land Acknowledgement Statement and Pledge of Allegiance

RECESS TO CONSIDER URBAN RENEWAL AGENDA - 6:00p.m. - 6:09p.m.

II BUSINESS FROM THE AUDIENCE

Tracey Tomashpol, Hood River, OR – she asked that Council to listen to the concerns of the Planning Commissioners regarding the process how land use zoning decisions and recommendations move from the Planning Commission to Council, for review and approve. The Planning Commissioners that are appointed by City Council have duties set forth both in Oregon State Law and in the Hood River Municipal Code Chapter 2.36. Those codes set forth the Commissions role, duties, and powers to recommend and make suggestions to the City Council on several land use issues. She asked that Council listen to the concerns expressed during the May 3, 2021, Planning Commission meeting, about the failure of the report provided to the City Council on the proposed missing middle housing code. To take their recommendations into account when their recommendations differed from City staff. Instead, they said City staff recommendation appeared in many places. Commissioner Irving spoke about the failure of the code passed along to Council. Tomashpol stated City Council and the people it represents should ask why this process was rushed and why the Planning Commissioners recommendations were not passed along. Their recommendations must be heard and debated by City Council, even if not adopted.

III PUBLIC HEARINGS

1. Q3 Supplemental Budget, Resolution 2021-05 W. Norris

Mayor McBride opened the public hearing at 6:13 p.m. and read the rules regarding public hearing conduct.

Norris presented the staff report. This is very similar to the supplemental Urban Renewal budget that was approved.

On June 8th, 2020, the Hood River City Council adopted the appropriations resolution governing the City's Adopted Budget for Fiscal Year (FY) 2020-21. Routinely mid-year changes in revenue or operating conditions require appropriation adjustments. ORS 294.471 allows the governing body of a municipal corporation to adopt a Supplemental Budget by ordinance or resolution. The City of Hood River has customarily grouped necessary adjustments as needed into quarterly supplemental budgets. This allows all adjustments to be considered in context of one another and their cumulative impact on the City finances. The attached Supplemental Budget, Resolution 2021-05, makes the following adjustments:

GENERAL FUND

Engineering Appropriations Increase \$ 200,000

The General Fund engineering program performs development review and is the cost center for general Engineering activities that cannot be discretely assigned to a capital project or utility fund. Examples include updating standards, developing capital improvement plans, and work associated with the transition involving the recent change in development engineering consultants. The Engineering Program's expenses are partially offset by development fees.

The Engineering Program requires an appropriation increase to ensure it does not exceed budget. This over expenditure has been included in prior quarterly reports to City Council and is accommodated in the FY2021-22 Proposed Budget. The estimated over expenditure is \$131,000. However, the Supplemental Budget adds \$200,000 in appropriations to account for sometimes wide variability in Engineering Program expenses. Engineering Program revenues are also trending over budget by about \$30,000.

WATER FUND

Adjustment for PERS Side Account \$ 1,599

The Supplemental Budget makes a minor budget adjustment to match the actual amount contributed to the City's PERS Side Account established in July, 2020.

SEWER FUND

Adjustment for PERS Side Account \$ 5,479

The Supplemental Budget makes a minor budget adjustment to match the actual amount contributed to the City's PERS Side Account established in July, 2020.

STORMWATER FUND

Riverside Stormwater Line & PERS Side Account Adjustment \$ 1,801,257

The Supplemental Budget recognizes DEQ Financing (\$600k) and contract services payment from the Urban Renewal Agency (\$1,200,000) for the Riverside Dr. Stormwater Line replacement in the Waterfront District.

The Supplemental Budget also makes a minor budget adjustment to match the actual amount contributed to the City's PERS Side Account established in July, 2020.

RESTRICTED REVENUE FUND

Riverside Stormwater Line & PERS Side Account Adjustment \$ 100,000

The City of Hood River accounts for the 25% of lodging tax receipts dedicated to Tourism Promotion in the Tourism Promotion sub-Fund of the Restricted Revenue Fund. These monies are remitted to the Chamber of Commerce per City contract. The recent recovery in

lodging tax receipts necessitates both higher revenues and higher remittance to the Chamber of Commerce in this Supplemental Budget.

AGENCY FUND

Mosier Water and Sewer Billing \$ 275,000

The City of Hood River executed an intergovernmental agreement with the City of Mosier to read, calculate, bill, receive, and remit their community's utility charges. The City received \$30,564 for the first year of these services and will be paid 3.7% of Mosier's utility revenues thereafter. The Supplemental Budget creates an Agency Fund to segregate Mosier's utility revenues from the City's finances.

Mayor McBride opened the public testimony portion of the hearing. There was no testimony. There was no staff rebuttal.

Mayor McBride closed the oral argument and public testimony portion of the public hearing and Council entered into deliberations. There were no deliberations.

Motion: I move that City Council approve Resolution 2021-05, to make appropriations and adjust the adopted budget for Fiscal Year 2020-21.
First: Saunders
Second: Rivera
Discussion: None
Vote: Motion passed (roll called)
Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera
Nays: None
Abstentions: None
Excused: None

Mayor McBride adjourned the public hearing at 6:20 p.m.

WORK SESSION

- IV OPEN WORK SESSION – 6:20 p.m.**
- V AGENDA ADDITIONS OR CORRECTIONS**
- VI DISCUSSION ITEMS**
 - 1. Enterprise Zone Renewal, W. Norris, Alice zaWitt

Norris stated this is a follow up items from the December 14, 2020 item. Staff initiated the process to redesignate the City's Enterprise Zone. They did a fair amount of background during that meeting. It has been in operation for several decades and there are 74 other communities in Oregon that use this. Staff recommended to continue and redesignating, so they maintain their competitiveness when businesses are looking to site in Oregon, but also in Washington and Idaho. Council can decide if they want to change the boundaries. Right now, it is basically everything zoned commercial or industrial as part of the enterprise zone. During the redesignation process, some of the census tracts are not eligible anymore. There is a map in the meeting packet that shows what areas are prohibited. That is overlaid where the enterprise zone is currently. You can

change the geographic boundaries and what business types are allowed. Staff brought up specifically hotels, motels, and resorts because City of Cascade Locks and Hood River County have chosen to remove those business types from parts of the enterprise zone they control. Staff is recommending that the City retain those for several reasons. If it is not broken, do not fix it. Things are working well currently. If any businesses wish to get an abatement of more than three years, Council will see those individually and give an “up or down” on that specific proposal. Hotel, motel, and resorts are a significant driver of employment, economic activity, and lodging tax for the City. There are some benefits there as well.

Norris introduced Alice zaWitt, Mid-Columbia Economic Development District.

Norris opened the discussion for Council questions.

Councilor Metta stated she will be recusing herself from the discussion since she is employed by Mid-Columbia Economic Development District. She will be available to answer any technical questions, if they cannot be answered by Norris or zaWitt.

Council members spent time asking questions and discussed staff’s recommendation of retaining hotels, motels, and resorts.

- Motion:** I move to direct staff to return with an Enterprise Zone Redesignation Resolution, maintaining the existing zone boundaries and excluding hotels, motels, and resorts for further consideration at the June 14 Regular City Council meeting.
- First:** Saunders
- Second:** Counihan
- Discussion:** Councilor Haynie asked a clarifying question regarding the motion. He asked if this would come back at the June 14 City Council meeting for Council approval. Norris stated yes. This motion will give staff direction on how to draft the resolution that would be considered for approved on June 14.
- Vote:** Motion passed (roll called)
Ayes: McBride, Zanmiller, Saunders, Counihan, Rivera
Nays: Haynie
Abstentions: Metta
Excused: None

2. Council Work Plan Project Update – Safe Routes to School, J. Skloven-Gill, J. Kaden

Skloven-Gill stated he is here tonight as the City’s Project Manager for this year’s Safe Routes to School Project identification program.

Public Purpose: The purpose of this project is to improve safety for kids walking and biking to school. Safe Routes to School is a project on the 2021 Work Plan. Safe Routes to School is a program of the Oregon Department of Transportation that prioritizes improvements to routes that children and families use to walk and bike to school. The project outcome is an agreed upon list of projects that the City and community can work on over many years.

Background: In May 2020 City Council adopted the draft Bicycle Network Map as a foundation for

future Safe Routes to School related bicycle upgrades. In November 2020, the City was awarded a Safe Routes to School Project Identification Program (PIP) grant. This grant, awarded through ODOT, fully funds services of Alta Planning and Design, a Portland based company. Alta Planning and Design will work with the Hood River community to help develop an adoptable and actionable Safe Routes to School project plan. The Project Identification Program centers around safe multimodal (walking, biking, rolling) transportation for school children going to and coming home from both May Street and Hood River Middle schools. This program will help identify and prioritize projects within a 1-mile radius of these two focus schools that address existing barriers and will improve walking and biking safety to and from our public schools.

Staff from the City of Hood River have teamed up with ODOT, Hood River County School District, Hood River Valley Parks & Recreation, Mid-Columbia Economic Development District, Columbia Area Transit, and Alta to form the Project Management Team (PMT). The purpose of this larger team is to utilize each organization's unique networks and assets to ensure the SRTS-PIP results in the best finished product possible.

The PMT held a kick-off meeting in December 2020. During this and subsequent initial meetings, Alta was provided information on the existing documentation for the City. This documentation includes the City's Transportation System Plan, the Westside Area Concept Plan, the 2020 Parks Master plan, and previous school walk-audits and action plans that were developed by members of the Hood River County School District and local non-profit community organizations.

Beginning in mid-March 2021 Alta launched a month-long online interactive survey in both English and Spanish. Due to the on-going COVID-19 crisis Alta leveraged both traditional and social media messaging, as well as the networking powers of many local community groups to launch this survey. The results of this survey gave a clear picture of the community's concerns and desires centering largely, but not limited to, 12th and 13th Streets in the Heights.

Discussion: The final deliverable of the project will be an actionable City-wide Safe Routes to School project recommendation report that identifies and prioritizes projects to improve walking and biking routes to and from the target schools, categorical relative project costs, potential funding sources, and community education materials to aid the City, School District, and area non-profits in building a safe multimodal transportation network to and from the two focus schools.

The scale of improvements anticipated may be along the lines of:

- Improved crosswalk paint or style
- Crosswalk signage location and design
- Bicycle network segments
- Complete overhaul of segments and streetscapes
- Alterations to traffic pattern flow around school zones

The recommendation report will also identify potential funding sources wherever possible. The Project Identification Program will not develop design or construction plans for any of the recommended projects.

Next Steps: Next steps include in-person walk audits on May 19th and 20th. These audits are designed to engage parents during the morning drop-off, and the project team and stakeholders in the afternoon. Due to the continuation of COVID-19 protocols, the audits are by sign-up only and limited to the current county health board's limiting numbers. After this final piece of information gathering is complete, a rough draft of the recommendations will be delivered in June.

Staff Recommendation: This is a discussion item. Staff would like to hear input from Council on preliminary project locations and whether there are any additional deliverables, outcomes, or issues to be considered in this project or additional clarity on the outcomes.

Katie Selin is the lead consultant from Alta Planning and Design. She presented a PowerPoint presentation with an update on where they are on this project, and what to expect in the next few months. The PowerPoint was added to the record.

Selin explained what they have done regarding community engagement. They have completed an interactive public input map, SRTS/Transit interviews done in Spanish in partnership with CAT, virtual walk audits at each school and Streets Alive Focus Group. Upcoming items: SRTS walk Audits at each school (English and Spanish) and draft SRTS Plan Public Review Period: August 16 – September 3). This was promoted both through school and City channels. Selin reviewed the map and survey results collected, who participated, and key locations of concerns mentioned in the survey. Selin stated to keep in mind the information is still very much preliminary. Their team has not been to Hood River yet and they have not done the facility inventory. This is very likely to change. They are here presenting at a perfect point to get Council feedback and make sure the locations and things being discussed are align with Council's priorities.

There are walking audits scheduled for May 19 (May Street Elementary) and May 20 (Hood River Middle School). There will be a morning session to observe student arrival and speak with family members. This will be done both in English and Spanish. There will also be an afternoon session to observe dismissal.

Selin spoke about what they are planning to do on outreach and welcomed suggestions. The schools will have their staff work closely with their Spanish speaking parents.

Councilor Rivera expressed her concerns on outreach, since only 6% of the people who responded to the survey were Latino. She suggested working with local agencies that know the community. She volunteered to help with the outreach.

There was further discussion regarding outreach, project priorities and future grant opportunities. Council agreed reopening the survey should be done.

Fuller stated staff will look at who has been reached by the survey, if there are gaps, they will be addressed. Staff will report back to Council and share the data. She likes the suggestion about the underserved neighborhoods being one of the ways the projects could be prioritized. If that is Council's direction, that is the direction they will lead with.

Selin believes she can get a summary from the school district, regarding what they have done and who they have spoken too.

3. Council Work Plan Project Scope – Historic Columbia Highway, D. Nilsen

The Historic Columbia River Highway (aka Cascade Avenue) bisects the City of Hood River. The purpose of this project is to update design standards and agreements to guide future design and management of Historic Highway. This project will develop a Cascade Avenue Streetscape Plan that will inform amendments to the City's Transportation System Plan and the Historic Highway Programmatic Agreement. This is a project on the 2021 City Council Work Plan.

The Historic Highway starts just east of the Portland Metro Area and runs for 73 miles of combined bicycle and pedestrian trail/drivable segments between Troutdale and The Dalles. This project anticipates the completion of the Historic Columbia River Highway Trail, now five miles away, through Hood River and includes revisiting the Cascade Avenue street design including gateway concepts, bike, and pedestrian elements.

As development occurs along Cascade Avenue, it is clear to both ODOT and the City that a detailed streetscape plan would help both agencies effectively negotiate with future development to ensure compliance with the cross section that best meets the needs of the community and roadway users. With this project, ODOT and the City aim to clarify the location and design of the roadway including bicycle and pedestrian features.

This project will provide certainty on street design elements by facilitating design review to ensure consistency with the historic nature of the roadway. The Historic Highway serves as a significant element of the City transportation system as it is the only east to west arterial through the City, connects its major commercial centers, all three interstate interchanges, Highway 281, and Highway 35. With the anticipated reconnection of the Historic Highway State Trail, this road provides an opportunity to bring multi-modal users to and through the communities along the alignment.

The project was initiated with a background review of the guiding regulations, on site condition analysis, and stakeholder interviews to identify opportunities and constraints. A preliminary graphic overview of these findings is attached. Issues of congestion, limited right of way for expansion, limited pedestrian facilities, historic design requirements, existing and future land use development patterns all impact, and are impacted, by the Cascade corridor design.

From these observations several emerging goals and issues have been identified. These goals, listed below, are intended to guide the future designs, and fulfill the City's long-range goal of promoting efficient and safe transportation system.

Future Cascade Avenue will be a multimodal corridor with transit, pedestrian, and bicycle facilities that enhance mode access, equity, and safety.

Future Cascade Avenue will be designed to enhance the Historic Integrity of the Historic Columbia River Highway and prior history and people of the Columbia.

Future Cascade Avenue will support a mix of high quality commercial and residential uses that have an identity and support the city's economic opportunities and housing goals.

Future Cascade Avenue will serve as a Gateway to Hood River designed to create a sense of place and support the livability of the entire community rather than a context insensitive thoroughfare.

Nilsen gave an overview of the project scope and asked for Council input on the guiding principles. He will share the takeaways with partners at ODOT, the advisory groups and the project team as they move into some of the design phases. Nilsen's PowerPoint presentation was added to the record.

Nilsen introduced Tara Lingley. She is the Columbia River National Scenic Area Manager for ODOT.

Nilsen stated looking forward from on the ground assessment to some of the guiding principles, they have seen several themes in goals that have emerged and reemerged on the future of Cascade and its role within the City. The goals Nilsen reviewed are a synthesize of the planning work, and the work over the past three years. They also take some of the goals and themes that have come from larger projects, such as the Transportation System Plan and the neighbor network and framework plans. They are also critical to guide the project team, as they design some of the streetscape layouts to meet the community needs and vision.

Nilsen reviewed the emerging goals:

Future Cascade Avenue will be a *multimodal* corridor with transit, pedestrian, and bicycle facilities that enhance mode access, equity, and safety.

Future Cascade Avenue will be designed to enhance the *Historic Integrity* of the Historic Columbia River Highway and prior history and people of the Columbia.

Future Cascade Avenue will support a *mix of high quality commercial and residential uses* that have an identity and support the city's economic opportunities and housing goals.

Future Cascade Avenue will serve as a *Gateway* to Hood River designed to create a sense of place and support the livability of the entire community rather than a context insensitive thoroughfare.

Nilsen stated this is a check-in time with Council on some of the emerging themes. To make sure they are in alignment with some of the principals. Take Council feedback on issues, opportunities, constraints, and items they may have missed. These items would be taken back to be addressed with partners and the design team.

The next step would be to move on and advertise what is next in the process and project.

Councilor Saunders likes the goals and what she would suggest could fit into a number of them. The current Cascade area is very unwelcoming. She believes if they are talking about livability in a gateway and high quality of commercial and residential area, it should include have some public spaces to provide a break in what is otherwise currently a strong concrete area. She would like to make sure they are creating, as they go.

Councilor Zanmiller is excited they are working on this. He has no issues but has one concern. This is the least developed part, and it is going to be developed whether they are ready for it or not. How do they timeline it to make sure they are defining things, to ensure 10 years from now when it is buildout, that it is what they want.

Nilsen stated the scope of the ODOT project is really the roadway itself. Thinking about the land use and corridor really goes only as far as making sure they talk about future land use scenarios. The assumption they are using right now, it is a mix of high quality commercial and residential both. That is why ODOT needs to know some of the scenarios now to help build the road. What has been conveyed, what the consultants have pulled, and what past documents have stated. The City needs to use some of this for residential. It should anticipate residential in this area, as well as larger format developments along Cascade. When they get into an area specific plan such as land use, that would be the next layer. ODOT will not land use plan it right now, they are looking at the roadway.

Mayor McBride asked if they would add something to the affect that the future Cascade Avenue should have additional exits, that connect to routes that may be more bike or walk friendly.

She said there might be other routes through town that bicyclist decided to take because it is not as busy. They should be cognizant of making sure there are some types of pathways, roads, and accesses to those spots that might be more desirable.

Councilor Rivera she agrees with the goals. She also agreed with Councilor Saunders comments about public spaces. She asked how they are intentionally thinking about an inclusive design in the sense of how they are capturing the history of Hood River. How are they creating a space that people feel their culture is being represented?

Nilsen stated he tried to touch on this on the Historic Integrity goals. His perspective and read on this was it is not just the history of Hood River, it's the history of the people of the Columbia. The Columbia River has a long history that predates Hood River. It should represent not only the integrity of the roadway, architectural and engineering but to include looking at cultural identity beyond of the confines of modern western engineer. Nilsen will tighten the comment to be representative of that.

Councilor Haynie is excited about this development project. He is thrilled that ODOT is taking an interest in the community in this important way. He noticed the roundabout concept in the illustration at Cascade and Mt Adams. He knows from prior meetings, that was a focus from all of this. He is encouraged by the idea of making that intersection flow better. He mentioned the piece of property where Country Club used to meet Cascade Avenue, that is no longer used. He is unsure of the regulatory environment, but he has always thought there is still an asset there. Perhaps in the traffic design it could be considered to bring back to life to gain some efficiency. Regarding the Rand Road development, he wants to make sure they are doing everything they can do to keep that neighborhood safe as it grows. He would also like safe walking facilities for the manufactured home neighborhood near Cascade and Mt Adams. He liked the comment made by Mayor McBride regarding alternative cognitively. No matter how wonderful and beautiful this street might become, there is going to be draw toward lesser-known paths for bicyclist. Having an off the gride mindset when it comes to getting bikes through town, is a wise suggestion. He also agreed with Councilors Saunders suggestion on pocket green spaces. He is also in support of a possible mural(s) to capture comments made by Councilor Rivera.

Councilor Metta supports the comments made by other Councilors. She asked does the project envisioned reducing driveways and will it need to include driveway acquisition?

Nilsen stated yes, that is one of the earlier issues. The limited amount of right-of-way that is there, they need to be prepared to some extent for that. Specially the more ambitious they get with facilities, green area, art, etc., the more likelihood there will be a need for property acquisition, specifically at intersections.

Councilor Metta stated she would support adding right-of-way to meet some of these goals.

Councilor Saunders agrees with Councilor Metta. She would like to meet the goals; they are very important for the community and visitors.

Councilor Zanmiller asked Lingley about the roundabout at Mt Adams, does ODOT support this idea.

Lingley spoke about concerns regarding the roundabouts. She referred to the Westside Area Concept Plan that shows the roundabout, however it is very heavily caveated. One concern is

roundabouts need a lot of right-of-way. There was discussion regarding the mobile manner. That is a decision that would need to be made. The other issue is roundabouts have come up to the Historic River Highway Advisory Committee, they have been roundly dismissed.

Nilsen reviewed where they are at in the process. The next step: Consulting Design Team, ODOT Special Projects, Synthesize Previous Work since TSP, Used to Update Programmatic Agreement. For this phase they will be wrapping up some of the stakeholder input. They will begin draft designs and look at the graphics, plan, and infrastructure in the next couple of months. They will take the information provided by Council, to the team to help inform them on their decision making.

VII ADJOURN WORK SESSION – 8:30 p.m.

REGULAR COUNCIL MEETING

I OPEN REGULAR COUNCIL MEETING – 8:33 p.m.

II AGENDA ADDITIONS OR CORRECTIONS

III CONSENT AGENDA

1. Council Meeting Minutes – April 12, 2021 and April 26, 2021
2. OLCC Permit Application Approval – Northwave Inc. 400 Portway, Suite 12

Motion: To approve the Consent Agenda with the amendment to the April 12 meeting minutes at noted.

First: Saunders

Second: Rivera

Discussion: Councilor Saunders noted the April 12 meeting minutes should reflect Council Haynie's nay vote on Ordinance 2061 second reading. Councilor Haynie agreed. Gray will make the correction.

Vote: Motion passed (roll called)

Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Rivera, Haynie
Nays:

Abstentions: None

Excused: None

IV REGULAR BUSINESS ITEMS

1. Third Quarter Financial Performance Report, W. Norris

The 3rd Quarter (Q3) Financial Report includes nine months of financial data through 75% of Fiscal Year (FY) 2020-21. The attached report includes full-year estimates-to-close based on historical spending patterns and staff knowledge of upcoming expenditures. The attached projections are staff's best projections given financial data through March 31, 2021.

Yearend estimates-to-close are nearly finalized by this time in the fiscal year absent a large and unexpected occurrence. Although it is relevant to note the City has become increasingly accustomed to large and expected occurrences over the last several years. Nonetheless, the Q3 Financial Performance report is submitted with a relatively high-level of confidence.

The largest change between the Q2 and Q3 reports is the inclusion of the first installment of the

American Rescue Plan monies, estimated at \$795K. This federal money, that unlike the CARES Act can be used for revenue replacement, will rescue the City from a large declining General Fund balance in FY2020-21. Instead, the Q3 Report expects a minor increase in fund balance of \$33K. The American Rescue Plan monies have been incorporated in the FY2021-22 Proposed Budget's General Fund beginning balance.

Another bright point is lodging taxes. A major lodging upswing in the early months of 2021 resulted in an \$145K upward revision in yearend projections from the Q2 report provided to City Council in February. Unfortunately, parking revenues have not experience as dramatic an upswing. Meter receipts are still down about 25% as compared to pre-pandemic months but up from the worst months of the pandemic.

Overall, higher lodging taxes plus broad-based incremental improvement across many other revenue sources is contributing to a projected ending fund balance of \$3,557,401. This amount is \$296,535 higher than the expectation built into the FY2021-22 Proposed Budget. The FY2021-22 Budget Committee can choose whether to incorporate this updated estimate into the Approved Budget.

Staff Recommendation: Receive and file quarterly financial report for the period ending March 31, 2021.

Council received the report with no suggested changes.

V CITY RECORDER

1. Reading of Ordinance 2062 Transportation System Plan for the second time by title only

Motion: To read Ordinance 2062 for the second time by title only.
First: Metta
Second: Saunders
Discussion: None
Vote: Motion passed (roll called)
Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera
Nays: None
Abstentions: None
Excused: None

Gray read the ordinance by title only. The Mayor announced that Ordinance 2062 had passed its second reading and would become law in 30 days.

VI MAYOR

Mayor McBride went on the Safe Routes to School Bike Train with Megan Ramey. She met the new Manager of CAT. He was also riding the bike train. Patty Fink is retiring in a few months.

VII COUNCIL CALL

VIII ADJOURN – Adjourned by unanimous consent at 8:43 p.m.


Kate McBride, Mayor


Jennifer Gray, City Recorder

Approved by City Council on 10/14/2021