



AGENDA

ASTORIA CITY COUNCIL

October 5, 2015

7:00 p.m.

2nd Floor Council Chambers
1095 Duane Street · Astoria OR 97103

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **REPORTS OF COUNCILORS**

4. **PROCLAMATIONS**

- (a) Fire Prevention Week
- (b) Great Oregon ShakeOut Day

5. **CHANGES TO AGENDA**

6. **CONSENT CALENDAR**

The items on the Consent Calendar are considered routine and will be adopted by one motion unless a member of the City Council requests to have any item considered separately. Members of the Community may have an item removed if they contact the City Manager by 5:00 p.m. the day of the meeting.

- (a) City Council Minutes of 9/8/15
- (b) Boards and Commissions Minutes
 - (1) Parks Board Meeting of 8/19/15
- (c) 16th Street CSO Separation Project Contract Amendment (Public Works)
- (d) Liquor License Application from Rebecca Kraft, doing business as WineKraft LLC, Located at 80 10th Street, for an Additional Privilege for a Limited Off-Premises Sales License (Finance)
- (e) Authorization for Emergency Repairs to Fire Ladder Truck (Fire)
- (f) Authorization to Award West Lexington Wall Repair (Public Works)
- (g) Spur 14 Water Line Contract Amendment for Additional Geotechnical Engineering Services (Public Works)

7. **REGULAR AGENDA ITEMS**

- (a) Consideration of Adoption of Herbicide Policy and Practices (Parks)
- (b) Authorization to Enter into a Contract with Pierce Manufacturing for the Purchase of a New Fire Ladder Truck (Fire)
- (c) Public Hearing and Resolution regarding Supplemental Budget for Fiscal Year 2015-2016 for Purchase of a New Fire Ladder Truck (Finance)
- (d) Emergency Preparedness Briefing Concept Discussion (Police)

8. **NEW BUSINESS & MISCELLANEOUS, PUBLIC COMMENTS (NON-AGENDA)**

RECESS TO EXECUTIVE SESSION

9. EXECUTIVE SESSION

- (a) ORS 192.660(2)(i) – Evaluation of Public Officers and Employees

RECONVENE TO REGULAR SESSION

10. REGULAR AGENDA ITEMS

- (a) City Manager Evaluation

THIS MEETING IS ACCESSIBLE TO THE DISABLED. AN INTERPRETER FOR THE HEARING IMPAIRED MAY BE REQUESTED UNDER THE TERMS OF ORS 192.630 BY CONTACTING JULIE YUILL, CITY MANAGER'S OFFICE, 503-325-5824.



CITY OF ASTORIA
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October 1, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: ASTORIA CITY COUNCIL MEETING OF OCTOBER 5, 2015

PROCLAMATIONS

Item 4(a): Fire Prevention Week

The Mayor will proclaim October 4 through 10, 2015 as Fire Prevention Week in the City of Astoria.

Item 4(b): The Great Oregon ShakeOut Day

The Mayor will proclaim October 15, 2015 as The Great Oregon ShakeOut Day which encourages citizens to plan for natural disasters including earthquake preparedness.

CONSENT CALENDAR

Item 6(a): City Council Minutes

The minutes of the City Council meeting of September 8, 2015 is enclosed for review. Unless there are any corrections, it is recommended that Council approve these minutes.

Item 6(b): Boards and Commissions Minutes

The minutes of the (1) Parks Board meeting of August 19, 2015 are enclosed. Unless there are any questions or comments regarding the contents of these minutes, they are presented for information only.

Item 6(c): 16th Street CSO Separation Project Contract Amendment (Public Works)

While the contractor for the 16th Street CSO project was preparing the intersection of 14th and Exchange Streets for paving, a substandard CenturyLink vault was damaged. In the interest of keeping the project on schedule, Emery

made the necessary repairs as agreed to by a CenturyLink representative. CenturyLink reimbursed the City for the full amount of this pay adjustment on September 21, 2015. It is recommended that the Council authorize Pay Adjustment #3 for the 16th Street CSO Separation project in the amount of \$2,757.86.

Item 6(d): Liquor License Application from Rebecca Kraft, doing business as WineKraft LLC, Location at 80 10th Street, for an Additional Privilege for a Limited Off-Premises Sales License (Finance)

A liquor license application has been filed by Rebecca Kraft, doing business as WineKraft LLC, located at 80 10th Street. The application is for an Additional Privilege for a Limited Off-Premises Sales License. The appropriate departments have reviewed the application and it is recommended that Council consider approval.

Item 6(e): Authorization for Emergency Repairs to Fire Ladder Truck (Fire)

In June, 2015, the City of Astoria Fire Department Ladder Truck 2541 incurred repairs totaling \$9,735.21. Those repairs were paid with funds from the Fire Department portion of the fiscal year 2014/2015 budget. After the repairs and subsequent acceptance and approval testing by Underwriters Laboratories, it was determined that further repairs would be needed to assure the safe and reliable operation of the ladder.

Those repairs involved a component known as the main aerial waterway swivel. The component allows for turning and extending or retracting the aerial ladder while water is being discharged from the top when operating at a fire. It also allows for exact adjustments as the ladder is placed at an above grade height to affect a rescue. The swivel unit was removed and sent to the manufacturer for evaluation. The unit was not able to be repaired do to advanced rust and pitting conditions throughout the swivel's electrical and hydraulic components. In order for 2541 to continue operating as a ladder truck until it can be replaced, the main waterway swivel unit needed to be replaced. Because of the age of the truck, the manufacturer had to fabricate an entire new waterway swivel unit.

The total cost for fabricating, shipping, and re-installing and UL acceptance testing of new waterway swivel unit is \$15,389.42 which will be paid with funds from Fire Department operations. Additional funds may be required to maintain the Ladder Truck in operational condition, pending delivery of a replacement. At this time it is difficult to foresee potential issues and estimate repair costs.

It is recommended that Council authorize payment of emergency repairs performed on ladder truck 2541 in the amount of \$15,389.42 to Hughes Fire Equipment, Inc.

Item 6(f): Authorization to Award West Lexington Wall Repair (Public Works)

The City of Astoria owns a concrete retaining wall along the lower side of West Lexington Avenue approximately 500 feet southeast of Pacific Street which supports the West Lexington roadway. The wall is very old (age unknown) and when it partially failed in 2007, the Public Works Department contracted to have the failed section replaced. The remaining wall (approximately 150 feet in length) was not showing imminent signs of failure at that time; however, as a precautionary measure, Public Works staff added support in the form of concrete blocks to the front of the wall. The concrete block supports were meant to be temporary until the wall could be either replaced or repaired. Public Works included funds in this year's budget to repair the wall. Staff solicited four quotes from local contractors with the capacity and capability to perform this type of work. Only one quote for repair of the wall was received from Bergman Construction in the amount of \$67,902.30. Funding for this project will come from the Public Works Improvement Fund. The work is expected to take approximately 60 days to complete. City Attorney Henningsgaard has reviewed and approved the contract as to form. It is recommended that Council authorize the award of a construction contract to Bergman Construction in the amount of \$67,902.30 for the West Lexington Wall Repair Project with a construction contingency in the amount of \$10,000.

Item 6(g): Spur 14 Water Line Contract Amendment for Additional Geotechnical Engineering Services (Public Works)

The Public Works Department has been working closely with CH2M Hill on the engineering design for the Spur 14 Water Line Project. This project includes intake structure improvements, 700 feet of new 12" water pipe, additional flow meters, and a new pressure reducing valve. Clatsop County is requiring a Geologic Hazard Permit for this project. This permit requires geotechnical engineering services beyond those included in the original project scope. CH2M Hill prepared a proposal for these additional services. The anticipated scope and fees are included in a contract amendment. It is recommended that Council approve Contract Amendment #2 with CH2M Hill to provide additional geotechnical engineering services and for the not-to-exceed amount of \$7,234.57.

REGULAR AGENDA ITEMS

Item 7(a): Consideration of Adoption of Herbicide Policy and Practices (Parks)

The Plant and Lawn Management Task Force was appointed by the Mayor to address concerns raised about the use of herbicides and fertilizers in parks and open spaces. The Task Force met four times over the course of eight months and obtained feedback from a variety of stakeholders to determine the need and level of use for herbicides and fertilizers to control or eradicate noxious and invasive weeds and to provide recommendations to enhance and develop parks. The Task Force then developed recommendations for a final herbicide use policy that was presented to the Parks and Recreation Advisory Board and

approved during the September 23, 2015 meeting. It is recommended that the City Council adopt the Herbicide Policy and Practices.

Item 7(b): Authorization to Enter into a Contract with Pierce Manufacturing for the Purchase of a New Fire Ladder Truck (Fire)

At the September 14, 2015 Astoria City Council meeting, Council approved purchasing a new replacement ladder truck. The procurement process with HGAC has been initiated with the completion of a HGAC Contract Pricing Worksheet by Dean Stock, Contract Specialist with Hughes Fire Equipment. The notice of intent to establish a contract with Pierce Manufacturing through HGAC was advertised on Thursday, September 24, 2015 in *The Daily Astorian*. Any comments must be submitted to the City Manager on or before Monday, October 5, 2015.

A final Pierce Manufacturing Proposal Price sheet and Purchase Agreement dated September 18, 2015 have been received. Both the proposal sheet and the purchase agreement list the price of the truck, and itemize the discounts of \$55,321.00. The discounts are contingent upon making a 100% cash pre-payment. The Pierce Purchase Agreement has been approved as to form by City Attorney Henningsgaard. The Pierce proposal price of \$943,440 includes the HGAC Order Processing Charge of \$2,000.00. Available discounts associated with the 100% pre-payment total \$55,321.00. An amount of \$2,540 is included in the pricing to ensure delivery of a Ladder Truck, since the City is paying cash. The attached quote does not include the \$2,540 bond price but final contracts will reflect the bond amount. Taking all available discounts results in a Purchase Agreement price of \$888,119.00.

A supplemental budget transfer of \$454,000 will be made from the General Fund to the Capital Improvement Fund and added to previously budgeted amount for the ladder truck of \$500,000, for a total of \$944,000 available for the purchase of the Ladder Truck. A contingency of \$55,881 (approximately 6%) is available, should specification changes be identified during construction. The Pumper Truck required an additional transfer of \$11,000 for unanticipated feature changes identified during construction completion and required a separate transfer to fully cover the costs. The supplement budget will be considered under Agenda Item 7(c). It is recommended the City enter into a Purchase Agreement with Pierce Manufacturing, through existing membership in HGAC, for the purchase of a new replacement ladder truck in an amount not to exceed \$888,119.00 by making a pre-payment of amounts, as required by the contract, to take full advantage of discounts anticipated to be \$55,321.00.

Item 7(c): Public Hearing and Resolution regarding Supplemental Budget for Fiscal Year 2015-2016 for Purchase of a New Fire Ladder Truck (Finance)

Oregon Revised Statute (ORS) 294.473 provides a procedure for a municipality to pass a supplemental budget for changes occurring during a fiscal year by publishing a notice, holding a hearing on the supplemental budget, and adopting the budget by resolution. This proposed supplemental budget is to

incorporate transfer of funds from the General Fund to the Capital Improvement Fund to cover expenses of the new Fire Ladder Truck and additional final costs for the Fire Pumper Truck. It is recommended that Council hold the public hearing and adopt the proposed resolution implementing this supplemental budget for Fiscal Year 2015-2016.

Item 7(d): Emergency Preparedness Briefing Concept Discussion (Police)

Police Chief Johnston and Fire Chief Ames have worked together to develop a concept for the City Council goal of “Hold an emergency preparedness presentation oriented to citizens of Astoria.” The concept is to focus on preparedness both for annual emergency events, such as winter storms and wildfire danger, as well as the looming danger of the near shore Cascadia event. The event will emphasize self-reliance with a message of government resiliency. The initial concept is to host an approximately 90 minute event, likely at the Liberty Theatre, with presentations from subject matter experts. Additional static displays would be configured in the lobby with examples of home kits, go bags, CERT members, fire safety, personal security, and more. Specific topics to be addressed both in the presentations and displays are nature of the concerns, home safety, how to be self-sufficient, neighborhood mapping, evacuation routes, and similar topics. The event would be targeted for spring 2016. Staff is asking for a Council discussion on this proposal and comments on direction. No other action is required at this time.

RECESS TO EXECUTIVE SESSION

Item 9(a) ORS 192.660(2)(i) – Evaluation of Public Officers and Employees

The City Council will meet in executive session to discuss a performance evaluation.

RECONVENE TO REGULAR SESSION

Item 10(a): City Manager Evaluation

The City Council will discuss the City Manager’s evaluation.



CITY OF ASTORIA
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PROCLAMATION

WHEREAS, the City of Astoria is committed to ensuring the safety and security of all those living in and visiting our city; and

WHEREAS, fire is a serious public safety concern in Astoria, and homes are the places where people are at the greatest risk from fire; and

WHEREAS, home fires killed more than 118 Oregonians from 2010 through 2014; and

WHEREAS, working smoke alarms are a vital component to protecting families from fire and reduce the risk of dying in a home fire by half; and

WHEREAS, residents should install smoke alarms in every bedroom, outside each sleeping area, and on every level of the home; and

WHEREAS, residents are responsive to public education measures and are able to take personal steps to increase their safety from fire, especially in their homes; and

WHEREAS, the 2015 National Fire Prevention Week theme, "Hear the Beep where you Sleep: Every Bedroom Needs a Working Smoke Alarm" serves to remind us that all bedrooms need a working smoke alarm to give us the time to get out safely.

NOW, THEREFORE, I, Arline LaMear, Mayor of Astoria, do hereby proclaim the week of October 4th through October 10th as

FIRE PREVENTION WEEK

in the City of Astoria and encourage all Astorians to join in this observance.

IN WITNESS WHEREOF, I have set my hand and caused the Seal of the City of Astoria to be affixed this 5th day of October, 2015.



Mayor



CITY OF ASTORIA

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PROCLAMATION

WHEREAS, the City of Astoria has no greater responsibility than ensuring the safety of its citizens and all who visit our City; and

WHEREAS, earthquake safety is a serious concern with much of our State at risk to seismic shaking and tsunami hazards; and

WHEREAS, the best way to survive natural disasters and other emergencies is to develop a preparedness plan for your school, business, home, and family; and

WHEREAS, being self-sufficient for two weeks after a natural disaster as well as knowledge about what to do when disasters occur is vital; and

WHEREAS, all citizens, businesses, and governmental agencies are encouraged to participate in earthquake and emergency drills where they practice "Drop, Cover and Hold On" at 10:15 a.m. on Thursday, October 15th, during The Great Oregon ShakeOut Day.

NOW THEREFORE, I, Arline LaMear, Mayor of Astoria, do hereby proclaim October 15, 2015 to be

THE GREAT OREGON SHAKEOUT DAY

in the City of Astoria and encourage all Astoria residents to participate in this event.

IN WITNESS WHEREOF, I have set my hand and caused the Seal of the City of Astoria to be affixed this 5th day of October, 2015.



Mayor

A regular meeting of the Astoria Common Council was held at the above place at the hour of 7:00 pm.

Councilors Present: Nemlowill, Herzig, Warr, Price, Mayor LaMear

Councilors Excused: None

Staff Present: City Manager Estes, Assistant City Manager/Police Chief Johnston, Community Development Director Cronin, Parks and Recreation Director Cosby, Finance Director Brooks, Fire Chief Ames, Library Director Tucker, Public Works Director Cook, and City Attorney Henningsgaard. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

REPORTS OF COUNCILORS

Item 3(a): Councilor Nemlowill had no reports.

Item 3(b): Councilor Warr had no reports.

Item 3(c): Councilor Price had no reports.

Item 3(d): Councilor Herzig reported that the Goonies event and the traffic were related. An incredible amount of people came to Astoria this summer, which was both good and bad. He believed most people were in a bit of shock over some of the unintended consequences. Many of the residents in the Goonies neighborhood are upset because they believe their pleas for intervention went unheard until the owner of the Goonies house finally spoke up. He hoped that next year the issues could be addressed early. Some of the residents were concerned that City money was being used by the Chamber to promote the Goonies at the expense of the neighborhood. He wanted Astoria to be marketed in a way that allowed Astoria residents to survive. Many people have said the City needs to get proactive about a by-pass because of the traffic and he agreed. Just saying that Oregon Department of Transportation (ODOT) is out of money is not the answer. ODOT has not gone out of business and Astoria needs to move to the front of the line to receive funds when they become available. The City needs to start strategizing. He believed Astoria could make a good case that the chair walls were never meant to tolerate the current amount of traffic. Once Astoria's streets begin to collapse, the city will need the by-pass. He hoped City Council would move ahead with a strategy for getting the by-pass within the next 10 or 20 years.

Item 3(e): Mayor LaMear had no reports.

PRESENTATIONS

Item 4(a): Sunset Empire Transportation District

Executive Director Jeff Hazen presented a overview of the Transit District's current services, community partnerships, growth, goals, recent bus route changes, and improvements, as follows:

- As a result of strategic planning early in the year, services were improved to meet the needs of riders. Some of the changes included:
 - Additional hourly loops on Highway 101 between Astoria and Seaside to accommodate riders traveling to and from work.
 - Express runs (the first and last runs of the day) were converted to regular loop runs to increase on time performance. However, unprecedented highway congestion still caused delays over the summer.
 - Expanded para-transit services for riders who are unable to travel on fixed routes.
 - Partnered with Columbia County Rider to streamline connecting routes. An intercity grant between Astoria and Portland will fund two round trips per day. The connection between the two transportation districts is now at the Rainier Transit Center halfway between Astoria and Portland.
 - Added a new loop through Warrenton and Hammond to service the large retail centers.
 - Opened a transit kiosk on Route 21 in South County.

- Sunset is working on a long-range comprehensive transportation plan, which should be complete in July 2016.
- Debt is being managed very well, but Sunset is still considering creative ways to reduce the debt even further. For the last fiscal year, the general fund was budgeted to lose a significant amount of money. However, the fund had a positive balance at the end of the year.
- Other services offered include:
 - The Ride Care division provides non-emergency transportation services for Medicaid recipients in Clatsop, Tillamook, and Columbia Counties. This is a huge portion of Sunset's business.
 - The Mobility Management department trains people on how to ride the bus throughout the year.
 - The Transportation Options department promotes the State's focus on encouraging shared rides, public transportation, and walking. The State provided grant funds for a marketing campaign in Astoria to discourage single occupancy vehicle trips.

Mayor LaMear said it was amazing to hear of a transportation system that was in the black. Mr. Hazen said Sunset is heavily funded by the federal and state governments, but Astoria can help by encouraging legislators to pass transportation plans.

PROCLAMATIONS

Item 5(a): Constitution Week

Mayor LaMear read the proclamation declaring the week of September 17-23, 2015 as Constitution Week. She noted the proclamation would be forwarded to the Daughters of the American Revolution (DAR), who requested the proclamation.

CHANGES TO AGENDA

Mayor LaMear requested the addition of Regular Agenda Item 8(h): Update on People Places Park. The agenda was approved with changes.

CONSENT CALENDAR

The following items were presented on the Consent Calendar:

- 7 (a) City Council Minutes of 8/3/15
- 7 (b) City Council Work Session Minutes of 8/3/15
- 7 (c) City Council Special Meeting Minutes of 8/14/15
- 7 (d) City Council Minutes of 8/17/15
- 7 (e) Boards and Commission Minutes
 - (1) Historic Landmarks Commission Meeting of 7/21/15
 - (2) Historic Landmarks Commission Meeting of 8/18/15
 - (3) Library Board Meeting of 7/28/15
 - (4) Parks Board Meeting of 6/24/15
 - (5) Planning Commission Meeting of 7/28/15
- 7 (f) City Service Fair on September 10, 2015
- 7 (g) Astoria Downtown Historic District Association (ADHDA) Contract (Finance)**
- 7 (h) Authorization to Light Astoria Column a Pink Hue for the Month of October in Recognition of Breast Cancer Awareness Month

Councilor Herzig requested Item 7(g) be removed for further discussion.

City Council Action: Motion made by Councilor Nemlowill, seconded by Councilor Herzig, to approve Items 7(a), (b), (c), (d), (e), (f), and (h) of the Consent Calendar. Motion carried unanimously. Ayes: Councilors Price, Warr, Herzig, Nemlowill, and Mayor LaMear; Nays: None.

Item 7(g): Astoria Downtown Historic District Association (ADHDA) Contract (Finance)

Councilor Herzig said the City gives Promote Astoria Fund money to the ADHDA. He complimented Finance Director Brooks for working hard to get Astoria's financial house in order. For the first time in many years, Astoria

has a contract with the Chamber of Commerce and this contract with the ADHDA requires regular reporting. The City is doing its best to move toward financial transparency and a finance dashboard will be unveiled soon.

City Council Action: Motion made by Councilor Herzig, seconded by Councilor Nemlowill, to approve Item 7(g) of the Consent Calendar. Motion carried unanimously. Ayes: Councilors Price, Warr, Herzig, Nemlowill, and Mayor LaMear; Nays: None.

REGULAR AGENDA ITEMS

Item 8(a): Public Hearing and Ordinance Regarding Amendment Request (A15-01) by Clatsop Community College to the Land Use and Zoning Map to Rezone and Area at 16th and Franklin Streets from R-3 (High Density Residential) to C-3 (General Commercial) (1st Reading) (Community Development)

Clatsop Community College (College) is selling the building known as the "Josie Peper" building to a private individual, who has stated that she would be using it as a residence (a second home) as well as a short term rental. Because the College properties are located in the R-3, High Density Residential Zone, staff advised the College and the prospective owner that the only way a short-term rental could be allowed would be if there was a zone change to a zone that allowed lodging, such as the C-3, General Commercial Zone. On June 1, 2015, the College applied for an amendment to change the designation of the Performing Arts Center (the PAC), the Josie Peper building, and the surrounding parking areas from R-3 to C-3. On July 28, 2015, the Planning Commission held a public hearing and heard testimony from College officials, as well as three property owners in the vicinity who objected to the amendment. The basis of their objection was that the use of the Josie Peper building as a vacation rental would change the nature of the use, creating more traffic and late night noise and disruption. The Planning Commission voted 4-1 to recommend approval of the amendment. A public hearing on the amendment has been advertised and is scheduled for the September 8, 2015 City Council meeting. It is recommended that the Council hold a public hearing and adopt the ordinance as recommended by the Planning Commission. If the Council is in agreement with the recommendation of the Planning Commission, it would be in order for Council to hold a first reading of the Ordinance.

Interim Planner Morgan noted the Josie Peper building was built in the 1970s and it is now underutilized by the College. The buyer would like to use the building as a short-term rental, which is not allowed in any of Astoria's residential zones. He displayed a map on the screen, which he used to describe the exact location of the building and the property boundaries to be rezoned. He also noted surrounding properties and parking areas. The Planning Commission decided to recommend approval of this request because the building was originally a daycare center and has been used for offices for several decades. It is surrounded by a parking lot and driveways for the Performing Arts Center (PAC) and the surrounding uses are Institutional or Commercial. The prospective buyer intends to use the building as a short-term rental. As a historic resource, commercial zoning may facilitate an investment in restoration of the deteriorating building. The building and associated parking will occupy all of the parking being sold by the College and no future expansion would be possible. He confirmed the PAC would be included in the rezoning.

Councilor Price asked if the building would be converted back to a single-family home. Interim Planner Morgan stated the potential buyer would like to use the building as a single-family home/short term rental. The C-3 zone does not allow single-family homes, but the R-3 zone does not allow vacation rentals.

Councilor Herzig asked if the C-3 zone would allow the house to be subdivided. Interim Planner Morgan said subdividing the property would be unlikely because this building is on the Historic Register. However, the building could be used for offices.

Councilor Price wanted to know why the C-2 zone was not considered. Interim Planner Morgan explained that the C-2 zone is the Tourist Commercial zone. Zones adjacent to the building are already C-3 zones and it would be inappropriate to isolate a C-2 zone in the middle of another zone. He referred to the map to show the zoning boundaries. Community Development Director Cronin added that the Applicant has requested the C-3 zone, so Staff is not suggesting that one particular zone is best.

Mayor LaMear opened the public hearing at 7:59 pm and asked if anyone objected to the jurisdiction of the City Council to hear this matter at this time. There were no objections. She asked if any member of the City Council had any conflicts of interest or ex-parte contacts to declare.

Councilor Herzig declared some ex-parte contact. He attended the Planning Commission meeting when this item was on the agenda. It was not his intent to hear this request, but he attended because it was the first Planning Commission meeting with the new Community Development Director. During the public hearing, he asked a question about the difference between a zone change, a variance, and a permitted use. Also, Donna Quinn has contacted him to ask questions and share concerns. However, he believed he could vote impartially.

Councilor Price declared she had ex-parte contacts with three or four constituents who contacted her by phone, email, and in person. However, she believed she could make a fair and impartial decision.

Councilor Warr declared that he had been contacted by constituents via phone and in person, but he believed he could be objective.

Councilor Nemlowill declared that she had spoken to Donna Quinn, who expressed concerns about commercial development encroaching into historic neighborhoods. Her comments were nothing more than what she had also expressed during her testimony at the Planning Commission's public hearing and in the letter she submitted to the Planning Commission.

Mayor LaMear declared that she had been contacted about this matter and believed she could be objective and unbiased. She explained the procedures governing the conduct of public hearings to the audience, advised that handouts of the substantive review criteria were available from Staff, and read the rules of appeal.

Mayor LaMear called for any testimony in favor of the proposed Amendment Request (A15-01).

Joann Zahn, Vice President, Finance and Operations, 1651 Lexington Avenue, Astoria, said she supported the zone change. The College became aware that the PAC and Josie Peper buildings were non-conforming uses. In December 2014, the College Board decided to identify the Josie Peper building as surplus property and listed it for sale. In June, the College received an offer contingent on the zone being changed from R-3 to C-3. The College proceeded with the offer, understanding that the PAC should be under the same zoning because while the College had a relation with the PAC partners, the PAC does not necessarily fall under the College's umbrella and is not under the residential college use. The College understood it was nonconforming and wanted to ensure the College was in compliance. The College believes the PAC should be included in the rezoning because of its partnership with the PAC and the PAC's non-conforming use. The College Board has no intention of making any changes to the PAC at this time, so all of the parking will be retained for the PAC. Easements between the PAC and Josie Peper building will ensure enough parking will be available for PAC events.

Mayor LaMear asked Josie Peper how the building was named after her.

Josie Peper, 5276 Ash Street, Astoria, said when she was a student at the College, she knew a lot of low-income single parents who could not go to school because they did not have childcare. She knew of other colleges that offered childcare to students and decided to conduct a survey on campus. Many of the instructors and a business manager supported day care for students. She conducted research and presented her findings to the College Board, who moved forward with the idea. Meanwhile, she attended school in Colorado. The Board named the building after her because they thought it was a catchy name.

Mayor LaMear said many parents and children have appreciated the use of the building and thanked Ms. Peper. Ms. Peper believed it would be nice if the building continued as a day care. Mayor LaMear called for more testimony in favor of the request.

Mike Bruhn, 1692 Franklin Street, Astoria, said he was not opposed to the building being used as a vacation rental, but after living in his house for 13 years, he would be upset if one person was able to get special permission to be the only person in all of Astoria who is allowed to have a vacation home. He has put a lot of time into his historic house and has tried to do all of the right things by keeping his house original though restoration work. If this zone change is approved, he would like the same option to use his house as a vacation rental. When he first moved to Astoria, he heard about many people getting all types of deals, which was very irritating. This is a classic example of someone getting a deal. If the house is allowed to be used as a vacation

home, the City needs to be fair. There are only five other houses on the block and they are all surrounded by commercial interests. He suggested the zoning be changed to allow vacation rentals for these houses because it does not seem fair to allow one person to come in from out of town and get a special deal at the expense of the residents who do not have that option. He would have bid on the house if he had known the zone change was an option. This sounds like a special deal. If the City is going to give one person a deal, it should give everyone a deal and make it fair.

Councilor Herzig understood single-family residences would be prohibited if the entire block was rezoned to C-3. Interim Planner Morgan clarified that residents could continue to live in the house as a non-conforming use. The houses could not be rebuilt if they were to burn down and occupancy would have to be continuous.

Mayor LaMear called for testimony impartial to the zone change request. Hearing none, she called for testimony opposed to the request.

Donna Quinn, 1684 Franklin Avenue, Astoria, said rezoning the PAC and Josie Peper buildings to a General Commercial zone is not a simple issue. This key decision will influence how Astoria protects its historic neighborhoods and whether the City chooses to become an absentee owner vacation rental town. She believed City Council should deny the request.

- Breaking the R-3 zone in Astoria's oldest historic neighborhood would not comply with the Comprehensive Plan, which calls for the protection of historic neighborhoods. Expansion of the commercial area into the residential zone must be justified on the basis of compatibility of historic areas and lack of alternative space in the downtown. She questioned whether a dry cleaner, convenience store, or adult bookstore would be compatible with the PAC and the neighborhood and noted those uses are allowed outright in the C-3 zone. Non-owner occupied vacation rentals are creating problems in towns of all sizes for city governments and local citizens. Approving this rezone would encroach into one of Astoria's oldest and finest historic neighborhoods. A domino effect will result in unanticipated consequences. Planning Commissioner Spence voted against the rezone because he believed Astoria should protect historic neighborhoods. Commercial property near the PAC and Josie Peper buildings faces Exchange Street. The Masonic Temple and Clatsop Care on Franklin, and the PAC and Josie Peper building should remain in the R-3 zone.
- The new Affordable Housing Study recommends the City discourage vacation rentals in residential areas that are not owner occupied and states Astoria needs more residential housing. What is decided here will be crucial to the City of Astoria's future. Trends show there will be increased pressure for commercial development. She questioned why the City would change zoning to benefit one person, noting it must think of the good of the whole community. There will always be expanding lodging options in Astoria for out of town visitors, but not enough for the city's workforce and citizens. She believed rezoning the PAC and Josie Peper buildings was a step in the wrong direction for Astoria.
- The Planning Commission's notice of their public hearing was only sent to a few homes, but this issue is bigger than just her neighborhood because it affects all Astorians. She would submit a rebuttal of the Planning Department's findings and asked that City Council read it. She referred to Staff's Findings that supported the zone change, noting that Interim Planner Morgan could have supported either the residential or the commercial zone. The residents of this neighborhood, and she believed most Astorians, would prefer the property remain residential.
- The residential zone is consistent with the Comprehensive Plan mandates and the use works. The Findings state this zone change would affect a limited area and a limited number of property owners, but this is not true. The PAC is a community gathering space that serves the community and what happens to the Josie Peper building is crucial to what happens at the PAC. A vacation rental does not serve the community. The Findings state the Josie Peper building was used as an office building for decades, but no, the building was a home, a daycare center, and then it became office space in 2000. The residential zone allows homes and daycare centers. The PAC is not surrounded by commercial zoning, as indicated in the Findings. The site only has a commercial use on the side facing Exchange Street and the other three sides are zoned residential.
- She believed the Findings were arbitrary and could have been easily written to support the R-3 zone. This is why the community needs the wisdom of elected officials to discern what is happening beyond the words on a page. Astoria has maintained its authentic character because of the active engagement of its invested citizens. Absentee owner vacation rentals are not a positive direction for the community. She suggested Franklin Avenue be the dividing line between the residential and commercial zones. Otherwise, Astoria will become commercial, street by street, because there will always be people who will see dollar signs instead of what is unique and precious. Astoria is the keeper of the legacies of Lewis and Clark and John Jacob

Astor. This historic place is of great significance to the world and there is only one Astoria, Oregon. There is only one opportunity for the City to get things right for the future of this beloved town, which means so much to so many people. The decisions of the Planning Commission and City Council will shape how the city changes and grows. She asked that City Council respect the Comprehensive Plan, stand up for the historic neighborhoods, and make a decision that will benefit all Astorians. She handed out copies of a letter from Denise Reed.

Karen Sheridan, 1674 Franklin Avenue, Astoria, said Ms. Quinn made some really good points and noted her primary residence is in Portland. In 2004, she purchased her house in Astoria as a second home because she loved the history of the town. People used to ask why she bought a home in Astoria, but now people tell her she is lucky to own a home in Astoria. She would hate to see that go away and was concerned that rezoning from residential to commercial would not stop. The house adjacent to the Josie Peper building is for sale and is being marketed as a possible Airbnb property. The next property over is a rental and the owner might want to make more money by making the property a vacation rental as well. She was very concerned about where this rezone will lead. Astoria, 25 years from now, is dependent on the choices that are made today. The College needs money and the potential buyer does not have money. She believed it would be better for the College to find a buyer who had the money or require the potential buyer to come up with the money. She encouraged the Councilors to think long and hard about what they are doing because their decision will make a difference to people who are not yet born.

Mayor LaMear confirmed the Applicant had no rebuttal and called for Council discussion and deliberation.

Councilor Price was concerned about vacation rentals and second homes in Astoria. After reading the suggested motion amendments that Council received earlier, she believed this item should be continued until the next meeting. On September 14, City Council will have a special meeting to discuss affordable housing. Second homes, vacation rentals, and Airbnb are all drivers of this request. She believed City Council should discuss the housing in Astoria before making zone changes for specific pieces of property.

Councilor Nemlowill said she agreed with all of the public testimony that was given. She does not believe the application is in compliance with the Comprehensive Plan. She understood the College's request to bring the property into compliance and why the Planning Commission and Staff recommended the request be approved. However, the housing policies in the Comprehensive Plan protect neighborhoods from incompatible uses, including large-scale commercial, industrial, and public uses or activities. A single vacation rental may not be a large-scale commercial use, but citywide, it is a large-scale commercial use. Some of the uses in the C-3 zone could be considered large-scale commercial uses. Even though one property owner might be using this building as a vacation rental, that could change in the near future. Astoria is lucky to have its neighborhoods protected from vacation rentals. Examples of nightmare scenarios can be found all over Oregon where vacation rentals are destroying the character of communities. These communities make it easier for people to own second homes and make it less affordable for the people who live and work in those cities. She will not consider decisions about vacation rentals lightly. In the short term, approving this request probably would not make much of a difference. However, in the long term, over 50 years, it would drastically impact the character of the city. Right now, Astoria enjoys a second home ownership rate of only about three or four percent; the coastal average is 27 percent. In neighboring cities like Cannon Beach and Manzanita, most of the residents leave in the winter, which is not good for businesses or the community. People like to visit Astoria in the winter because the city has things going on year-round. She reiterated that she does not believe this application was in compliance with the Comprehensive Plan and she looks forward to Council's discussion about housing and vacation rentals. Astoria has a deficit of housing for Astorians and this does not help achieve betterment of that in any way.

Councilor Herzig agreed with Councilor Nemlowill and appreciated her depth of understanding of this issue. However, he did not believe the decision should be put off until after the work session on affordable housing. He has already read about the housing study in the paper and knew that one of the recommendations was to avoid the proliferation of vacation rentals for the reasons Councilor Nemlowill recited. He was concerned that the potential buyer may decide to sell the building to an adult bookstore if Council approves the zone change. The area is pivotal. 17th Street is residential and commercial zones face Exchange Street. He opposed the request and wanted Council to vote on it now.

Mayor LaMear said she planned to vote against the request. Astoria is supposed to have a certain percentage of residential and commercial property, but the city has a deficit of residential property and extra commercial property.

City Manager Estes said Staff would need to prepare Findings to support denial of the request, which could be presented to Council at their next meeting.

City Council Action: Motion made by Councilor Nemlowill, seconded by Councilor Herzig, to tentatively deny Amendment Request (A15-01) by Clatsop Community College to the Land Use and Zoning Map to rezone an area at 16th and Franklin Streets from R-3 (High Density Residential) to C-3 (General Commercial), pending adoption of Findings and Conclusions for denial, and direct Staff to prepare Findings. Motion carried unanimously. Ayes: Councilors Price, Warr, Herzig, Nemlowill, and Mayor LaMear; Nays: None.

Councilor Herzig asked if Staff could prepare Findings to support both approval and denial of decisions that might go either way so Council does not have to put off a decision in the future. City Manager Estes explained that Staff could not anticipate specific issues Council might bring up. Now that Staff has heard the issues raised by Council for this request, Staff can formalize the specific Comprehensive Plan language that was mentioned.

Councilor Price said the minutes of the Planning Commission meetings clearly indicated the Commissioners wrestled with their decision. Staff presents Findings that do seem to meet the Development Code and Comprehensive Plan, but the Commission is tasked with overseeing the Planning Department Staff to make sure they are doing their job properly and serve as an advisory board to the City Council. She believed their mission should be reinforced because it seems the Commissioners are not comfortable with some of their decisions. The Commission clearly wrestled with their decision on the Josie Peper building and did not want to deny the request for the same reasons as Council, but the Council did not get that kind of advice and she believes Council could if they asked the Commission.

Councilor Nemlowill said she understood what Councilor Price was saying. She was on the Planning Commission for nine years. It is difficult to deny a Staff report. She believed the Staff reports were good and that Staff were planning experts. It can be difficult for the layperson to come up with Findings that counter Staff's. Being a Planning Commissioner is challenging, but she believed the Commissioners gave a great deal of thought to their decisions.

City Manager Estes noted that Staff's recommendations are a starting point to get the conversation going. The elected and appointed officials are the policy makers. So, any time a Commission or City Council goes a different direction, it is no problem for Staff to prepare new recommendations.

Director Cronin added that Staff is challenged when Council makes decisions on livability. Livability is not clearly defined in the criteria. Therefore, the criteria Staff depends on is in the Development Code. Staff can go back and find Findings of Fact based on livability now that they have direction from Council. However, livability is not specifically mentioned in the Development Code, so Staff is in a tough position.

Councilor Price said she understood the distinction between Staff's job and the Planning Commission's job. However, she also believed the Planning Commission was tasked with representing the community in terms of livability. She wanted to hear from the Planning Commission on livability and the Findings.

Item 8(b): Authorization to Approve Intergovernmental Agreement (IGA) with Oregon Department of Transportation (ODOT) for 33rd Street and Highway 30 Street Lights (Public Works)

The area around the intersection of 33rd Street and Highway 30 (Safeway) is in need of illumination enhancements. This intersection currently accommodates State highway traffic, Safeway grocery store access, pedestrian users, and links the area to a well-used bus stop. City staff worked with the Oregon Department of Transportation to secure funding for street light improvements through ODOT's Quick Fix Grant Program. The cost estimate for illumination enhancements at the intersection is \$34,512. The Quick Fix Grant will fund the total estimated project cost. To move forward with the project, an ODOT Intergovernmental Agreement (IGA) will need to be approved by Council. The City Attorney reviewed the IGA and has approved it as to form. It is recommended that Council approve the Intergovernmental Agreement with the Oregon Department of Transportation for the planned illumination improvements.

Councilor Herzig said he was happy to see this project coming. He brought this issue to the Traffic Safety Committee over a year ago when residents in the area pointed out there were no streetlights at the intersection,

which is a busy and dangerous intersection. There have been some accidents and near misses, so he was happy that ODOT has decided Astoria needs the Quick Fix Grant.

City Council Action: Motion made by Councilor Herzig, seconded by Councilor Nemlowill to approve the Intergovernmental Agreement with the Oregon Department of Transportation for the planned illumination improvements. Motion carried unanimously. Ayes: Councilors Price, Warr, Herzig, Nemlowill, and Mayor LaMear; Nays: None.

Item 8(c): Authorization to Award Progressive Design Build Contract for Pump Station No. 1 Upgrades (Public Works)

In August 2015, the City Council authorized soliciting proposals and utilizing a Progressive Design Build contract for the Pump Station No. 1 Upgrades Project. On August 25, 2015, the City received two proposals: Portland Engineering, Inc., and Industrial System, Inc. The selection committee used the following criteria to evaluate the proposals from both qualified firms: Experience and capabilities; organization, management and safety; project approach; and fee and rate proposal. Based on the scores, Portland Engineering was chosen to negotiate a Progressive Design Build Contract in two phases. Phase 1 includes design and development of a Guaranteed Maximum Price for installation of the equipment. Portland Engineering will perform this task for a total not-to-exceed fee of \$30,000. Phase 2 will consist of equipment purchase, installation, programming and training. A contract amendment for Phase 2 is anticipated to be presented to Council for authorization by the end of October. The planning level budget for Phase 2 is \$175,000; however, additional funds may be needed if bypass pumping becomes essential for the installation strategy. The project budget is as follows:

PROJECT BUDGET	
Phase 1 Progressive Design Build	\$ 30,000
Phase 2 Progressive Design Build	\$175,000
Construction Project Management	\$ 19,500
Electrical Permit	\$ 500
TOTAL	\$225,000

A grant incentive offer of \$72,940 has been executed with Energy Trust for the project. Preparation of the official Energy Trust Agreement is underway and is anticipated to be presented to Council for authorization within a month. Funding for the project is available in the Public Works Improvement Fund and Energy Trust of Oregon incentives. The Contract has been reviewed and approved as to form by the City Attorney. It is recommended that Council award Phase 1 of the Pump Station No. 1 Upgrades Project to Portland Engineering, Inc., through a Progressive Design Build Contract, for a not-to-exceed amount of \$30,000.

City Council Action: Motion made by Councilor Price, seconded by Councilor Warr to award Phase 1 of the Pump Station No. 1 Upgrades Project to Portland Engineering, Inc., through a Progressive Design Build Contract, for a not-to-exceed amount of \$30,000. Motion carried unanimously. Ayes: Councilors Price, Warr, Herzig, Nemlowill and Mayor LaMear; Nays: None.

Item 8(d): Contract Amendment for Engineering Services for Pump Station No. 1 Upgrades (Public Works)

The City of Astoria's wastewater treatment facility, interceptor, and the main pump and lift stations were constructed in the mid-1970s. Pump Station No. 1 is the largest pump station in Astoria and is located in the Alderbrook neighborhood. Pump Station No. 1 contains three wastewater pumps with two variable speed 125 horsepower pumps and one fixed speed 75 horsepower pump. The system has provided reliable service for the past 40 years but lacks efficiency. Replacement parts are no longer readily available and parts of the system have reached the end of their useful life. On June 1, 2015, the City Council authorized Richwine Environmental to prepare a Concept Design Report for this project. The project was advertised as a Progressive Design Build Contract with award being included in the current Council agenda packet. The Contract Amendment with Richwine Environmental is in the amount of \$19,500 for contract management through completion of the project. Funding for this project is available in the Public Works Improvement Fund. It is recommended that Council execute a Contract Amendment for Construction Project Management with Richwine Environmental for a total not to exceed \$19,500 for the Pump Station No. 1 Project.

City Council Action: Motion made by Councilor Price, seconded by Councilor Warr to execute a Contract Amendment for Construction Project Management with Richwine Environmental for a total not to exceed \$19,500 for the Pump Station No. 1 Project. Motion carried unanimously. Ayes: Councilors Price, Warr, Herzig, Nemlowill and Mayor LaMear; Nays: None.

Councilor Herzig requested an explanation from Staff at a later time on a paragraph on Page 2 of the memorandum regarding the reevaluation of the 2013 Energy Trust of Oregon Technical Analysis Study.

Item 8(e): Public Hearing and Ordinance Amending City Code to Prohibit Tobacco and Marijuana Use in City of Astoria Parks (1st Reading) (Parks)

During their August 17, 2015 meeting, the City Council and held a public hearing to consider an ordinance banning smoking and tobacco use in City parks. The City Council voted to approve the ordinance but requested that staff update the ordinance to also ban the use of marijuana in City parks. The City Attorney reviewed the proposed changes and recommended a new hearing be held with the addition of banning marijuana use in City of Astoria Parks; therefore, an additional public hearing and first reading of the updated ordinance is needed. If the City Council approves the proposed ordinance, signage informing users of the law will be printed and installed in all City of Astoria Parks. The cost to print the needed signage is estimated to cost between \$2,500 - \$6,750 depending on quality and size. To assist in offsetting the signage printing costs, \$750 in funding is available from the Oregon Tobacco Prevention and Education Program via Clatsop County. The remainder of the funding to install signage would come from the Capital Improvement Fund. In the event that enforcement is needed, Section 5.933 of the Astoria City Code provides that the director, the director's authorized representative, and police officers have the authority to eject a person from the park. If further enforcement is needed, the penalties identified in Section 1.010 of the Astoria City Code also apply. These are the same laws that are used to oversee all other City of Astoria Parks Rules and Regulations, such as horseback riding, alcohol consumption, or dumping of refuse. The City Attorney has reviewed and approved the proposed ordinance and it is recommended that Council amend the Astoria City Code to prohibit tobacco and marijuana use in City of Astoria Parks.

Mayor LaMear opened the public hearing at 8:11 pm and called for testimony in favor of, impartial, or opposed to the proposed ordinance. Hearing none, she called for Council discussion and deliberation. There was none. She closed the public hearing at 8:12 pm.

Councilor Herzig said this item has come back to Council because Councilor Price asked that marijuana be added. He believed she misspoke when she said marijuana had been specifically excluded from the ordinance. Marijuana was not mentioned at all, so it could not have been specifically excluded. However, marijuana has now been specifically included. Public consumption of marijuana is already illegal in Oregon, so the addition of marijuana to this ordinance just reinforces that anyone smoking anything in public parks is in violation of the ordinance. He wanted to make sure this ordinance would not target any individuals. Some people do not have private places to smoke and he hoped the City would very gently make this a community endeavor instead of something law enforcement is burdened with.

City Council Action: Motion made by Councilor Nemlowill, seconded by Councilor Price to conduct the first reading of the ordinance to amend the Astoria City Code to prohibit tobacco and marijuana use in City of Astoria Parks. Motion carried 4 to 1. Ayes: Councilors Price, Herzig, Nemlowill and Mayor LaMear; Nays: Warr.

Director Brooks conducted the first reading of the proposed ordinance.

Item 8(f): Removal of Fill from Heritage Square (Public Works)

The City of Astoria was awarded a United States Environmental Protection Agency (EPA) Multi-purpose Brownfield Pilot Grant in 2012 for assessment and cleanup of the Heritage Square site. During the construction of the Garden of Surging Waves project, approximately 1,200 cubic yards of unsuitable material was excavated and stockpiled within the former Safeway building basement. The spoil material was left on-site with the understanding that the City would be receiving grant funds to be used for removal costs. The material has been tested and is currently undergoing additional testing as a part of the EPA grant requirement. It is expected that the EPA will authorize local disposal. If the material can be placed at a local site, the project will remain within the grant budget. It has been determined that the City-owned quarry property located along Pipeline Road would

be a qualified site. Once placed, the material will be covered with a geotextile fabric to serve as a demarcation and also covered with a minimum of three feet of soil. The site will then be seeded. In regard to the potential contamination of the groundwater, the contaminants associated with the stockpile soil are not considered highly leachable. In other words, they are not easily susceptible to movement within the ground if exposed to groundwater. The material will be placed above the high water table and covered with approximately 30 feet of cover minimizing the potential for contact with groundwater and the material impacting the surrounding area. The EPA Multi-purpose Brownfield Pilot Grant requires a \$40,000 match from the City. In the near future, staff will bring a request to the Astoria Development Commission to allocate \$40,000 from the Astor East Urban Renewal District for use as a match. It is recommended that Council approve the use of the quarry property for placement of the Heritage Square material.

City Manager Estes said Staff has received new information since the memorandum was prepared.

Engineer Harrington explained that this process takes a long time because Staff must go through a federal government process that requires a lot of paperwork and documentation. Additionally, this is a pilot project and protocol for combining assessment and cleanup is being developed as the project progresses. The Assessment of Brownfield Cleanup Alternatives has been reviewed by DEQ, the City, and the EPA. The consultant is making final changes to the document and it will be sent back to the EPA. Staff will then begin a 30-day public review period. This process is supposed to be completed, finalized and approved before the City takes any action, but Staff is working with the EPA to see if some of the clean up can be done a little bit early. However, he assumed the City would have to wait for approval. The first round of testing was thorough, but not thorough enough. So additional testing is being done. The DEQ is considering sustainability options and ways to minimize the overall footprint of the project. The additional testing will determine if it is safe to put the material at the quarry instead of trucking it to Hillsboro. He showed the quarry site on the screen, noting which portion of the property was owned by the City and which portion was owned by James Neikes. The quarry is being refilled to return it to a natural state. He showed on the map where the material would be placed, which was an area about five feet deep, 40 feet wide and 160 feet long. By the time the site is brought up to full grade, the material will be about 60 feet deep, against the quarry wall, and on a slope that provides good drainage. The material is not highly contaminated and includes contaminants from burned wood, asphalt, rock, gravel, and brick. The second round of testing will be more specific so that Staff can determine where to send the material. Placing the material in the quarry will save about \$20,000 in hauling costs as well as fuel costs and truck traffic. The results for the testing just came in that morning and the consultants will begin analyzing them. He expected the results to be favorable for the quarry site. One of DEQ's criteria is that hazardous substances in the material be at a concentration below a human health risk level. The material is not highly contaminated, but it is not clean. However, buried three feet below ground, the material will pose no threat. Putting the material in the quarry will not adversely affect water systems and covering it will minimize exposure to ecological receptors. Currently, the only proposed use of the quarry site is as a lay-down area for storm debris. The area is visible to the public from Pipeline Road, so it will be hydro seeded and replanted to look like the rest of the hillside.

City Manager Estes asked that City Council approve the use of the quarry property for the placement of the material being removed from Heritage Square. The EPA and DEQ are interested in keeping the material within the City limits to keep the project more sustainable by reducing the greenhouse gasses generated by hauling the material to Hillsboro. Astoria has a limited amount of funds for the project and the cost savings will allow the City to receive the letter of no further action without spending additional City funds.

Councilor Herzig asked Staff to explain how the material would be compacted in two-foot lifts. Engineer Harrington said there were several ways to place material. Material could simply be dumped over a bank if there were no concerns about structural stability. This results in land movement and other issues. When new facilities are built, materials are compacted to meet density requirements. In this case, the material was unsuitable for the park because the pavers would have settled over time. Even though the material will not be used as structural fill, it will be compacted to prevent it from settling in the future. The material will be spread out two feet deep, compacted, and then another two feet is placed on top to be compacted again.

Councilor Nemlowill said this was exciting news because cleaning up Heritage Square and developing a plan for its use is a priority. One reason the City had to wait so long to get rid of the contaminated soil is because of this grant for assessment and disposal of the material. She read in the agenda packet that additional City funds would be needed in the future. City Manager Estes explained that part of the grant agreement included a \$40,000 match from the City. The grant provided a total of \$400,000 for the project, \$200,000 for the assessment and \$200,000 for the cleanup. When City Council accepted the grant, they acknowledged the match

that went along with the remediation component. Therefore, now that the project is nearing the remediation phase, Staff wanted to remind Council of the match, which will be presented to the Astoria Development Commission when the allocation needs to be approved.

Councilor Nemlowill said she wished she had a copy of the Buildable Lands Inventory map to look at and asked if the City had any future plans for the quarry property. Putting the contaminated soil at this site will eliminate the possibility of residential development. City Manager Estes said the portion of the quarry site owned by Mr. Nikas is zoned residential. Staff does not anticipate any residential structures on the face of the cliff. The material will not be placed in the middle of a developable property, but will be placed in a way that accommodates open space. Engineer Harrington added that Mill Pond has multiple areas that have petroleum products underneath the soil. Those areas were managed in a similar way by DEQ. Mill Pond had no dig zones, but the no dig zones will not apply to the quarry because no one will dig 60 feet into a rock face. Now that Staff has the data, they know the project will cost about \$200,000. When the Garden of Surging Waves was built, the City decided to wait for the grant money to pay for the disposal. Patience with the process is worthwhile because the City is saving \$400,000. The process would have been different if the City had disposed of the material during the Garden of Surging Waves because the EPA would not have been involved. Also, the City had no where to put the material at that time.

Mayor LaMear called for public comments about the proposed use of the quarry site.

Chris Farrar, 3023 Harrison Avenue, Astoria, wanted to know if the assessments of the quarry site considered the groundwater, rainfall, surface water runoff, and what concentrations of toxic substances might be carried in the water. Sometimes, it is not a good idea to bury contaminated materials. He liked the idea of burning less gasoline, but was skeptical about placing the materials at the quarry.

Engineer Harrington explained that Staff was approached by DEQ to look for a site. Staff considered various sites and presented them to DEQ. The consultant and DEQ visited the quarry site and determined it was appropriate. The material will be placed above the level of the groundwater. In the event that surface water would leach out of the hillside, there would be no concern because the material has been deemed very lightly leachable. The contaminants are not the type that will travel in ground water. Studies of ground water migration towards the river indicated the only materials moving in the ground water are the contaminants from the dry cleaning operation. The materials to be moved to the quarry are from underneath the Garden of Surging Waves and do not contain any substances that are working their way out into the street.

Mr. Farrar believed the study seemed rather cursory and confirmed his questions had been answered.

Councilor Herzig understood that everyone wanted to see the site cleaned up. However, he was very concerned about burying contaminated soil. DEQ may have signed off on it, but he did not trust DEQ's opinion on many of these issues. He wanted the City to explore ways to contain the material in water-tight and air-tight containers and store the containers at the transfer station until the City can determine exactly what is in the materials and where they should be placed. Loads could gradually be sent to Hillsboro. He was bothered by any kind of contaminate being put back into the soil. The material may not be leachable, but things have gone wrong in the past. He appreciated all of Staff's work on this project and understood the City wanted to move forward. However, he wanted Staff to explore putting the soil in containers to be stored above ground until a proper disposal method can be found. City Manager Estes said hauling the material to Hillsboro is the other option that DEQ would approve. Councilor Herzig understood, but wanted to know if Staff explored a third option of putting the materials in containers and keeping it in the City until a later time. City Manager Estes replied DEQ would not approve it. He confirmed that Staff has been working on this issue for about four months. DEQ representatives have come to Astoria to investigate other options. Their goal is to permanently address the issue, so the only two options DEQ is willing to approve is hauling the material to Hillsboro or burying it in a facility like the quarry site.

Councilor Herzig said he hated to hold up the proceedings, but he wanted to hear this from a DEQ representative. He was not happy with DEQ only giving the City two options, one being bury the material in the City's soil and the other being expensive.

Mayor LaMear intended to vote to approve the request. She believed DEQ has done their work very well by visiting the quarry site and indicating the procedures necessary to make this a safe placement. It sounded like the soils are not contaminated to a degree that would cause any safety concerns.

Councilor Price understood the new test results will be analyzed and Council was being asked to provide tentative approval based on favorable test results. Engineer Harrington confirmed that if the request is approved, only the soil that meets DEQ criteria for this method of disposal will be placed at the quarry. Any material that does not meet DEQ criteria for this method of disposal will be hauled to Hillsboro. Highly contaminated soils will be hauled to Arlington because Hillsboro will not accept them. Over the last 50 years, children have stepped on that parking lot and stood three inches from this material. The material is underneath the parking lot and contains contaminants because the asphalt and oil from cars leached into it.

City Council Action: Motion made by Councilor Warr, seconded by Councilor Nemlowill to approve the use of the quarry property for placement of the Heritage Square material. Motion carried 4 to 1. Ayes: Councilors Price, Warr, Nemlowill and Mayor LaMear; Nays: Councilor Herzig.

Item 8(g): Resolution Expressing Opposition to the Proposed Oregon LNG Liquefied Natural Gas Terminal and the Oregon LNG and Washington Expansion Project Pipelines (City Council)

City Manager Estes noted Mayor LaMear asked this item be added to the agenda and no Staff report was available. Copies of the resolution had been given to Councilors. He also had copies of the cover letter and resolution adopted by the City of Molalla.

Mayor LaMear read the resolution, and then invited public comments.

Sue Skinner, 511 Jerome, Astoria, thanked Council for the resolution. It is interesting that this topic has been discussed just following Engineer Harrington's presentation about covering asphalt and oil contaminants with three feet of soil on an embankment. This is a gigantic project that will completely change the fabric of the community and the entire coast. Even if staging is not at Tongue Point, the project is enormous and ridiculous. She did not understand why Safeway was not helping with the cleanup of the parking lot. Oregon LNG is a Shell company and she did not know who the hedge funders were. If anything happens, Oregon LNG will not do anything and the responsibility will fall on the City. This is about getting taxpayer money for their project so that hedge funders can make a lot of money. She was happy about the resolution. She thanked Mayor LaMear for speaking to DEQ a few weeks earlier.

Laurie Kaplan, 766 Lexington Avenue, Astoria, thanked City Council for discussing the resolution. She believed many people had been waiting for the City to do something proactive to protect Astoria. The resolution is wonderful. She agreed with Donna Quinn and Donna Sheridan's comments about the Josie Peper building and neighborhoods because a lot of their comments apply to this issue. City Council can stand up for Astoria at this crucial juncture. This terminal will change things a lot more than a rezone and the City has the opportunity to get things right. Astoria's jobs will be destroyed and the community is lucky that Council is working to protect neighborhoods and the city. She thanked City Council for considering the resolution.

Mayor LaMear thanked Councilor Price for putting the resolution together.

Robert Jacob, 140 Grand, Astoria, applauded City Council for the resolution. He always believed it was odd that over two-thirds of the county voted against the pipeline but the City was unable to ever make a statement. When the executives were staying at his hotel, they bragged about why they choose small towns. They said rural communities were unsophisticated and easy to sway with the promise of jobs and lower property taxes. This is wrong in all kinds of ways. The people that like to move to Astoria bring jobs and he did not believe sophisticated people would move to an area where there are two enormous 20-story LNG towers.

Josie Peper, 5276 Ash Street, Astoria, asked what the resolution said about traffic in Astoria. Mayor LaMear read the relevant portion of the resolution, which indicated the LNG project would involve staging materials at Tongue Point and construction activities would dramatically impact traffic and transportation in the city. She understood that 486 heavy truck trips would be made each day taking pipe from Tongue Point to the construction site. Ms. Peper added there would be an additional 812 personnel vehicles. She wanted the resolution to be more clear about how negatively Astoria would be affected by the traffic because it is unacceptable. She believed it was very important for Astoria to submit the approved resolution to the hearing that is being conducted now until September 18 in Warrenton. Last week, she spent 9½ hours at the hearings and heard Mr. Connor's rebuttal, when he said if Astoria does not like the location, it would have to be moved. However, Astoria must let Mr. Connor and the hearings officer know loud and clear that the location is not

acceptable. She was grateful that City Council was considering the resolution. Friday, September 18 is the last opportunity to submit anything and she had the address of the person who is receiving correspondence.

Councilor Price thanked Mayor LaMear for her leadership on this issue. The resolution was originally about two pages long. She and Mayor LaMear worked for about a week to get it down to one page of essential, fact-based issues that directly affect Astoria. There are many other facts that would directly and profoundly impact Astoria, but the resolution will send the necessary message to Governor Brown, who has the authority to deny all of the state permits for this project and has stated she has been waiting to hear from the communities. Oregon's Senators and Congresswoman Bonamici have influence over the federal permits and she is happy they will hear from Astoria. The river defines Astoria and the City has to speak out.

Mayor LaMear said one of the reasons she added the resolution to this agenda was because the Federal Energy Regulatory Commission (FERC) hearings in Astoria have been scheduled for September 21, 2015.

Councilor Price added she and the Mayor were aware of the upcoming deadlines for the hearings in Warrenton and Astoria. If the resolution is passed, she asked that it be submitted to FERC and the elected representatives at the state and federal levels, as well anyone else deemed appropriate.

Tom Duncan, 511 Jerome, Astoria, said at the last hearing, ODOT's traffic study was discussed. The study suggested the addition of 487 heavy trucks and 1,200 total vehicles per day for four or five years. These numbers did not seem to make any difference to anyone in the audience, but it would bring Astoria to a complete standstill for four years. The traffic would go down Commercial Street, which is insane. At the end of the discussion, a lawyer in favor of the LNG facility said the staging area might not be at Tongue Point because no one had really thought about it; however, Tongue Point was stated in the proposal. Therefore, the entire project is very poorly thought out. He believed the project was some kind of a ponzie scheme with some other purpose. However, Astoria has to take the issue seriously. One proposal could be to counter that this cannot be allowed unless a by-pass is built first.

Kathleen Sullivan, 5161 Birch Street, Apartment 4B, Astoria, said she is the front desk supervisor at the Cannery Pier Hotel, which is within site of the proposed LNG facility. Every day, she speaks with people from around the world that come to this area specifically for what Astoria has to offer, Fort Stevens, Fort Clatsop, the Lewis and Clark legacy, the beautiful Columbia River, and Washington. For some of these people, it is a once in a lifetime dream to get to the area. This summer was tough because of the traffic. She and many others changed their plans and she had to advise tourists about the traffic issues. She was concerned about the traffic because she lives in Alderbrook. She can walk to Tongue Point, but cannot get on campus. She was very pleased that City Council was considering this resolution. The City is at a turning point and Astoria needs to start leading.

Jan Mitchell, 362 Duane Street, Astoria, said she used to be a land use and transportation planner. Over the past two weeks, she had been emailing ODOT about the project and has learned there is no talk about the Warrenton portion of the project. ODOT is only discussing the project between Harbor Street and 12th Street. Every traffic impact is minimized and whisked away by the consultants. The report was appalling and she would not have accepted it if she were on staff. She understood ODOT does not have much leeway in terms of making requirements and they are dependent upon the City of Warrenton for any impact requirements. The only place she was able to find information was in the Environmental Impact Study (EIS) for FERC. FERC has never turned down an LNG proposal. If she understood the situation correctly, ODOT just has one number they use to decide if a street has reached capacity and it is a figure used for freeways. This means ODOT considers one lane on the new Young's Bay Bridge to be a freeway lane. Anyone who has driven across the bridge knows it is not a freeway lane. All of the roads being considered are small urban streets and rural highways and the capacity of those roads drop considerably. ODOT does not have the staff or staff time to stand up and say this does not fit and they are using 2013 figures. Traffic counts are taken in the area, but a special request must be made to get the 2014 figures. She believed there were people who could make the special request, but no one has. Traffic counts in 2015 were worse, but this is being played as if we will hardly notice the traffic impacts. The information she has been able to find only mentions vans and small trucks coming from east of town. She was worried about where Warrenton would house all of the employees, but there is no information on this, although, storage at Tongue Point has been discussed. She spoke to someone who had been through the Dakotas and saw the huge camps of RVs for the workers. There is no flat land that can be used for a camp in this area. It's all smoke and mirrors and no information is being given. The project has not been thought through because Oregon LNG believes they will get tax money. However, this will ruin Warrenton and prevent Warrenton from becoming the little fishing village it could become. She believed the resolution will send a message to the state legislators.

Councilor Nemlowill asked what action Ms. Mitchell would like to be taken.

Ms. Mitchell said she would like the governor, congresswoman, and senator to get state agencies involved. State agencies have not spoken on this issue, but they will, and they need to be aware of the information the community is getting. Unless state agencies consider information like the 2014 traffic counts, they will only see what is being fed to them. She did not believe FERC would do anything different from what it has always done. So, the state agencies and state officials have to come through.

Councilor Herzig wanted to know who had the authority to request the 2014 traffic counts. Ms. Mitchell believed the mayor, city manager, and the public works director could make the special request. She was sure the 2015 traffic count was available as well.

Sean Fitzpatrick, 1046 Grand Avenue, Astoria, said he had such a strong emotional feeling about this issue that he was unable to succinctly articulate his opinion. He thanked City Council for considering the resolution and expressing opposition to the proposed LNG terminal and pipeline expansion. He also thanked those who spoke before him, noting he echoed their sentiments.

Beatrice Jenkins, 385 Maple Street, Woodland, WA, said she was opposed to the resolution. The EIS just came out a month ago and meetings are still being conducted in Washington and Oregon to take public comments. Two hearings in Astoria have been scheduled on September 21, but City Council is already deciding on a resolution. The public should have the chance to decide on the resolution. She believed City Council should consider that there are people who still need to be heard and the EIS needs to be reviewed. It takes a lot to stand in front of a room full of people who support the resolution and say she does not support it. However, this is not a popularity contest. People have just begun to review the EIS. She asked that City Council give people the chance to attend the public meetings and express their views.

Chris Farrar, 3023 Harrison Avenue, Astoria, said the last speaker does not realize that the resolution has been made by the City Council to express the views of the City on the effects of this horrendous project on the entire region. Astoria is trying to come to Warrenton's aid by bringing some sanity to their thought process. Warrenton is part of the community and he hoped Warrenton would understand, meet with people in opposition to the project, and make a decision that would benefit the entire region. The resolution does not cut off public debate. Public comments will continue to be taken by the agencies that have the authority to provide permits, so there is plenty of opportunity to provide input. City Council cannot grant or deny permits, but it is very concerned about the economic damage this project will do to the region forever.

Councilor Warr prefaced his comments by saying he had no strong feelings one way or the other towards LNG and was not speaking completely in favor of LNG. However, he was very concerned about several things. Several months ago, when the City implemented the section of the Riverfront Vision Plan that included Port of Astoria property, some pretty tough regulations were implemented that potentially adversely affected the Port's ability to conduct business. The City got so angry that the Port had the audacity to object to the regulations that the City refused to join an enterprise zone with them. In years past, Astoria has taken pride in building relationships with other agencies, businesses, and other cities. Warrenton is in favor of the LNG facility and pipeline expansion and now, Astoria has the audacity to object like the Port objected to what Astoria was in favor of. He believed the resolution would not make a big impact because FERC will make the final decision. However, the resolution will certainly have an impact on Astoria's relationship with Warrenton. He believed City Council should think about this relationship because Astoria will need Warrenton for a long time. When Astoria acts in its own interest, the City does not want objections and Warrenton should be given the same consideration. A report from ECONorthwest, dated July 12, 2015, presented to CH2M Hill, indicated the distribution and amount of property tax receipts would be \$90,029,494 annually. This is one reason Warrenton supports the LNG project. Distributions will be as follows:

The Astoria School District	\$892,000
The City of Warrenton	\$24,000,971
Clatsop County	\$11,000,784
Clatsop Community College	\$6,000,245

This does not sound like tax payer money would support what was alluded to earlier. He believed the report was accurate, but would not try to sway others to agree. He also had a very detailed report about the safety history of

International LNG Operations, which indicated that with few exceptions, LNG handling facilities have exceptional safety records when compared to refiners and other chemical industries. With the exception of the 1944 Cleveland Disaster, all LNG related injuries and/or fatalities, however devastating, have been limited to the plant or contractor personnel. There have been no LNG shipboard or LNG-related deaths, nor has any member of the public been injured by an incident involving LNG since the failure of the improperly designed and constructed Cleveland facility. Small LNG vapor releases and minor fires have also been reported, but impact was limited to the plant and the hazard was properly handled by plant personnel. Other accidents have occurred during the construction and repair of LNG facilities. Some of these accidents have been used to tarnish the exceptional safety record of LNG, but no LNG was directly involved in the incident. These accidents can only truly be called construction accidents. There have never been any deaths resulting from LNG tankers. This report contains every other report conducted over the last 40 years. LNG is a very safe industry, which leads him to believe that Councilors should be very careful about what they say and make sure all claims are accurate. The safety report raises a lot of questions about the claims made in the resolution to which he would like answers. He read the sections of the resolutions he had questions about, which included statements about the safety risks associated with the storage, processing, and transportation of LNG, an enormous and unrealistic burden on Astoria's firefighters and first responders, and negative impacts on salmon, the estuary, fishing and crabbing, local tourism and natural resources. Since there have been no accidents, he wanted to know exactly what the safety risks were. If the City is claiming this is true, City Council should know exactly what the risks are. He believed the hazard zone mentioned in the resolution is the blast zone indicated on a map in a recent report and the City should be able to explain this if asked. He assumed that like the Bradwood Landing Proposal, the Astoria Fire Department would benefit financially. He agreed the LNG project may be harmful to salmon and the fishing industry; however, the Corps of Engineers has been deepening the channel over the last 10 or 12 years, which is a much bigger dredging project than the LNG project. The last two years of salmon runs have been record highs. His son-in-law, who has been a crabber for 25 years, has had record catches in the last three years. Therefore, he did not believe the dredging would negatively impact the fishing and ecological balance in the Columbia River Estuary. He wanted to see some figures that would indicate the impact of dredging on the river. He agreed the tank would be ugly, but noted it was not possible to contaminate the water with LNG because LNG is lighter than water and has a boiling point of -159 degrees. Contamination could from the ships, but adding one or two more ships on the river each week will not make a measureable impact. In the late 1960s, Oregon Natural Gas tore up a lot of ground to bring a pipeline and gas service to the City of Astoria that made a huge positive impact on people. The City of Astoria is making big claims that he doubted could be demonstrated or proven. If a vote was conducted at this meeting, he would vote against the resolution.

Councilor Price said she had heard Councilor Warr's arguments for 10 years and understood about 30 percent of Astorians agreed with him. Eight years ago, about 70 percent of the county and 65 percent of Astoria agreed as well. She and Mayor LaMear worked hard to make the resolution very fact based and she had an annotated version. The facts have been acknowledged by the Columbia River Keeper, Oregon LNG, and FERC's draft EIS. She could give Councilor Warr answers to his questions, but this would be a very long hearing. Answers to all of Councilor Warr's questions are available, but City Council's purpose is to stand up for its constituents who have repeatedly asked City Council to say no. Council has this opportunity now, which is why the mayor has presented the resolution now. Mayor LaMear has attended hearings and now is the time to speak out about this issue because of the hearings that are coming up later in the month. If Councilor Warr does not believe the resolution matters, he should just vote in favor of it. This resolution is a message that goes directly to Governor Brown, who has made it clear she is very interested in hearing what Astoria has to say. Clatsop County has voted against the LNG project. This is not anti-Warrenton or anti-Port. She believed the Port wanted out of the lease because it is a \$6 billion project that would only give them \$38,000 a year. The Port might like to consider other options that would provide more financial benefits and would be more acceptable to the community. The Port is interested in developing a good relationship with the community, just as the City does. She believed City Council should be as factual as possible and she worked very hard with the mayor to make this resolution is factual.

Councilor Warr said the resolution did not contain any facts.

Councilor Price responded yes it did. She noted City Council passed the Healthy Options Resolution in 2014, which contains whereas statements that may not be supported by any scientific evidence within Astoria or Clatsop County. Additionally, there is no proof that supporting the HEAL Cities Campaign would achieve any of the goals listed in the resolution. Therefore, resolutions are not meant to be factual statements to FERC of x, y, and z. She clarified that the City was not hysterical about this issue, but very grounded in the realities of what a heavy industrial facility on the mouth of the Columbia River would do to Astoria. She was reflecting what Senator Johnson has said about this being the wrong project at the wrong place at the wrong time with the wrong people.

The majority of her and Councilor Warr's constituents have repeatedly said they want City Council to speak up for Astoria and send a message to its leaders.

Councilor Herzig said the concerns about jobs are legitimate and no one is ignoring them. Everyone wants good, sustainable jobs that build the community, not tear it apart. Astoria does not want to be an unsophisticated or easily swayed rural community that will do anything at the promise of a job. This is a legitimate concern and jobs for Clatsop County must be considered. However, this is not the way to do it.

City Council Action: Motion made by Councilor Price, seconded by Councilor Herzig to approve the resolution expressing opposition to the proposed Oregon LNG liquefied natural gas terminal and the Oregon LNG and Washington expansion project pipelines, as presented. Motion carried 4 to 1. Ayes: Councilors Price, Herzig, Nemlowill and Mayor LaMear; Nays: Councilor Warr.

Item 8(h): Update on People Places Park (Mayor LaMear)

This item was added to the agenda during Item 6: Changes to the Agenda.

Councilor Herzig said he requested this item be added to the agenda, but did not realize the meeting would run so late. The Parks Board recently voted to authorize the removal of the structure at People's Park because the structure is unsound. The structure will be removed by the end of the month and the park will be restored to green space.

Director Cosby explained that People Places Park is at 16th and Marine. In the 1970s, the Rotary Club built an observation tower and deck that were maintained by the Rotary and the Coast Guard until about 10 years ago. The materials have degraded and rotted and the entire structure is unsafe. Staff received bids for replacing and repairing the structures, but this would cost between \$12,000 and \$16,000, which is out of the Parks Department's price range. Staff asked the Rotary if they believed the structure was still necessary and if they would continue maintaining it. After discussing this for about two months, the Rotary told the City the structure was no longer a priority for them and it could be removed. Since the Parks Department is just beginning the master planning process, the structure will be removed during a CHIP-In event on September 20 from 9:00 am to noon. The area will be restored with grass, and possibly a picnic table or two.

Councilor Herzig said the area will remain a public park, but the dangerous structure would be removed. Director Cosby noted the structure has been completely closed off since June.

NEW BUSINESS & MISCELLANEOUS, PUBLIC COMMENTS (NON-AGENDA)

Karin Temple, 1032 Grand, Astoria, said she helped start the warming center last winter and asked City Council to provide the warming center with funds. Citizens showed initiative by starting the warming center and demonstrating that it was necessary and successful. The warming center also received a great response from the community in terms of donations and volunteerism. Therefore, she hoped some agencies and the City would help the warming center continue. The warming center is grateful for the use of the Senior Center, which the City supported. During its first winter, the warming center kept people off the streets and out of the emergency room for 24 days at an average of 14 people each night. The Senior Center paid the warming center's insurance and some of the utilities. However, that space is no longer available and the warming center must find another place to warm, feed, clothe, and house people during nasty nights in Astoria. The United Methodist Church has offered free rent, but there will be insurance payments and utility bills. The warming center is not affiliated with a church, but their funds go through Grace Episcopal Church's Hunger Ministries so that people can make tax deductible donations. The warming center is working towards an Oregon non-profit status. Last winter, the warming center learned their guests had no public place to get clean. This is a primary need of their guests and they would like to meet this need this year. The guests were given passes to the aquatic center, but they were not welcome and would have to get back into their dirty clothes. The owner of a laundry mat gave the warming center some passes for free laundry services, but the guests would have to stand there in their birthday suit while washing their clothes. Warming center volunteers observed what a difference it makes just to put on clean clothes. People suddenly felt they had more self worth. She would like to put a shower in the warming center. Warming centers in St. Helen and Tillamook are supported by organizations similar to Clatsop Community Action (CCA), but CCA has not jumped on board with the Astoria Warming Center. The warming center has bids, permits, and plans to put a shower, washing machine and two dryers in the basement of the United Methodist Church, as well as a contractual agreement with the church for at least three years. The warming center has a faith budget of

\$17,000. Contributions have come in from the public, but the warming center still needs help. The warming center would like to be open by the middle of November and she hoped the City would participate in this effort. The warming center is just a band aid to help the homeless population, who only receive help on nasty nights and must be sent out again in the morning. But it is a step in the right direction.

Mayor LaMear explained that one of the problems is that the City sets aside a certain amount of money each year for social services. This is done during the budgeting season. If this had been presented during the budgeting season, City Council could have determined if there was a way to help the warming center.

Ms. Temple said she hoped there was little pocket of funds somewhere that could be used. She knew the rescue mission received funds, but did not know how they were included in the budget. The warming center will definitely be involved in the next budget cycle, but helping people get clean is a big goal of the warming center.

City Manager Estes said City Council would have to deviate from the Budget Committee's recommendations in order to make a contribution to the warming center. Staff would have to figure out where the money would come from while keeping in mind that a specific amount had been budgeted for social services.

Director Brooks added that Staff would need information from the warming center to ensure the funds would be legally appropriated. She was concerned about the funds flowing through a church that the warming center was not affiliated with as the City cannot provide funds to religious organizations.

Ms. Temple said the church made their Hunger Ministries account available to the warming center. The warming center has a special section of the account so that people can make tax deductible donations.

Director Brooks clarified that the City is prohibited by State law from contributing to religious organizations and she was concerned about the money flowing through the church.

Ms. Temple believed the City of Warrenton was able to channel money through CCA, so maybe Astoria could do something similar.

City Manager Estes noted that City Council would need to make a policy decision about allocating funds separate from the budget process.

Mayor LaMear requested this issue be added to the next meeting's agenda.

Councilor Price noted the homelessness task force would meet on September 18. Ms. Temple said she was on the task force, but funding the warming center was not on their agenda. The task force was created to discuss interactions between the community and the homeless.

Councilor Price understood, but explained she has heard Chief Johnston say that the warming center had a positive impact on the number of complaints about homelessness. She suggested the task force recommend the warming center as a useful tool. She did not believe the City would deviate from the budget. However, based on the task force's recommendations, the City may be able to consider a small contribution of \$1,000 or some other amount. City Council's next meeting is on September 21 and it might be a good idea to add this discussion to the agenda.

City Manager Estes asked if the warming center had a specific amount they would like the City to contribute.

Ms. Temple said the bids total about \$17,000, but some of the bids are charity bids. The warming center already has several thousand, but it is a faith budget. The warming center will open even if it does not have showers. However, they have to find a way to get their guests clean.

Councilor Price believed City Council needed to consider these requests in the broader context of all of the pressures. She was sorry the warming center missed the budget meetings a few months ago.

Mayor LaMear confirmed this would be on the next meeting's agenda and directed Staff to look for ways to provide some kind of funding. Director Brooks asked if Staff could look for partnerships that are not religious based. Ms. Temple said the warming center does not have a partnership with the church. They tried working with CCA, but that has not been successful. The warming center might be able to switch from Grace Episcopal

Church to the United Methodist Church, but that is another religious institution. The money is not for the church, it is just a channel. Somehow, this worked in Warrenton and it should not be the biggest obstacle.

Councilor Herzig believed if City Council approached CCA with a request to accept funds with the specific destination of the warming center, they would be happy to work with the City. He believed this could be arranged. Former Councilor Mellin was able to get a \$10,000 grant from the Promote Astoria Fund for the Ghadar centennial. He believed \$10,000 was a good discretionary amount. City Council has given \$10,000 of unbudgeted funds when asked in the past. City Manager Estes confirmed that City Council can always allocate funds from various funds. In this case, Staff would need to determine which fund could be used and what dollar amount could be given. The General Fund is tighter this year, but Staff can report back on this at the next meeting.

Laurie Kaplan, 766 Lexington Avenue, Astoria, announced Senator Bonamici is having a town hall meeting on Sunday, September 13 from 1:30 pm to 2:30 pm at the Warrenton Community Center. She believed many people would want to attend because she recently had a big article in *The Daily Astorian* about tsunami and earthquake preparedness. The article never mentioned the proposed LNG terminals, which seemed like a pretty glaring omission. The proposals are bad anyway, but if there is an earthquake, it is over for everyone anyway. She planned to attend the town hall and hoped some Astoria residents would attend as well. She noted that people could speak about any topic of concern. She thanked City Council for passing the resolution opposing LNG.

ADJOURNMENT

There being no further business, the meeting was adjourned at 9:47 pm.

ATTEST:

APPROVED:

Finance Director

City Manager

Parks Advisory Board Meeting Minutes August 19, 2015

Chairperson Norma Hernandez called meeting to Order at 6:49am.

Present- Norma Hernandez, Jessica Schleif, Andrew Fick, Tammy Loughran, Eric Halverson, Drew Herzig, Jim Holen, Grace Laman, and Howard Rub

Absent- Peter O'Farrell and Joe Miltenberger

Staff- Angela Cosby, Melissa Keyser, and Jonah Dart-McLean

Approval of Minutes

- A. Drew Herzig noted Joe Miltenberger's name had been misspelled. The June minutes were unanimously approved as corrected.

Public comments

1. No members of the public were present.

President Hernandez

- A. What do you hear- Norma Hernandez has received many comments from non-smokers who oppose the proposed ban on smoking in parks and believe smoking is a right. Fort George staff complimented Parks Staff after some keys were found and turned in. Jim Holen said Cathedral Tree Trail is now more accessible, especially in the low area near the bog. He believed people would appreciate this. Drew Herzig said there were 22 online comments in response to an article in the *Daily Astorian* about fluoride in the water. He appreciated the comments Ms. Hernandez gave to City Council at their meeting on August 17 about the issue. He heard from a woman at Fred Meyer that clippings from shrubs along the Riverwalk in the Mill Pond area were not cleaned up. Julie Soderberg said she wanted signs along her block of the Riverwalk indicating it is a mixed-use trail because pedestrians curse at her for passing them on her bike. Eric Halverson heard from some kids that the merry-go-round at Fred Lindstrom Park does not spin the way it used to. Director Cosby noted that the merry-go-round would be replaced soon because it is becoming unsafe. Jessica Schleif has heard that restrooms in the parks are closed. Jonah Dart-McLean explained that the restrooms at Tapiola Park had broken locks and become stuck in the locked position.

Old Business

- A. Tammy Loughran gave an update on the Parks foundation. The August Parks After Dark was cancelled because no one was available to run the event. The Friends of McClure Park hosted a Dog Day and a kickball tournament. Ms. Hernandez noted that the Astoria Downtown Historic District Association (ADHDA) would be sponsoring the movie for the September Parks After Dark event. Director Cosby updated the Board on Staff's efforts to accommodate alcohol sales during the movies and other events at parks.
- B. Director Cosby gave an update on the Astoria Column restoration. The restoration work is on track with the timeline and the painting crew has begun working.

- C. Director Cosby updated the Board on the Parks and Recreation Master Plan. She explained how the RARE program works and said Ian Sisson is Astoria's new RARE participant. He will start on the master plan in mid-September.
- D. Director Cosby gave the Scholarship Policy Update. City Council authorized the policy at their meeting on August 17th. The policy will be implemented for the fall season. Staff will contact families to let them know scholarships will no longer be available for child care programs.
- E. Director Cosby updated the Board on the Smoke Free Parks policy. City Council requested marijuana be included and conducted the first reading of the proposed ordinance at their meeting on August 17th. No negative comments were given about the ordinance at the meeting. The second reading will be requested at the next City Council meeting on September 8th. The Board briefly discussed smoking cessation and signage advertising the ordinance.
- F. Director Cosby gave the Annual Aquatic Center Closure Update. Staff began preparing for this year's closure more than a year ago because extensive maintenance and upgrades were necessary. City Council provided funds from the Capital Improvement Fund for the work. After hiring contractors, Staff learned that more time would be needed to complete all of the work. The Aquatic Center is usually closed during the first two weeks of September. However, this year, the center needs to be closed for an additional week. She reviewed the details of the timeline, noting that the plaster company would do their best to complete their work as soon as possible. She believed it would be best to announce the closure in advance and reduce pass prices. The Aquatic Center would re-open on September 27th.

New Business

- A. Director Cosby introduced Melissa Keyser, the new Volunteer Coordinator. Ms. Keyser gave background information about herself and explained why she applied for the position.
- B. Director Cosby updated the Board on Parks Department assistance with Voluntary Water Conservation. Grass at parks will no longer be watered in an effort to help save water. Ms. Schleif said she was glad the fountain at Maritime Memorial Park had been turned off, but was concerned that it had not been drained. Staff explained the water was being cycled through the fountain and it would be checked regularly. Mr. Herzig said the water fountains along the city streets had been turned off and asked if they were maintained by the Parks Department. Director Cosby said she would find out who was responsible for the fountains, as they are not the Parks Department's responsibility.
- C. Director Cosby explained that the Peoples Park Platform was closed on June 18th because several of the rails and boards had rotted. The platform was built by the Rotary in the late 1970s and has been updated three times. The necessary repairs are estimated to cost between \$12,000 and \$16,000. The Rotary has indicated they are no longer interested in caring for the platform because they do not believe it is as useful as it used to be. The platform was built as an observation deck for views of the river. However, the Riverwalk now provides many views of the river. She requested approval to remove the platform and plant grass in its place. Staff would look for ways to reuse as much of the material as possible. Future use of the platform area could be considered during development of the Parks Master Plan. The Board discussed the benefits of removing the platform and potential uses of the space. The Parks Board unanimously voted to approve the removal of the Peoples Park Platform.
- D. Director Cosby presented the Department Budget Review – Maintenance Division and answered the Board's questions about specific details of the budget. She compared current financial data to past budgets, explained revenue, funding sources, and how the Maintenance budget fit into the Parks Department budget and the City budget.
- E. Director Cosby reported on Parks maintenance projects.

- F. Director Cosby gave a report on the CHIP-in event at Cathedral Tree Trail. Volunteers built a boardwalk over a muddy area. The next CHIP-in will be at the Riverwalk.
- G. Director Cosby presented the Lil Sprouts/Port of Play report.
- H. Director Cosby gave the Recreation Center, Programs, Fitness, and Athletics report.
- I. Director Cosby reported on the Cemetery, noting that the online data is almost complete. She anticipated the website would be updated within the next month.
- J. Director Cosby reported on the Aquatic Center. There will be no Doggie Day this year because past attendance has been so low.

Employee Recognition

- A. Director Cosby and Jonah Dart-McLean recognized William Muller, Jerry Butler, Josh Peterson, Spencer Nelson, Ray Lee, and Matt Baum as the August employees of the month.

Upcoming Events

- 1. Director Cosby updated the Board on upcoming events.

Non-Agenda/Miscellaneous Business

- 1. Mr. Herzig asked if the Mayor followed up on appointing a Coast Guard representative to the Parks Board and said Kelly Smitherman was interested in the position. Director Cosby said Mayor LaMear was open to the suggestion and has asked the Coast Guard to appoint someone.

Next meeting will be held Wednesday, September 23 at 6:45am at the Astoria Recreation Center.



September 24, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: BRETT ESTES, CITY MANAGER
SUBJECT: 16TH STREET CSO SEPARATION PROJECT – PAY ADJUSTMENT NO. 3

DISCUSSION/ANALYSIS

The 16th St. Combined Sewer Overflow (CSO) Separation project mainly consists of installing over 12,000 feet of new stormwater pipe within the existing roadway infrastructure in established City right-of-way. It will include replacing existing water and sewer pipe where construction of the new storm pipe compromises the integrity of the existing infrastructure. Most of the intersections will be rebuilt and many of the intersection ramps will be reconstructed within the project area.

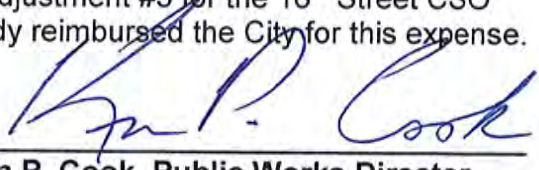
The scope of the project includes construction in the following locations:

- | | |
|---|--|
| 14 th St. from Duane to Lexington | 16 th St. from Marine to Lexington |
| 15 th St. from Commercial to Irving | 17 th St. from Duane to Jerome |
| 15 th St. from Jerome to Madison | 18 th St. from Exchange to Grand |
| Grand from 15 th St. to 16 th St. | Jerome from 14 th St. to 15 th St. |

While the contractor, Emery & Sons Construction Group (Emery), was preparing the intersection of 14th St. and Exchange for paving, a substandard CenturyLink vault was damaged. In the interest of keeping the project on schedule, Emery made the necessary repairs as agreed to by a CenturyLink representative. The repair is the responsibility of CenturyLink and the City received a check for the full amount of this pay adjustment on September 21st.

RECOMMENDATION

It is recommended that the City Council authorize Pay Adjustment #3 for the 16th Street CSO Separation project for \$2,757.86. CenturyLink has already reimbursed the City for this expense.

Submitted By: 
Ken P. Cook, Public Works Director

Prepared By: CINDY D. MOORE 
Cindy D. Moore, City Support Engineer



Astoria
ENGINEERING
DIVISION

CHANGE ORDER #3

DATE: September 24, 2015
PROJECT: 16th St CSO Separation
CONTRACTOR: Emery & Sons Construction Group

The purpose of this change order is to account for work not covered in the bid items. This change order amount constitutes total compensation for the changes indicated below.

Item	Description	Total Cost
1	Repair CenturyLink vault at 14 th St and Exchange	\$2,757.86
	TOTAL CHANGE ORDER:	\$2,757.86

This Change Order becomes part of and in conformance with the existing contract. The above changes warrant a 0 calendar day time extension.

EXPLANATION:

See attached documentation.

CHANGE ORDER ACCEPTED BY:

City Support Engineer Date

Public Works Director Date

City Manager Date

Mayor Date

City of Astoria

Change Order

Page 1 of 1

Contract Change Order No. 03

Contract Name 16th Street CSO Separation Project Orig. Contract Amt, \$ 5,483,180.00 10/30/15
 Contract No. 560811 Prev. Appvd. Changes \$ 90,598.46 Days
 Contractor Emery & Sons Construction Group This Change \$ 2,757.86 Days
 Owner City of Astoria Revised Contract Amt. \$ 5,576,536.32 Days

This Change Order covers changes to the subject contract as described herein. The Contractor shall construct, furnish equipment and materials, and perform all work as necessary or required to complete the Change Order Items for a lump sum price agreed upon between the Contractor and City of Astoria otherwise referred to as Owner. Owner's Name

Description of Changes	Increase In Contract Amount (\$)	(Decrease) In Contract Amount (\$)	Contract Time Extension (days)
Repair of Century Link vault at 14 th and Exchange Streets.	2,757.86		
Totals	2,757.86		
Net change in contract amount increase or (decrease)	2,757.86		

The amount of the contract will be increased (decreased) by the sum of \$ 2,757.86 and the contract time shall be extended by -0- calendar days. The undersigned Contractor approves the foregoing Change Order as to the changes, if any, in the contract price specified for each item including any and all supervision costs and other miscellaneous costs relating to the change in work, and as to the extension of time allowed, if any, for completion of the entire work on account of said Change Order. The Contractor agrees to furnish all labor and materials and perform all other necessary work, inclusive of the directly or indirectly related to the approved time extension, required to complete the Change order items. This document will become a supplement of the contract and all provisions will apply hereto. It is understood that the Change Order shall be effective when approved by the Owner.

Recommended: Bob Jents /Construction Manager Date: 09/01/2015
 (Signature)
 Accepted: Vernon Nickerson /Contractor Date: 8-31-15
 (Signature)
 Approved: _____ /Owner Date: _____
 (Signature)



**Emery & Sons
Construction Group**

*Astoria - 16th CSO Project
Emery & Sons Project No. 23944*

Change Order Control Form

Project: Astoria - 16th St CSO Separation Project	Contract #: 560811
To: Bob Jossis - Construction Manager	Document Type: Change Order Proposal
City of Astoria	COC Form #:
	Issue Date: 8/24/2015
	Reference: Century Link Vault Fix

Below is the detail for our proposal/request to make the following change(s) in the Contract:

Subject: Century Link vault fix at 14th and Exchange

Scope: Century Link vault fix at 14th and Exchange

Time:

Item No.	Description	Units	UM	Unit Price	Amount
1	Century Link vault fix	1	LS	2717.10	\$ 2,717.10
					\$ -
					\$ -
					\$ -
Subtotal					\$2,717.10
Bond Markup 1.5%					\$40.76
Total					\$2,757.86

Submitted By:

Shawn Fackrell 8/24/2015
Fill-in Name Here *Date*

City of Astoria

Change Order Technical Justification

Contract Change Order No. 03

Date 28 August, 2015

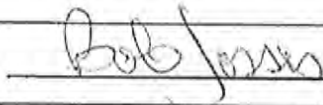
Contract Name 16th CSO Separation Project Contract No. 560811

Contractor Emery & Sons Construction Group Owner City of Astoria

Change Order No. 03

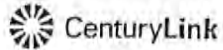
- A. Description of Change: Repair of Century Link vault at 14th and Exchange Streets.
- B. Reason for Change: Top of vault was very shallow extending into street base section and was of poor construction. Some damage was sustained during construction. Modifications/repairs to top of vault needed to be made prior to completion of street paving.
- C. Alternatives Considered: Wait for Century Link to make repairs. However, this would have delayed the Contractor's work. Century Link agreed to have the Contractor make repairs.
- D. Impact of Non-incorporation: Higher costs for delay to Contractor.

Signed



CENTURYTEL, INC.
 ATTN: Controller's Group
 P.O. BOX 4065
 MONROE, LA 71211
 1-877-386-7151

Document / Date
 2001472904 / 09/16/2015
 Your vendor number
 119234



Document	Invoice Text	Date	Gross Amount	Deductions	Net Amount
Payment is made on behalf of Qwest Corporation, T600.					
1900934021	560811-03 560811-03	09/02/2015	2,757.86	0.00	2,757.86
Sum total			2,757.86	0.00	2,757.86

Payment document	Check number	Date	Currency	Payment amount
2001472904	0007808311	09/16/2015	USD	*****2,757.86*



CENTURYTEL, INC.
 ATTN: Controller's Group
 P.O. BOX 4065
 MONROE, LA 71211
 1-877-386-7151

MORGAN CHASE BANK
 DALLAS

Check Number
 0007808311
 09-08-1113
 09/16/2015

Valid after 90 days

TWO THOUSAND SEVEN HUNDRED FIFTY SEVEN USD and 86/100 ***

USD

*****2,757.86*

Pay to the order of

CITY OF ASTORIA
 1095 DUANE
 ASTORIA OR 97103

D. Lynn Williams


Protected by positive pay



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

September 25, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM:  BRETT ESTES, CITY MANAGER
SUBJECT: LIQUOR LICENSE APPLICATION

Discussion & Analysis

A liquor license application has been filed by WineKraft LLC doing business as WineKraft. WineKraft has a current Limited On-Premises Sales liquor license. This application is for an Additional Privilege for a Limited Off-Premises Sales License which allows the following:

- Sale of factory-sealed containers of malt beverages, wine, and cider at retail to individuals in Oregon for consumption off the licensed premises
- Eligibility to apply for pre-approval to provide sample tastings of malt beverages, wine, and cider for consumption on the premises
- Eligibility to ship manufacturer-sealed containers of malt beverages, wine, or cider directly to an Oregon resident.

The site is located at 80 10th Street, Astoria and the application will be considered at the October 5, 2015 meeting. A copy of the application is attached.

The appropriate departments have reviewed the application. No objections to approval were noted.

Recommendation

Staff recommends that the City Council consider this application for approval.

Respectfully submitted,



Susan Brooks
Director of Finance & Administrative Services



OREGON LIQUOR CONTROL COMMISSION LIQUOR LICENSE APPLICATION

ORIGINAL

Application is being made for:

LICENSE TYPES

- Full On-Premises Sales (\$402.60/yr)
 - Commercial Establishment
 - Caterer
 - Passenger Carrier
 - Other Public Location
 - Private Club
- Limited On-Premises Sales (\$202.60/yr)
- Off-Premises Sales (\$100/yr)
 - with Fuel Pumps
- Brewery Public House (\$252.60)
- Winery (\$250/yr)
- Other: _____

ACTIONS

- Change Ownership
- New Outlet
- Greater Privilege
- Additional Privilege
- Other _____

90-DAY AUTHORITY

Check here if you are applying for a change of ownership at a business that has a current liquor license, or if you are applying for an Off-Premises Sales license and are requesting a 90-Day Temporary Authority

APPLYING AS:

- Limited Partnership
- Corporation
- Limited Liability Company
- Individuals

CITY AND COUNTY USE ONLY

Date application received: 9-1-15

The City Council or County Commission:

City of Astoria
(name of city or county)

recommends that this license be:

- Granted
- Denied

By: _____
(signature) (date)

Name: _____

Title: _____

OLCC USE ONLY

Application Rec'd by: [Signature]

Date: 8/15/2015

90-day authority: Yes No

1. Entity or Individuals applying for the license: [See SECTION 1 of the Guide]

① WINEKRAFT, LLC ③ _____
② _____ ④ _____

2. Trade Name (dba): WINEKRAFT

3. Business Location: 80 104th St Astoria Clatsop OR 97103
(number, street, rural route) (city) (county) (state) (ZIP code)

4. Business Mailing Address: P.O. Box 1213 ASTORIA, OR 97103
(PO box, number, street, rural route) (city) (state) (ZIP code)

5. Business Numbers: 503-468-0206, 503-407-1527
(phone) (fax)

6. Is the business at this location currently licensed by OLCC? Yes No

7. If yes to whom: WINEKRAFT Type of License: LIMITED ON-Premises Sales

8. Former Business Name: _____

9. Will you have a manager? Yes No Name: _____
(manager must fill out an Individual History form)

10. What is the local governing body where your business is located? CITY OF ASTORIA
(name of city or county)

11. Contact person for this application: Rebecca Kraft 503-407-1527
(name) (phone number(s))
1486 Swaider Ave Warrenton, OR 97146 RebeccaKraft49@gmail.com
(address) (fax number) (e-mail address)

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Applicant(s) Signature(s) and Date:

① Rebecca Kraft Date 8-12-15 ③ _____
② _____ Date _____ ④ _____

Oregon Liquor Control Commission
P.O. Box 967
Warrenton, OR 97146

Date _____

Received: 8-13-15



OREGON LIQUOR CONTROL COMMISSION
BUSINESS INFORMATION

Please Print or Type

Applicant Name: WINEKRAFT Limited Partnership Phone: 503-407-1527

Trade Name (dba): WINEKRAFT

Business Location Address: 80 104th St

City: Astoria

ZIP Code: 97103

DAYS AND HOURS OF OPERATION

Business Hours:

Sunday 1pm to 8pm
Monday _____ to _____
Tuesday _____ to _____
Wednesday 3pm to 10pm
Thursday 3pm to 10pm
Friday 3pm to 10pm
Saturday 3pm to 10pm

Outdoor Area Hours:

Sunday _____ to _____
Monday _____ to _____
Tuesday _____ to _____
Wednesday _____ to _____
Thursday _____ to _____
Friday _____ to _____
Saturday _____ to _____

The outdoor area is used for:

- Food service Hours: _____ to _____
- Alcohol service Hours: _____ to _____
- Enclosed, how _____

The exterior area is adequately viewed and/or supervised by Service Permittees.

(Investigator's Initials)

Seasonal Variations: Yes No If yes, explain: _____

ENTERTAINMENT

Check all that apply:

- Live Music
- Recorded Music
- DJ Music
- Dancing
- Nude Entertainers
- Karaoke
- Coin-operated Games
- Video Lottery Machines
- Social Gaming
- Pool Tables
- Other: _____

DAYS & HOURS OF LIVE OR DJ MUSIC

Sunday _____ to _____
Monday _____ to _____
Tuesday _____ to _____
Wednesday _____ to _____
Thursday _____ to _____
Friday _____ to _____
Saturday 7pm to 10pm

SEATING COUNT

Restaurant: 30 Outdoor: _____
Lounge: _____ Other (explain): _____
Banquet: _____ Total Seating: _____

OLCC USE ONLY
Investigator Verified Seating: (Y) (N)
Investigator Initials: AP
Date: 8/21/2015

I understand if my answers are not true and complete, the OLCC may deny my license application.

Applicant Signature: Sebecca Kraft Date: 8-12-15



September 29, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: BRETT ESTES, CITY MANAGER
SUBJECT: AUTHORIZATION FOR EMERGENCY LADDER TRUCK REPAIRS

DISCUSSION/ANALYSIS


In June, 2015, the City of Astoria Fire Department Ladder Truck 2541 incurred repairs totaling \$9,735.21. Those repairs were paid with funds from the Fire Department portion of the fiscal year 2014/2015 budget. After the repairs and subsequent acceptance and approval testing by Underwriters Laboratories, it was determined that further repairs would be needed to assure the safe and reliable operation of the ladder.

Those repairs involved a component known as the main aerial waterway swivel. The component allows for turning and extending or retracting the aerial ladder while water is being discharged from the top when operating at a fire. It also allows for exact adjustments as the ladder is placed at an above grade height to affect a rescue. The swivel unit was removed and sent to the manufacturer for evaluation. The unit was not able to be repaired do to advanced rust and pitting conditions throughout the swivel's electrical and hydraulic components. In order for 2541 to continue operating as a ladder truck until it can be replaced, the main waterway swivel unit needed to be replaced. Because of the age of the truck, the manufacturer had to fabricate an entire new waterway swivel unit.

The total cost for fabricating, shipping, and re-installing and UL acceptance testing of new waterway swivel unit is \$15,389.42 which will be paid with funds from Fire Department operations. Additional funds may be required to maintain the Ladder Truck in operational condition, pending delivery of a replacement. At this time it is difficult to foresee potential issues and estimate repair costs.

RECOMMENDATION

Staff would recommend authorizing payment of emergency repairs performed on ladder truck 2541 in the amount of \$15,389.42 to Hughes Fire Equipment, Inc.

By: 
Ted Ames, Fire Chief



Statement Of Account



Hughes Fire Equipment,
Inc.
910 Shelley Street
Springfield, OR 97477

P - (541) 747-0072
F - (541) 747-0073

STATEMENT DATE
09/14/15

FOR: ASTORIA FIRE DEPARTMENT
555 30TH STREET
ASTORIA, OR 97103

PAGE 1

CUSTOMER#
11375

PHONE: 503-325-2345 FAX:

INVOICE#	INV DATE	DUE DATE	ORIG. AMOUNT	PAYMENTS	DAYS	BALANCE																												
497387	08/27/15	09/26/15	15,389.42	0.00	18	15,389.42																												
WE APPRECIATE YOUR BUSINESS !!																																		
<table style="width: 100%; border: none;"> <tr> <td style="width: 10%;">FUTURES</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>CURRENT</td> <td style="text-align: right;">15389.42</td> <td>31 DAYS</td> <td style="text-align: right;">0.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td>1 DAYS</td> <td style="text-align: right;">0.00</td> <td>61 DAYS</td> <td style="text-align: right;">0.00</td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="5" style="text-align: right;">TOTAL</td> <td></td> <td style="text-align: right;">15,389.42</td> </tr> </table>							FUTURES							CURRENT	15389.42	31 DAYS	0.00				1 DAYS	0.00	61 DAYS	0.00				TOTAL						15,389.42
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1 DAYS	0.00	61 DAYS	0.00																															
TOTAL						15,389.42																												



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

October 1, 2015

MEMORANDUM

TO:  MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: **WEST LEXINGTON WALL REPAIR - AUTHORIZATION TO AWARD**

DISCUSSION/ANALYSIS

The City of Astoria owns a concrete retaining wall along the lower side of West Lexington, approximately 500 feet southeast of Pacific Street which supports the West Lexington roadway. See attached location map. The wall is located below the roadway and out of sight from the street. The wall is very old (age unknown) and had experienced a partial failure in 2007. The Public Works Department administered a construction contract to replace the failed section of wall (approximately 50 feet in length) with a new wall. The remaining wall (approximately 150 feet in length) was not showing imminent signs of failure. However, as a precautionary measure, Public Works staff added support in the form of concrete blocks to the front of the remaining wall to prevent possible failure. It was and is believed, that the remaining wall is susceptible to the same type of random failure as the section that collapsed. The concrete block supports were meant to be temporary until the wall could be either replaced or repaired.

Public Works included funds in this year's budget to repair the wall in order to remove the temporary supporting concrete blocks. The repair will include soil anchors through the wall and back into the soil behind it, and concrete reinforcement to the base of the wall. A structural engineer was hired to design the wall, and provided multiple options in which the anchor repair was found to be the least impact and cost, with the one exception of the do-nothing option. Staff solicited 4 quotes from local contractors with the capacity and capability to perform this type of work.

Only one quote for repair of the wall was received:

Contractor	Total Quote
Bergman Construction	\$67,902.30

The engineers estimate for the project was \$60,000. This estimate was approximate based on information provided by our structural engineering consultant that designed the project. Staff recommends a contingency of \$10,000 for additional anchor testing that maybe

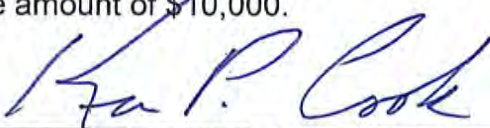
required, additional anchor length that may be needed and other unknowns. With the base bid of \$67,902.30 and a \$10,000 contingency the project construction budget would be \$77,902.30.


Funding for this project will come from the Public Works Improvement Fund. The work is expected to take approximately 60 days to complete.

City Attorney Henningsgaard has reviewed and approved the contract as to form.

RECOMMENDATION

It is recommended that City Council authorize the award of a construction contract to Bergman Construction in the amount of \$67,902.30 for the West Lexington Wall Repair Project with a construction contingency in the amount of \$10,000.

Submitted By 
Ken P. Cook, Public Works Director

Prepared By 
Jeff Harrington, City Engineer

West Lexington Retaining Wall Repair



DISCLAIMER The satellite information provided within this GIS application comes to you from City of Astoria, Oregon. This GIS application is not an official source of information, use it at your own risk. The spatial data depicted within the GIS application do not originate from Clatsop County and Clatsop County does not have any responsibility for its content or use. GIS applications like this are intended for a visual display of data and do not carry legal authority to determine a boundary or the location of features, including parcels of land and are intended as a location reference for planning, infrastructure management and general information. The data used in this GIS application were obtained from various sources and are not guaranteed to be accurate. The City of Astoria, Oregon, and its employees, officers, agents, contractors, consultants, and vendors do not warrant, represent, or assume any liability for any errors, omissions, or inaccuracies in the information available through this GIS application. City of Astoria, Oregon, shall assume no liability for any errors, omissions, or inaccuracies that may arise from use of this GIS application. City of Astoria, Oregon, shall assume no liability for any decisions made or actions taken or not taken by the user of the GIS application.

WEST LEXINGTON RETAINING WALL REPAIR



LOOKING NORTHWEST TOWARDS THE END OF THE STREET



LOOKING SOUTHEAST TOWARDS INTERSECTION WITH WEST LEXINGTON

AGREEMENT

1.00 - GENERAL

THIS AGREEMENT, made and entered into this ____ day of _____, 2015, by and between Bergeman Enterprises dba Bergeman Construction, PO Box 1070, Astoria, OR 97103 hereinafter called "CONTRACTOR" and the City of Astoria, a municipal corporation, hereinafter called "CITY."

WITNESSETH:

That the said CONTRACTOR and the said CITY, for the consideration hereinafter named agree as follows:

2.00 - DESCRIPTION OF WORK

The CONTRACTOR agrees to perform the work of:

West Lexington Retaining Wall

and do all things required of it as per his Bid, all in accordance with the described Bid, a copy of which is hereto attached and made a part of this Contract.

3.00 - COMPLETION OF CONTRACT

The CONTRACTOR agrees that the Work under this Contract shall be completed by the following dates:

- Substantial Completion - 60 days from Notice to Proceed
- Final Completion - 74 days from Notice to Proceed
-

If said CONTRACTOR has not fully completed this Contract within the time set or any extension thereof, it shall pay liquidated damages in accordance with Section 00180.85 of the General Conditions.

4.00 - CONTRACT PRICE

The Contract Price for this project is \$67,902.30. Payment will be made in accordance with ORS 279C.560 including progress payments at the end of each month. Retainage will be withheld in accordance with ORS 279C.550 - .565.

5.00 - CONTRACT DOCUMENTS

The CONTRACTOR and the CITY agree that the plans, specifications (including the ODOT/APWA 2015 Oregon Standard Specifications for Construction and Contract Documents defined in Section 00110.20 of the Contract Documents General Conditions and all modifications thereto) and bid are, by this reference, incorporated into this Contract and are fully a part of this contract.

6.00 - NONDISCRIMINATION

It is the policy of the CITY that no person shall be denied the benefits of or be subject to unlawful discrimination in any CITY program, service, or activity on the grounds of age, disability, race, religion, color, national origin, sex, sexual orientation, or gender identity/expression. CONTRACTOR, its employees, agents and subcontractors shall comply with this policy.

7.00 - CONTRACTOR IS INDEPENDENT CONTRACTOR

A. CONTRACTOR acknowledges that for all purposes related to this Contract, CONTRACTOR is and shall be deemed to be an independent CONTRACTOR and not an employee of CITY, shall not be entitled to benefits of any kind to which an employee of the CITY is entitled and shall be solely responsible for all payments and taxes required by law; and furthermore in the event that CONTRACTOR is found by a court of law or an administrative agency to be an employee of the CITY for any purpose, CITY shall be entitled to repayment of any amounts from CONTRACTOR under the terms of the Contract; to the full extent of any benefits or other remuneration CONTRACTOR receives (from CITY or third party) as result of said finding and to the full extent of any payments that CITY is required to make (to CONTRACTOR or to a third party) as a result of said finding.

B. The undersigned **CONTRACTOR** hereby represents that no employee of the **CITY** of Astoria, or any partnership or corporation in which a **CITY** employee has an interest, has or will receive any remuneration of any description from the **CONTRACTOR**, either directly or indirectly, in connection with the letting or performance of this Contract, except as specifically declared in writing.

8.00 - SUBCONTRACTS - RELATIONS WITH SUBCONTRACTORS, ASSIGNMENTS AND DELEGATION

A. Assignment or Transfer Restricted. The **CONTRACTOR** shall not assign, sell, dispose of, or transfer rights nor delegate duties under the contract, either in whole or in part, without the **CITY**'s prior written consent. Unless otherwise agreed by the **CITY** in writing, such consent shall not relieve the **CONTRACTOR** of any obligations under the contract. Any assignee or transferee shall be considered the agent of the **CONTRACTOR** and be bound to abide by all provisions the contract. If the **CITY** consents in writing to an assignment, sale, disposal or transfer of the **CONTRACTOR**'s rights or delegation of the **CONTRACTOR**'s duties, the **CONTRACTOR** and its surety, if any, shall remain liable to the **CITY** for complete performance of the contract as if no such assignment, sale, disposal, transfer or delegation had occurred unless the **CITY** otherwise agrees in writing.

B. **CONTRACTOR** may not discriminate against a subcontractor in awarding a subcontract because the subcontractor is a minority, women or emerging small business enterprise certified under ORS 200.055 or a business enterprise that is owned or controlled by or that employs a disabled veteran, as defined in ORS 408.225. If **CONTRACTOR** violates this prohibition, the **CITY** will regard the violation as a breach of contract and may either terminate the contract or exercise any other remedy for breach of contract.

9.00 - NONWAIVER

The failure of the **CITY** to insist upon or enforce strict performance by **CONTRACTOR** of any of the terms of this Contract or to exercise any rights hereunder shall not be construed as a waiver or relinquishment to any extent of its right to assert or rely upon such terms or rights on any future occasion.

10.00 - LABORERS AND MATERIALMEN, CONTRIBUTIONS TO INDUSTRIAL ACCIDENT FUND, LIENS AND WITHHOLDING TAXES

CONTRACTOR shall make payment promptly, as due, to all persons supplying **CONTRACTOR** labor or material for the prosecution of the work provided for this contract.

CONTRACTOR shall pay all contributions or amounts due the Industrial Accident Fund from **CONTRACTOR** or any subcontractor incurred in the performance of the contract.

CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against the **CITY** on account of any labor or material furnished.

CONTRACTOR shall pay to the Department of Revenue all sums withheld from employees pursuant to ORS 316.167.

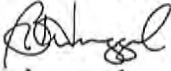
11.00 - CERTIFICATION OF COMPLIANCE WITH TAX LAWS

As required by ORS 305.385(6), **CONTRACTOR** certifies under penalty of perjury that the **CONTRACTOR**, to the best of **CONTRACTOR**'s knowledge, is not in violation of any of the tax laws described in ORS 305.380(4).

12.00 - CITY OCCUPATION TAX

Prior to starting work, **CONTRACTOR** shall pay the **CITY** occupation tax and provide the Public Works Department with a copy of occupation tax receipt. **CONTRACTOR** shall, likewise, require all subcontractors to pay the **CITY** occupation tax and provide a copy of the receipt to the Public Works Department prior to commencement of work.

APPROVED AS TO FORM:



Digitally signed by
com.apple.apple.pptd.pptd.41317566416d4a1
06775614454659324e7440354e773d3d
DN:
c=us, o=Apple Computer, Inc., ou=Apple Computer, cn=Apple Computer, email=apple@apple.com, serial=44386275414454659324e7440354e773d3d
Date: 2015.09.29 09:02:38 -0800

CITY OF ASTORIA, a municipal of the
State of Oregon

BY: _____
Mayor Date

ATTEST:

City Manager Date

Contractor Date



CITY OF ASTORIA
 Founded 1811 • Incorporated 1856

WEST LEXINGTON RETAINING WALL REPAIR PROJECT ADDENDUM 2 September 23, 2015 REQUEST FOR QUOTES

The City of Astoria Engineering Division is requesting quotes to furnish all labor, equipment and material to repair an existing concrete retaining wall located off of West Lexington.

Scope of work:

- **Mobilization** - This lump sum item includes mobilization and demobilization of personnel and equipment from the site. It shall include insurance, temporary facilities, and project administration costs, and any other costs not included in other bid items.
- **Rock Removal** – 3/4-0 Rock will be removed after the Helical Piers are installed.
- **Econo Block Removal** – The econo blocks will be removed after the Helical Piers are installed and transported to city shops by the contractor.
- **Helical Piers** – Installed as per attached drawings starting 2' in from the east end of the concrete wall based on 12' minimum Anchor Depth any added length to achieve ultimate capacity add line item per foot. Testing of three of the Helical Piers at 125% of the safe working load will be incidental to the project.
- **Footing** – Installed as per attached drawings. See staging notes.
- **Whaler** - Installed as per attached drawings.
- **Endcaps** – Install concrete endcaps at both ends of the existing wood retaining wall where the soil is spilling down on the footing.
- **Helical Pier Testing** – This per each item includes all labor, material, and equipment to test at 125% of the safe working load. We will need a unit price in case any of the three incidental tests fail.

#	Item Description	Quantity	Unit	Unit Price	Total
1	Mobilization	1	LS	\$ 7,400	\$ 7,400
2	Rock Removal	14	CY	\$ 110 ⁰⁰	\$ 1,540 ⁰⁰
3	Econo Block Removal	14	EA	\$ 85 ⁷⁰	\$ 1,199 ⁸⁰
4	Helical Pier (12' depth)	19	EA	\$ 1768 ⁴²	\$ 33,600 ⁰⁰
5	Footing	150	LF	\$ 69	\$ 10,350 ⁰⁰
6	Whaler	150	LF	\$ 58 ⁷⁰	\$ 8,812 ⁵⁰
7	End Caps	2	EA	\$ 2500	\$ 5000
8	Helical Pier Testing "Additive Bid ITEM"	16	EA	\$ 250	\$ _____
9	Helical Pier added footage "Additive Bid ITEM"	1	LF	\$ 35	\$ _____
Total Quote					\$ 67,902³⁰

The contractor will access the project site from the east off of W Lexington.

Please review the attached Exhibit Maps, and sample City construction contract. The City will execute this contract with the selected Contractor.

Contractor shall read and comply with the attached documents before finalizing a quote. Quotes are due **September 24, 2015 by 2:00 p.m.**

Please send sealed quotes to: Steven Ruggles
Engineering Technician
1095 Duane St
Astoria, OR 97103

Fax and emailed quotes are acceptable, but will require acknowledgement of receipt. All work and material shall meet APWA and City of Astoria Standards and Special Provisions.

Total Quote: \$ 67,962³⁰

9-24-2015
DATE SIGNED

*Bergeman Enterprises dba
Bergeman Construction
Joel Bergeman*

OFFEROR

Joel Bergeman Owner

SIGNED (NAME AND TITLE)

P.O. Box 1070
MAILING ADDRESS

Astoria Or 97103
CITY, STATE, AND ZIP CODE

PHONE NUMBER: *(503) 861-0411*

CORPORATION: YES NO

IF NO, TAX ID NUMBER OR SOCIAL SECURITY NUMBER: *21-1949802*

CONTRACTOR BOARD NO. 149528



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

October 1, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: **SPUR 14 WATER LINE – CONTRACT AMENDMENT FOR ADDITIONAL GEOTECHNICAL ENGINEERING SERVICES**

DISCUSSION/ANALYSIS

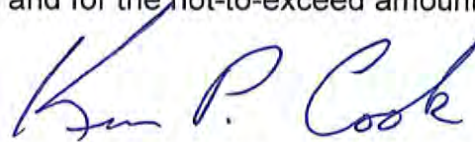
The Public Works Department has been working closely with CH2M Hill on the engineering design for the Spur 14 Water Line Project. This project will include intake structure improvements, 700 feet of new 12" water pipe, additional flow meters, and a new pressure reducing valve. With these improvements, the project will have a positive impact on the City's water quality. It will improve the City's ability to meet State water quality standards, and have other operational benefits that result from utilizing a high quality water source.

During the design process, it became apparent that a Clatsop County Geologic Hazard Permit would be required. This permit requires Geotechnical Engineering Services beyond those included in the original project scope. CH2M Hill prepared a proposal for these additional services. The anticipated scope and fees are included in the attached contract amendment. The previous contract amendment increased the project scope to include engineering design services for an additional \$53,000. This amended the original preliminary engineering contract of \$9,000. The subject contract amendment #2 would put the total contract price at \$69,234.57.

RECOMMENDATION

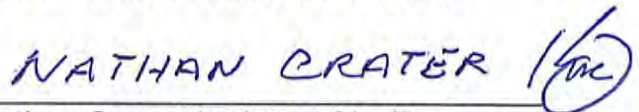
It is recommended that City Council approve Contract Amendment #2 with CH2M Hill to provide additional geotechnical engineering services and for the not-to-exceed amount of \$7,234.57.

Submitted By



Ken P. Cook, Public Works Director

Prepared By



Nathan Crater, Assistant City Engineer



**CONTRACT AMENDMENT #2
BETWEEN
THE CITY OF ASTORIA AND CH2M HILL
FOR
SPUR 14 WATER LINE PROJECT**

The AGREEMENT dated November 21, 2014, by and between THE CITY OF ASTORIA, hereinafter called "THE CITY" and CH2M Hill Engineers Inc., hereinafter called "CONSULTANT", is hereby amended as follows:

Amend Scope of Services of the AGREEMENT for additional geotechnical services, see attached scope and fee in Attachment A.

Amend Compensation of the AGREEMENT to increase contract amount by \$7,234.57.

IN WITNESS WHEREOF, THE CITY AND CONSULTANT have executed this AMENDMENT as of _____, 2015.

THE CITY OF ASTORIA a municipal corporation of the State of Oregon

CONSULTANT:
CH2M Hill Engineers, Inc.

BY: _____
Arline LaMear Date
Mayor

BY: _____
Consultant Date

BY: _____
Brett Estes Date
City Manager

Attachment: A

CITY of Astoria—Engineering Services for the Spur 14 Direct Water Supply Pipeline Project

Project Description

The CITY intends to install a new pipeline to allow direct supply of water from the Spur 14 to the slow sand filter treatment plant. Most of the needed pipeline was installed as part of the Middle Lake Pipeline project in 1997 or existed previously for the Bear Creek supply. The current project will add a new pipeline from the existing Spur 14 diversion structure to the outlet from Middle Lake. The project will also include modifications to the existing diversion structure for Spur 14 to facilitate easier screen cleaning and the addition of one pressure reducing valve along the existing Middle Lake pipeline.

This amendment to the scope of work describes Clatsop County Geologic Hazard Permit assistance services that CONSULTANT will provide to the CITY for this project.

The following assumptions were made in developing this amendment to the scope of work and engineering budget. In some cases, specific assumptions are noted in the list of tasks.

1. Based upon review of the report requirements, CH2M has assumed that the Geologic hazard report can be written using the data collected during the 2015 CH2M field investigation and without additional site visit, field exploration, or related project expenses
2. The amount of coordination and adjudication with the Clatsop County review board will be limited to 13 hours as defined in the LOE and once used, additional hours will be approved if necessary to finish any outstanding issues with the Clatsop County review board.
3. An overall assessment of the existing Main Dam or Branch Dike is not included as part of this scope. As such, CH2M assumes no liability for the overall performance of the existing Main Dam or the Branch Dike.
4. CH2M notes that the report is prepared in support of the current Spur 14 pipeline project. The proposed pipeline will cross the existing Branch Dike which, along with the Main Dam, impounds Middle Lake.

Geologic Hazard Permit Assistance Scope of Work

1. Modify the existing Geotechnical Data Recommendations Memorandum into a Geologic Hazard Report for the above-referenced project. The report is being generated in order to facilitate the City's application for a Clatsop County Geologic Hazard Permit. The project falls within the Clatsop County Geologic Hazards Overlay District (GHO) due to its location on a mapped ancient landslide. The

geologic hazard report will be prepared in accordance with the requirements outlined in Clatsop County's *Standards for the Preparation of Geotechnical Reports* as applicable to the project.

Compensation

The work will be performed as described on a time and materials basis under the terms and conditions of the existing Contract for Professional Services between the City of Astoria and CH2M HILL Engineers, Inc. dated November 21, 2014 and as amended. The not-to-exceed budget for the final design and bid services is \$7,234.57. This budget will not be exceeded without prior written authorization of the CITY.

Level of Effort for Geologic Hazard Permit Assistance

Spur 14 Pipeline and Intake Improvements

City of Astoria, Astoria, Oregon

Task	LEVEL OF EFFORT (HOURS)								Expenses
	Project Mgmt	Geotech Engr	Geologist	CAD	Geotech QC	Geologist QC	Pubs and Copy		
Rate	\$208.47	\$119.23	\$136.77	\$89.37	\$215.71	\$149.03	\$114.06		
Report Preparation	2	24	4	2	2	3	3		
Review Comment	2	4	2	1	1	2	1		
SUBTOTAL	4	28	6	3	3	5	4		
TOTAL	\$833.88	\$3,338.44	\$820.62	\$268.11	\$647.13	\$745.15	\$456.24	\$125.00	
								53	
								Total Hours	
								\$7,234.57	
								Total Fee	

STAFF:

Project Management	Paul Berg/CVO
Geotechnical Engineer	Mark Kacmarcik/CVO
Geologist	Greg Warren/BOI
CAD	Phil Long/CVO
Geotechnical QC	Jaco Esterhuizen/CVO
Geologist QC	Valerie Panek/CVO
Pubs and Copy Center	Editor/Craig Koehler/CVO



CITY OF ASTORIA
Founded 1811 • Incorporated 1856

September 28, 2015

M E M O R A N D U M

TO: MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: HERBICIDE POLICY AND PRACTICES

DISCUSSION/ANALYSIS

The Plant and Lawn Management Task Force was appointed by the Mayor to address concerns raised about the use of herbicides and fertilizers in parks and open spaces.

The task force consisted of:

- Norma Hernandez, Northwest Food Web
- Fred White-Gardener, Concerned Citizen
- John Whisler, Head Superintendent, Astoria Golf and Country Club
- Tom Duncan-Physician, Lower Columbia Clinic
- Howard Rub, Athletic Director Astoria High School
- Jessica Schleif, Master Gardener
- Drew Herzig, City Council Liaison
- Dave McElroy, Friends of McClure Park
-

The task force met four times over the course of eight months:

- February 11, 2015: Meeting agenda included values, goals, and desired outcomes for the task force were established
- March 14, 2015: Meeting agenda included site tour of a variety of parks and open spaces (Alderbrook Lagoon, Fort Astoria, Niemi Field, Lindstrom Park, Shively Park)
- April 2, 2015: Meeting agenda included evaluation of progress and draft of policy recommendations
- September 9, 2015: Meeting agenda included review of policy recommendations, updates and final approval

The task force obtained feedback from a variety of stakeholders to determine the need and level of use for herbicides and fertilizers to control or eradicate noxious and invasive weeds and to provide recommendations to enhance and develop parks. The task force then developed recommendations for a final herbicide use policy that was presented to the Parks and Recreation Advisory Board and approved during the September 23, 2015 meeting.

POLICY/PRACTICES

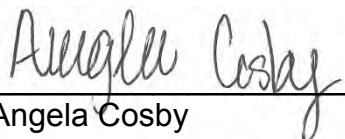
Herbicide Definition: An agent used to destroy or inhibit plant growth.

In order to promote sustainable parks that are aesthetically and intrinsically pleasing, the following recommendations have been drafted for weed management:

1. Create individual park maintenance plans that are unique and site specific for desired/unwanted species. These plans should include a catalogue of existing fauna/flora within each park to document and map species to be promoted.
2. Identify feasible mechanical and natural methods to deter, out-compete, or inhibit noxious weed growth
3. Consult with horticultural professionals prior to planting new species or significantly altering existing planted areas within parks
4. Utilize donated mulch from local arbor care companies to suppress weed growth in planted beds
5. Promote adoption of parks by neighborhood groups and encourage volunteer efforts for weed eradication in lieu of using herbicides
6. For the use of herbicides, the following steps shall be adhered to:
 - A. Party interested in applying herbicides must introduce issue to the Parks Director- describe targeted species, explain reason for concern
 - B. Explain failure/infeasibility of mechanical/hand removal. Provide rationale for preference to use chemical vs alternatives e.g. time constraints, cost, accessibility, etc.
 - C. Provide background information on chemical to be used. Describe the application method, possible hazards, techniques to mitigate hazards, effectiveness of preferred product, timing of application(s), and overall safety of product at site location.
 - D. Provide signage at site prior to and following application of herbicides to create awareness that area has been treated.
 - E. Parks Director, after approving herbicide use, shall inform Parks Advisory Board of the background on the chemical, rationale for application and location of herbicide application

RECOMMENDATION

The Lawn and Plant Management Task Force and Parks Advisory Board have reviewed and recommended that City Council adopt the Herbicide Policy and Practices.


By: 

Angela Cosby
Director of Parks & Recreation



September 28, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM:  BRETT ESTES, CITY MANAGER
SUBJECT: AUTHORIZATION TO ENTER INTO A CONTRACT WITH PIERCE
MANUFACTURING FOR THE PURCHASE OF A NEW LADDER TRUCK

DISCUSSION/ANALYSIS

At the September 14, 2015 Astoria City Council meeting, Council approved purchasing a new replacement ladder truck by proceeding with the following steps;

- 1) Approve purchasing ladder truck with available funds
- 2) Move forward with supplemental budget process to recognize additional available General Fund beginning balance and to transfer \$454,000 to Capital Improvement Funds for purchase of the ladder truck.
- 3) Initiate the procurement process through HGAC.
- 4) Advertise a notice of intent to establish a contract with Pierce Manufacturing Inc. through HGAC, per Oregon State procurement requirements.
- 5) Authorize Mayor LaMear to execute documentation.

The procurement process with HGAC has been initiated with the completion of a HGAC Contract Pricing Worksheet by Dean Stock, Contract Specialist with Hughes Fire Equipment. (Item 3 above)

The notice of intent to establish a contract with Pierce Manufacturing through HGAC was advertised on Thursday, September 24, 2015 in the Daily Astorian. Any comments must be submitted to the City Manager on or before Monday, October 5, 2015. (Item 4 above)

A final Pierce Manufacturing Proposal Price sheet and Purchase Agreement dated September 18, 2015 have been received. Both the proposal sheet and the purchase agreement list the price of the truck, and itemize the discounts of \$55,321.00. The discounts are contingent upon making a 100% cash pre-payment. The Pierce Purchase Agreement has been approved as to form by City Attorney Henningsgaard. (Item 5 above)

Documentation for items 3, 4 and 5 are attached to the Agenda Memorandum and are provided for your information.

The Pierce proposal price of \$943,440 includes the HGAC Order Processing Charge of \$2,000.00. Available discounts associated with the 100% pre-payment total \$55,321.00. An amount of \$2,540 is included in the pricing to ensure delivery of a Ladder Truck, since the City is paying cash. The attached quote does not include the \$2,540 bond price but final contracts will reflect the bond amount. Taking all available discounts results in a Purchase Agreement price of \$888,119.00.

A supplemental budget transfer of \$454,000 will be made from the General Fund to the Capital Improvement Fund and added to previously budgeted amount for the ladder truck of \$500,000, for a total of \$944,000 available for the purchase of the Ladder Truck. A contingency of \$55,881 (approximately 6%) is available, should specification changes be identified during construction. The Pumper Truck required an additional transfer of \$11,000 for unanticipated feature changes identified during construction completion and required a separate transfer to fully cover the costs.

RECOMMENDATION

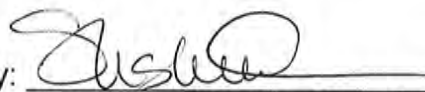
It is recommended the City enter into a Purchase Agreement with Pierce Manufacturing, through existing membership in HGAC, for the purchase of a new replacement ladder truck in an amount not to exceed \$888,119.00 by making a pre-payment of amounts, as required by the contract, to take full advantage of discounts anticipated to be \$55,321.00.

By:



Ted Ames, Fire Chief

By:



Susan Brooks, Director of Finance
and Administrative Services

Item Number	Qty	Description	Published Options	Unpublished Options
106	1	TAK-4 Suspension	12,352.00	
109	1	Change to Air Ride Suspension, Tandem	2,239.00	
116	1	EX225 17" Front Disc Brakes	1,057.00	
202	1	Aluminum Wheels, front	1,751.00	
210	5	Upgrade SCBA Bracket to Hands Free	3,245.00	
214	1	Q2B Siren	3,547.00	
215	1	Safety System	8,574.00	
229	1	GTT Emitter Roof/remote mounted	2,309.00	
308	1	Pierce Husky 3, Single Agent (5) discharges	11,466.00	
313	1	Foam Cell 20 Gallons	1,331.00	
103	1	Add 19" Extended Steel Painted Bumper	2,346.00	
111	1	Add Mechanical Seal to Pump	749.00	
115	1	Each Additional Transverse Preconnect 2.5 or 3" plumbing	2,816.00	
120	1	Increase Pump from 1250 to 1500 gpm	5,014.00	
150	1	Electric Cord Reel with 200' of 10/3	1,852.00	
161	2	Adjustable Compartment shelves (6)	1,920.00	
162	1	Swing-out tool board	1,741.00	
163	2	Slide-out floor tray	1,424.00	
164	3	Adjustable slide-out tray	2,367.00	
172	1	12 Volt LED Tracking/tip lights	4,194.00	
178	1	Dual-Pro Battery Charger	735.00	
182	1	LED under cab/body lighting (8)	1,791.00	
187	2	SCBA Cylinder storage in fender panel triple (each)	1,584.00	
157	1	Hydraulic 10 KW	18,991.00	
199	1	AC Power to Tip	2,119.00	
007	1	LED Emergency Light Package Upgrade	5,526.00	
186256	21	Lettering, Gold Leaf, 4.00", Each		691.41
179882	1	Stripe, Reflective Outline Above & Below Reflective Band		840.59

Base Bid	\$ 829,078.00	
Published Options	\$ 103,040.00	
Total Published Options	\$ 932,118.00	
Unpublished Options	\$ 1,532.00	0.16%
Total Options w/o HGAC Fee	\$ 933,650.00	

Notice of Intent to Establish a Contract (ORS 279A.220)

The City of Astoria intends to enter into a contract through an interstate cooperative procurement with the Houston-Galveston Area Council as the administering contract agency for the purchase of a Pierce Arrow XT 105' Ladder Truck to be constructed to specifications provided by the Astoria Fire Department. Members of the public wishing to submit comments regarding the establishment of this contract and vendors who would otherwise be prospective bidders on the contract must submit their comments to City Manager Brett Estes, 1095 Duane Street, Astoria, OR 97103 (503) 325-5824 on or before October 2, 2015.



Astoria Fire Department, OR
One (1) Arrow XT 105' PUC Ladder NH465

9/22/2015

Proposal Price	\$ 943,440.00
Less chassis progress payment discount The chassis progress payment in the amount of \$369,265.00 will be due three (3) months prior to the ready for pick up from the factory date.	(11,078.00)
Less aerial device progress payment discount The aerial payment in the amount of \$232,220.00 will be due two (2) months prior to the ready for delivery from the factory date.	(4,588.00)
Less payment upon completion @ factory discount	(11,336.00)
* Deduct for 100% pre-payment with contract If this option is elected, the discount is in addition to the chassis progress payment discount and the payment upon completion at the factory discount.	(28,319.00)
Less performance bond	(2,540.00)
Proposal price including discounts	<u>885,579.00</u>

Terms:

The unit would be ready for delivery from the factory within 10.5 to 13 months after contract execution.

The above pre-payment discount will be valid for 90 days.

An invoice will be provided 30 days prior to the chassis and aerial payment due dates if they are elected.

If payment discount options are not elected standard payment terms will apply: Final payment will be due 30 days after the unit leaves the factory for delivery. If payment is not made at that time a late fee of 7.5% of the amount due will be charged per day for overdue payments beginning ten (10) days after the payment is due for the first 30 days at which time the late fee increases to 12% per day until the payment is received.

The proposal price is based on the unit being purchased through HGAC. This pricing is only valid for an HGAC purchase on contract FS12-13 which expires November 30, 2015. Orders submitted after November 30, 2015 will be subject to new contract pricing.

Transportation of the unit to be driven from the factory is included in the pricing. However, if we are unable to obtain necessary permits, due to the weight of the unit, and the unit must be transported on a flat bed, additional transportation charges will be the responsibility of the purchaser. We will provide pricing at that time if necessary.



PERFORM. LIKE NO OTHER™

This Purchase Agreement (together with all attachments referenced herein, the "Agreement"), made and entered into by and between Pierce Manufacturing Inc., a Wisconsin corporation ("Pierce"), and City of Astoria Fire Department, a Municipality ("Customer") is effective as of the date specified in Section 3 hereof.

1. Definitions.

- a. "**Product**" means the fire apparatus and any associated equipment manufactured or furnished for the Customer by Pierce pursuant to the Specifications.
- b. "**Specifications**" means the general specifications, technical specifications, training, and testing requirements for the Product contained in the Pierce Proposal for the Product prepared in response to the Customer's request for proposal.
- c. "**Pierce Proposal**" means the proposal provided by Pierce attached as Exhibit C prepared in response to the Customer's request for proposal.
- d. "**Delivery**" means the date Pierce is prepared to make physical possession of the Product available to the Customer.
- e. "**Acceptance**" The Customer shall have fifteen (15) calendar days of Delivery to inspect the Product for substantial conformance with the material Specifications; unless Pierce receives a Notice of Defect within fifteen (15) calendar days of Delivery, the Product will be deemed to be in conformance with the Specifications and accepted by the Customer.

2. Purpose. This Agreement sets forth the terms and conditions of Pierce's sale of the Product to the Customer.

3. Term of Agreement. This Agreement will become effective on the date it is signed and approved by Pierce's authorized representative pursuant to Section 22 hereof ("Effective Date") and, unless earlier terminated pursuant to the terms of this Agreement, it will terminate upon the Customer's Acceptance and payment in full of the Purchase Price.

4. Purchase and Payment. The Customer agrees to purchase the Product specified on Exhibit A for the total purchase price of \$885,579.00 ("Purchase Price"). Prices are in U.S. funds.

5. Future Changes. Various state or federal regulatory agencies (e.g. NFPA, DOT, EPA) may require changes to the Specifications and/or the Product and in any such event any resulting cost increases incurred to comply therewith will be added to the Purchase Price to be paid by the Customer. In addition, any future drive train upgrades (engine, transmission, axles, etc.), or any other specification changes have not been calculated into our annual increases and will be provided at additional cost. To the extent practicable, Pierce will document and itemize any such price increases for the Customer.

6. Agreement Changes. The Customer may request that Pierce incorporate a change to the Products or the Specifications for the Products by delivering a change order to Pierce; provided, however, that any such change order must be in writing and include a description of the proposed change sufficient to permit Pierce to evaluate the feasibility of such change ("Change Order"). Within [seven (7) business days] of receipt of a Change Order, Pierce will inform the Customer in writing of the feasibility of the Change Order, the earliest possible implementation date for the Change Order, of any increase or decrease in the Purchase Price resulting from such Change Order, and of any effect on production scheduling or Delivery resulting from such Change Order. Pierce shall not be liable to the Customer for any delay in performance or Delivery arising from any such Change Order. A Change Order is only effective when counter-signed by Pierce's authorized representative.

7. Cancellation/Termination. In the event this Agreement is cancelled or terminated by a party before completion, Pierce may charge a cancellation fee. The following charge schedule based on costs incurred may be applied: (a) 10% of the Purchase Price after order is accepted and entered by Pierce; (b) 20% of the Purchase Price after completion of approval drawings, and; (c) 30% of the Purchase Price upon any material requisition. The cancellation fee will increase accordingly as costs are incurred as the order progresses through engineering and into manufacturing. Pierce endeavors to mitigate any such costs through the sale of such Product to another purchaser; however Customer shall remain liable for the difference between the Purchase Price and, if applicable, the sale price obtained by Pierce upon sale of the Product to another purchaser, plus any costs incurred by Pierce to conduct any such sale.

8. Delivery, Inspection and Acceptance. (a) Delivery. Delivery of the Product is scheduled to be within 10.5 to 13 months of the Effective Date of this Agreement, F.O.B. Astoria, Oregon. Risk of loss shall pass to Customer upon Delivery. (b) Inspection and Acceptance. Upon Delivery, Customer shall have fifteen (15) days within which to inspect the Product for substantial conformance to the material Specifications, and in the event of substantial non-conformance to the material

Specifications to furnish Pierce with written notice sufficient to permit Pierce to evaluate such non-conformance ("Notice of Defect"). Any Product not in substantial conformance to material Specifications shall be remedied by Pierce within thirty (30) days from the Notice of Defect. In the event Pierce does not receive a Notice of Defect within fifteen (15) days of Delivery, Product will be deemed to be in conformance with Specifications and Accepted by Customer.

9. Notice. Any required or permitted notices hereunder must be given in writing at the address of each party set forth below, or to such other address as either party may substitute by written notice to the other in the manner contemplated herein, by one of the following methods: hand delivery; registered, express, or certified mail, return receipt requested, postage prepaid; or nationally-recognized private express courier:

Pierce Manufacturing, Inc.
Director of Order Management
2600 American Drive
Appleton WI 54912
Fax (920) 832-3080

Customer
City of Astoria Fire Department
555 30th Street
Astoria, Oregon 97103
Phone: 503-325-2345
Fax: 503-325-2346

10. Standard Warranty. Any applicable Pierce warranties are attached hereto as Exhibit B and made a part hereof. Any additional warranties must be expressly approved in writing by Pierce's authorized representative.

a. Disclaimer. OTHER THAN AS EXPRESSLY SET FORTH IN THIS AGREEMENT, NEITHER PIERCE, ITS PARENT COMPANY, AFFILIATES, SUBSIDIARIES, LICENSORS OR SUPPLIERS, THEIR RESPECTIVE OFFICERS, DIRECTORS, EMPLOYEES, SHAREHOLDERS, AGENTS OR REPRESENTATIVES, MAKE ANY EXPRESS OR IMPLIED WARRANTIES WITH RESPECT TO THE PRODUCTS PROVIDED HEREUNDER OR OTHERWISE REGARDING THIS AGREEMENT, WHETHER ORAL OR WRITTEN, EXPRESS, IMPLIED OR STATUTORY. WITHOUT LIMITING THE FOREGOING, ANY IMPLIED WARRANTY OR CONDITION OF MERCHANTABILITY, THE IMPLIED WARRANTY AGAINST INFRINGEMENT, AND THE IMPLIED WARRANTY OR CONDITION OF FITNESS FOR A PARTICULAR PURPOSE ARE EXPRESSLY EXCLUDED AND DISCLAIMED. STATEMENTS MADE BY SALES REPRESENTATIVES OR IN PROMOTIONAL MATERIALS DO NOT CONSTITUTE WARRANTIES.

b. Exclusions of Incidental and Consequential Damages. In no event shall Pierce be liable for consequential, incidental or punitive damages incurred by Customer or any third party in connection with any matter arising out of or relating to this Agreement, or the breach thereof, regardless of whether such damages arise out of breach of warranty, tort, contract, strict liability, statutory liability, indemnity, whether resulting from non-delivery or from Pierce's own negligence, or otherwise.

11. Insurance. Pierce maintains the following limits of insurance with a carrier(s) rated A- or better by A.M. Best:

Commercial General Liability Insurance:

Products/Completed Operations Aggregate: \$1,000,000
Each Occurrence: \$1,000,000

Umbrella/Excess Liability Insurance:

Aggregate: \$25,000,000
Each Occurrence: \$25,000,000

The Customer may request: (x) Pierce to provide the Customer with a copy of a current Certificate of Insurance with the coverages listed above; (y) to be included as an additional insured for Commercial General Liability (subject to the terms and conditions of the applicable Pierce insurance policy); and (z) all policies to provide a 30 day notice of cancellation to the named insured

12. Indemnity. The Customer shall indemnify, defend and hold harmless Pierce, its officers, employees, dealers, agents or subcontractors, from any and all claims, costs, judgments, liability, loss, damage, attorneys' fees or expenses of any kind or nature whatsoever (including, but without limitation, personal injury and death) to all property and persons caused by, resulting from, arising out of or occurring in connection with the Customer's purchase, installation or use of goods sold or supplied by Pierce which are not caused by the sole negligence of Pierce.

13. Force Majeure. Pierce shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond Pierce's control which make Pierce's performance impracticable, including but not limited to civil wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation

regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy or terrorism, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work.

14. Default. The occurrence of one or more of the following shall constitute a default under this Agreement: (a) the Customer fails to pay when due any amounts under this Agreement or to perform any of its obligations under this Agreement; (b) Pierce fails to perform any of its obligations under this Agreement; (c) either party becomes insolvent or become subject to a bankruptcy or insolvency proceedings; (d) any representation made by either party to induce the other to enter into this Agreement is false in any material respect; (e) the Customer dissolves, merges, consolidates or transfers a substantial portion of its property to another entity; or (f) the Customer is in default or has breached any other contract or agreement with Pierce.

15. Manufacturer's Statement of Origin. It is agreed that the manufacturer's statement of origin ("MSO") for the Product covered by this Agreement shall remain in the possession of Pierce until the entire Purchase Price has been paid. If more than one Product is covered by this Agreement, then the MSO for each individual Product shall remain in the possession of Pierce until the Purchase Price for that Product has been paid in full. In case of any default in payment, Pierce may take full possession of the Product, and any payments that have been made shall be applied as payment for the use of the Product up to the date of taking possession.

16. Independent Contractors. The relationship of the parties established under this Agreement is that of independent contractors and neither party is a partner, employee, agent, or joint venturer of or with the other.

17. Assignment. Neither party may assign its rights and obligations under this Agreement unless it has obtained the prior written approval of the other party.

18. Governing Law: Jurisdiction. Without regard to any conflict of laws provisions, this Agreement is to be governed by and under the laws of the state of Wisconsin.

19. Facsimile Signatures. The delivery of signatures to this Agreement by facsimile transmission shall be binding as original signatures.

20. Entire Agreement. This Agreement shall be the exclusive agreement between the parties for the Product. Additional or different terms proposed by the Customer shall not be applicable, unless accepted in writing by Pierce's authorized representative. No change in, modification of, or revision of this Agreement shall be valid unless in writing and signed by Pierce's authorized representative.

21. Conflict. In the event of a conflict between the Customer Specifications and the Pierce Proposal, the Pierce Proposal shall control. In the event there is a conflict between the Pierce Proposal and this Agreement, the Pierce Proposal shall control.

22. Signatures. This Agreement is not effective unless and until it is approved, signed and dated by Pierce Manufacturing, Inc.'s authorized representative.

Accepted and agreed to:

PIERCE MANUFACTURING, INC.

CUSTOMER: City of Astoria Fire Department

Name: _____

Name: _____

Title: _____

Title: _____

Date: _____

Date: _____

Approved as to form:

Digitally signed by
com.apple.idms.appleid.prd.4931756647644a1
807754144546159324e744d354e773d3d
DN:
cn=com.apple.idms.appleid.prd.49317566476d
4a3867754144546159324e744d354e773d3d
Date: 2015.09.28 12:52:02 -0800

EXHIBIT A

PURCHASE DETAIL FORM

Pierce Manufacturing, Inc.
 Director of Order Management
 2600 American Drive
 Appleton WI 54912
 Fax (920) 832-3080

Date: _____

Customer Name: City of Astoria Fire Department

Quantity	Chassis Type	Body Type	Price per Unit
One (1)	Arrow XT	105' PUC Ladder NH465	\$943,440.00
Less	Chassis progress payment discount		(11,078.00)
Less	Aerial device progress payment discount		(4,588.00)
Less	100% prepayment discount		(28,319.00)
Less	Performance bond		(2,540.00)
	Total		\$885,579.00

Warranty Period: Standard per proposal NH465 submitted September 18, 2015.

Training Requirements: Standard per proposal NH465 submitted September 18, 2015.

Other Matters: A performance bond will not be provided.

This contract is available for inter-local and other municipal corporations to utilize with the option of adding or deleting any Pierce available options, including chassis models. Any addition or deletion may affect the unit price.

Payment Terms: A 100% prepayment will be due within 30 days of contract execution, an invoice will be provided. If payment is not made at this time \$55,321.00, or a portion thereof, will be added to the final invoice. Final payment of any remaining balance, including changes approved during manufacturing, is due upon completion and inspection of the apparatus at the factory.

[NOTE: If deferred payment arrangements are required, the Customer must make such financial arrangements through a financial institution acceptable to Pierce.] All taxes, excises and levies that Pierce may be required to pay or collect by reason of any present or future law or by any governmental authority based upon the sale, purchase, delivery, storage, processing, use, consumption, or transportation of the Product sold by Pierce to the Customer shall be for the account of the Customer and shall be added to the Purchase Price. All delivery prices or prices with freight allowance are based upon prevailing freight rates and, in the event of any increase or decrease in such rates, the prices on all unshipped Product will be increased or decreased accordingly. Delinquent payments shall be subject to a carrying charge of 1.5 percent per month or such lesser amount permitted by law. Pierce will not be required to accept payment other than as set forth in this Agreement. However, to avoid a late charge assessment in the event of a dispute caused by a substantial nonconformance with material Specifications (other than freight), the Customer may withhold up to five percent (5%) of the Purchase Price until such time that Pierce substantially remedies the nonconformance with material Specifications, but no longer than sixty (60) days after Delivery. If the disputed amount is the freight charge, the Customer may withhold only the amount of the freight charge until the dispute is settled, but no longer than sixty (60) days after Delivery. Pierce shall have and retain a purchase money security interest in all goods and products now or hereafter sold to the Customer by Pierce or any of its affiliated companies to secure payment of the Purchase Price for all such goods and products. In the event of nonpayment by the Customer of any debt, obligation or liability now or hereafter incurred or owing by the Customer to Pierce, Pierce shall have and may exercise all rights and remedies of a secured party under Article 9 of the Uniform Commercial Code (UCC) as adopted by the state of Wisconsin.

THIS PURCHASE DETAIL FORM IS EXPRESSLY SUBJECT TO THE PURCHASE AGREEMENT TERMS AND CONDITIONS DATED AS OF _____, 2015 BETWEEN PIERCE MANUFACTURING INC. AND CITY OF ASTORIA FIRE DEPARTMENT WHICH TERMS AND CONDITIONS ARE HEREBY INCORPORATED IN, AND MADE PART OF, THIS PURCHASE DETAIL FORM AS THOUGH EACH PROVISION WERE SEPARATELY SET FORTH HEREIN, EXCEPT TO THE EXTENT OTHERWISE STATED OR SUPPLEMENTED BY PIERCE MANUFACTURING INC. HEREIN.

EXHIBIT B

WARRANTY

STANDARD PER PROPOSAL NH465 SUBMITTED SEPTEMBER 18, 2015.

EXHIBIT C

PIERCE PROPOSAL

STANDARD PER PROPOSAL NH465 SUBMITTED SEPTEMBER 18, 2015.




CITY OF ASTORIA

Founded 1811 • Incorporated 1856

October 1, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

FROM:  BRETT ESTES, CITY MANAGER

SUBJECT: PUBLIC HEARING AND RESOLUTION FOR
2015-16 SUPPLEMENTAL BUDGET

DISCUSSION/ANALYSIS

ORS 294.473 provides a procedure for a municipality to pass a supplemental budget to adjust for changes occurring during a fiscal year. The process requires advertising a supplemental budget, not less than 5 days before a Council meeting. As the supplemental budget is more than 10% of the total expenditures, there is a requirement to hold a hearing for this adjustment. After the hearing, Council may consider a resolution to adopt the supplemental budget as advertised.

Capital Improvement Fund (CIF)

This supplemental budget increases resources and the related requirements by \$ 465,000. The increase to the resource is an increased transfer from the General Fund in the amount of \$ 465,000.

The increases in requirements relates to two items. The first is the purchase of a ladder truck for the Fire Department. The adopted budget for FY 2015-16 appropriated \$ 500,000 for this purchase, funded by a transfer from the General Fund. This supplemental budget increases the transfer for the Ladder Truck purchase by \$ 454,000. The purchase of the Ladder Truck was described to Council at the September 21, 2015 meeting. The related memo is attached.

The second item relates to changes in features for the Pumper Truck for the Fire Department. The purchase of this Pumper Truck was authorized last fiscal year. The construction is completed and the Pumper Truck is in transit to Astoria. The total attached invoice for the changes during construction is \$10,848. \$11,000 of the General Fund transfer covers the payment required to complete the purchase transaction for the Pumper Truck.

General Fund

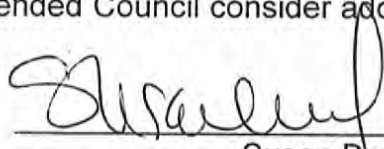
The supplemental budget increases the transfer to the Capital Improvement Fund in the amount of \$ 465,000 by increasing the General Fund Beginning Fund Balance by \$ 465,000 from \$ 2,500,000 to \$ 2,965,000 for the purpose described above.

The appropriate attached notice was advertised on September 29, 2015.

RECOMMENDATION

If Council approves these transactions, it is recommended Council consider adopting the attached resolution for the supplemental budgets.

By:



Susan Brooks CPA
Director of Finance and
Administrative Services

LEGAL NOTICES

AB4934

NOTICE OF SUPPLEMENTAL BUDGET HEARING

• For supplemental budgets proposing a change in any fund's expenditures by more than 10 percent.

A public hearing on a proposed supplemental budget for _____ City of Astoria, Oregon
(District Name)

for the current fiscal year will be held at _____ City Council Chambers, 2nd Floor, 1095 Duane Street
(Location)

The hearing will take place on _____ October 5, 2015 at _____ 7:00 PM
(Date) (Time)

The purpose of the hearing is to discuss the supplemental budget with interested persons.

A copy of the supplemental budget document may be inspected or obtained on or after _____ September 30, 2015
(Date)

at _____ City Hall, Finance Department _____ 9:00 AM _____ and _____ 4:00 PM _____
(Location) (Time) (Time)

SUMMARY OF PROPOSED BUDGET CHANGES

AMOUNTS SHOWN ARE REVISED TOTALS IN THOSE FUNDS BEING MODIFIED

FUND: General Fund

Resource	Amount	Requirement	Amount
1 Beginning Fund Balance	465,000	1 Non and Interdepartmental Transfer to	465,000
2 _____	_____	2 Capital Improvement Fund	465,000
3 _____	_____	3 _____	_____
Revised Total Fund Resources	11,156,690	Revised Total Fund Requirements	11,156,690

Comments:

Oregon Revised Statutes (ORS) 294.472 and 294.473 provide the requirements for making budget adjustments for Oregon municipalities. This adjustment provides for a transfer from the General Fund to the Capital Improvement Fund to provide a resource to purchase a ladder truck for the Astoria Fire Department and to pay for changes during construction to the fire pumper engine that is in transit to Astoria.

FUND: Capital Improvement Fund

Resource	Amount	Requirement	Amount
1 Transfer from General Fund	465,000	1 Capital Outlay Machinery & Equipment	465,000
2 _____	_____	2 _____	_____
3 _____	_____	3 _____	_____
Revised Total Fund Resources	4,469,000	Revised Total Fund Requirements	4,469,000

Comments:

Oregon Revised Statutes (ORS) 294.472 and 294.473 provide the requirements for making budget adjustments for Oregon municipalities. This adjustment provides for a transfer from the General Fund to the Capital Improvement Fund to provide a resource to purchase a ladder truck for the Astoria Fire Department and to pay for changes during construction to the fire pumper engine that is in transit to Astoria.

Published: September 29th, 2015

Resolution No. 15-

A RESOLUTION ADOPTING A SUPPLEMENTAL BUDGET FOR THE
CITY OF ASTORIA.

WHEREAS, supplemental budgets are required for the General and Capital Improvement Funds to appropriate adjustments after the FY 2015-16 budget was adopted.

WHEREAS, the supplemental budget is on file in the office of the Finance Director at City Hall.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF ASTORIA:

Capital Improvement Fund

<u>Resources</u>	<u>Amount</u>
Beginning Fund Balance	\$ 760,000
Interest Earnings	3,000
Grants	1,855,000
State Shared Revenue	236,000
Timber Land Sales	250,000
Miscellaneous	325,000
Transfer	<u>1,040,000</u>
Total Resources	<u>\$ 4,469,000</u>
<u>Requirements</u>	<u>Amount</u>
Materials & Services	2,025,200
Capital Outlay	1,902,500
Debt Service	40,480
Contingency	95,000
Ending fund Balance	<u>405,820</u>
Total Requirements	<u>\$4,469,000</u>

General Fund

<u>Resources</u>	<u>Amount</u>
Beginning Fund Balance	\$ 2,965,000
Current Ad Valorem Taxes	5,305,460
Delinquent Ad Valorem Taxes	225,000
Non Ad Valorem Taxes	1,736,640
Licenses and Permits	6,700
Charges for Services	184,410
Fines and Forfeits	184,500
Grant Funded Projects	29,150
Interest Earnings	11,000
Miscellaneous	71,620
Transfer	<u>437,210</u>
 Total Resources	 <u>\$ 11,156,690</u>

<u>Requirements</u>	<u>Amount</u>
Personnel Services	5,220,030
Materials and Services	1,607,770
Capital Outlay	0
Transfers	2,306,810
Contingency	2,022,080
 Total Requirements	 <u>\$11,156,690</u>

ADOPTED BY THE CITY COUNCIL THIS _____ DAY OF _____, 2015.

APPROVED BY THE MAYOR THIS _____ DAY OF _____, 2015.

Mayor

ATTEST:

City Manager

ROLL CALL ON ADOPTION	YEA	NAY	ABSENT
Commissioner Nemlowill			
Herzig			
Price			
Warr			
Mayor LaMear			



September 14, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL
FROM: BRETT ESTES, CITY MANAGER
SUBJECT: PURCHASE OF NEW LADDER TRUCK

DISCUSSION/ANALYSIS

Since January, 2013, approximately \$45,000 has been spent on repairs to City of Astoria Fire Department Ladder Truck 2541, in order to assure it can reliably and safely continue responding to calls for service. Based on information provided by Fire Chief Ted Ames regarding the continued need for repairs and the truck's advanced age of 27 years, the Astoria City Council has determined the need for replacing the ladder truck. During Budget Committee meetings in spring of 2015, a decision was made to transfer \$500,000, from the General Fund to the Capital Improvement Fund as a down payment on a lease/option to purchase a replacement ladder truck. A lease purchase comes with the added leasing costs and interest on the unpaid balance for the life of the lease.

After review of draft financial statements for Fiscal Year 2014/15, the ending General Fund balance exceeded the anticipated amount of \$ 2,500,000, budgeted for beginning fund balance for Fiscal Year 2015/16 by \$ 500,000. The additional funds are the result of several key vacancies and expenses budgeted but unexpended. It should be noted, this is a one-time situation which would not be sustainable for additional operation expense but which is suited to purchase identified critical equipment and avoid financing costs.

The City has received a proposal for an Arrow XT 105' Aerial Ladder Truck at the price of \$ 937,811. With the \$ 500,000 transfer already approved, the balance remaining would be \$ 437,811. There may be discounts available which staff will report when the purchase details are finalized. The City entered into a contract with Houston Galveston Area Council (HGAC) in November, 2014. HGAC is an interstate cooperative procurement agency which administers contracts between member jurisdictions and member manufacturers. The Pierce Manufacturing Company is a member manufacturer. Membership in HGAC allows the City to enter into a contract for the purchase of the ladder truck with HGAC serving as the administrating contract agency. Staff recommends entering into a contract with Pierce Manufacturing for purchase of a new

Ladder Truck, facilitated by the HGAC membership. Use of this contract meets Oregon procurement standards as long as the City issues the seven day notice of intent to award.

To anticipate punch list items, staff proposes making an additional transfer from the General Fund to the Capital Improvement Fund of \$ 450,000, for a total of \$ 950,000 needed to pay for the ladder truck. The budget was compiled to provide a fiscally sound contingency for unforeseen expenditures. Since the beginning fund balance is more than anticipated, this proposal does not reduce the Fiscal Year 2015/16 budgeted contingency.

This memo was developed to obtain Council direction for the negotiation and final procurement.

In order to initiate the purchase of the ladder truck it would be necessary to

- 1) Approve purchasing ladder truck with available funds
- 2) Move forward with supplemental budget process to recognize additional available General Fund beginning balance and to transfer \$ 450,000 to Capital Improvement Funds for purchase of the ladder truck.
- 3) Initiate the procurement process through HGAC
- 4) Advertise a notice of intent to establish a contract with Pierce Manufacturing Inc. through HGAC, per Oregon State procurement requirements.
- 5) Authorize Mayor LaMear to execute documentation.

Should City Council authorize this process, it is anticipated the supplemental budget and contract would be brought to the following meeting for consideration.

RECOMMENDATION

Staff recommends purchasing a new replacement ladder truck by proceeding with the steps described above.

By: _____
Ted Ames, Fire Chief

By: _____
Susan Brooks, Director of Finance
and Administrative Services



MANUFACTURING Inc.

QUALITY FIRE APPARATUS
4653951
ATTN: CHIEF AMES
CITY OF ASTORIA FIRE DEPARTMENT
555 30TH STREET
ASTORIA, OR 97103

P.O. BOX 2017
APPLETON, WI
54912

TEL. (920) - 832-3000

DATE
9/16/2015
INVOICE NUMBER
M 47120

YOUR ORDER NO.	OUR ORDER NO.	TERMS	DELIVERY DATE	VIA
CONTRACT	28651	COD	UPON INVOICE RECEIPT	
ITEM	QTY.	DESCRIPTION		TOTAL AMOUNT
			ONE (1) PIERCE™ PUMPER MOUNTED ON AN ARROW XT CHASSIS VIN: 4P1BAAGFXGA015784 2016	\$ 514,528.00
			CONTRACT AMOUNT	\$ 514,528.00
			PLUS: APPROVED CHANGES	10,848.00
			TOTAL PURCHASE PRICE	\$ 525,376.00
			LESS: PAYMENT RECEIVED: 11/19/2014	(488,251.00)
			LESS: CHASSIS DISCOUNT	(8,983.00)
			LESS: PAYMENT UPON COMPLETION AT FACTORY	(5,955.00)
			LESS: 100% PREPAY DISCOUNT	(11,339.00)
			NET DUE PIERCE	\$ 10,848.00

REMIT PAYMENT TO:
PIERCE MANUFACTURING INC.
7751 COLLECTIONS CENTER DRIVE
CHICAGO, IL 60698

ORIGINAL INVOICE

SEE ENCLOSED INSTRUCTIONS
FOR FURTHER INFORMATION



PROJECT CHANGE REPORT
ASTORIA FIRE DEPARTMENT, JOB 28651

Date	AID	Category	Code	Description	Qty	Unit Price	Ext. Price
2/26/2015	C	Lights, Side Zone Lower	540892	Lights, Side Zone Lower, Whelen M8°C LED, Clear Lens, 3pr, Ovr 25 Feature: Location, Lights Frt Side Old Value: one (1) each side on the front cab corner New Value: one (1) each side on the bumper extension	1	(\$38.00)	(\$38.00)
2/27/2015	A	Hose Bed Accessories	534308	Walkway, In Hose Bed, Treadplate Feature: Location Old Value: New Value: on the driver's side per the AD drawing	1	\$575.06	\$575.06
3/16/2015	D	Seats/EMS, Crew Cab, RR Fcng, DS Out	199835	Cabinet, EMS, Rear Facing, DS, 22 W x 42.5 H x 28 D, Roll, AXT	1	(\$1,457.04)	(\$1,457.04)
3/16/2015	A	Seats/EMS, Crew Cab, RR Fcng, DS Out	565229	Seat, Rr Facing C/C, DS Outboard, Pierce PSV, SCBA	1	\$637.60	\$637.60
3/16/2015	D	Seats/EMS, Crew Cab, RR Fcng, PS Out	199833	Cabinet, EMS, Rear Facing, PS, 19 W x 42.5 H x 24 D, Roll, AXT	1	(\$1,457.04)	(\$1,457.04)
3/16/2015	A	Seats/EMS, Crew Cab, RR Fcng, PS Out	565233	Seat, Rr Facing C/C, PS Outboard, Pierce PSV, SCBA	1	\$637.60	\$637.60
3/16/2015	D	Seats/EMS, Crew Cab, Fwd Fcng, DS Out	565242	Seat, Forward Facing C/C, DS Outboard, Pierce PSV, SCBA, Foldup	1	(\$885.16)	(\$885.16)
3/16/2015	D	Seats/EMS, Crew Cab, Fwd Fcng, PS Out	565253	Seat, Forward Facing C/C, PS Outboard, Pierce PSV, SCBA, Foldup	1	(\$885.16)	(\$885.16)
3/16/2015	C	Lights, 12V	589768	Light, Whelen, 12V PFP1, Pioneer LED Floodl, PBA103 Recessed 15 Deg 1st Feature: Location, Lights Old Value: high on the passenger's side rear of the body New Value: high in the center of the rear body bulkhead	1	\$0.00	\$0.00
3/16/2015	A	Handrails, Hose Bed	4146	Handrail, Rear, Below Hose Bed, Full Width	1	\$0.00	\$0.00
3/16/2015	C	Chocks, Wheel, Mounting Brackets	544806	Mounting Brackets, Chocks, SAC-44-E, Folding, Horizontal Feature: Location, Wheel Chocks Old Value: New Value: one fore and aft of the driver's side rear axle	1	\$0.00	\$0.00
3/16/2015	D	Top Speed of Vehicle	544250	Top Speed of Vehicle, 65 MPH	1	\$0.00	\$0.00
3/16/2015	A	Top Speed of Vehicle	671918	Axle Ratio, Rear Axle, (6.14), Electronically Limited Top Speed, 60mph	1	\$0.00	\$0.00
3/17/2015	D	Hose Bed Capacity	3480	Hose Bed Capacity, Std, 1500' of 2.5", 400' of 1.5"	1	\$0.00	\$0.00
3/17/2015	A	Hose Bed Capacity	3481	Hose Bed Capacity, Special Feature: Capacity, Hosebed Old Value: New Value: 400' of 1.75", 800' of 5.00" and 700' of 3.00"	1	\$0.00	\$0.00
3/17/2015	D	Compt, Pumper, Rear	599445	Rear - Rollup Df/33.50" FF, w/Tailboard, PUC	1	(\$469.52)	(\$469.52)
3/17/2015	A	Compt, Pumper, Rear	670224	Rear - Rollup Df/50.50" FF, w/Tailboard, PUC	1	\$1,066.88	\$1,066.88
3/17/2015	D	Doors, Side, Pumper	594005	Doors, Rollup, AMDOR, Side Compartments	6	(\$152.19)	(\$913.16)
3/17/2015	C	Doors, Side, Pumper	692733	Doors, Rollup, Gortite, Side Compartments Feature: Latch, Gortite, Roll-up Old Value: A polished stainless steel lift bar to be provided for each roll-up door New Value: A polished stainless steel lift bar with locking key latches to be provided for each roll-up door. The keys to be Model 751 to match all compartment and cab doors	1	\$361.04	\$361.04
3/17/2015	D	Doors, Rear	593958	Door, AMDOR, Roll-up, Rear Compartment, PUC Feature: Color, Gortite, Roll-up/Door Old Value: New Value: painted one (1) color to match the lower portion of the body	1	\$100.15	\$100.15
3/17/2015	A	Doors, Rear	692743	Door, Gortite, Roll-up, Rear Compartment, PUC Feature: Latch, Roll-up Door Old Value: A stainless steel lift bar to be provided for opening the door and located at the bottom of each door with latches on the outer extrusion of the door frame. A ledge to be supplied over lift bar for additional area to aid in closing the door	1	\$0.00	\$0.00
3/17/2015	A	Doors, Rear	692743	Door, Gortite, Roll-up, Rear Compartment, PUC Feature: Color, Gortite, Roll-up/Door Old Value: New Value: an anodized satin finish	1	(\$124.78)	(\$124.78)

3/17/2015 A	Camera Systems	653533	Feature: Latch, Gortle, Roll-up Old Value: New Value: A polished stainless steel lift bar with locking key fatches to be provided for each roll-up door. The keys to be Model 751 to match all compartment and cab doors Camera, Pierce, 7" LCD, Rear Camera Only Feature: Location, Camera Monitor Old Value: New Value: in view of the driver on the dash	1	\$60.17	\$60.17
3/18/2015 A	Camera System Accessories	523921	Recess, Rear Vision Camera	1	\$188.35	\$188.35
3/17/2015 C	Lights, 12V	589799	Feature: Location Old Value: New Value: on the upper rear of the body per AD drawing Light, Whelen, 12V PFP2 Pioneer LED Floodlit, Recessed 15 Deg 2nd			
3/17/2015 C	Lights, 12V	589768	Feature: Switch, Lt Control 3 DC,3 Old Value: no additional switch location New Value: a switch at the passenger's side switch panel Light, Whelen, 12V PFP1 Pioneer LED Floodlit, PBA103 Recessed 15 Deg 1st	1	\$209.45	\$209.45
3/17/2015 C	Lights, 12V	653347	Feature: Switch, Lt Control 3 DC,3 Old Value: no additional switch location New Value: a switch at the passenger's side switch panel Light, Visor, Whelen, 12V PGP2 Pioneer LED Fld/Spl, 1st	1	\$104.73	\$104.73
3/17/2015 C	Lights, 12V	589802	Feature: Switch, Lt Control 2 DC,2 Old Value: no additional switch location New Value: a switch at the passenger's side switch panel Light, Whelen, 12V PFP2 Pioneer LED Floodlit, Recessed 15 Deg 1st	1	\$104.73	\$104.73
3/17/2015 A	Mounting, Equipment, Cab Interior	654199	Feature: Switch, Lt Control 3 DC,3 Old Value: no additional switch location New Value: a switch at the passenger's side switch panel Mounting Provisions, 1/4" Alum, Engine Tunnel, Middle Reinforcement, AXT Feature: Material Finish, Cab Interior Old Value: New Value: painted to match the cab interior	1	\$209.45	\$209.45
3/17/2015 D	Water Level Gauges	517009	Feature: Activation, Water Level G Old Value: pump is in gear Gauge, Water Level, Pierce, In pressure Controller, w/Mini Slave, PUC	1	(\$897.30)	(\$897.30)
3/17/2015 A	Water Level Gauges	524265	Feature: Activation, Water Level G Old Value: pump is in gear Gauge, Water Level, Pierce, In pressure Controller, No Mini Slave, PUC, Non-NFPA Feature: Location Old Value: New Value: one each side of the cab, high and aft of the crew cab doors	1	\$563.79	\$563.79
3/17/2015 A	Water Level Gauge, Additional	60753	Water Level Gauge, Whelen PSTANK, LED 1-Light, 4-Level Feature: Activation, Water Level G Old Value: New Value: pump is in gear Feature: Location New Value: passenger side of the cab, high and aft of the crew cab door	1	\$464.58	\$464.58
3/17/2015 D	Pumping Mode	521309	Pumping Mode, Pump and Roll/Stationary, Basic, PUC	1	\$0.00	\$0.00
3/17/2015 A	Pumping Mode	501370	Pumping Mode, Stationary Only, PUC	1	\$0.00	\$0.00
3/17/2015 D	Wiper control	555915	Wiper Control, 2-Speed with Intermittent, MUX, Impel/Velocity	1	(\$167.20)	(\$167.20)
3/17/2015 D	Wiper control	543162	Wiper Control, 2-Speed with Intermittent, Wired to Parking Brake, MUX, AXT/DCF	1	(\$92.43)	(\$92.43)
3/17/2015 D	Cabineits/Accessories, Cab Interior	42264	Wiper Control, 2-Speed with Intermittent, MUX, AXT/Dash CF Sheif, Adjustable, EMS Compl, 1.25" Lip	1	\$0.00	\$0.00
3/17/2015 D	Exhaust	565967	Feature: Location Old Value: one in each EMS compartment Exhaust System, 5", 2010 DD13, ISX engine, Vertical, PUC	1	\$0.00	\$0.00
3/17/2015 A	Tire & Wheel Accessories	565965	Exhaust System, 5", 2010 DD13, ISX engine, Horizontal, Officer Side	1	\$0.00	\$0.00
3/17/2015 D	Brakes, Rear Axle	691200	Extender, Valve Stem, 180 Degree, Single Axle, Pair	1	\$61.60	\$61.60
3/17/2015 A	Brakes, Rear Axle	730	Brakes, Meritor, Cam, Rear, 16.50 x 7.00"	1	\$0.00	\$0.00
3/17/2015 D	Coolant Hoses	509206	Brakes, Meritor, EX225, Disc Plus, Rear, Single Axle	1	\$631.01	\$631.01
3/17/2015 D	Coolant Hoses	1091	Cooling Hoses, Silicone, Custom	1	(\$604.10)	(\$604.10)

3/17/2015 A	Coolant Hoses	1090	Cooling Hoses, Rubber	1	\$0.00	\$0.00
3/17/2015 C	Cab, Interior	625334	Cab Interior, Vinyl, Arrow XT	1	\$0.00	\$0.00
3/17/2015 C	Cab Paint, Interior Color	12430	Cab Interior, paint color Feature: Color, Cab Interior Paint Old Value: black New Value: dark silver gray Feature: Color, Cab Interior Paint Old Value: black, vinyl texture paint New Value: fire smoke gray, vinyl texture paint	1	\$0.00	\$0.00
3/17/2015 C	Lights, Dome, Cab & Crew Cab	647647	Lights, Dome, FRP Dual LED 4 Lis Feature: Color, Dome LI Bzl Old Value: black New Value: grey	1	\$0.00	\$0.00
3/17/2015 D	Engine Accessories	657451	Heater, 1500 Watt Immersion, Thermostatically Controlled, Shoreline	1	(\$407.26)	(\$407.26)
3/17/2015 A	Engine Accessories	37145	Heater, 1000 watt Immersion, Connect to Shoreline	1	\$464.39	\$464.39
3/17/2015 C	Shoreline	16837	Shoreline, 20A 120V, Straight Blade NEMA 5-20 Feature: Connection, Shoreline Old Value: engine heater and battery charger New Value: engine heater, battery charger, and any requested interior 115 volt duplex receptacles	1	\$0.00	\$0.00
3/17/2015 C	Lights, 12V	653347	Light, Visor, Whelen, 12V PCP2 Pioneer LED Fld/Spt, 1st Feature: Color, Win Lt Housing Old Value: painted parts of this light assembly to be white New Value: painted parts of this light assembly to be black	1	\$0.00	\$0.00
3/17/2015 D	Running Board	525658	Running Boards, Flip Out, PUC	1	(\$623.98)	(\$623.98)
3/17/2015 A	Running Board	670766	Running Boards, Flip Out, PUC	1	\$746.13	\$746.13
3/17/2015 C	Electrical Receptacles	76629	Receptacle, 15A 120V-3-Pr-3-Wr SB Dup, Shoreline Int	1	\$0.00	\$0.00
3/17/2015 A	Hard Suction Hose	540092	Hose, Hard Suction, Provided by Fire Department, Pumper NFPA Classification	2	\$0.00	\$0.00
3/17/2015 A	Hard Suction Hose Mounting, PUC	519748	Feature: Length, Hard Suction Hose Old Value: New Value: 10' Troughs, H.S.H, Horiz in Hose Bed, (2), One Side, PUC	1	\$980.48	\$980.48
3/17/2015 C	Hose Bed Dividers	3488	Feature: Location, driver/passenger/center Old Value: New Value: driver's Divider, Hose Bed, Unpainted Feature: Qty, Hosebed Dividers Old Value: Two (2) adjustable hosebed dividers New Value: Three (3) adjustable hosebed dividers	1	\$415.41	\$415.41
3/17/2015 D	Crosslays, 1.50' Rear Mount Preconnect	516673	Crosslays, Low Mount, (2) 1.50", Std Cap, W/Poly Trays, PUC	1	(\$4,401.52)	(\$4,401.52)
3/17/2015 A	Crosslays, 1.50' Rear Mount Preconnect	583569	Crosslays, Low Mount, (2) 1.50", Full Width, Spl Cap., W/Poly Trays, PUC	1	\$4,401.52	\$4,401.52
3/17/2015 A	Crosslays, 2.50"	591491	Feature: Capacity, Special Xlay Old Value: New Value: 150' of 1.75" Crosslay, (1) 2.50" Std Cap, W/ Full Width Poly Tray, PUC	1	\$3,213.38	\$3,213.38
3/17/2015 C	Hose Restraint, Crosslay/Speedlay	588430	Hose Restraint, Crosslay/Deadlay, Bar and Hook, Heavy Nylon Web, Each Side, PUC Feature: Qty, Old Value: two (2) New Value: three (3)	1	\$114.66	\$114.66
3/17/2015 A	Wiring, Spare	655622	Wiring, Spare, 10 A 12V DC, USB Termination 1st Feature: 12vdc power from Old Value: New Value: directly to the battery power the dash panel layout	2	\$100.86	\$201.71
3/17/2015 C	Wiring, Spare	548004	Wiring, Spare, 15 A 12V DC 1st Feature: Location Old Value: to be determined at the preconstruction conference New Value: officer's side of the lower center console			
3/17/2015 A	Wiring, Spare	548008	Wiring, Spare, 15 A 12V DC 2nd	1	\$78.05	\$78.05

				Feature: 12vdc power from Old Value: New Value: directly to the battery switched power			
				Feature: Wire termination Old Value: New Value: with heat shrinkable butt splicing			
				Feature: Location Old Value: New Value: high in the D3 compartment with 48" service loop			
3/17/2015 A	Wiring, Spare	548009	1	Wiring, Spare, 20 A 12V DC 1st	\$85.43		\$85.43
				Feature: 12vdc power from Old Value: New Value: directly to the battery power			
				Feature: Wire termination Old Value: New Value: with heat shrinkable butt splicing			
				Feature: Location Old Value: New Value: high in the P3 compartment with 48" service loop			
3/17/2015 D	Bracket/Light, License Plate	664481	1	Bracket, License Plate & Light, P25 LED	(\$63.28)		(\$63.28)
3/17/2015 A	Bracket/Light, License Plate	664486	1	Bracket, License Plate & Light, Weldon 9186-23882-30 Incand, Temp Under Tailbrd	\$69.90		\$69.90
				Feature: Location Old Value: New Value: on the driver's side			
3/17/2015 A	Pike Pole Mount/Compt	4361	2	Tubes, Alum, Pike Pole Storage	\$134.16		\$268.31
				Feature: Location, Pike Pole Tube New Value: in the lower crossbay area, above the pump housing on the forward wall			
3/18/2015 A	Compt Accessories	629764	2	Mounting, Backboards, Above Crossbays, Door/Latch Feature, PUC	\$338.92		\$677.84
				Feature: Size Old Value: New Value: 22" x 6" x 76"			
				Feature: Door, Material & Finish, Storage Old Value: New Value: aluminum treadplate			
				Feature: Latch, Door, Storage Old Value: New Value: flush lift and turn latch			
3/17/2015 D	Compt Accessories	530925	1	Equipment Storage, Transversed Above XTrays, w/Backboard Storage, PUC	(\$954.52)		(\$954.52)
3/17/2015 C	Shelves, Compartment	687108	2	Shelves, Adjustable, 500 lb Capacity, Full Width/Depth, Painted, 3rd Gen	\$156.12		\$312.23
				Feature: Qty, Shelf Old Value: eight (8) shelves New Value: ten (10) shelves			
				Feature: Location, Shelf Old Value: to be determined at the preconstruction conference			
				New Value: (2) D1, (2) D3, (2) P1 upper, (1) P2, (1) P3 lower, (2) P3 upper			
3/17/2015 D	Trays, Slide-out	559754	2	Tray, 215 lb, Tilt/Slide-Out, 30 Deg, Adj, Painted, 3G	(\$548.09)		(\$1,096.18)
3/17/2015 C	Trays, Slide-Out, Floor Mounted	647043	1	Tray, Floor Mounted, Slide-Out, Full Width/Depth, 500lb, 2.00" Sides, 3G	\$0.00		\$0.00
				Feature: location Old Value: to be determined at the preconstruction conference			
				New Value: (1) each in the D1 and P1			
3/17/2015 C	Toolboards	682352	1	Tool Grnd System, Gear Grnd, Double Swing-Out	\$0.00		\$0.00
				Feature: location Old Value: to be determined at the preconstruction conference			
				New Value: in the D2 compartment			
3/18/2015 A	Trays, Slide-out	553988	1	Tray, 500 lb Slide-out, 2" Sides, Painted, Adj, Height, 3G	\$424.92		\$424.92
				Feature: Location Old Value: New Value: (1) in the R1 compartment approximately 1'1" above the floor			
3/17/2015 A	Compt Accessories	650491	1	DuraSurf, Compartment Floor	\$160.24		\$160.24
				Feature: Location Old Value: New Value: floor of the R1			
3/17/2015 A	Compt Accessories	663176	2	Stop, Storage Compt, Ea	\$70.75		\$141.51
				Feature: Location Old Value: New Value: centered and mounted to floor of the R1 compartment, Spaced to laterally retain a ventilation fan that is 24" wide that will lay on the floor.			
3/17/2015 A	Compt Accessories	13202	1	Strap, Nylon w/Velcro	\$122.28		\$122.28
				Feature: Location Old Value: New Value: across the lower opening of the R1 compartment, approximately 5" above the floor to retain a ventilation fan that will be stored flat on the floor			

3/17/2015	D	Air Horn Control	6066	Control, Air Horn, DS & PS Lanyard	1	(\$552.52)	(\$552.52)
3/17/2015	A	Air Horn Control	19651	Control, Air Horn, DS & PS Lanyard, DS Foot Sw	1	\$648.17	\$648.17
3/17/2015	D	Control, Electronic Siren	6145	Control, Elec Siren, Horn Ring, PS Foot Sw	1	\$0.00	\$0.00
3/17/2015	A	Control, Electronic Siren	16145	Control, Elec Siren, Horn Ring, PS Push Button	1	\$0.00	\$0.00
3/17/2015	A	Siren Accessories	69787	Switch, Second Siren Brake, Membrane Style Switch	1	\$99.10	\$99.10
				Feature: Location Old Value: New Value: on the passenger side switch panel # 6 per the switch panel layout			
3/17/2015	A	Cap, Long Handle, Main Pump Inlet	519393	Cap, Main Pump Inlet, Provided by Fire Department	1	(\$198.20)	(\$198.20)
3/17/2015	D	Elbows, Outlet, Large Diameter	527969	Cap, Large Dia Outlet, 4.00" IPO Elbow	1	\$0.00	\$0.00
3/17/2015	A	Elbows, Outlet, Large Diameter	699320	Adapter, 4.00" FNST x 5.00" Storz, w/Cap, PUC	1	\$310.03	\$310.03
3/17/2015	C	Foam Systems	676021	Foam Sys, Husky 3, Single Agent, PUC, Multi Select Feature	1	\$265.41	\$265.41
				Feature: Discharge, Foam Locations Old Value: lower rear crosslay, lower front crosslay, center of front bumper and left rear outlet New Value: lower rear crosslay, lower front crosslay, upper rear crosslay, center of front bumper and left rear outlet			
3/17/2015	C	Foam Tank #1	595941	Foam Ceil, 20 Gallon, Not Reduce Water, PUC	1	\$0.00	\$0.00
				Feature: Foam, Brand Name Old Value: to be determined at the preconstruction conference New Value: Phoscheck			
3/17/2015	D	Gauges, Pressure	511100	Gauge, 2.00" Pressure, Class 1, 30"-0-400psi	1	\$0.00	\$0.00
3/17/2015	A	Gauges, Pressure	38070	Gauge, 2.50" Pressure, Class 1, 30"-0-400psi	1	\$126.68	\$126.68
3/17/2015	D	Light Shield	520243	Light, Pump Operator & Panel, Side Cnt, PUC	1	\$0.00	\$0.00
3/17/2015	A	Light Shield	653081	Light, Pump Operator & Panel, Side Cnt, PUC, 60354C LED Cab & LED OH	1	\$131.44	\$131.44
3/17/2015	D	Location, Electronic Siren	16133	Location, Electronic Siren, Swivel Mount Centered Overhead	1	\$0.00	\$0.00
3/17/2015	A	Location, Electronic Siren	60875	Location, Electronic Siren, Remote Head Only, Recessed In Console	1	\$70.59	\$70.59
3/18/2015	A	Steps, Additional Body	592990	Step, Folding - Extra, Body Only, Luminescent w/LED, Trident	2	\$250.38	\$500.76
				Feature: Location, Additional Step Old Value: New Value: one each side of the rear of the body per customer approved AD drawing			
3/18/2015	A	Pump Panel Accessories	1750	Tag, Special Colors	4	\$0.00	\$0.00
				Feature: Color, Discharge Tag Old Value: New Value: crosslay #1 = blue, crosslay #2 = red, 2.50" crosslay = yellow, rear discharge = green			
3/18/2015	D	Bumpers	550014	Bumper, 13" Extended, AXT, DCF/Saber FRIENT	1	(\$2,063.36)	(\$2,063.36)
3/18/2015	A	Bumpers	550015	Bumper, 16" Extended, AXT, Dash CF	1	\$2,110.87	\$2,110.87
3/18/2015	A	Trays, Center of Bumper	640199	Tray, Hose, Center, 16" Bumper, Outside Air Horns	1	\$290.51	\$290.51
				Feature: Grating, Bumper extension Old Value: New Value: Black rubber grating			
				Feature: Capacity, Bumper Tray Old Value: New Value: 100" of 1.75" double jacket cotton-polyester hose			
3/18/2015	D	Bumper Decking/Trays	22251	Tray, Hose center, 13" bumper w/outside Air Horns	1	(\$290.51)	(\$290.51)
				Feature: Grating, Bumper extension Old Value: Black rubber grating			
				Feature: Capacity, Bumper Tray Old Value: 100" of 1.50" double jacket cotton-polyester hose			
3/18/2015	A	Compl Accessories	633827	Partition Width, Pump Operator Compartment, PUC	1	\$184.63	\$184.63
3/19/2015	D	Lights, Deck	663835	Feature: Width, PUC Pump Operators Panel Partition Old Value: New Value: 2.50" Light, Deck, Unity AG, Frit HB, Whelen PELCC LED Work Lights, PUC	1	(\$533.06)	(\$533.06)
3/19/2015	A	Lights, Deck Additional	22888	Feature: Switch, Scene Lt Cntrl Old Value: control from a switch at the rear of the truck Light, Deck, Additional, Unity Flood	1	\$157.47	\$157.47
				Feature: Location, Lights Old Value: New Value: centered on top of the forward hose bed wall			

3/19/2015	D	Control, Electronic Siren	16145	Control, Elec Siren, Horn Ring, PS Push Button	1	\$0.00	\$0.00
3/19/2015	A	Control, Electronic Siren	668835	Control, Elec Siren, Horn Ring, PS Membrane Location	1	\$157.77	\$157.77
3/19/2015	A	Stripe, Reflective, Accessories	27341	Feature: Location Old Value: New Value: in switch panel #6 per switch panel layout	1	\$180.56	\$180.56
3/19/2015	C	Stripe, Reflective, Chevron, Rear	593732	Log, In Reflective Stripe, Single or Multiple Stripe Chevron, Rear, Diamond Grade, Pumper, PUC	1	\$0.00	\$0.00
3/19/2015	C	Stripe, Reflective, Doors, Cab	65687	Feature: Color, Rear Chevron DG Old Value: fluorescent yellow green New Value: yellow	1	\$0.00	\$0.00
3/19/2015	D	Lettering	686159	Stripe, Reflective, Cab Doors Interior	1	\$0.00	\$0.00
3/19/2015	A	Lettering	686434	Feature: Color, Reflective Old Value: ruby red New Value: black	1	(\$540.72)	(\$540.72)
3/19/2015	C	Lettering	686434	Lettering, Gold Leaf, 3.00", (41-60)	1	\$552.29	\$552.29
3/19/2015	A	Lettering, Special	686010	Lettering, Gold Leaf, 3.00", (21-40)	1	\$0.00	\$0.00
3/19/2015	A	Lettering, Special	686229	Lettering, Reflective, 6.00", (21-40)	1	\$504.12	\$504.12
3/19/2015	C	Lettering, Special	686033	Lettering, Gold Leaf, 6.00", Each	8	\$48.69	\$389.54
3/19/2015	A	Lettering, Special	686010	Lettering, Reflective, 4.00", Each	44	\$14.42	\$634.45
3/19/2015	A	Lettering, Special	686018	Lettering, Reflective, 6.00", (21-40)	1	\$0.00	\$0.00
3/19/2015	A	Lettering, Special	685993	Lettering, Reflective, 5.00", Each	6	\$16.55	\$99.27
3/19/2015	D	Trim, Cab Side	87357	Lettering, Gold Leaf, 4.00", Each	21	\$28.24	\$592.99
3/19/2015	A	Striping, Cab	680371	Molding, Chrome on Side of Cab	1	\$0.00	\$0.00
3/19/2015	A	Emblem/Logo	666388	87357 Molding, Chrome on Side of Cab	1	\$534.06	\$534.06
				Feature: Location, Emblem Old Value: New Value: both sides, high on the upper aft corners of the crew cab	2	\$0.00	\$0.00
3/19/2015	D	Stripe, Reflective	544111	Feature: Size, Flag Old Value: New Value: 12.00" - 14.00" wide	1	\$164.67	\$164.67
3/25/2015	A	Stripe, Reflective	544087	Reflective Band, 10"	1	\$0.00	\$0.00
3/25/2015	A	Stripe, Reflective, Accessories	679882	Reflective Band, 6"	1	\$0.00	\$0.00
4/14/2015	C	Wiring, Spare	548004	Feature: Color, Reflect Band - A Old Value: New Value: black	1	\$818.57	\$818.57
4/14/2015	C	Air Horns	66052	Stripe, Reflective Outline Above & Below Reflective Band	1	\$0.00	\$0.00
4/14/2015	C	Chocks, Wheel, Mounting Brackets	544806	Wiring, Spare, 15 A 12V DC 1st	1	\$0.00	\$0.00
4/14/2015	A	Lights, Perimeter Scene, Pump House	617926	Feature: Location Old Value: officer's side of the lower center console	1	\$0.00	\$0.00
4/14/2015	D	Lights, Perimeter Scene, Body	653926	Feature: Location, Air Horn (bump) Old Value: one each side of the bumper	1	\$0.00	\$0.00
4/14/2015	A	Lights, Perimeter Scene, Body	653901	Feature: Location, Wheel chock Old Value: one fore and aft of the driver's side rear axle	1	\$226.98	\$226.98
4/14/2015	D	Water Level Gauges	524265	Lights, Perimeter Pump House, Amdor AY-9500-012 LED 2lts	1	(\$588.79)	(\$588.79)
4/14/2015	A	Water Level Gauges	657733	Lights, Perimeter Body, Amdor AY-9500-012 LED 4lts, PP/Rr Slip	1	\$236.26	\$236.26
4/17/2015	A	Hose Bed Accessories	97958	Feature: Control, Perimeter Lts Old Value: a switch within reach of the driver is activated and the parking brake is applied	1	\$112.17	\$112.17
4/17/2015	C	Compl Accessories	629764	Feature: Control, Perimeter Lts Old Value: a switch within reach of the driver is activated and the parking brake is applied	1	(\$563.79)	(\$563.79)
5/18/2015	D	Paint	559686	Feature: Gauge, Water Level, Pierce, In pressure Controller, No Mini Slave, PUC, Non-NFPA	1	\$563.79	\$563.79
				Feature: Shelf, Permanent, Hose Bed	1	\$293.59	\$293.59
				Feature: Location Old Value: New Value: above the hard suction hose troughs on the driver's side	1	\$0.00	\$0.00
				Feature: Mounting, Backboards, Above Crosskeys, Door/Latch Feature, PUC	1	\$0.00	\$0.00
				Feature: Size Old Value: 22" x 6" x 76" New Value: 22" x 3" x 76"	1	(\$727.64)	(\$727.64)

				Feature: Paint, Color Old Value: red #90			
5/18/2015	A	Paint	559682	Feature: Paint Color, Upper Area Old Value: black #101			
				Paint, Two Tone, Cab, w/Shield, Custom Cab	1	\$874.26	\$874.26
				Feature: Paint Color, Predefined Old Value: New Value: #90 red			
5/18/2015	A	Paint Accessories	12593	Feature: Paint Color, Upper Area, Predefined New Value: #101 black	1	\$230.76	\$230.76
				Paint, Air Conditioner Cover to Match Roof			
6/29/2015	C	Lettering, Special	685993	Lettering, Reflective, 10.00", Each	-6	\$27.17	(\$163.05)
				Feature: Qty, Lettering Old Value: ten (10) letters New Value: four (4) letters			
6/29/2015	C	Lettering, Special	686018	Lettering, Reflective, 5.00", Each	4	\$16.55	\$66.18
				Feature: Qty, Lettering Old Value: six (6) letters New Value: ten (10) letters			
6/29/2015	D	Lettering, Special	686033	Lettering, Reflective, 4.00", Each	44	(\$14.42)	(\$634.45)
				Lettering, Reflective, 6.00" (21-40)	1	(\$504.12)	(\$504.12)
6/29/2015	A	Lettering, Special	686005	Lettering, Reflective, 7.00" (21-40)	1	\$578.37	\$578.37
				Lettering, Reflective, 4.00" (41-60)	1	\$668.33	\$668.33
6/29/2015	A	Lettering, Special	686026	Lettering, Reflective, 4.00" (41-60)	1	\$668.33	\$668.33
				Handrails, Hose Bed	1	\$0.00	\$0.00
9/2/2015	D	Handrails, Hose Bed	82756	Handrail, Rear, Below Hose Bed	1	\$0.00	\$0.00
				4146 Handrail, Rear, Below Hose Bed, Full Width	1	\$0.00	\$0.00
9/3/2015	A	Seat Options & Accessories	669368	Riser, Fwd Facing C/C seat raised 3.00", w/Raised Roof cab only, PUC	1	\$349.40	\$349.40
				Labor, Install at Pick-Up Riser, Fwd Facing C/C seat raised 3.00"	1	\$1,020.00	\$1,020.00
9/4/2015	A	Pricing Administration, Chassis	608386	Adjustment, Per Jerry Conley, 28651 Astoria Seat Riser	1	(\$684.70)	(\$684.70)
				Adjustment, HF E, 28651 Astoria Seat Riser			(\$684.70)
9/14/2015	A	Outlet, Front, Additional & Accessories	9999999	Labor, Raise Bumper Outlet Plumbing At Pick-Up	1	\$382.50	\$382.50
Total Net Project Changes Post Order Placement						\$382.50	\$10,848.07

Approved by: _____

Date: _____

Total Net Cost of Project Changes Post Order Placement

\$10,848.07



CITY OF ASTORIA
POLICE DEPARTMENT

September 28, 2015

MEMORANDUM

TO: MAYOR AND CITY COUNCIL

FROM: BRETT ESTES, CITY MANAGER

SUBJECT: EMERGENCY PREPAREDNESS BRIEFING CONCEPT DISCUSSION

DISCUSSION/ANALYSIS

Chiefs Johnston and Ames have worked together to develop a concept for the City Council goal of "Hold an emergency preparedness presentation oriented to citizens of Astoria." The concept is to focus on preparedness both for annual emergency events such as winter storms and wildfire danger as well as the looming danger of the near shore Cascadia event. The event will emphasize self reliance with a message of government resiliency.

The initial concept is to host an approximately 90 minute event, likely at the Liberty Theater, with presentations from subject matter experts. Initial thoughts are to approach experts such as:

- Coastal hazards from OSU
- A local geologist
- A representative from the National Weather Service
- Representative from Red Cross or similar agency

Additional static displays would be configured in the lobby with examples of home kits, go bags, CERT members, fire safety, personal security, etc. Specific topics to be addressed both in the presentations and displays are nature of the concerns, home safety, how to be self sufficient, neighborhood mapping, evacuation routes, and similar topics.

The event would be targeted for Spring 2016.

RECOMMENDATION

Staff is requesting Council discussion on this proposal and provide comments on direction. No other action is required at this time.

A handwritten signature in black ink, appearing to be "Brad Johnston".

By: _____
Brad Johnston, Chief of Police /
Assistant City Manager

A handwritten signature in black ink, appearing to be "Ted Ames".

By: _____
Ted Ames, Fire Chief