

**AGENDA FOR THE REGULAR MEETING
ASHLAND CITY COUNCIL
January 16, 2018
Council Chambers
1175 E. Main Street**

Note: Items on the Agenda not considered due to time constraints are automatically continued to the next regularly scheduled Council meeting [AMC 2.04.030.E.]

6:30 p.m. Executive Session for real property transaction pursuant to
ORS 190.660(2)(e)

The Executive Session was adjourned at 7:00 PM

I. CALL TO ORDER

Mayor Stromberg called the meeting to order at 7:08 PM

II. PLEDGE OF ALLEGIANCE

III. ROLL CALL

Councilor Slattery, Councilor Lemhouse, Councilor Morris, Councilor Seffinger and Councilor Rosenthal. Councilor Darrow was absent.

IV. MAYOR'S ANNOUNCEMENTS

V. APPROVAL OF MINUTES

1. Executive Session of January 2, 2018
2. Business Meeting of January 2, 2018

**Councilor Seffinger moved to approve the minutes. Councilor Lemhouse seconded.
Discussion: None. All Ayes. Motion passed unanimously.**

VI. SPECIAL PRESENTATIONS & AWARDS

1. Introduction of Fire Chief Mike D'Orazi

Interim City Administrator, John Karns introduced Fire Chief, Mr. D'Orazi. Mr. D'Orazi introduced himself. Mayor Stromberg spoke on behalf on the Council that all are pleased to welcome Chief D'Orazi.

2. Update from SOU Small Business Development Center

Administrative Services assistant to the Administrator, Adam Hanks introduced Director, Marshall Doak.

Mr. Doak thanked Council for the sponsorship for Rogue Valley Business Resource Forum. He spoke that there were 100 participants this year and 25. He spoke that they had 13 speaker engagements, 15 workshops and a 9-month business development class.

VII. MINUTES OF BOARDS, COMMISSIONS, AND COMMITTEES

<u>Airport</u>	<u>Conservation</u>	<u>Forest Lands</u>
<u>Historic</u>	<u>Housing and Human Svcs.</u>	<u>Parks & Recreation</u>
<u>Planning</u>	<u>Public Arts</u>	<u>Transportation</u>
<u>Tree</u>	<u>Wildfire Mitigation</u>	

VIII. PUBLIC FORUM Business from the audience not included on the agenda. (Total time allowed for Public Forum is 15 minutes. The Mayor will set time limits to enable all people wishing to speak to complete their testimony.) [*15 minutes maximum*]

Gwen Davies- 860 Harmony Lane, Ashland – Spoke regarding the recall of 3 parks Commissioners. She read a letter stating concerns (*see attached*).

Dennis Miller – 725 Terrace Ave., Ashland-Spoke regarding homeless in Ashland. He explained that he found an organization called Access Resource Center which has been very helpful with his current move. He spoke regarding the importance of helping the homeless get off the street.

Huelz Gutcheon- 2253 Hwy 99, Ashland – He spoke regarding Council being the complaint department. He spoke regarding climate change solutions. He suggested that in City limits to set the speed at 20 MPH.

IX. CONSENT AGENDA

1. Approval of personal services contract for the preliminary engineering of the Ashland Canal Piping project

Councilor Rosenthal pulled this item. He questioned why Public Works decided to phase it out and why the need for a public relations firm instead of in-house. Public Works Director, Paula Brown explained that the Ashland canal is in many yards in the City; since so many they decided it would be best to phase the project. The firm selected is outstanding for pipeline but not public relations. She explained the importance to get public awareness on this topic and that it cannot be done in-house. Councilor Rosenthal questioned when the next phase will go forward. Ms. Brown explained it will be in the engineering phase for 12-18 months then will move into the construction phase.

2. Flexible service maintenance agreement with the Oregon Department of Transportation
3. Southern Oregon Cooperative intergovernmental agreement for materials and services
4. Request for approval of contract addendum with Northwest code professionals

Councilor Slattery pulled this item. He questioned why this project is getting resourced out instead of working on it in-house. Planning Director, Bill Molnar gave a Staff report. He explained that the Planning Department has had a lot of turnover in the last 6 months. They decided to go with a company to keep up with customer service.

5. Approval of a resolution titled, “A resolution of the City Council of the City of Ashland, Oregon declaring its intention to reimburse expenditures from proceeds of tax-exempt obligations”

Councilor Slattery pulled this item. Deputy Public Works Director, Scott Fleury gave a Staff report. He explained that the reimbursement resolution allows city staff to proceed forward with Capital Improvement Projects (CIP) prior to obtaining final funding.

6. Approval of a resolution titled, “A resolution authorizing the investment policy of the City of Ashland and repealing Resolution 2009-33”
7. Special procurement for Water Treatment Plant filter media replacement and filter repair
8. Liquor license application for Restaurant Republic, LLC

Councilor Slattery moved to approve the Consent Agenda. Councilor Lemhouse seconded. Discussion: None. All Ayes. Motion passed unanimously.

- X. PUBLIC HEARINGS** (Persons wishing to speak are to submit a “speaker request form” prior to the commencement of the public hearing. Public hearings shall conclude at 9:00 p.m. and be continued to a future date to be set by the Council, unless the Council, by a two-thirds vote of those present, extends the hearing(s) until up to 10:30 p.m. at which time the Council shall set a date for continuance and shall proceed with the balance of the agenda.)
None

- XI. UNFINISHED BUSINESS**
None

- XII. NEW AND MISCELLANEOUS BUSINESS**
1. Infill strategy update and ordinance revisions

Public Works, Maria Harris gave a Staff report.

Ms. Harris discussed the Ashland Transit Triangle Infill Strategies Project. She went over the importance of this project.

John Fregonese, from Fregonese Associates presented a PowerPoint presentation (*see attached*).

Mayor Stromberg explained that tonight Council will need to decide whether or not to refer this to the Planning Commission to start the Ordinance process. City Attorney, Dave Lohman spoke that no final decision can be made tonight.

Councilor Lemhouse questioned the feedback from the developers. Mr. Fregonese spoke that the meeting with the developers went well and they gave positive feedback. He spoke that the Housing Authority also liked the idea of this project. Ms. Harris spoke that the developers supported the proposed project and gave suggested alternatives to the step backs.

Councilor Seffinger questioned addressing affordable housing for 50 years and older. Mr. Fregonese explained that all structures will have elevators.

Council discussed the vertical housing option.

Mayor Stromberg questioned if there are more than 20 units for development could inclusionary zoning be used. Mr. Fregonese answered yes and explained how to include inclusionary zoning.

Public Input:

Zach Brombacher – 1370 Tolman Creek, Ashland – Spoke as a developer. He spoke to stay with the zoning that is current. He suggested to not make it mandatory to have the overlay dictate the developers. He spoke in concern of lack of parking and issues with infill.

Councilor Lemhouse suggested for Staff to respond to Mr. Brombackers concerns and bring back to Council.

Councilor Lemhouse moved to direct the Planning Commission to initiate Ordinance revisions to implement the infill strategy for the transit triangle study area. Councilor Morris seconded. Discussion: Councilor Lemhouse spoke to the importance of moving forward with this. He spoke that there are still questions to be answered and discussions to be had. He suggested for Staff to look at financial incentives. Councilor Morris spoke in support of the motion. Councilor Rosenthal spoke in support of the motion and excitement for the project. Councilor Slattery spoke that the City has a great Planning Commission and is excited for the project. Roll Call Vote: Councilor Lemhouse, Councilor Morris, Councilor Slattery, Councilor Rosenthal and Councilor Seffinger: YES. Motion passed unanimously.

Councilor Lemhouse moved to direct staff to bring incentive programs similar to the vertical housing incentive program to a future Study Session. Councilor Slattery seconded. Discussion: Councilor Lemhouse spoke to the importance in looking at all our tools and incentives for the citizens. Councilor Slattery agreed with Councilor Lemhouse. Roll Call Vote: Councilor Lemhouse, Councilor Morris, Councilor Slattery, Councilor Rosenthal and Councilor Seffinger: YES. Motion passed unanimously.

2. Capital Improvements Plan update

Ms. Brown gave an update of Capital Improvement Plan (CIP) projects approved and the status of other projects. She went over the spreadsheet (see attached). She explained all projects listed have begun. She suggested to have CIP updates twice a year instead of quarterly.

3. Annual appointments to the Citizens' Budget Committee

Regina Ayers-199 Hillcrest, Ashland- Spoke regarding gender equity on Commissions and Committees. She encouraged Council to consider gender equity when making the appointments tonight. She went over percentages of female Commissioners verses male Commissioners.

Councilor Rosenthal spoke he was impressed with the candidate pool.

Council gave a consensus to not have citizens say their address during public forum and to just fill it out on the speaker request form.

Council did a silent ballot vote (*see attached*).

Shane Hunter and Pamela Lucas were appointed to the Budget Committee.

XIII. ORDINANCES, RESOLUTIONS AND CONTRACTS

None

XIV. OTHER BUSINESS FROM COUNCIL MEMBERS/REPORTS FROM COUNCIL LIAISONS

Councilor Slattery thanked the people who put on the Martin Luther King Day Celebration.

Mayor Stromberg spoke to the importance of history.

XV. ADJOURNMENT OF BUSINESS MEETING

The Business Meeting was adjourned at 9:08 PM

Respectfully submitted by:

City Recorder, Melissa Huhtala

Attest:

Mayor Stromberg

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Administrator's office at (541) 488-6002 (TTY phone number 1-800-735-2900). Notification 72 hours prior to the meeting will enable the City

to make reasonable arrangements to ensure accessibility to the meeting (28 CFR 35.102-35.104 ADA Title I).

Gwen Davies, Ashland

As you know, there is petitioning underway to get recalls of three Parks commissioners on a ballot. The reasons are many ... budget and personnel mis-management, shredding the seniors' safety net, over-use and mis-use of expensive outside consultants, failing to follow public meeting rules, ignoring public input are some of them.

By meeting and talking to Ashland residents for the last couple of months we have heard many people concerned with the direction Parks and the City are going. I am here today to share comments and concerns from Ashland residents we have met.

184 By far, people, including many long time residents, do not like the way Ashland is changing. Ashland has been a small enlightened community that looks after one another, their town and environment. That is what has attracted people to Ashland for decades.

People feel tourist interests are put above resident interests. Residents feel left out and under-represented. Some avoid downtown.

Related to this, people feel that elected officials and city staff don't listen and are not responsive to neighborhood concerns.

People are struggling to live in a town of increasing taxation, lack of affordable housing, gentrification of land use and lessening social services. Quite a few have recently moved away.

Some people we talked to believe that the City Council should be recalled for not stepping in when Parks shredded the 43-year-old senior safety net.

People feel that there is not enough two-way dialogue in community settings before changes are made. Elected officials erroneously think they know best and don't respect public views.

People believe that the city and Parks are recklessly overspending. They do not like recent decisions made. People think the Council and Parks believe they have a magic checkbook of unlimited funds.

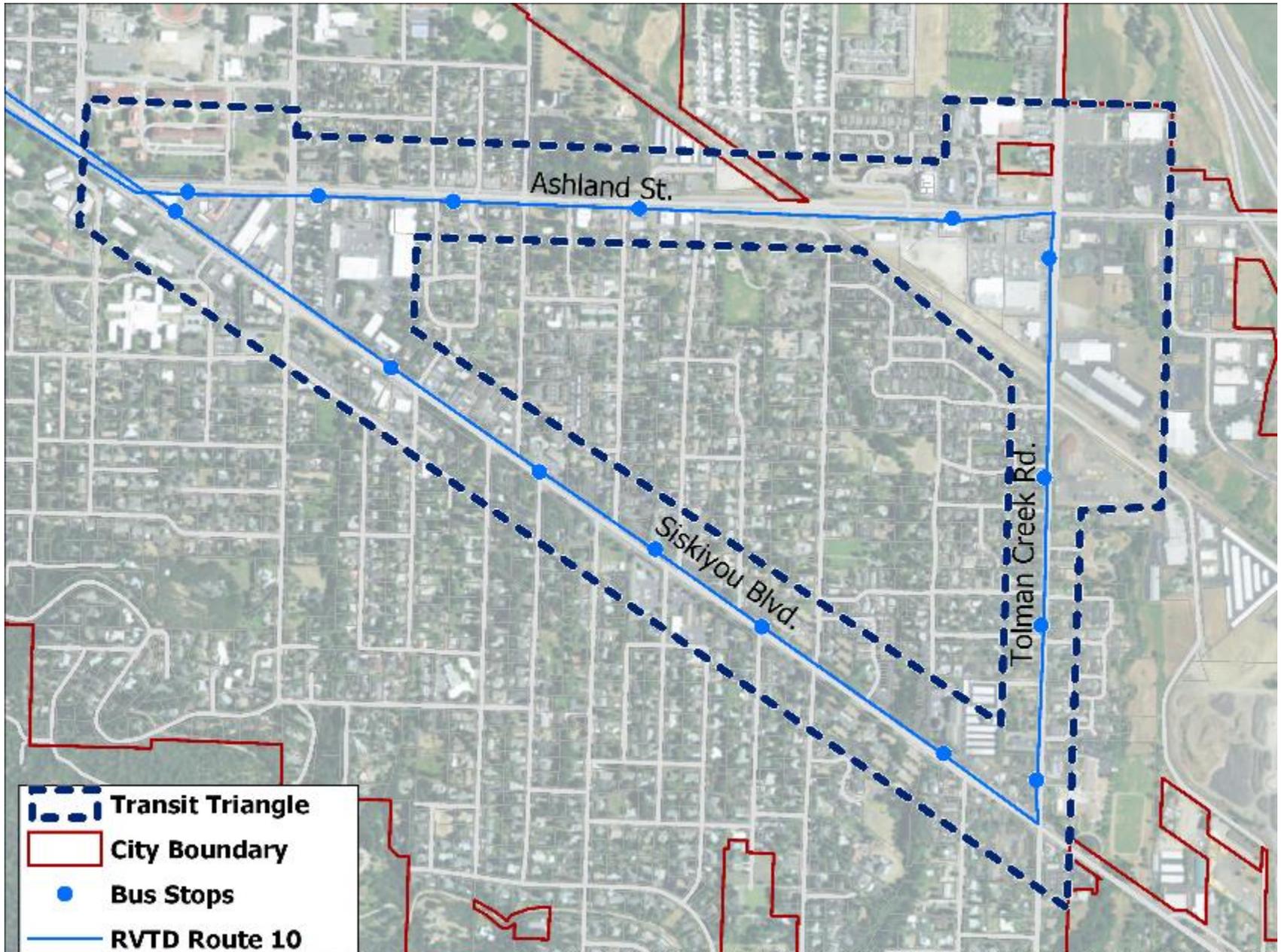
People are concerned that the citizens on the citizens budget committee are not allowed to have much impact. People want more transparency and accountability on the many choices before us.

We encourage each of you to be at public places, such as Safeway or Shop N Kart, to listen for yourself Ashlanders' concerns. We also encourage you to hold many public town halls for open two-way discussions of Ashland's issues and prospective plans.

Ashland Transit Triangle Infill Strategies Project



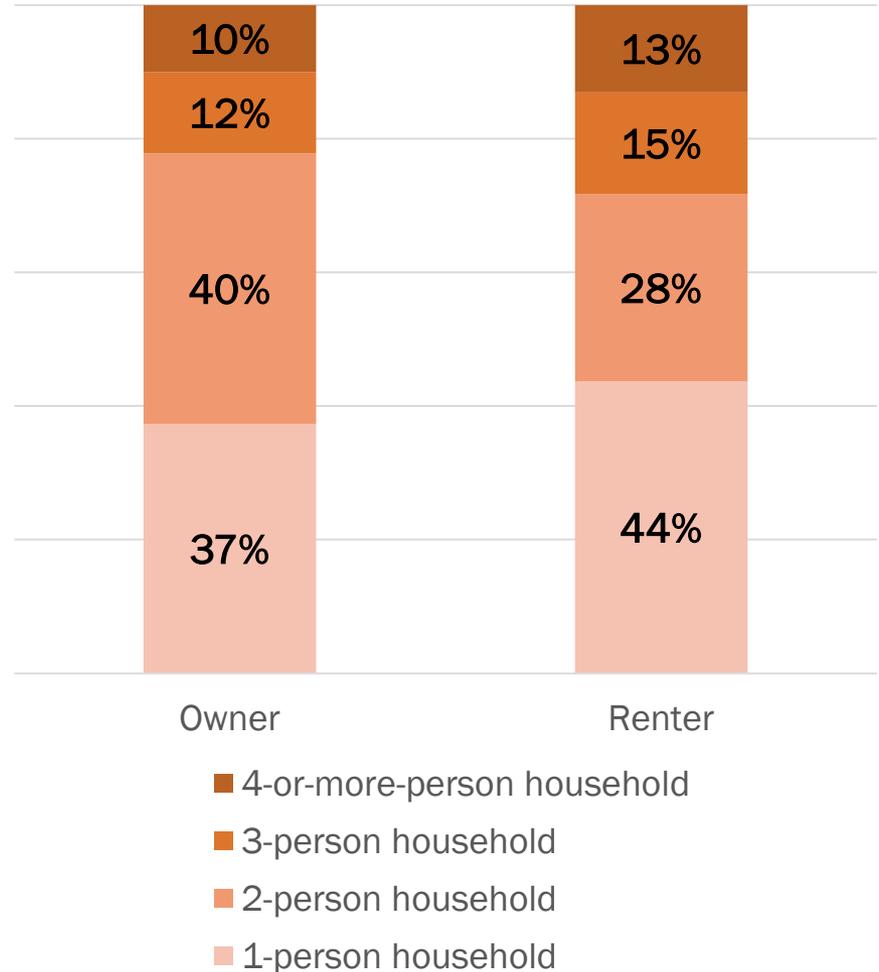
Transit Triangle Study Area



Demographics

- One-and two person households represent a large and growing segment of the housing market

Persons per Household by Tenure



Source: US Census, 2015 ACS

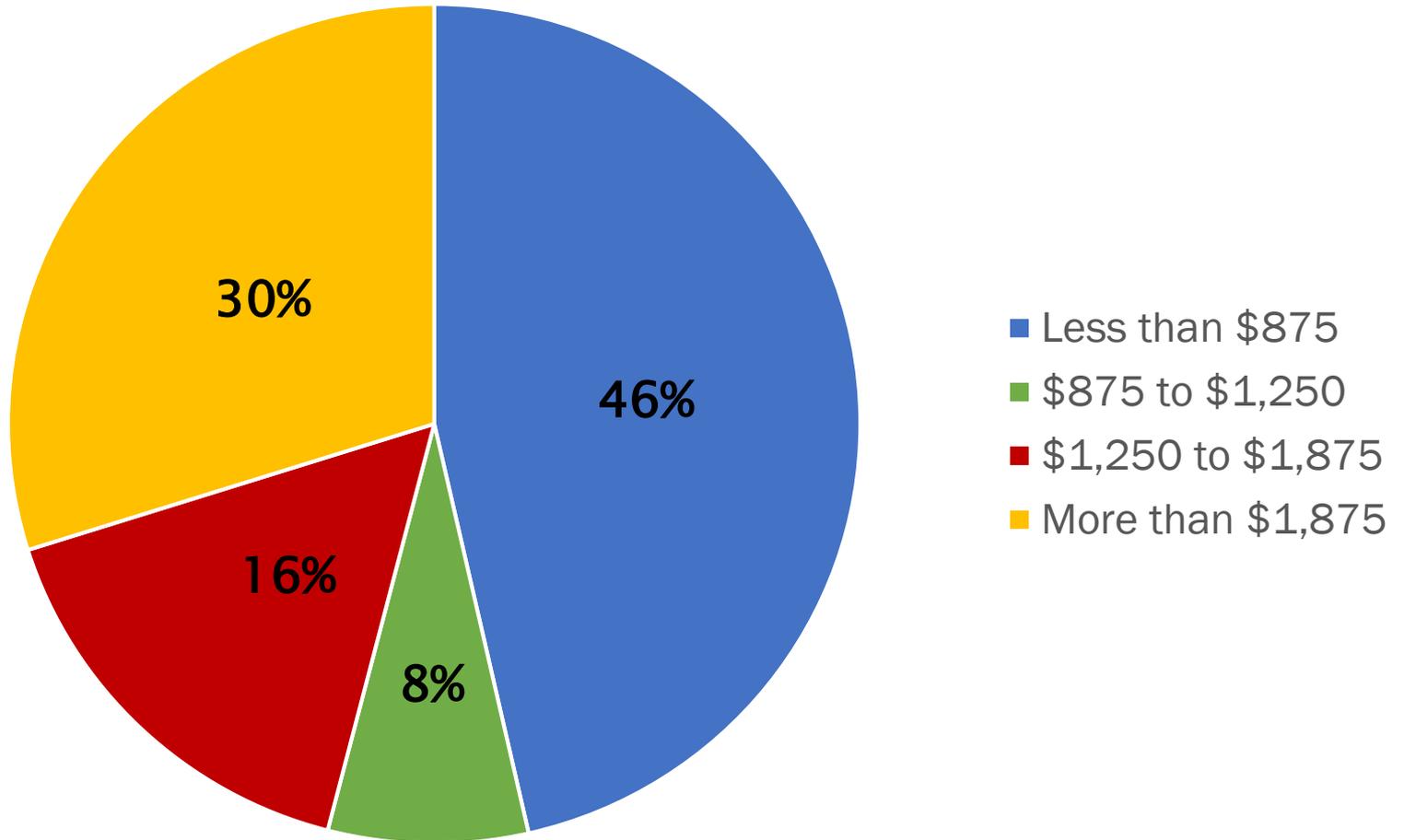
Housing Affordability

- Apartments are feasible at rents of \$1,270 to \$1,295 per month, affordable to households at 120% of median income
- Units affordable below that rate require an incentive or subsidy
- Workforce housing is considered 80% - 120% of median

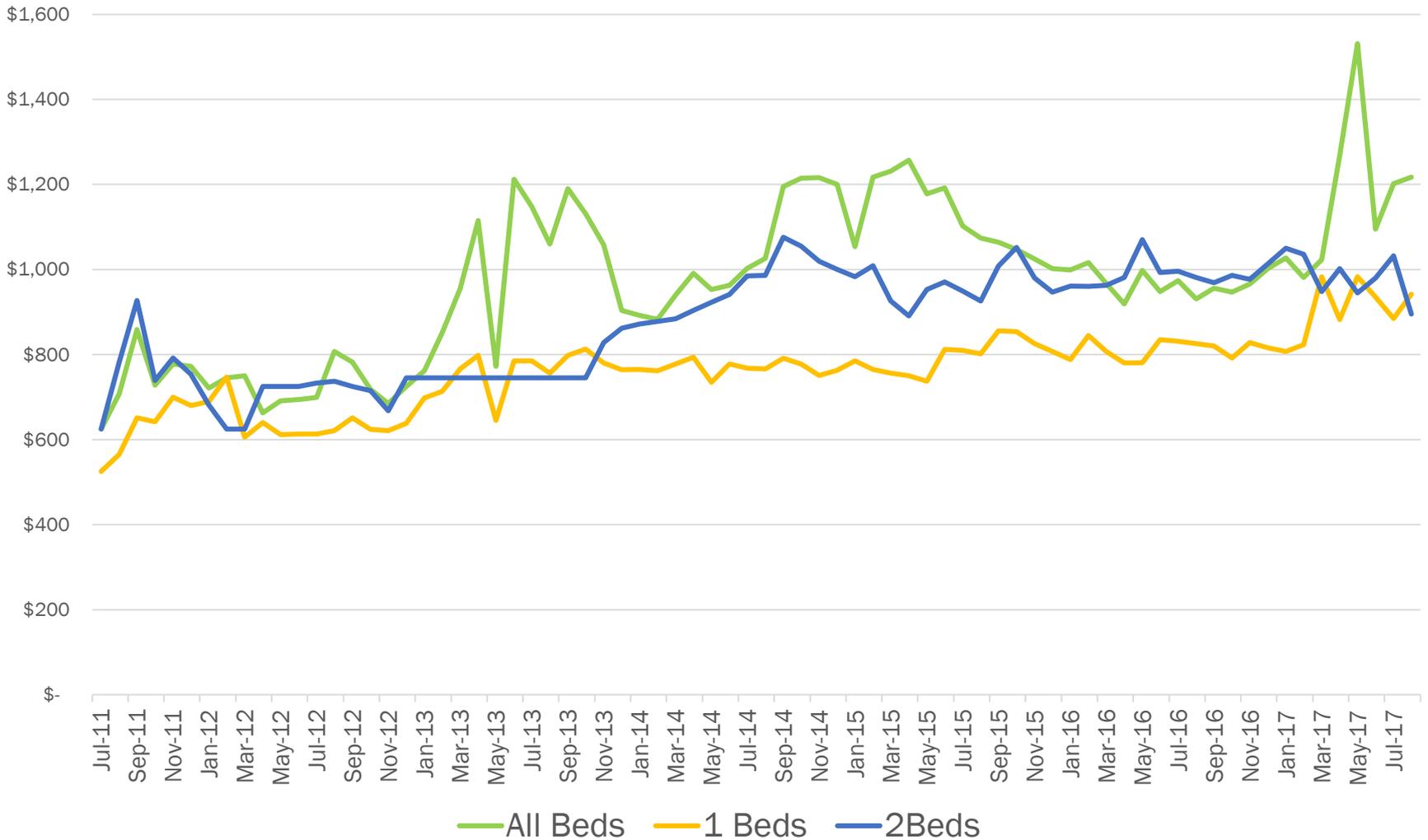
Income Level	Number of Persons in Family							
	1	2	3	4	5	6	7	8+
Extremely Low Income (30%)	\$12,060	\$16,240	\$20,420	\$24,600	\$28,780	\$31,100	\$33,250	\$35,400
Low Income (50%)	\$18,800	\$21,450	\$24,150	\$26,800	\$28,950	\$31,100	\$33,250	\$35,400
Income at 60% of Median	\$22,560	\$25,740	\$28,980	\$32,340	\$34,740	\$37,320	\$39,900	\$42,480
Moderate Income (80%)	\$30,050	\$34,350	\$38,650	\$42,900	\$46,350	\$49,800	\$53,200	\$56,650
Median Income (100%)	\$37,600	\$42,900	\$48,300	\$53,600	\$57,900	\$62,200	\$66,500	\$70,800
Income at 120% of Median	\$45,120	\$51,480	\$57,960	\$64,320	\$69,480	\$74,640	\$79,800	\$84,960
Income at 130% of Median	\$48,880	\$55,770	\$62,790	\$69,680	\$75,270	\$80,860	\$86,450	\$92,040

Source: City of Ashland Affordable Housing Income Limits, May 2017 – May 2018

Household Incomes Converted to Affordable Monthly Rents (30% of income)



Monthly Rent Trends (July 2011-August 2017)



What impacts development performance?

- Land cost
- Market demand
- Zoning standards



Cities can influence these

- New zoning & incentives
- Streetscapes, parks and amenities



Land cost: \$25 / sq. ft.
Construction cost: \$135 / sq. ft. residential; \$145 / sq. ft. retail
Land + Construction cost: \$160 sq. ft. residential; \$170 sq. ft. retail

Previous Findings

Issues:

- Projected commercial rents are too low for new construction
- Projected dwelling units are primarily 1,000+ sq. ft. The current code contributes to that.
- Rental rates are not affordable for median income households

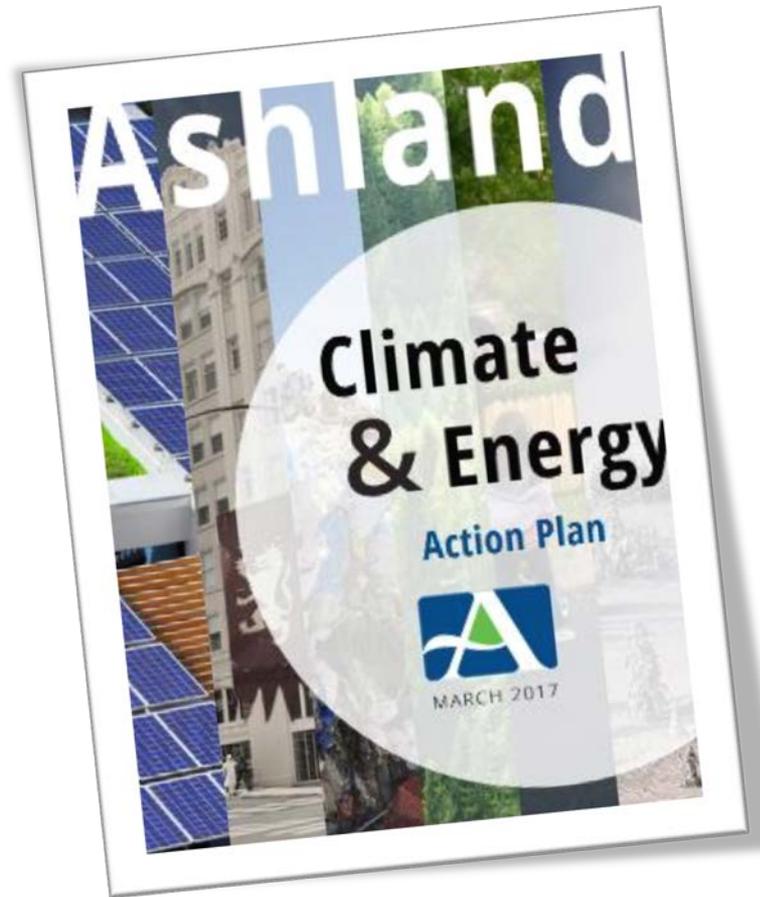
Opportunities:

- RVTD Route 10 runs through study area
- Development potential for additional businesses and housing
- Well-established public facilities
- Shopping, services, and neighborhoods within walking distance

Existing Goals, Strategies, and Plans

A variety of City goals support the consideration of a new approach to land use and transportation in the Transit Triangle. These goals can be found in:

- 2015-2017 City Council Goals
- Ashland Climate & Energy Action Plan
- Economic Development Strategy
- Ashland Comprehensive Plan



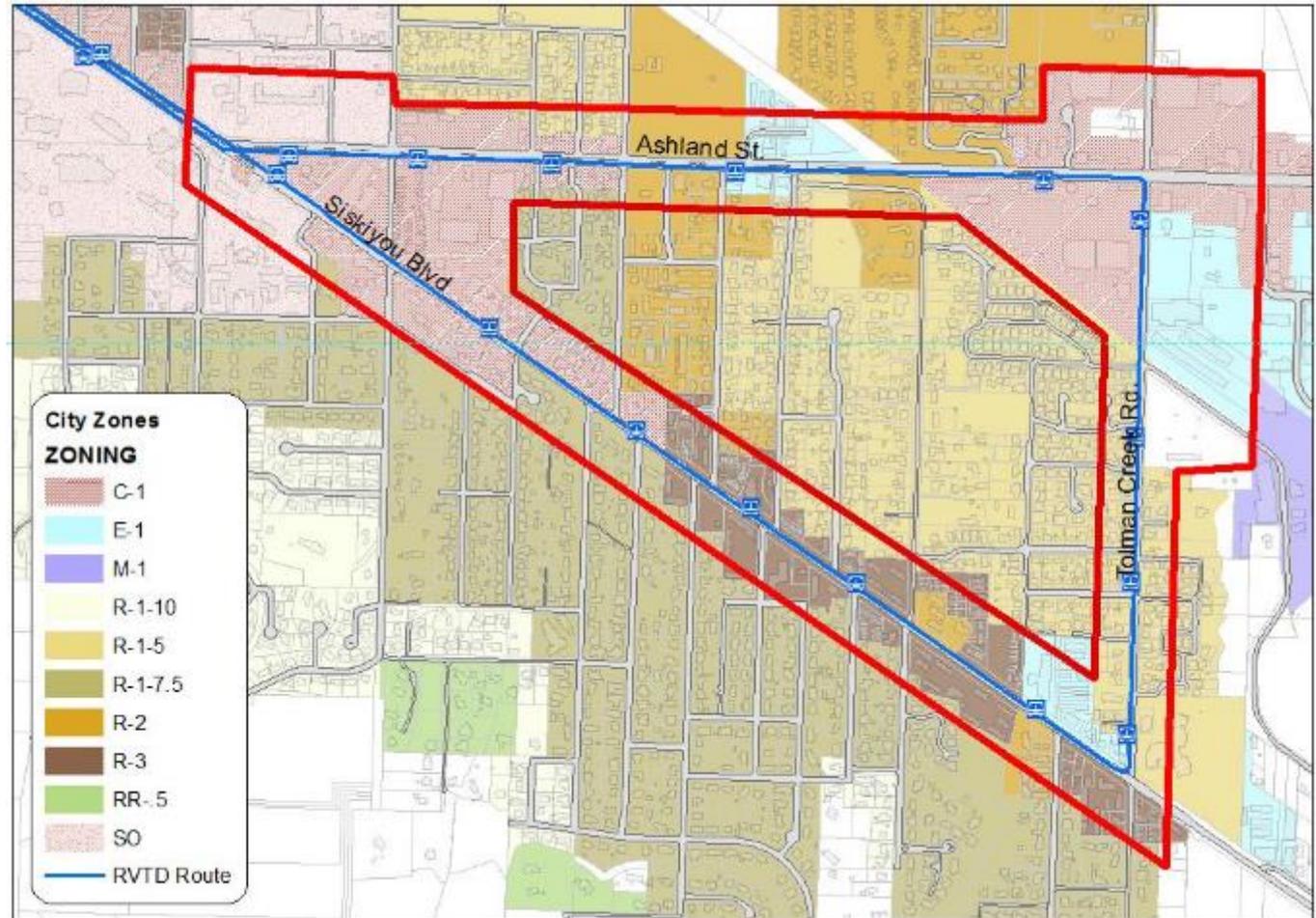
Economic DEVELOPMENT STRATEGY

Enhancing economic strength in community

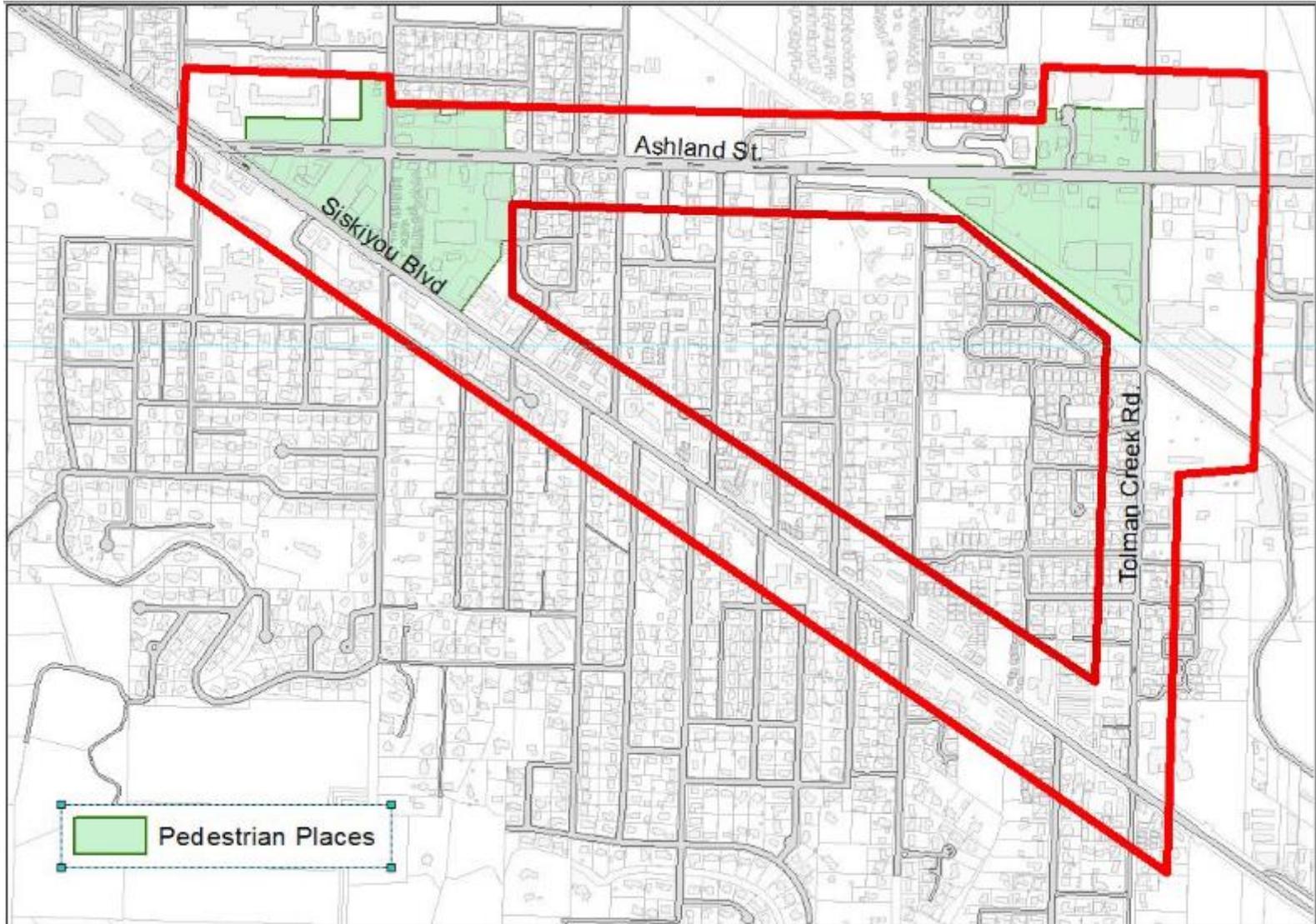
Current Zoning in the Transit Triangle

The primary (re)development opportunities in the Transit Triangle are in four zones:

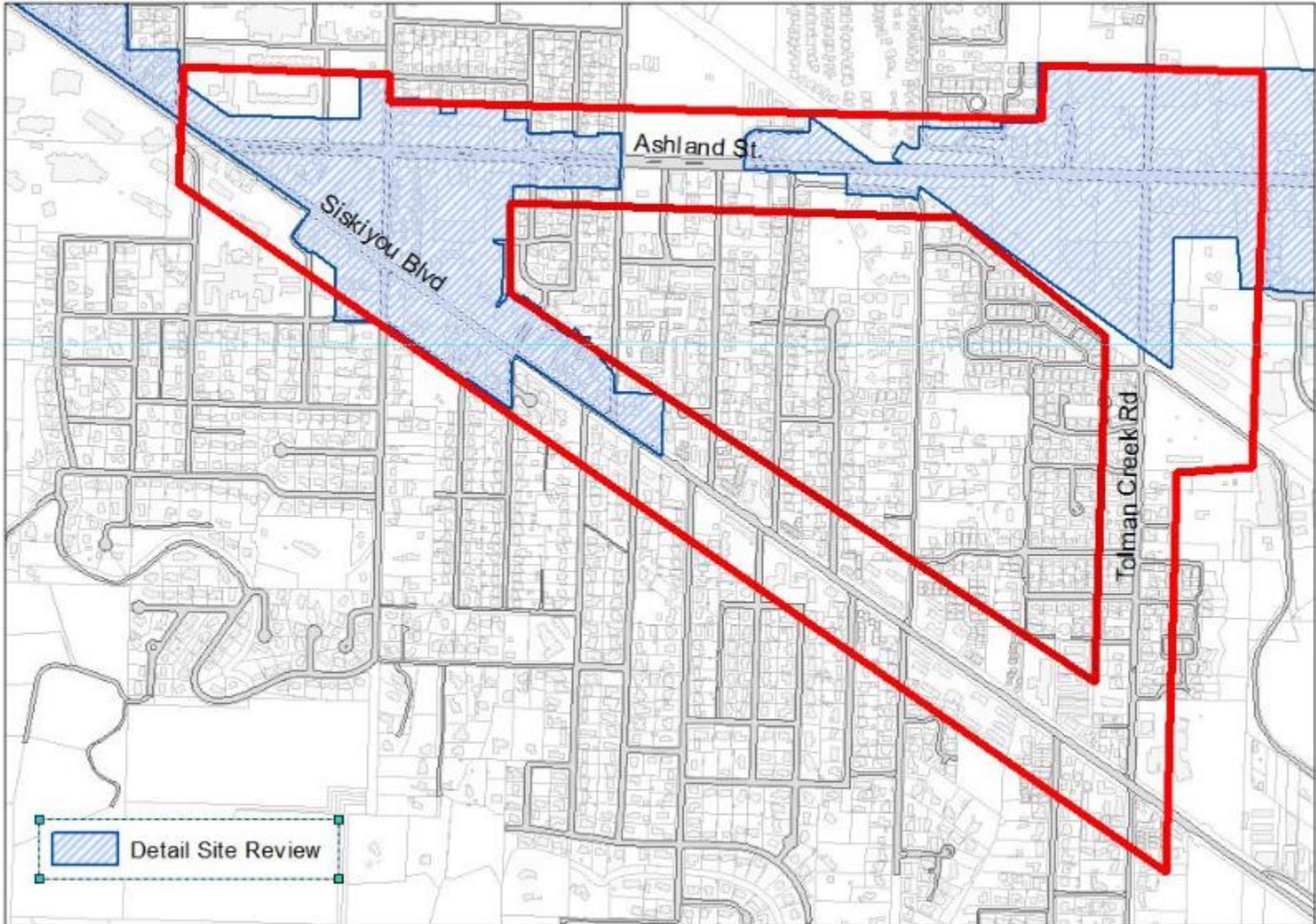
- Commercial (**C-1**)
- Employment (**E-1**)
- High Density Multifamily (**R-3**)
- Low Density Multifamily (**R-2**)



Pedestrian Place Overlay



Detail Site Review Overlay



Streetscape Improvements

- Streetscape improvements will make the area more walkable and desirable, thus increasing demand and leading to higher achievable rents.
- Streetscape improvements include:
 - Traffic calming
 - Safer and shorter crossings
 - Bike lanes
 - On-street parking
 - Street trees
 - Lighting



Transit Improvements

- The Transit Triangle is currently served by RVTB Route 10
 - 20 minute service 7am-5pm Monday-Friday
 - 30 minute service 5am-7am, 5pm-7pm Monday-Friday
 - 1 hour service Saturday
 - Highest ridership line in RVTB system
- Recent \$5.3 billion transportation bill will in part be used to improve transit service statewide, including new and enhanced service for RVTB



Current Zoning Standards

Current zoning standards encourage the development of large apartments, townhomes, and condos at low density

Current Zoning	R-2	R-3	E-1	C-1
Height	35 ft. or 2.5 stories	35 ft. or 2.5 stories	45 ft. or 3 stories	45 ft. or 3 stories
Parking Requirements	1-2 per unit	1-2 per unit	2 per 1,000 sq ft (office)	2.8 per 1,000 sq ft (retail)
Allowed Residential Density	13.5 DU/Acre	20 DU/Acre	15 DU/Acre	30 DU/Acre
Landscaped Area	35%	25%	15%	15%
Lot Coverage	65%	75%	85%	85%

Building Solutions

Fregonese Associates modeled a three-story mixed-use building prototype for an existing property on Ashland St and Park St.

- **Height** – Up to 3 stories
- **Landscaping** – 20%
- **Unit Limit** – No limit (determined by FAR rather than unit count)
- **Parking** – One space per unit, no parking required for on-site retail up to 1,250 sq ft
- **Unit size** – 650 to 700 sq ft apartments and a small amount of retail on the Ashland St. frontage



Building Solutions

- A height experiment was conducted with 3, 4 and 5 story buildings, with and without stepbacks, to determine achievable density and average rents

Stories	DU/Acre with Stepback	DU/Acre without Stepback
3	44.5	48.7
4	51.1	55
5	56.2	60

Stories	Average Monthly Rent (with and without Stepback)
3	\$1,295
4	\$1,282
5	\$1,270

Implementation Recommendations

- Implement the Ashland Transit Triangle Overlay
 - Intended to direct and encourage development of small, walkable nodes. These nodes:
 - Provide concentrations of gathering places, housing, businesses, and pedestrian amenities
 - Are situated and designed in a way that encourages walking, biking, and transit use

Implementation – Recommended Zoning Changes

In the R-2 and R-3 Zones:

- Allow 3 story buildings with stepback or articulation
- Reduce landscaping to 20%
- Limit intensity to 1.25 FAR
- Allow limited mixed-use
- Reduce parking for apartments smaller than 800 sq ft to 1 space per unit
- Do not require parking in mixed use buildings for first 1,250 sq ft of commercial use

In the C-1 and E-1 Zones:

- Allow 4 story buildings with stepback or articulation if adjacent to residential zones
- Keep landscaping at 15%
- Limit intensity to 1.5 FAR
- Encourage mixed-use
- Reduce parking for apartments smaller than 800 sq ft to 1 space per unit
- Do not require parking in mixed use buildings for first 1,250 sq ft of commercial use

Articulation vs. Stepback

- Both reduce building mass, each technique has its benefits, having both achieves the desired outcome while adding flexibility

Articulation

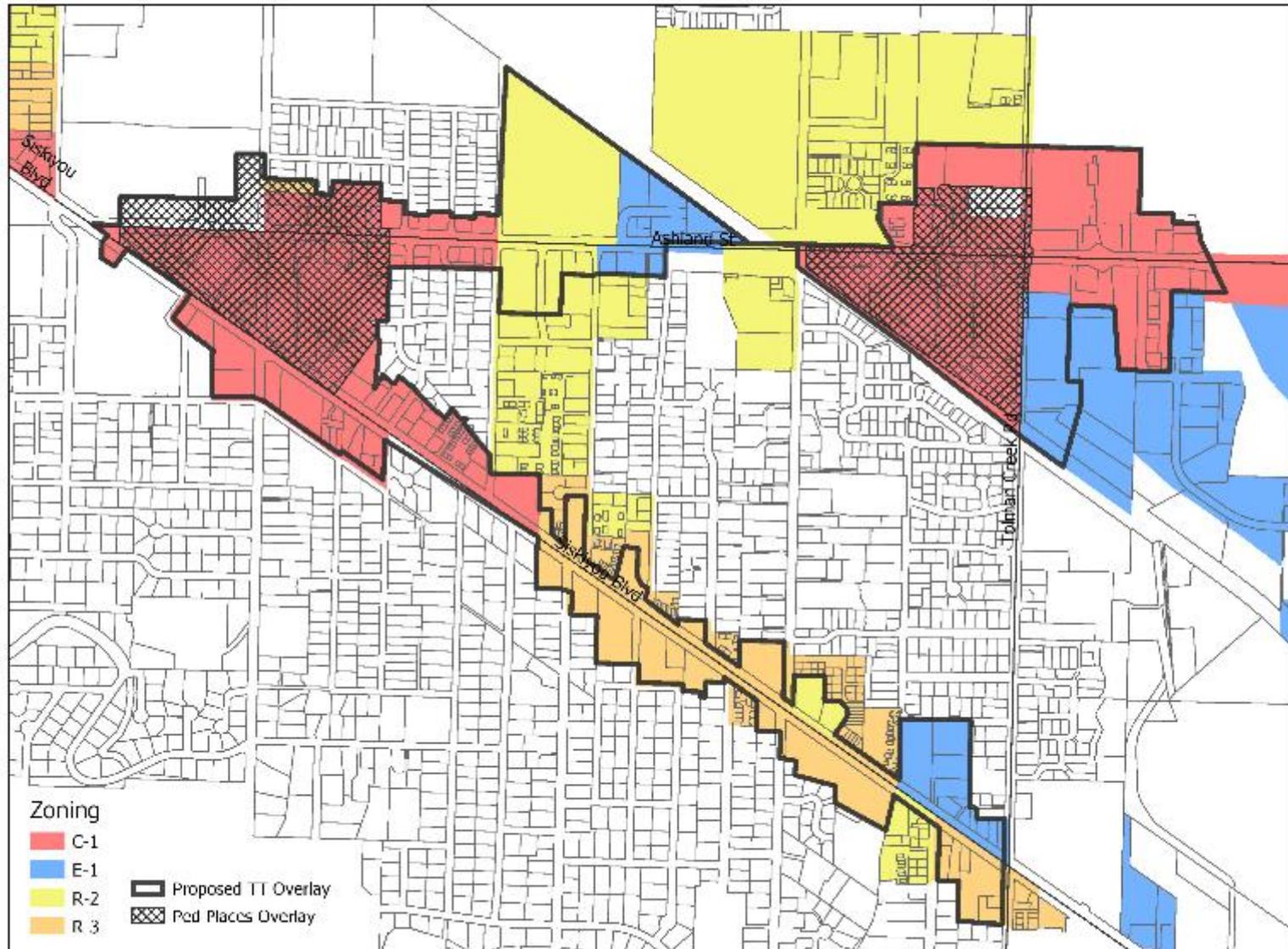


Source: Kistler, Small and White

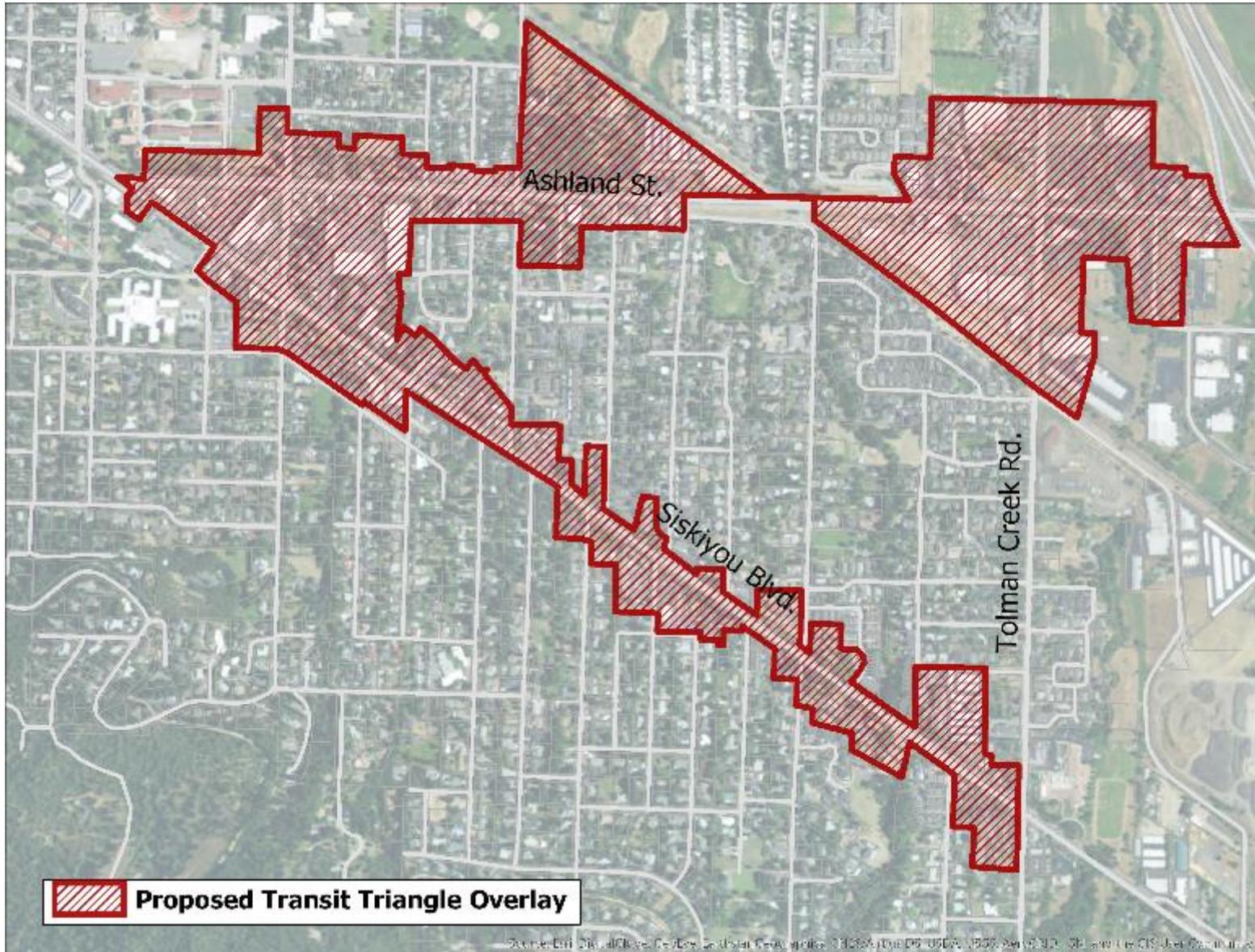
Stepback



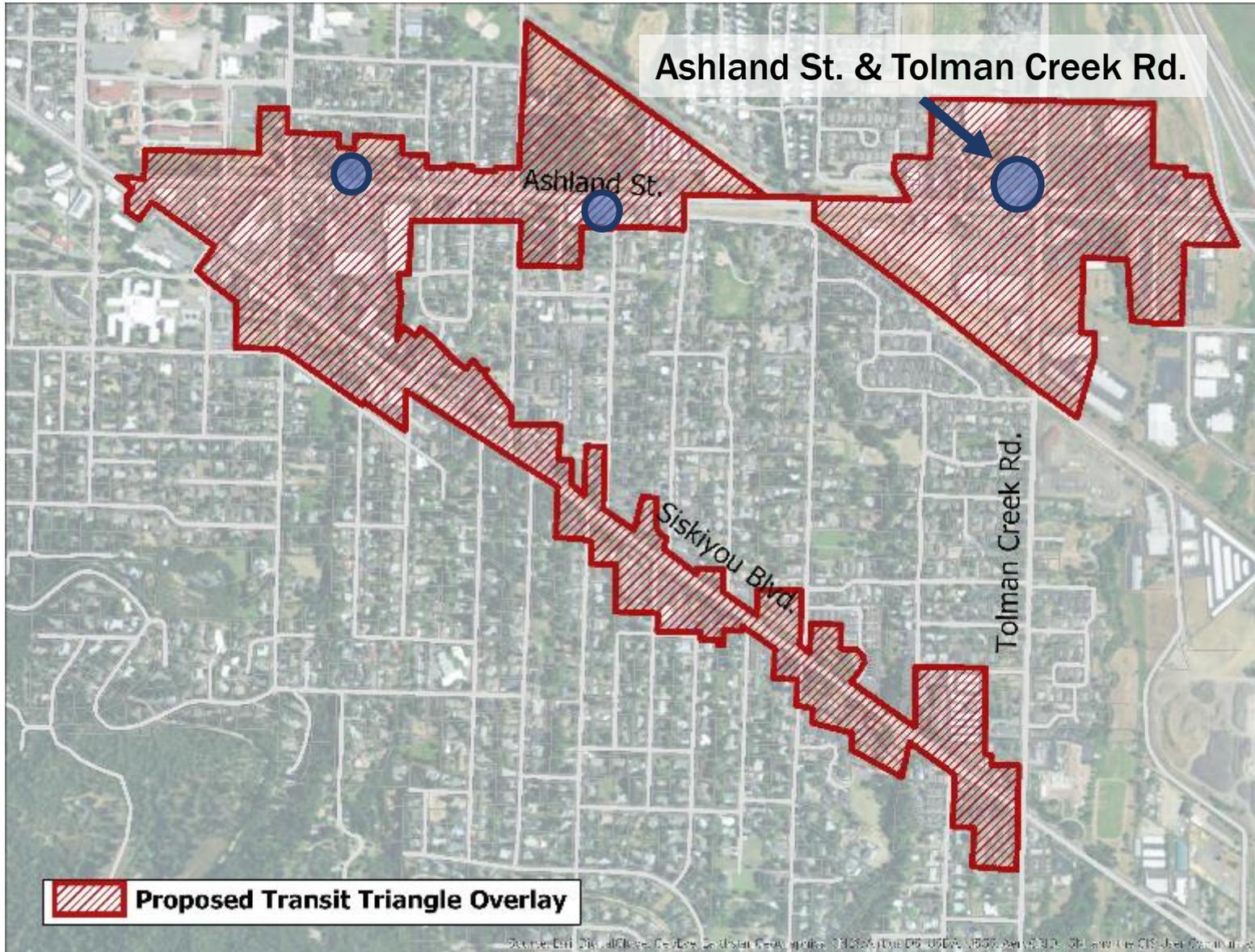
Map of zoning area



Proposed Boundary of Transit Triangle Overlay



Map of visualizations



C-1 Zone

Ashland Street + Tollman Creek Road



C-1 Zone

Ashland Street + Tollman Creek Road

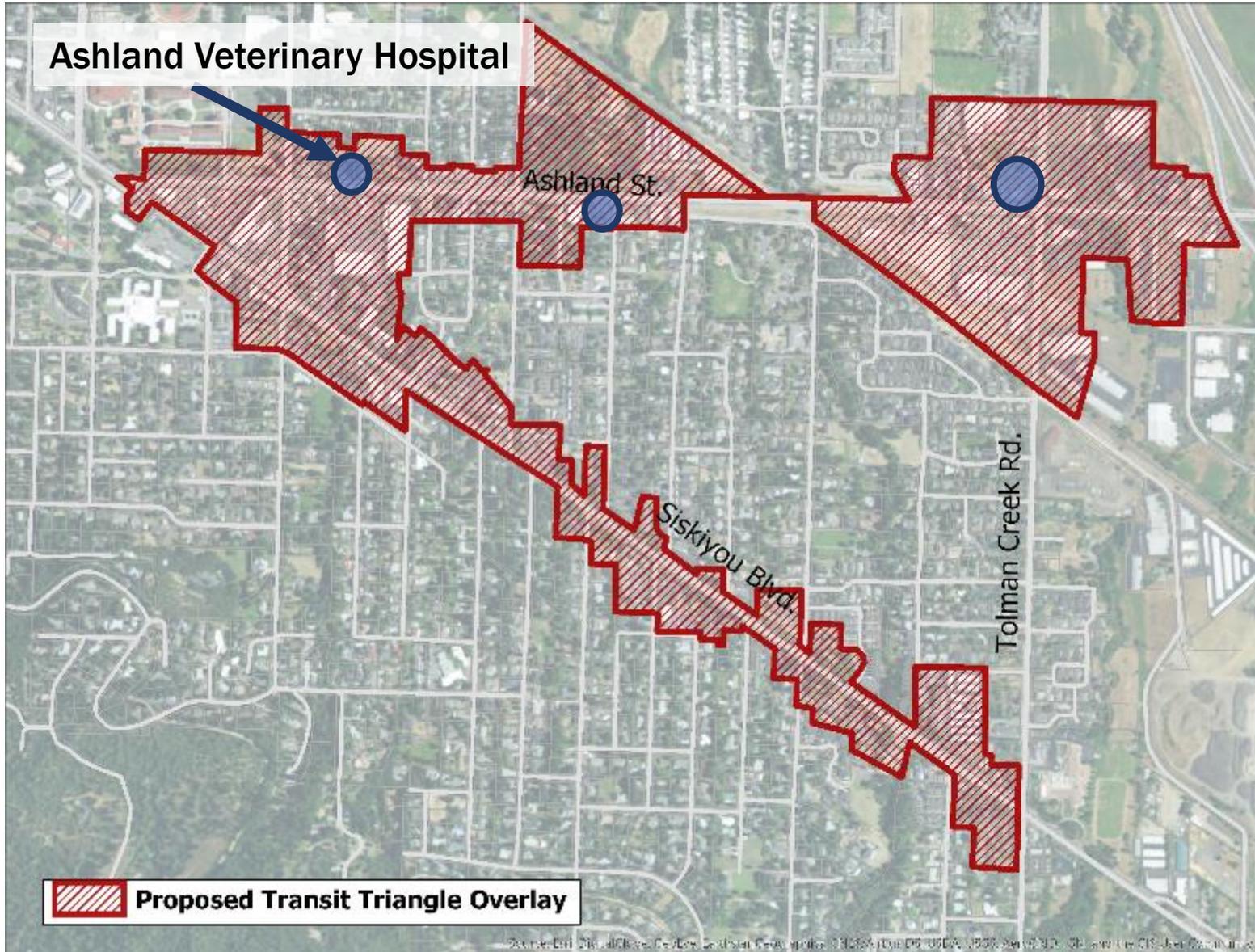


C-1 Zone

Ashland Street + Tollman Creek Road



Map of visualizations



C-1 Zone



C-1 Zone



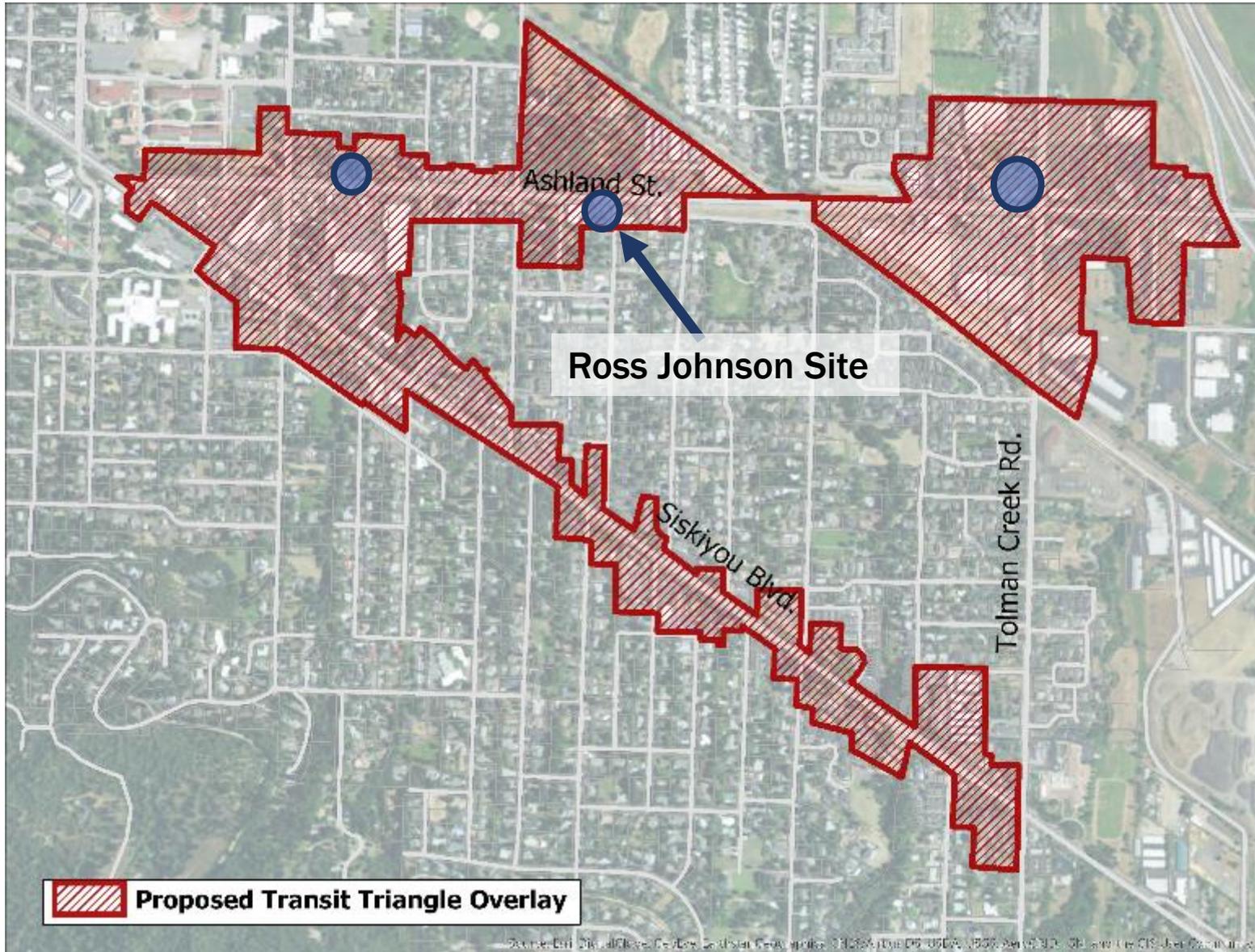
C-1 Zone



C-1 Zone



Map of visualizations



R-2 & R-3 Zones



R-2 & R-3 Zones



R-2 & R-3 Zones



R-2 & R-3 Zones



Vertical Housing Program

Along with zoning updates, the City should create a Vertical Housing Development Zone in the Transit Triangle

- Statewide property tax abatement program
 - 10-year property tax exemption
 - Up to 80% exemption per residential floor above ground floor commercial
- City can establish the types of projects that qualify for the tax exemption
- We recommend it only for projects that provide 20% of units affordable at 80% MFI

Vertical Housing Case Study - Milwaukie

- Adopted Vertical Housing Development Zone in December 2017
- First project using the tax exemption is expected to break ground in early 2018
 - Mixed use development in Downtown Milwaukie
 - 110 Residential Units
 - 7,300 sq. ft. Commercial Space



Learn more about Milwaukie's VHDZ at:
<https://www.milwaukieoregon.gov/verticalhousing>

Inclusionary Affordable Housing Tools

1. Inclusionary units can be 20% of units for projects of 20 units or more.
2. The income standard is 80% AMFI.
3. The City must provide the developer an option to pay a fee-in-lieu of the affordable units.
4. The City must offer one of the following financial incentives:
 - a. **Fee waivers***
 - b. **SDC waivers***
 - c. Finance based incentives
 - d. Property tax exemptions
5. The City can offer a series of zoning incentives:
 - a. **Density adjustments***
 - b. Expedited service for local permitting processes
 - c. Modification of height, floor area or other site-specific requirements
 - d. Other incentives as determined by the city or county

The legislation also allows the City to impose a 1% construction excise tax to fund affordable housing

***City currently provides these incentives**



Community Outreach

The project team held a number of community events, including:

- Stakeholder Interviews
- Developer Roundtables
- A Community Open House
- Online Outreach and Surveys
- Planning Commission Briefings
- City Council Work Session

RECOMMENDED ZONING CHANGES

The Ashland Transit Triangle Overlay is intended to direct and encourage development that is compatible with transit, encourages pedestrian walking, and...

In the R2 and R3:

1. Allow 3 story
2. Reduce lot
3. Limit building rather than unit
4. Allow limited
5. Reduce park ft. to 1 space per

AFFORDABLE HOUSING

As part of the changing zoning in the Ashland Transit Triangle, the City should have available in...

The tools include:

1. Inclusion units for pro
2. The inco
3. The City developer a lieu of the a
4. The City following fi

Proposed Transit Triangle

Streetscape Improvements

Streetscape improvements would increase walkability, desirability and safety in the area, while increasing the value of nearby housing. These improvements could include:

- Traffic calming
- Safer and shorter crossings
- Bike lanes
- On-street parking
- Bus stops with shelters
- Pedestrian scale lighting
- Street trees

Potential Transit Triangle Streetscape Improvements

Ashland St. @ Tolman Creek Rd. Ashland St. @ Walker Ave.

The Ashland Transportation System Plan (TSP) calls for streetscape improvements on Ashland St. (from Walker Ave to Normal Ave.) and at the intersection of Ashland St. and Tolman Creek Rd.

Transit Improvements

The Transit Triangle is served by Rogue Valley Transportation District (RVTD) Route 10. RVTD recently made service enhancements and, as a result, Route 10 now provides:

- 20 minute service from 7am-5pm (Monday-Friday)
- 30 minute service for the remainder of the day (5am-7am and 5pm-7pm, Monday - Friday)
- Service on Saturdays at hour intervals

Route 10 provides the highest ridership in the RVTD system and the Bi-Mart stop on Tolman Creek Road is one of the most used stops system wide.

Proposed RVTD Service Enhancements

The State of Oregon recently passed a \$5.3 billion transportation bill, which will, in part, be used to improve transit service and access. RVTD will benefit from both new and enhanced service.

New Service

1. Highway 99 Express - New express route connecting Medford to Ashland along Highway 99.
2. Central Point Circulator - New fixed-route connecting areas within Central Point.
3. Ashland Circulator - New fixed-route connecting Downtown Ashland to surrounding areas.

Enhanced Service

1. Saturday Service - Saturday frequency expanded to 30 minutes.
2. Expanded Service Hours - Earlier morning and later evening service Monday through Friday.

***City current incentives**

Online Survey Results

- Survey emailed to open house attendees and posted on project website
- 24 responses

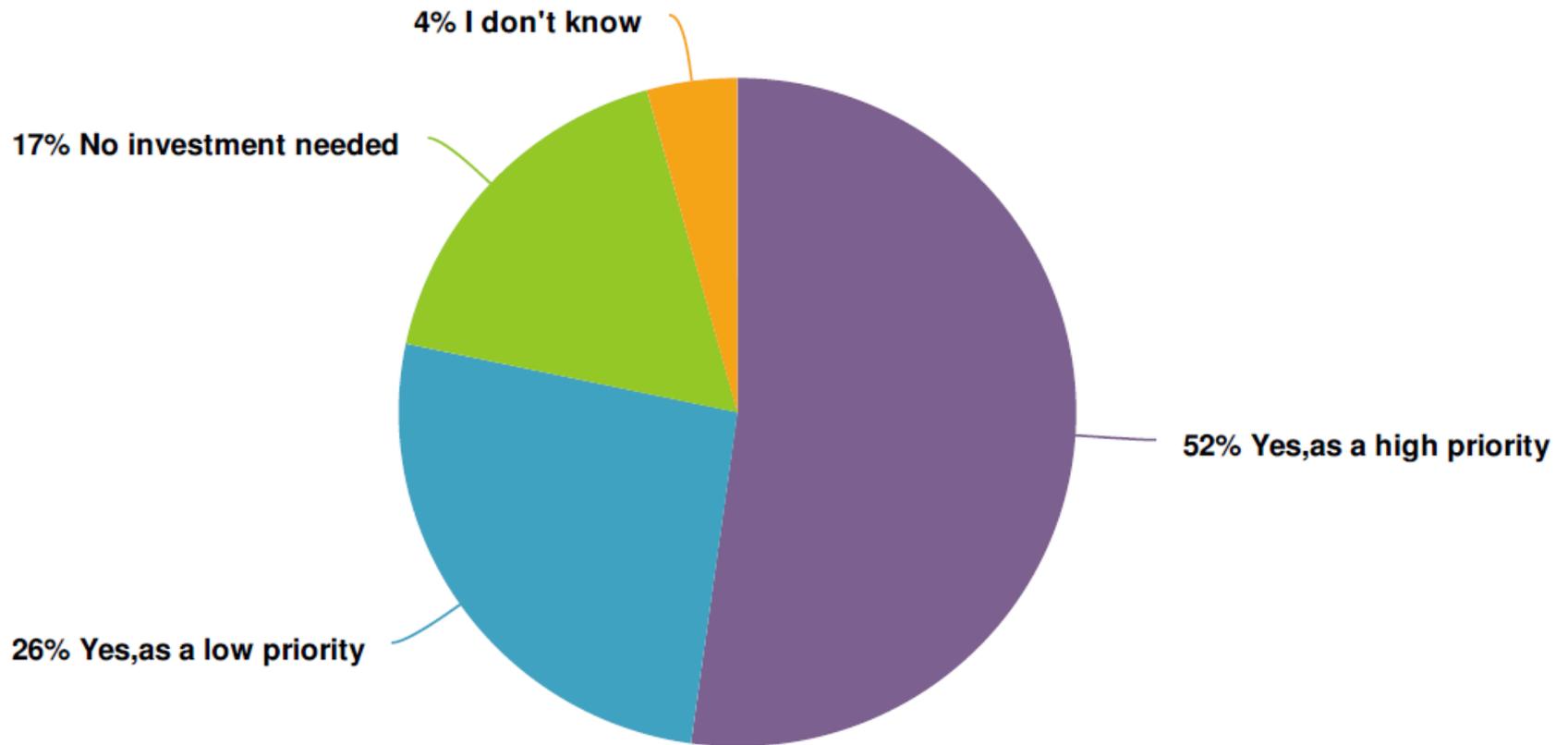
Ashland Transit Triangle Survey

The Ashland Transit Triangle

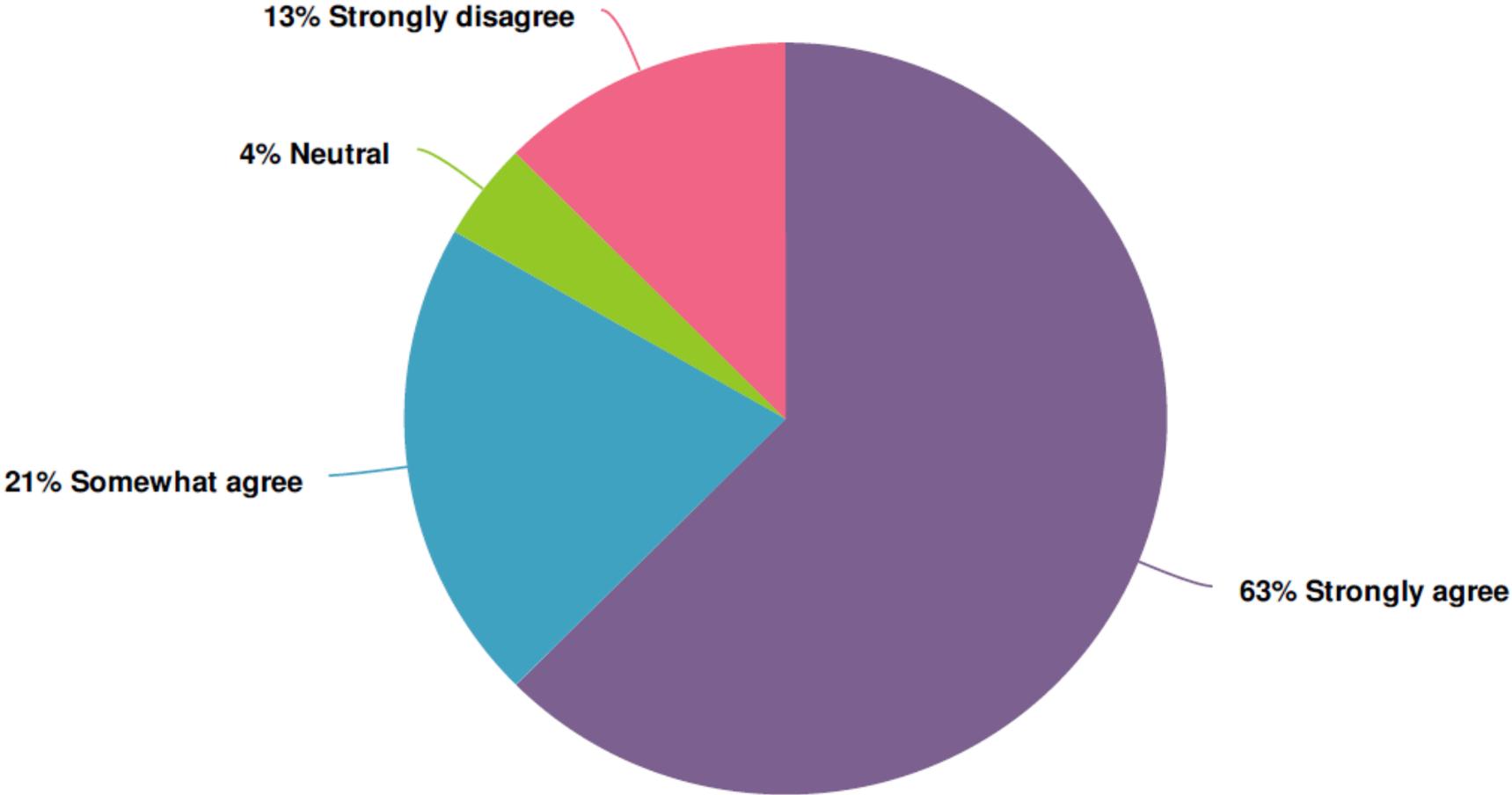


The Transit Triangle is comprised of Ashland Street along the north edge, Siskiyou Boulevard on the southwest side, and Tolman Creek Road on the eastern edge. This area includes a sizable amount of development potential for additional businesses and housing. Well established neighborhoods are within walking distance, and the area is served by the Rogue Valley Transportation District (RVTD).

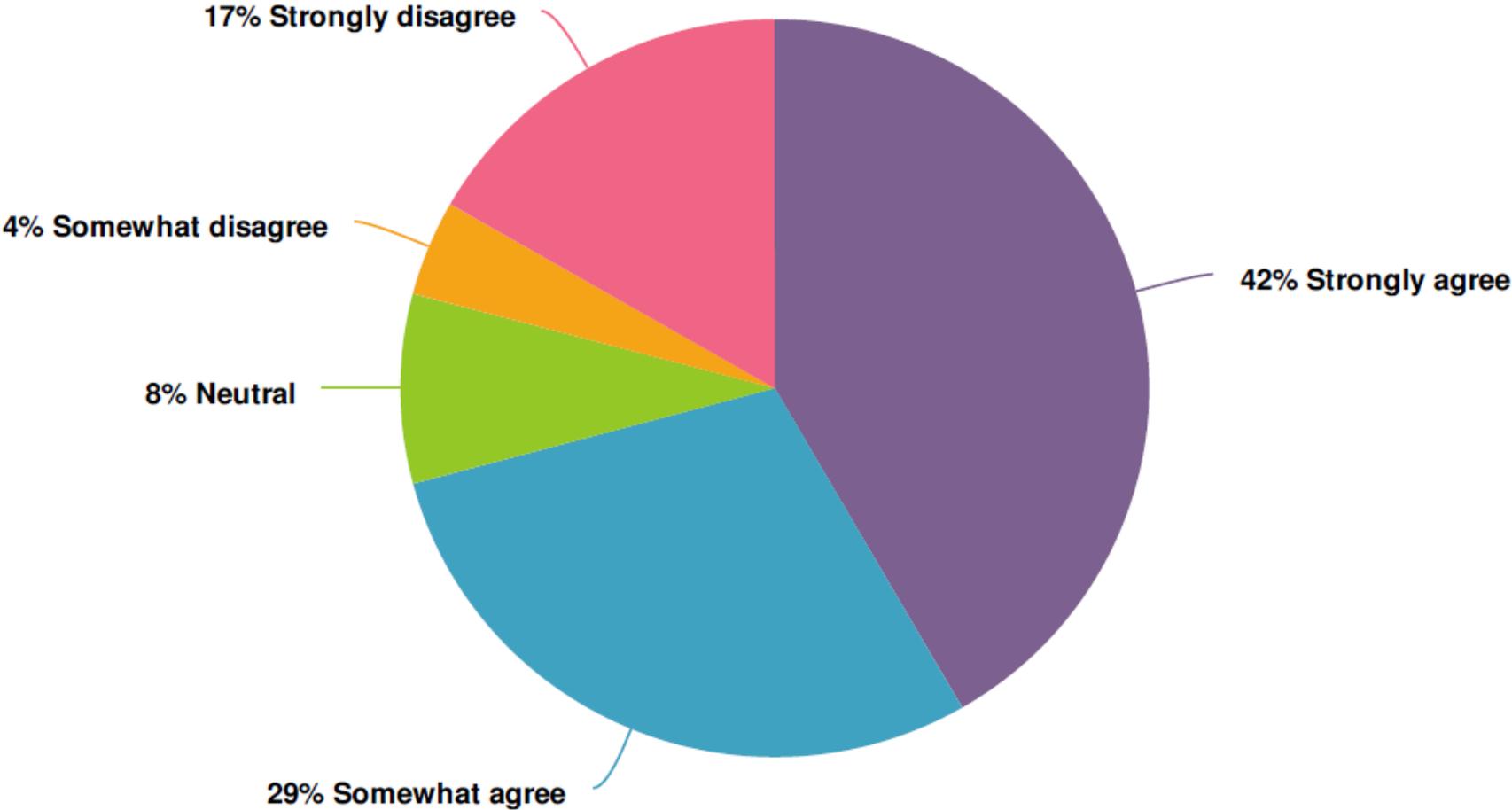
8. Should we invest in sidewalks, bike routes, and more crossings to improve safety in the Transit Triangle?



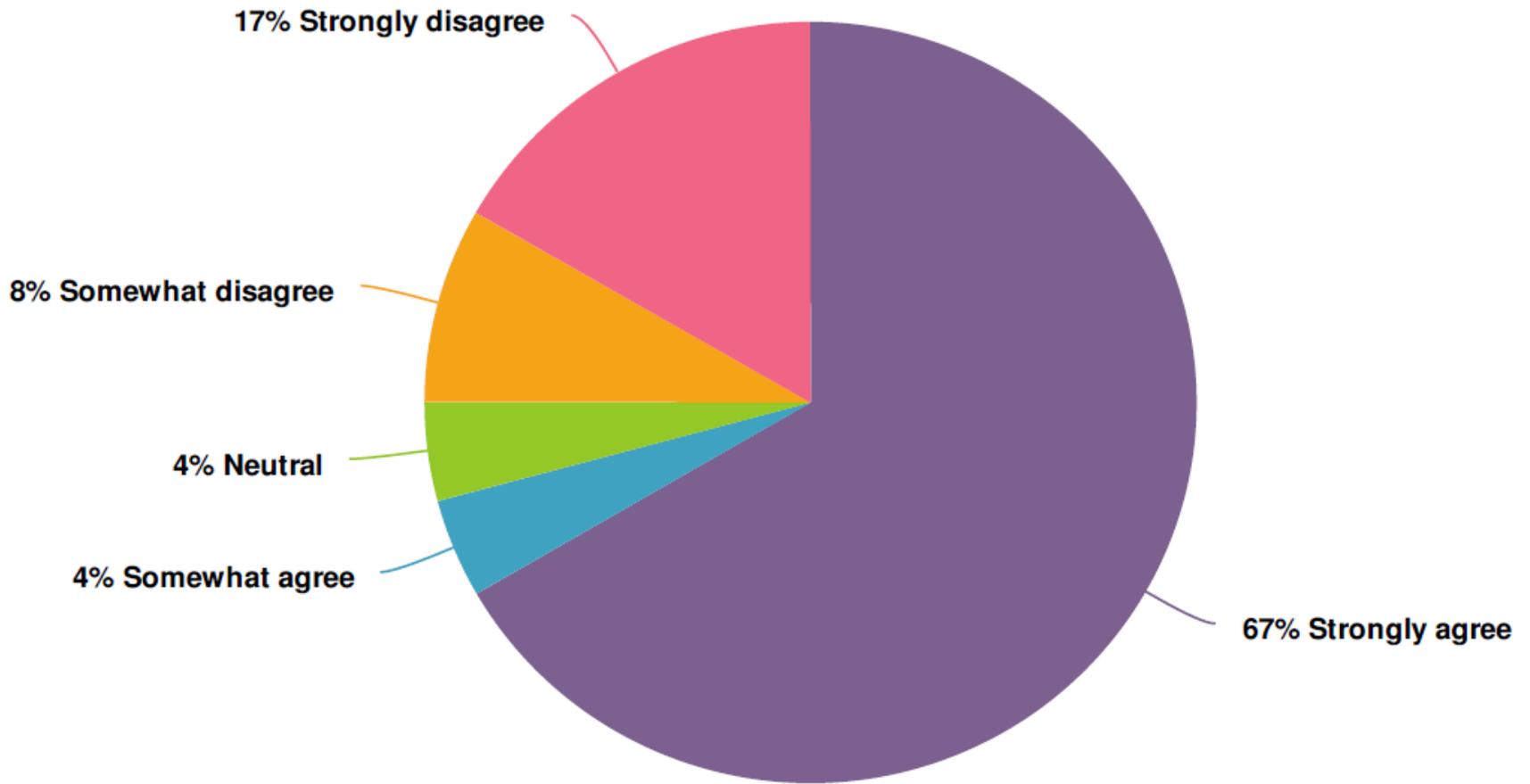
9. The Transit Triangle is a good place for more housing



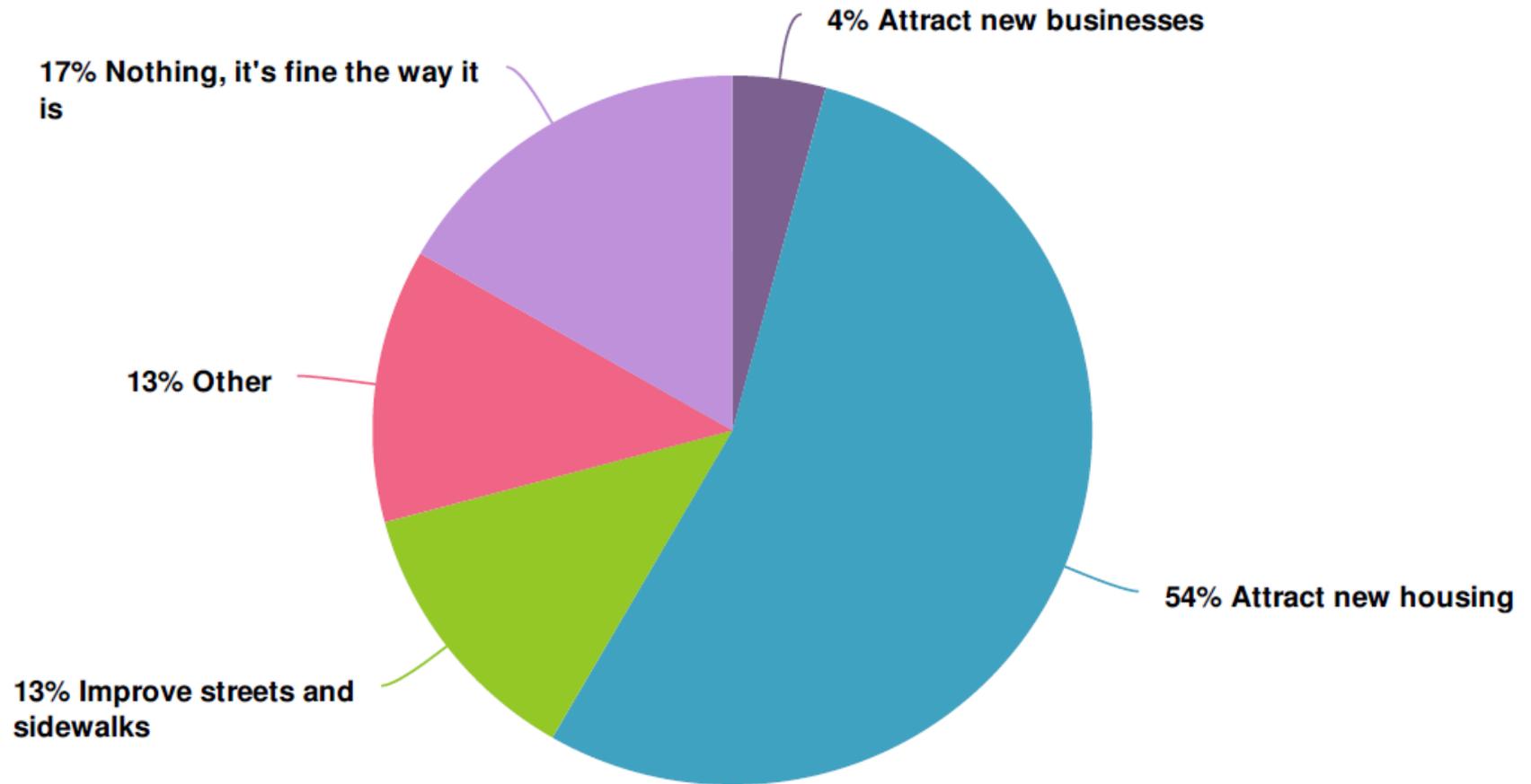
10. It is important to provide affordable housing in the Transit Triangle



11. Are you in favor of 3-4 story, mixed-use development in the Transit Triangle?



12. If you could do just one thing for the Transit Triangle, what would be your top priority?



13. Which image do you like BEST?



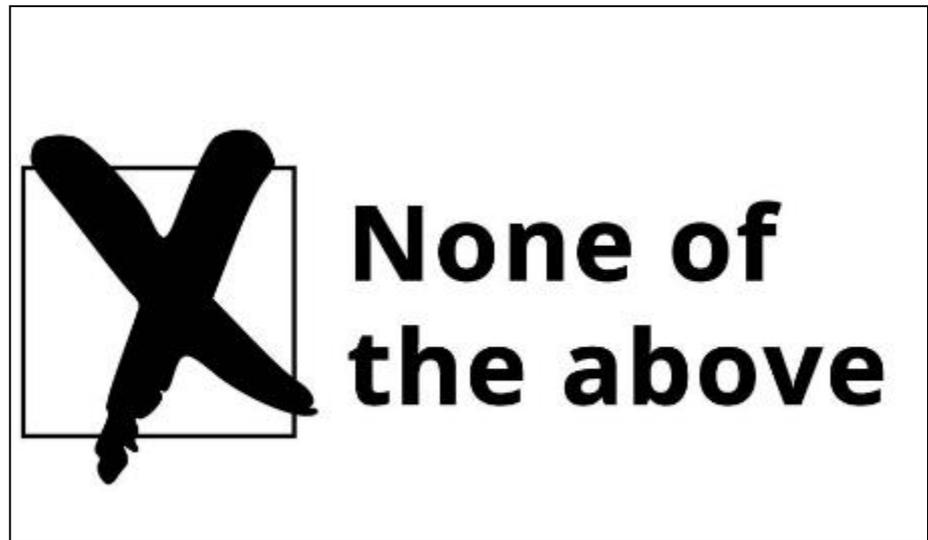
Three story building with stepback – 27%



Four story building with stepback – 27%



Four story building without stepback – 32%



None of these – 14%

14. Which image do you like BEST?



Three story building with stepback – 35%



Three story building without stepback – 26%



Four story building with stepback – 30%



None of these – 9%

Ashland Transit Triangle Infill Strategies Project



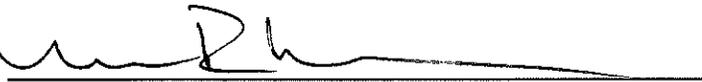
VOTE #1

Budget Committee Member Appointment

Check one:

Mary Cody	
Saladin Amery	
Jim Bachman	
Shane Hunter	
Pamela Lucas	

Budget Committee Member Appointment

Councilor Morris 
Sign here

Check one:

Mary Cody	
Saladin Amery	<input checked="" type="checkbox"/>
Jim Bachman	<input checked="" type="checkbox"/>
Shane Hunter	
Pamela Lucas	

Budget Committee Member Appointment

Councilor Lemhouse

Sign here

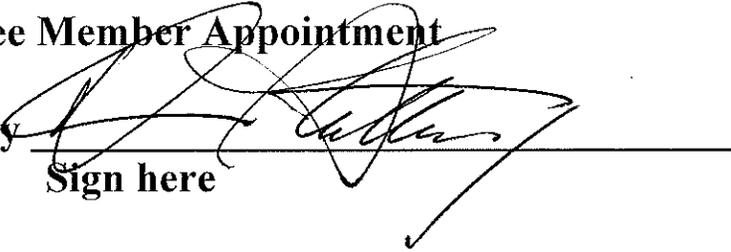
Check one:

Mary Cody	
Saladin Amery	<input checked="" type="checkbox"/>
Jim Bachman	
Shane Hunter	<input checked="" type="checkbox"/>
Pamela Lucas	

Budget Committee Member Appointment

Councilor Slattery

Sign here



Check one:

Mary Cody	
Saladin Amery	
Jim Bachman	
Shane Hunter	X
Pamela Lucas	X

Budget Committee Member Appointment

Mayor Stromberg

John Stromberg
Sign here

Check one:

Mary Cody	
Saladin Amery	
Jim Bachman	
Shane Hunter	X
Pamela Lucas	X

Budget Committee Member Appointment

Councilor Rosenthal



Sign here

Check one:

Mary Cody	
Saladin Amery	
Jim Bachman	
Shane Hunter	X
Pamela Lucas	X