



City of Tigard

Tigard City Council/CCDA Meeting Minutes

June 7, 2016



1. CITY CENTER DEVELOPMENT AGENCY/CITY COUNCIL MEETING

A. At 6:30 p.m. Chair Cook called the City Center Development Agency, City Council and Local Contract Review Board to order.

B. City Recorder Krager called the roll.

	Present	Absent
Council President Snider	✓	
Councilor Woodard	✓	
Mayor Cook	✓	
Councilor Goodhouse	✓	
Councilor Henderson	✓	

C. EXECUTIVE SESSION:

At 6:35 p.m. Chair Cook announced that the CCDA was entering into an Executive Session to discuss pending litigation or litigation likely to be filed under ORS 192.660(2)(h). The Executive Session ended at 7:15 p.m.

2. APPOINT CITY CENTER ADVISORY COMMISSION MEMBERS

Redevelopment Project Manager Farrelly gave the background on this item and said there are three great candidates for the City Center Advisory Commission (CCAC). He discussed the candidates' qualifications and said staff recommends appointing these members to the commission. Councilor Henderson motioned for approval of Resolution No. 16-17. Councilor Goodhouse seconded the motion and it passed unanimously. Mayor Cook gave new members a city pin.

RESOLUTION NO. 16-17 - A RESOLUTION APPOINTING CAMERON ANDERLY AS A VOTING MEMBER OF THE CITY CENTER ADVISORY COMMISSION, TIM MYSHAK AS A NON-VOTING ALTERNATE MEMBER AND SARA VILLANUEVA AS A NON-VOTING EX OFFICIO MEMBER

	Yes	No
Council President Snider	✓	
Councilor Woodard	✓	
Mayor Cook	✓	
Councilor Goodhouse	✓	
Councilor Henderson	✓	

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3. INFORMATIONAL PUBLIC HEARING: DISCUSS SW CORRIDOR BALLOT MEASURE –

Community Development Director Asher gave an update on the SW Corridor (SWC) project which has reached an important point in its five-year life. He said the project has not usually been discussed at CCDA meetings but it is appropriate tonight because this project is of great importance to the downtown and the rest of Tigard.

Mr. Asher reviewed what Tigard's City Charter says has to happen for this project to succeed. Staff recommends that council consider within three weeks whether or not to refer a ballot measure to the public in November. He said the SWC project is an ever-shrinking project in terms of where it might go. When discussed in the past a package of investments was proposed, some transit-related and some not. There were some road improvements, bike and pedestrian improvements, and even park and recreation improvements. The SWC area is generally the area by and between I-5 and Highway 99W from Portland all the way through Tualatin and even into Sherwood. He said the focus tonight is the SWC light rail or MAX. Through a lengthy process which Mayor Cook and others have been a part of, the project is starting have definition. Whereas there used to be a "plate of spaghetti" of possible routes all through the area it has been distilled down to just a few. He showed a map showing the alignment options and said if people did not see a purple line on this map the MAX will not go there. It will only follow one of the purple lines and it may take a few years to decide on a final alignment. He traced each alignment and discussed station options, explaining that in branch service not every train goes on the same route. He said light rail would arrive in Tigard the same way and in every case the northernmost point of entry is in the Tigard Triangle and in no case is it on Highway 99W.

Community Development Director Asher said the alignments are not the main discussion tonight but he would leave the slide up as framework for a discussion on what Tigard's Charter requires for the City of Tigard to be supportive of this project. A few years ago Measure 34-210 which added Section 53 to the Charter. It says the City of Tigard as a matter of public policy opposes construction of a new high capacity transit corridor within the city boundary unless voter approval is first obtained. It defined high capacity transit corridor. He said the most complex subsection talks about information that must be provided to voters if the city wanted voters to vote on a high capacity transit or light rail project related to any amendments or changes to the comprehensive plan, zoning code or community development code. It turns out that there would be some changes to those plans so if that will be done to accommodate a high capacity project voters have to approve it. Section 53 also requires the city to provide voters with information: 1) total amount of road capacity that would be reduced, 2) any increases in housing density or any changes to land use regulations that would be proposed to site or otherwise accommodate the project, and 3) projected total public cost of the project. The fourth section requires an annual letter to be sent to state and regional officials reminding them of this policy of opposition.

City staff has been working to prepare a process and a ballot measure that council can put out to voters in November. For the sake of the project, this is the best time to do it. We know enough about the project now to answer those questions but it is early enough that if the city wants to continue the policy it is better to know that now rather than later. There is a lot of process to place this on the ballot in the fall and the discussion needs to start now.

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Mayor Cook asked how Charter Section 52 is not related. Community Development Director Asher says Section 52 of the Charter says the City of Tigard shall not increase a current tax or fee or impose a new local tax or fee for construction costs to build or expand light rail transit without voter authorization. This law came first and is only about funding. Section 53 is about an objection to allowing the project in the city and is silent on funding. If voters vote yes, it is OK to have a light rail system run through Tigard, they may well have to vote again if the City of Tigard wanted to raise any local money for it. Mayor Cook said he wanted the public to know that this vote is not about funding it and no fees or taxes will be raised to fund anything right now with this vote.

He read the ballot caption, question and summary noting there is a link to the city's website for more information. Community Development Director Asher discussed the ballot title and added that the council will need to adopt an authorization ordinance to put a measure out to the voters in Tigard. There will also be a procedural ordinance clarifying ambiguities in the Charter and spelling out what the city is trying to do. It will define terms and include a methodology about how roadway capacity reductions are going to be studied and how the numbers will be computed. It outlines a public process that includes public hearings so there will be a record of a public and transparent process by which council came to interpret Section 53.

Mayor Cook noted that the ballot title Mr. Asher read is a draft and since putting it out last week, staff received several comments and made changes. The plan is to listen to what the audience likes and dislikes. Council may have some items to add in as well so not everything seen tonight is what will end up in the final language. The goal is to approve placing this on the ballot at the June 28 council meeting and the packet for that meeting will be published online on June 21. He called people forward that signed up to testify.

Richard Shavey signed up but did not testify.

Carine Arendes, City Center Advisory Commission Chair, 9524 SW North Dakota Street, Tigard, OR, said she appreciated the public hearing and was not speaking so much to the ballot language, but to the importance of having a light rail station downtown, which is the scope of the CCAC. According to the city's budget we are adding over 200 homes annually and Tigard's population is expected to grow by 500 people, or 1 percent annually. Over the course of 20 years that means about 10,000 more people living in Tigard and they will need housing. The city currently has policies to preserve single-family neighborhoods and provide a wide range of housing options. One way to accommodate the expected population growth is to create new neighborhoods such as River Terrace but we cannot expand indefinitely. It is also expensive to expand new services to River Terrace so most of that housing ends up on the high end of the affordability scale and does not really encourage a wide range of housing types such as townhouses, duplexes and apartments. What else can we do? Look for other opportunities to provide housing that is more affordable and compact in areas where we already have service or in other words, infill development. This is why the downtown has been identified as a place for infill and why we prioritize adding housing in the downtown area. Not many live downtown and certainly not as many as could live there in the future.

The city has made recent investments to activate downtown; however, one of the most important amenities is having a rapid and reliable transit system. Having a downtown light rail station would be a valuable amenity and would make living downtown more attractive. It would make it possible for people to live without a car, which costs the average American at least \$8,000 a year according to a study by AAA. Even those who commute by car like to have the option of using light rail for

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getting to special events, concerts or a Timbers game. A light rail station downtown makes it more likely that people living there will have fewer cars and more people will find the area an attractive place to live. Since having a light rail station in the downtown will increase the desire to live there we can also expect the rents may increase which would help ensure that the compact, multi-family housing that we have been planning for will pencil out for developers. A light rail station makes sense in the downtown and people living there will help accommodate the city's expected growth, protect existing neighborhoods and create activity on downtown streets including economic activity for downtown businesses. A light rail station downtown will make it easier and more likely that people will work, shop and come without a car to events downtown, which makes the scarce parking on Main Street available for those who really need it.

In addition, the SW Corridor shared investment projects for bicycle and pedestrian improvements will support using active modes to access downtown. An accessible downtown is an active downtown. She summarized that the SW Corridor light rail line and shared investment program will support alternatives to personal vehicle use downtown which in turn supports the higher density options that we want for the area. Downtown will benefit from increased activity related to the light rail station and increased accessibility for residents, employers and visitors. A downtown light rail station offering rapid and reliable transit will help make downtown Tigard a more attractive place for people to live, work, play and shop.

Elise Shearer, 9980 SW Johnson Street, Tigard, OR spoke on the proposed ballot measure. She asked that council keep the ballot measure language as clear and simple as possible about a vote on light rail as well as answering requirements in the short statement. We know the SW Corridor is about a lot more projects than just light rail. That can be gone into within the explanatory statement and hopefully citizens will read the entire thing. Support for light rail coming into Tigard will allow the other contingent projects to be built. Without it, nothing will come into our city and we let down the five other communities currently driving through Tigard as well. Tigard is the hub of the SW Corridor wheel. If light rail is not built as a transportation alternative to relieve the traffic congestion which we deal with now (and will only get worse in the future) we let down future generations for whom we are entrusted to plan.

Tim Esau, 12247 SW 114th Terrace, Tigard, OR. Mr. Esau thanked the council for putting this measure together in the spirit of the ballot measure and the change to Charter Section 53. He said council knows what his activities were on that and he appreciated them seeking to fulfill the spirit of that Charter change. He has done the FOIA (Freedom of Information Act) records requests to follow up and appreciates the city putting out the statements as required in the Charter language. Pertaining to the ballot title he thought the succinct title statement is great. The city is pretty much hitting the points item by item but it is not clear what the amendments to land use, impacts to wetlands and impacts to industrial zone are. It does not say what they are just that they happen and he would like to seem quantification or clarification on what that means. The ballot also states that no traffic lanes on Pacific Highway will be impacted yet the drawings still show it running down Pacific Highway, not necessarily in Tigard. He gets that it veers off but Pacific Highway runs all the way to Portland and it is disingenuous to say it doesn't run on Pacific Highway, when in fact it does, within the five mile range, or at least crosses it. He said council needs to be clear on that. While the impacts of 2 to 5 percent capacity reductions along the roadways are cited, there is language thrown in about adding capacity in Tigard and reducing it in Portland. That does not clarify the actual amounts and from his perspective looks like Tigard is trying to slant the ballot title in that regard.

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His main concern is Portion A of the original Charter change where it states that the City of Tigard as a matter of public policy should oppose construction of new high capacity transit. That portion has not been clarified in any of the ordinances and the definition of oppose would be a good item to add to Section B. It seems to him that the city council does not know what “oppose construction” means because construction can cover many phases of planning, preparation, preliminary engineering, right of way access, etc., and he has yet to see any opposition on the part of the city to live up to the spirit of that part of the Charter.

Kevin Watkins, 11330 SW Viewmount Court, Tigard, OR said he was present to gather information in order to understand this process better. He is involved with the TTAC but is representing himself tonight. Transportation projects are sobering because there is a lot of uncertainty and they are very capital intensive. Now we are looking at a very large transportation project with huge amounts of capital, lots of lead time, and a lot of uncertainty now and well into the future. These are daunting challenges for all of us and Tigard citizens will need to grapple with this. He said the question cannot be dodged and he commended the council for taking this head on. His hope is that the in the ballot measure council keeps a clear, straightforward focus and factual information. Focus on the task at hand so people can base their decision on factual information rather than misinformation. He said he is asked about this often and there is a great deal of interest in the community.

Robert Van Vlack, 15585 SW 109th Avenue, Tigard, OR. He said being a member of the Tigard Transportation Advisory Commission got him to do a lot of transportation reading and studying. He said there is information put out by an advisor talking about how light rail reduces auto capacity on the roads but other studies suggest the opposite. Light rail actually takes people off the buses and puts them onto light rail. He mentioned that while he understands the opportunities for redevelopment light rail in the downtown would bring such as multi-family housing. But he also sees that members of other communities - Tualatin, Sherwood and maybe even Newberg – are going to be travelling to downtown to catch the light rail. He does not know where all those cars will park. A huge influx of cars into downtown Tigard may create a larger problem than we have already.

Council Discussion:

Director Snider said he heard a theme asking the city to be as clear and simple as possible. He suggested tightening the caption and the question and be clear that it is Max light rail. He asked if it was necessary to use the words, high capacity transit corridor since people in this part of the country may not know what that is but they understand what a MAX line is. He asked the City Attorney to be prepared to respond to the questions Mr. Esau raised on whether the last paragraph of the summary complies with Charter Section 53 and prepare an interpretation. He mentioned that if a requirement is to list the road capacity impacts for both Portland and Tigard he did not think the city did that.

Director Woodard said there if “to include downtown Tigard” is added to the question there needs to also be the words “including the Ash Street crossing loop.” He said if that is not said it did not make sense to go ahead with everything else it is going to do such as losing businesses. He said we know we risk losing businesses but it would be worth it if we can get that crossing in the project. He expressed concerns about east-west circulation and parking in the downtown. If speculative development is desired they will want to see that circulation. He said if those words are not added he would rather it just say “through Tigard” and see what happens. He stated he will continue his fight, which started in 2011 for an Ash Creek crossing.

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Director Henderson encouraged anyone interested in this to look at the Cityscape page which lists 35 dates where the SWC topic has been discussed. He recommended skimming it to see what has happened over the last 3-4 years.

Director Goodhouse said the ballot title language needs to be kept clean and concise and understandable to the public. He favored including the words “to downtown Tigard,” and wanted clarification of “between two and five percent.”

Chair Cook said council will continue to work on the wording with the goal to meet the deadline for referring this to the November ballot and the public is invited to send in their comments.

4. RECEIVE BROWNFIELD UPDATE

Redevelopment Project Manager Farrelly presented the staff report on this item. He showed a slide of the area and noted that the CCDA recently received two \$200,000 Environmental Protection Agency (EPA) grants to clean up the underutilized Main Street Fanno Creek properties. This funding will play a crucial role in redeveloping them into a mixed use building and public space overlooking Fanno Creek. EPA funds are typically made available in the fall. He will be submitting a draft plan to EPA this week which includes community engagement centering around public health, clean up planning, cleanup activities including testing, demolition and if necessary, soil removal, and obtaining a No Further Action (NFA) letter from the Department of Environmental Quality. The redevelopment supports urban renewal’s goal of downtown revitalization.

An RFP for environmental cleanup will be issued in the fall. We have spent \$128,000 for outreach, an inventory of potential sites in the downtown area and six assessments. A phase one assessment is also being done on the Nicoli property and the Tigard Transit Center, currently under study for a mixed use development. There are a few other sites being looked at on Hall Boulevard and Highway 99W after an interested property owner approached staff at a brownfields public meeting. Staff determined they would also need to assess the neighboring property which was the old auto repair station on 99W and Hall Boulevard purchased by Washington County for the intersection improvement. Staff is also using the assessment grant to look at the Hunziker industrial commercial core where the city is proposing to build a road to assist with that development.

Mr. Farrelly said staff is currently developing additional outreach materials including direct mail and an improved web page, to communicate with property owners, particularly those in the inventoried area. The materials share the benefits of participating in cleaning up contaminated properties, particularly those contaminated with petroleum as those funds are the most difficult to spend because it is only one substance. The “hazardous materials” term covers everything else. Of the \$400,000 grants funding, \$200,000 is for petroleum cleanup and \$200,000 is for everything else.

Chair Cook asked about helping with brownfields in areas not in the downtown and asked how close the Agency was in spending the \$200,000 for non-petroleum cleanup. He mentioned a contact from a property owner who is not in the downtown. Mr. Farrelly said he spoke with that person but said the areas of current focus were for employment, industrial and mixed-use lands. He said they might not be able to spend all of the petroleum grant portion depending on which property owners come forward. He said a citizen group developed criteria and using that, the residential area did not

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rank very high but he will reconnect with him in a few months once he sees how things are allocated.

Director Henderson mentioned the dance studio property that has some fertilizer contamination and asked if a property still qualifies if they have two different contaminants. Mr. Farrelly said if petroleum mixes in with hazardous material it is kicked into the hazardous category. He understands that either the current owner or previous owner cannot have been responsible for the pollution so that makes it even more difficult to expend the funds in some cases.

Director Henderson asked about the Yu property which is adjacent to Washington County property. Mr. Farrelly said the county has been monitoring it since they building was removed and are interested in knowing more about the site. Director Henderson said he was concerned with the contamination spreading under the highway.

5. **INFORMATIONAL PUBLIC HEARING: FISCAL YEAR 2016 CCDA FOURTH QUARTER BUDGET**

Senior Management Analyst Collins presented the staff report and said this supplemental is for a few budget cleanup items. There is a request for \$15,300 to pay property taxes for the city-owned property known as the Ferguson property. The other is \$10,000 for escrow and title fees for the sale of the Ash and Burnham properties.

Chair Cook asked why the taxes were not budgeted and whether staff has to bill the property owner and then come back for the next quarter to account for the reimbursement. Ms. Collins said there are protocols in place to handle billing the lessor. Director Snider asked why the city-owned property is not tax exempt. Redevelopment Project Manager Farrelly responded that the property is not tax exempt because it is being rented out to a commercial entity. Finance and Information Services Director LaFrance said Exhibit A shows that the revenues are being budgeted for this fiscal year and there is no impact to the health of the agency fund. Staff was under the impression that the lessor would be paying the taxes but they did not this year.

Director Snider moved to approved CCDA Resolution No. 16-01 and his motion was seconded by Director Goodhouse. City Recorder Krager read the number and title of the resolution.

CCDA RESOLUTION NO. 16-01 - A RESOLUTION TO AMEND THE FY 2016 BUDGET

Chair Cook conducted a vote and the motion passed unanimously.

	Yes	No
Director Snider	✓	
Director Woodard	✓	
Chair Cook	✓	
Director Goodhouse	✓	
Director Henderson	✓	

CITY COUNCIL MEETING

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6. LEGISLATIVE PUBLIC HEARING: CONSIDER RECREATION PROGRAM FEE ORDINANCE

- a. Mayor Cook opened the public hearing and announced that anyone wishing to testify should sign in on the form provided at the front of the room.
- b. Assistant Public Works Director Wright and Parks Manager Martin gave the staff report regarding a proposed ordinance that will allow the Public Works Director to set fees and charges for the recreation program. Mr. Martin said this was discussed on May 17, 2016 at a council workshop and staff was directed to bring this back for consideration. Staff recommends that this ordinance be passed because it would allow moving more quickly in setting fees and charges for classes and negotiate with contractors teaching the classes. Ms. Wright said there is no current authority for the city to award scholarships and language allowing that is included in the ordinance.
- c. Public Testimony: No one signed up to speak. Mayor Cook asked the audience if there was anyone wishing to speak. No one came forward.
- d. Council questions: Mayor Cook noted that staff covered this topic well at the workshop and council got their questions answered.
- e. Staff Recommendation: Mr. Martin said staff recommends that council approve the ordinance to allow the Public Works Director to set the recreation program fees and charges.
- f. Council Discussion: None
- g. Mayor Cook closed the public hearing.
- h. Council Deliberation and Consideration of Ordinance No. 16-09: Councilor Woodard moved for approval of Ordinance No. 16-09. Council President Snider seconded the motion. Mayor Cook asked City Recorder Krager to read the number and title of the ordinance.

ORDINANCE NO. 16-09 – AN ORDINANCE AMENDING TIGARD MUNICIPAL CODE CHAPTER 3.32 CITY FEES AND CHARGES TO DELEGATE FEE SETTING FOR RECREATIONAL PROGRAMS TO THE PUBLIC WORKS DIRECTOR

City Recorder Krager conducted a roll call vote of the council.

	Yes	No
Council President Snider	✓	
Councilor Woodard	✓	
Mayor Cook	✓	
Councilor Goodhouse	✓	
Councilor Henderson	✓	

Mayor Cook announced that Ordinance No. 16-09 passed unanimously.

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7. LOCAL CONTRACT REVIEW BOARD: BRIEFING ON PROCESS FOR CIVIC CENTER CONTRACT –

Contracts Manager Barrett and Assistant City Engineer McMillan presented this item. Mr. Barrett said this is a review of a contract process for the civic center visioning project. He said coming to the next council meeting will be a request for a public hearing for an exemption to public contracting rules. Staff will be asking for an exemption from the formal QBS process and extending the direct appointment to a dollar level at this threshold.

LCRB Chair Cook asked for an overview of the project so the public could also hear what it is about. Assistant City Engineer McMillan introduced Jeff McGraw of MWA Architects. She said staff put together an ideal team to quickly define a civic center visioning for a 20-year span that could be packaged for the bond effort. This will be a very precise effort that will involve a lot of public involvement and outreach. Several sub-consultants have been identified to work with them. Mr. McGraw distributed to council a timeline which has been added to the record for this meeting.

LCRB Chair Cook clarified for the audience what the bond package was. He said that through the budget process the Budget Committee recommended going out to the voters on two different options; one a local option levy and a bond measure to raise capital. One involves operating costs and one is for capital so they must be separate. This civic center contract is for the capital project.

MWA Architect McGraw said this project began as a much broader one for City of Tigard facilities but has distilled down to the civic center site. There is a long list of potential program items (police station, community center, etc.) sited on this property and the study is an attempt to put together the right consultants to quickly study it. The first stage is a programming study and high overview of the current and future needs of each entity. There will be consultants that specialize in “futuring” (an idea of how the future will and should behave in the 20-year horizon). He said there will be public involvement and opinion research for people to do polling for a bond.

Mr. McGraw said the outcome will be a document with cost estimates, coordinated with public involvement and a public research effort so that what is placed before the citizens of Tigard has a high probability of passing. LCRB Chair Cook clarified it would not be the November 2016 election; the date is still to be determined.

LCRB Member Woodard asked staff to explain to the people in the audience what the QBS process is. Contracts Manager Barrett said staff did a formal QBS (Qualifications-Based Selection) process and had a well-attended pre-proposal meeting but only proposal was received. The review committee deemed it a non-responsive proposal. We found that we needed to assemble a team to do this type of work. In response to a question from LCRB Member Woodard about past work experience, MWA Architect McGraw said he has been in this business for 28 years, in three regions. He has been with this company since its inception. He said their work is urban scale and includes housing, industrial complexes, airports and convention centers. His role has been to guide large projects on the west coast. He said the previous RFP was broad reaching and had little scopes of work for many people. This has been narrowed down to one site. He said his firm is very familiar with large, urban development and just received the Mayor’s Award in housing for a project in Portland called the Stephens Creek Crossing. In response to a question from LCRB Member Woodard Mr. Barrett said the cost savings with this exemption from the public contracting rules are immeasurable. He said, “This is the way to go.”

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Councilor Henderson asked about the number of people involved and if the teams are firms. Mr. McGraw said the teams are firms including a primary team to address land use, public involvement, real estate, opinion research, and data gathering. A secondary team will include mechanical, structural, and civil engineers; cost consultants, a parking consultant, a traffic consultant and for the police aspect, a security consultant. Councilor Henderson asked if the budget was \$300,000. Mr. Barrett said the actual cost will be significantly higher than the \$300,000 external and \$50,000 internal and staff will be bringing the full cost before council on June 14. He said there are reserve funds available in the Facilities Capital Fund that can be used through a first quarter supplemental budget. Councilor Henderson said, "We are building a \$30 million dollar house. How much will it cost in the long run, double that?" Mr. McGraw replied that if the project timeline is followed and it goes to a vote in November 2017 it will still probably take two more years to design. He said even a cost engineer would have a hard time knowing the answer. There is a labor and materials problem in the Pacific Northwest and bids are coming in high. This time to assemble the project and get it designed will be better served than a project that is bid ready right now. He predicted that future labor and construction costs will even out in the Pacific Northwest.

The assembled team will give guidance on how to package it, what to include on the site, what makes sense. He is not sure a performing arts center fits on the site and may be better downtown. A police station is probably a good function for this site; a city hall still is. We will get good feedback on what it is, what the components are, what should be here compared to another urban site.

Assistant City Engineer McMillan said Central Services Manager Robinson will start a building assessment study in July that will serve two purposes. One is to determine if the current buildings can be remodeled and the other is in the event a bond measure is not successful, to identify what items will need repair. She noted that several building repair issues were discussed at a recent Budget Committee meeting.

8. NON AGENDA ITEMS: City Manager Wine said the city received word today that a \$452,000 Oregon State Parks Local Government Grant was awarded for the Dirksen Nature Park shelter and restroom project.

9. EXECUTIVE SESSION

At 8:52 p.m. Mayor Cook announced that the Tigard City Council will enter into Executive Session to discuss pending litigation or litigation likely to be filed under ORS 192.660(2)(h). He said the City Council will adjourn from Red Rock Creek Conference Room immediately after the Executive Session. Councilor Henderson left the meeting at 9:59 p.m. The Executive Session ended at 10:13 p.m.

10. ADJOURNMENT

At 10:14 p.m. Council President Snider moved for adjournment. Councilor Woodard seconded the motion and all voted in favor.

	Yes	No
Council President Snider	✓	
Councilor Woodard	✓	
Mayor Cook	✓	
Councilor Goodhouse	✓	
Councilor Henderson (left at 9:59 p.m.)		


 Carol A. Krager, City Recorder

Attest:



Jason Snider, CCDA Vice Chair

Date

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