

**CITY OF OREGON CITY  
CITY COMMISSION  
MEETING MINUTES  
NOVEMBER 1, 2000**

Mayor John F. Williams, Jr., called the regular meeting of the City Commission to order at 7:02 p.m. on November 1, 2000, at City Hall, 320 Warner Milner Road.

**Commissioners**

**Present:** Commissioners Jack Lynch, Dan Holladay, Doug Neeley and Mayor John Williams. Commissioner Allick was excused.

**Staff Present:** Brian Nakamura, City Manager; Bryan Cosgrove, Assistant City Manager; Ed Sullivan, City Attorney; Leilani Bronson-Crelly, City Recorder; Gordon Huiras, Police Chief; Dee Craig, Parks & Recreation Director; Nancy Kraushaar, City Engineer; Lt. Mike Jarvis; Officer Greg Johnston

**1.1 Flag Salute**

Mayor Williams led the flag salute.

**2.0 Public Comments**

• **Carol Kemhus, 233 Harding Blvd**

Ms. Kemhus encouraged all citizens to participate in the First City's Future Visioning process this Saturday from 9:00 a.m. to 2:00 p.m. at the Pioneer Community Center. She invited citizens to come and dream with them about what they wanted Oregon City to look like in the next 15 to 20 years.

• **Brian Nakamura, City Manager**, asked the Commission to hear Agenda Item 3.6 whenever the ODOT staff arrived. The Commission agreed by consensus to do so.

• **Rolla and Marge Harding**

Mr. Harding explained that they were planning a fundraiser for the Ermatinger House and the Stephen Crawford House on December 16, a Christmas parlor tour from 11:00 a.m. to 4:00 p.m. He asked if the Commission thought it appropriate to incorporate the trolley as part of the tour.

The Commission discussed the request. Mayor Williams noted that the City's charge for the trolley was \$55 an hour or \$250 for this event. Commissioner Holladay suggested that the Commission pay for the use of the trolley out of the Commission's discretionary budget. Mr. Nakamura mentioned a Metro Enhancement grant as another possibility.

**Commissioner Neeley moved to pay the \$250 fee for the trolley out of the Commission's discretionary budget. Commissioner Holladay seconded the motion. A roll call vote was taken and the motion passed with Commissioners Lynch, Holladay, Neeley and Mayor Williams voting 'aye.' [4-0]**

• Mayor Williams discussed the designation of the Oregon City High School Junior ROTC as a commemorative community by the USA Fiftieth Anniversary of the Korean War Commemoration Committee in recognition of its support of the Fiftieth Anniversary remembrances from 2000 to 2003. He mentioned that the ROTC has scheduled the first of the three educational programs or commemorative activities per year, which this designation required them to put on, for half time during the football game on Friday, November 3. He encouraged the citizens to attend the event and to direct any Korean War veterans not yet contacted by the ROTC to talk to the ROTC office to get on the list for the event.

> The Commission considered Item 3.6, ODOT Signal Installation, at this time.

### 3.0 COMMISSION DECISION ITEMS

#### 3.1 Commission Report No. 00-214, Personal Services Agreement No. 00-201 – With Tetra Tech/KCM, Inc, for the Wastewater Master Plan

Mr. Nakamura stated that this update to the 1989 Wastewater Master Plan was essential, given the significant growth in the City in the past few years. He indicated that the funding was 50% SDC funds and 50% wastewater funds, and was included in the budget document.

**Commissioner Holladay moved to approve the personal services agreement with Tetra Tech/KCM, Inc., for the Wastewater Master Plan and authorize the City Manager to execute. Commissioner Neeley seconded the motion. A roll call vote was taken and the motion passed with Commissioners Lynch, Holladay, Neeley and Mayor Williams voting 'aye.' [4-0]**

#### 3.2 Commission Report No. 00-210, Agreement with West Linn-Wilsonville School District No. 3JT for the Use of the Oregon City Swimming Pool – Agreement No. 00-800

The Commission considered Items 3.2, 3.3 and 3.4 simultaneously.

Mr. Nakamura noted a correction to the first paragraph in first and third agreements: February 16, 2000 should read February 16, 2001. He mentioned that all three agreements were included in the budget.

Commissioner Neeley asked why the Oregon City swim team paid \$315 for the same number of lanes for which the other school district swim teams paid \$525. **Dee Craig, Parks & Recreation Director**, explained that the increased costs included staffing and other services not provided to the Oregon City swim team.

Commissioner Neeley noted that the agreement was for three lanes for the same time periods. Ms. Craig explained that they had six lanes available, and that the teams used them together. She noted that they have used this arrangement for the past three years and it has worked out fine.

**Commissioner Holladay moved to approve Reports 00-210, 00-211 and 00-212 and authorize the Recreation/Aquatics Manager to enter into an agreement with the school districts in question, as corrected. Commissioner Neeley seconded the motion. A roll call vote was taken and the motion passed with Commissioners Lynch, Holladay, Neeley and Mayor Williams voting 'aye.' [4-0]**

#### 3.3 Commission Report No. 00-211, Agreement with Oregon City School District No. 62 for the Use of the Oregon City Swimming Pool – Agreement No. 00-801

#### 3.4 Commission Report No. 00-212, Agreement with Gladstone School District No. 115 for the Use of the Oregon City Swimming Pool – Agreement No. 00-802

#### 3.5 Commission Report No. 00-215, City of Oregon City Waterfront Master Plan – Personal Services Agreement (PSA) – Agreement No. 00-200

Mr. Nakamura recommended that the Commission authorize the City Manager to execute the personal services agreement with Walker Macy to provide master planning services for the waterfront master plan of the city. He recalled the Urban Renewal Agency's approval of the urban renewal funds budgeted for this project. He asked for the Commission's approval of the Parks SDC funds in order to move forward.

**Commissioner Holladay moved that the City of Oregon City approve the Waterfront Master Plan personal services agreement with Walker Macy, with the proviso that**

**development be restricted to recreational use in the Cove area. Commissioner Neeley seconded the motion.**

Commissioner Holladay expressed concern that the motion say the same thing as the Urban Renewal Agency motion said.

Commissioner Neeley noted that there had been some confusion at the Urban Renewal Agency with respect to this issue. He asked if the motion included the private property in the Cove area that was on the river side of Agnes. He confirmed to Commissioner Holladay that those properties were included in the master plan. **Ed Sullivan, City Attorney**, confirmed Commissioner Holladay's comment that, under the land use laws, if the City changed the zoning, the existing lawful use became a lawful non-conforming use.

Commissioner Neeley pointed out that the language of the motion precluded expansion of the Tri-City sewer plant, as that was not recreational. Commissioner Holladay clarified that he wanted to direct the consultants not to go down the road of condominiums and high-rise office buildings in that area.

The Commission discussed how to change the language of the motion to reflect Commissioner Neeley's concern and the recreational commercial language used by the Urban Renewal Agency in its motion. **Mr. Sullivan suggested rewording the proviso as "to limit the direction of the plan in the Cove area to commercial-recreational and public uses."**

**Commissioners Holladay and Neeley accepted Mr. Sullivan's suggested rewording for the motion.**

**A roll call vote was taken and the motion passed with Commissioners Holladay, Neeley and Mayor Williams voting 'aye.' Commissioner Lynch voted 'no.' [3-1]**

> The Commission considered Item 3.7, Commissioner Report No. 00-216, at this time.

### **3.6 Commission Report No. 00-213, Project Update – ODOT Signal Installation and Related Improvements at Highway 99E and South 2<sup>nd</sup> Street/Tumwater**

Mr. Nakamura recommended that the Commission support this ODOT project to install a signal and related improvements at Highway 99E and S 2<sup>nd</sup> Street/Tumwater.

Mayor Williams asked how long would the proposed detour going down 2<sup>nd</sup> street be in effect. **Nancy Kraushaar, City Engineer**, said that they expected the detour to last for three months.

Ms. Kraushaar introduced Kirk Hampson, ODOT Project Manager, and June Carlson, Area Manager. She recalled that the City held a public meeting in June, at which many people (especially from the Canemah area) expressed concerns over the speeding on Highway 99E. She noted that staff explained to the citizens that this project was separate from the speeding concerns but in the future they did need to take another look at the speeding on Hwy 99E through the Canemah area.

Ms. Kraushaar recalled the second smaller public meeting in July. She indicated that they have been working with one of the property owners in the project area to address his concerns. She presented to the Commission a letter written by the Transportation Advisory Committee following their review of the project, expressing their support and hope that ODOT could work with the businesses in the project area to keep the businesses going during the construction.

#### **• Kirk Hampson, P.E., ODOT Project Manager**

Mr. Hampson stated that ODOT has been working on this project for over a year. He mentioned that it fell in the top ten priority sites (based on accidents) statewide. He recalled the flashing beacon lights installed by ODOT in 1994 at both Tumwater and 2<sup>nd</sup> in response to the accidents occurring on Hwy 99E. He indicated that the accidents have not decreased, leading to this safety

project to address a dangerous intersection. He noted the project cost of \$650,000 funded by safety money.

Mr. Hampson discussed in detail the options considered by ODOT to address the intersection problems (see ODOT handout). He indicated that they settled on the configuration and signal light placement as shown in the drawings. He reviewed the permissive left turn in only on Tumwater, mentioning the afternoon backup and the potential hazard of people running a red left turn light. He said that they took out the right turn from Tumwater because of sight distance problems.

Mr. Hampson discussed the improvements to Hwy 99E, noting the dedicated left turn lane ending at the signal. He pointed out the squaring up of the S 2<sup>nd</sup>/Hwy 99E intersection for better sightlines and to force people to slow down to make the hard right turn from Hwy 99E to S 2<sup>nd</sup>. He mentioned that they did not completely realign that intersection because they did not want to physically impact the restaurant on the corner.

Mr. Hampson recalled that at the July meeting, they reviewed ODOT's process for petitioning through the City for speed zone changes.

Mr. Hampson discussed the improvements in the pedestrian movements with a controlled intersection, including striped crossings with activated buttons. He described the improvements to the Vista Viewing area intended to improve the efficiency of the parking and the highway entrance. He noted that the circulation would be one-way only, north to south. He indicated to Mayor Williams that cars could still turn left out of the viewing area.

### COMMISSION QUESTIONS

Mr. Hampson indicated to Commissioner Holladay that the blue bar was a 4 inch tall, 12 inch wide separator island intended to control the in and out movements. He reassured the Commissioner that it was a mountable curb designed to be run over by cars as opposed to flipping them over.

Mr. Hampson confirmed to Commissioner Neeley that the project included no traffic controls on S 2<sup>nd</sup> Street at Tumwater.

Commissioner Neeley mentioned his concern that the left turn on to Tumwater from Hwy 99E might create a future problem with blocking the 2<sup>nd</sup> Street intersection. **Police Chief Gordon Huiras** discussed his concern that they might be creating an accident situation at the S 2<sup>nd</sup> and Tumwater intersection because the people turning left on to 2<sup>nd</sup> Street could not see past the cars queued for the stop light to see if traffic was coming up from the highway. He concurred that they had a bad situation at the highway now.

Mr. Hampson confirmed to Mayor Williams that there would be a right turn on red at the new intersection. He indicated to Commissioner Neeley that there would be periodic monitoring of the Tumwater intersection to see how it was functioning.

Mayor Williams opened the meeting to public testimony.

- **Trev Jones, Arts Café owner, 201 Amanda Court**

Mr. Jones stated that he opposed the whole project as ill-conceived and insufficiently studied. He alleged that some of the ODOT studies were done in June when the heaviest traffic occurred in September after school started.

Mr. Jones contended that the public has not been made aware of what was going on. He stated that the majority of citizens at the June meeting chose the 'no build' scenario. He spoke to slowing the traffic down on the south side of Canemah, as requested by the citizens at the June meeting. He questioned how this proposed project would help the Canemah community, noting that the residents could not cross the street now.

Mr. Jones discussed the changes in the plans that he has seen since the June meeting. He characterized the decision for no right turn on Tumwater as a mistake, since there was a 50/50 split of the traffic between Tumwater and 2<sup>nd</sup> street in the morning. He noted that both the police and the fire department used Tumwater. He questioned closing a street that that majority of people used.

Mr. Jones argued that an open left turn on Tumwater was hazardous with the potential for multiple accidents from people trying to cut in at Tumwater in order to beat the light at 2<sup>nd</sup>. He spoke to not throwing \$650,000 away but spending it on real safety. He said that he has heard from County and State Highway people that they were looking at redoing the project installed at the south end of South End and Hwy 99E because it was recognized as a disaster.

Mr. Jones contended that the affected neighborhoods were unaware of the second major change ODOT made following the July meeting: widening 2<sup>nd</sup> Street to three lanes to accommodate the traffic closed off from Tumwater. Mr. Jones held that a stop sign at 2<sup>nd</sup> and 99E would increase traffic accidents by 66% whereas installing a stoplight at 2<sup>nd</sup> and 99E would increase accidents by 100%. He stated that the traffic traveling northbound on 99E exceeded 55 mph, a fact he could attest to because his restaurant called in most of the accidents. He argued that the limited 50-foot visibility at 55 mph in that area created a bigger hazard.

Mr. Jones contended that this project would devastate his business, the Arts Café, 100%. He noted that they might be taking part of his property. He stated that he offered ODOT two options: buy him out and move the building or scrap the design and start over. He read from the October 4 meeting minutes, where the City Manager spoke to a joint venture between the City and the Chamber, commenting that he was a Chamber member. He reiterated that this project would devastate his business 100%.

Commissioner Holladay asked what Mr. Jones meant by the project devastating his business. Mr. Jones said that widening the two-lane road to three lanes would remove the parking on 2<sup>nd</sup> Street, which his customers used. He argued that the new curbing and sidewalk would be so close to the building that if people fell off the curb, they would fall directly into traffic.

Commissioner Neeley asked if the parking issue has been resolved in any manner. Mr. Hampson stated that he and Ms. Kraushaar met with Mr. Jones at his restaurant to discuss ideas for parking. He mentioned the two parking areas, one for the museum and one for the restaurant with the restaurant parking area containing 10 spaces. He explained that ODOT went with the three lane scenario because of concerns with the left turn traffic in a two lane scenario blocking traffic up the hill while waiting for the left turn arrow.

Mr. Hampson confirmed to Commissioner Holladay that the project resulted in three less parking spaces available near Arts Café. Commissioner Holladay suggested finding out if the museum would be willing to allow Arts Café parking in its lot. He commented that he disagreed with Mr. Jones' assessment that the project would have a devastating impact on his business.

Commissioner Neeley pointed out that the museum typically did not operate during the peak hours of the café, so it probably would not object to Arts Café customers using its lot.

Mr. Hampson stated that he and Ms. Kraushaar developed a configuration, which he sent to Mr. Jones a couple of weeks ago, showing how to reconfigure the parking area from ten spaces to 16 spaces.

Mr. Jones stated that currently he had 17 parking spaces available; after the project, he would have seven. He indicated to Commissioner Holladay that less than 1% of his customers used the museum's parking lot to access his business. He noted the 4-foot elevation drop between the museum parking and his parking.

Commissioner Lynch asked staff to explain what possible plans there were to mitigate the impact on the Arts Café during construction. Mr. Hampson explained that they have not begun the

construction phase of the project yet, as the bid letting was in May and the actual construction starting a month or two later. He discussed the measures they were taking to expedite the work and to accommodate business traffic, including a detour. He said that they anticipated it taking 10 to 16 weeks, barring unforeseeable problems.

Commissioner Neeley said that he did not question that this would impact Mr. Jones' business. He asked if ODOT was seeking more right-of-way along 2<sup>nd</sup> than presently owned by either the City or the State. Mr. Hampson said that they only sought temporary easements for the life of the contract to allow the contractor to build a sidewalk. He indicated that the sidewalk itself was within the public right-of-way.

Commissioner Holladay stated that he was not unsympathetic to the Arts Café, having patronized it as a long-term resident of the city. He said that he did not want to see any longtime business in the city damaged in any substantial way by a safety improvement. He indicated that he had been unaware of the elevation change in the parking between the museum and the café. He asked if it would be a substantial expense in the project to build a stairway and ramp between those two areas to make parking available to both the café and the museum.

Commissioner Lynch suggested discussing this with the museum before pursuing it any further. Commissioner Holladay asked if it was possible that they could negotiate something with ODOT as part of the project. Mr. Hampson indicated that that was possible but stated that ODOT felt that there were other avenues to explore before that one. He said that they felt that they have opened up the opportunity for parking across Hwy 99E where customers could park and cross at the light.

Commissioner Lynch stated that his only remain concern was the impact during construction, although he was convinced that they would do whatever they could to make sure that those impacts were minimized. He commented that reconfiguring the parking lot to 16 spaces made that issue a wash with what existed today. He noted that the City has identified this project as a high priority for years. He disagreed with the assessment that this would create a greater hazard, citing the work done by ODOT and City engineers, the police department and the fire department. He emphasized that he had no qualms about the validity of the project.

Commissioner Neeley reiterated his concern about the left turn off Hwy 99E on to Tumwater. He suggested blocking the left turn initially and monitoring the situation to see if it required opening up that left turn. Mr. Hampson recounted ODOT's additional work following the June meeting looking at closing Tumwater, noting that they found that it did not work as they had hoped.

Commissioner Lynch suggested monitoring the left turn and then blocking it off if it became necessary. Mr. Hampson observed that it was easier to block it than to undo a block. Commissioner Holladay pointed out that allowing a left turn on to Tumwater prevented stacking in the left turn lane at 2<sup>nd</sup> Street, and allowed two left turn movements at the same time when the left turn signal at 2<sup>nd</sup> was green.

Commissioner Neeley observed that they would have good pedestrian access off the promenade to the museum if Tumwater were closed. He commented that that was not an ODOT concern. He mentioned the better pedestrian connection they were getting between the museum area and the falls. Mayor Williams mentioned interest in a bridge across the street to fit the same rock feature of the promenade.

Mr. Jones commented that the parking configuration has been shown only on paper; no one knew if it would actually work in the physical space. He thanked the Commission for letting him make his presentation. He urged the Commission to give this complex issue the time it deserved.

The Commission agreed by consensus to support the ODOT project, as the need did exist.

Commissioner Lynch recalled the Commission's direction to the City Manager a couple of weeks ago to write a letter to ODOT asking what the City could do to convince ODOT to remove the cyclone fencing between the Clackamas River Bridge on Hwy 99E and the shopping center stoplight at Dune Drive in favor of something else. He held that the six to eight foot cyclone fencing was an eyesore and a garbage trap.

Mr. Nakamura indicated that staff sent the letter to Kay. Ms. Carlson commented that she would see it eventually.

John Kelley asked to address the ODOT improvements. Mayor Williams indicated that he had asked for public comment earlier, and that the issue was now closed for this meeting. Mr. Kelley protested the Mayor's ruling.

> The Commission considered Item 3.1, Commission Report No. 00-214, at this time.

### **3.7 Commission Report No. 00-216, City Manager Evaluation Format Approval**

Mayor Williams asked the Commission for a decision on which form it wanted to use for the City Manager's evaluation. Mr. Sullivan advised the Commission that it needed to allow public comment on the form in question.

Commissioner Neeley commented that he found the second form easier to work with, as the original form had many questions, which he opted not to answer. He suggested including an item dealing specifically with the City Manager's interactions with the Commission. The Commission agreed by consensus to the suggested change.

Mayor Williams asked if any member of the public wanted to comment on the form. There was none.

**Commissioner Holladay moved to approve Report No. 00-216 and adopt the form for the City Manager's performance review as amended. Commissioner Neeley seconded the motion. A roll call vote was taken and the motion passed with Commissioners Lynch, Holladay, Neeley and Mayor Williams voting 'aye.' [4-0]**

## **4. DISCUSSION/NO ACTION INFORMATION**

### **4.1 Commission Report No. 00-209, Progress Report on Oregon City Police Department 1998 Evaluation**

Chief Huiras recalled the ten-week evaluation of the police department in 1998 completed by Emergency Services Consulting Group, and the 118 recommendations in their report. He noted the three reports he had prepared for the City Manager included in the Commission packet.

Chief Huiras introduced Lt. Mike Jarvis, who had been the President of the Oregon City Police Employees Association at the time of the evaluation, and Officer Greg Johnston, the current Association President.

Lt. Jarvis mentioned the consultant's recommendation to form an editorial board to oversee the writing, content, production and distribution of an Association newsletter (page 11). He said that they addressed that recommendation but he would leave it to the current president to expound on that further.

Officer Johnston stated that they disbanded the newsletter for internal reasons, citing the inner turmoil and fighting that led to articles questioned by the Association members as to whether they were representative of the Association or of the editor. Commissioner Lynch commented that he thought that they should bring the newsletter back, as it did serve a purpose. He asked if the Association would consider forming an editorial board to make sure that the newsletter reflected the Association's views. Officer Johnston said yes.

Commissioner Neeley read from page 2 of the first memo in which Chief Huiras stated that his philosophy was that if an employee made a decision that was lawful, within departmental policy and ethical, then management would not criticize the employee for that decision, regardless of the outcome. He pointed out that the public or the Commission might express concerns about a negative outcome of an action.

Chief Huiras concurred that the police might be criticized for the outcome but he would not criticize his employees for their decision-making, if it were within policy and legal. He pointed out that in community policing, they had to take risks and things did not always work. He stated that it was his job to take the heat in those situations.

Commissioner Neeley asked if the department systematically selected which 20% of their cases they sent out for review. Chief Huiras said that they chose every x case file number in a systematic fashion.

Commissioner Neeley referenced page 3 of the October 23 memo (page 10), which dealt with policies on the use of force and pursuit. He asked how the department handled high-speed pursuits that potentially put innocent people or police officers at risk. He cited an example of three police officers in Vancouver who had to be cut out of their cars after a high-speed pursuit.

Chief Huiras reviewed the new policy, which was based on the model policy put out by the International Association of Chiefs of Police. He noted the decisions to be made by the officer in pursuit and the on-duty supervisor in these situations, including recognizing when it became too dangerous to continue the pursuit, with too high a risk to bystanders or other motorists, and terminating the pursuit.

Chief Huiras commented that the attitude among police officers with respect to high-speed chases has changed from the early days of his career. He said that once officers looked forward to pursuits but now there was too much traffic and too many people; the risk was too high to want them to occur.

Chief Huiras mentioned that they sent out all of their high liability policies to their insurance carrier for a review by their risk management people free of charge. He reported that they came back with a couple of suggestions but basically endorsed the department's new policies.

Mayor Williams invited the Chief to report on the speeding tickets issued on Hwy 99E. Chief Huiras commented that he had found it interesting that the Hwy 99E/2<sup>nd</sup> Street intersection appeared suddenly on ODOT's radar in 1999 as the third worst intersection in Oregon City when, prior to 1999, it had not been one of the worst intersections. He pointed out that, according to ODOT, they had two worse intersections in the city, yet ODOT was fixing the third worst one.

Chief Huiras reported that the police wrote 310 tickets on Hwy 99E through the Canemah area from mid-August to September 30, 99percentage of them speeding tickets. He indicated that speeds were slowing down, although they knew that they would go back up. He reiterated that they did have an impact.

Commissioner Lynch indicated that he asked for an update in order to highlight the fact that the police department took the consultant report and actually used it as an outline for active change within the department. He noted that the use of consultants for planning could be a catalyst for change, despite the high fees. He commented that he thought that this was a case of money well spent. Mayor Williams commented that part of the success of the report was its easier format.

Commissioner Holladay commented that he objected to high consultant fees primarily because consultant reports tended to go on a shelf and never get used. He commended the police department for taking the report and using it to correct the deficiencies it found.

## 5. CONSENT AGENDA



Commissioner Holladay moved to approve the consent agenda. Commissioner Neeley seconded the motion. A roll call vote was taken and the motion passed with Commissioners Lynch, Holladay, Neeley and Mayor Williams voting 'aye.' [4-0]

Commissioner Neeley asked for verification that the Commission agreed to a negotiated renewal of the Sportcraft Landing contract, not an extension of the existing contract. Commissioner Holladay indicated that his motion had directed staff to negotiate a minimum of a five-year lease. Mr. Nakamura said that staff also understood the Commission direction as a negotiated renewal of the lease.

Commissioner Neeley said that a comment, not included in the minutes, was made at the Commission level that, following the November election, the previous Commission had pushed through many items before the next Commission sat. He stated that he went through the minutes for that time period and did not find one major decision made by that Commission following the election. Commissioner Holladay disagreed, citing Commission's decision to purchase the Cove for \$2.5 million during that time.

**5.1 Approval of June 7, 2000, Regular Meeting Minutes**

**5.2 Approval of October 4, 2000, Regular Meeting Minutes**

**5.3 One appointment by Mayor to the Hazard Mitigation Coordinating Committee with Term to Expire on November 1, 2002 (Debbie Watkins)**

**5.4 Approval of October 18, 2000, Regular Meeting Minutes**

Mayor Williams adjourned the Commission meeting at 8:36 p.m. to Executive Session pursuant to ORS 192.660(1)(h) potential litigation.

Mayor Williams adjourned the Executive Session at 9:00 p.m.

*Leilani Bronson-Crelly*  
LEILANI BRONSON-CRELLY  
CITY RECORDER