

**CITY COUNCIL MEETING
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July 15, 2014**

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City of Dundee
City Council Meeting Minutes
July 15, 2014

Call to Order

Mayor Ted Crawford called the meeting to order at 7: 00 P.M.

Council and Staff Attendance

Present: Mayor Ted Crawford, Councilors Jeannette Adlong, Jennifer Munson, Storr Nelson, David Russ, and Tim Weaver. Excused Absence: Councilor Doug Pugsley. Staff members: Rob Daykin, City Administrator, Peter Watts, City Attorney, Michael Humm, City Engineer, Alan Mustain, Public Works Supervisor, and Debra Manning, Assistant City Recorder.

Public Attendance

Kelly Amador, ODOT, Curt Warber, Parametrix, William Ciz, Parametrix, Isaiah Cox, Kellie Cox, Ryan Carney, Kennedy/Jenks, Michael Lester, Shane Ottosen, ODOT, and Kristen Kibler, JLA Public Involvement.

Agenda Changes:

Added Executive Session to follow item 11 Public Comment.

Public Comment:

Isaiah Cox expressed concern regarding the Bypass construction truck drivers and problems in the area of Parks and Edwards Drive. He has complained to ODOT. Cox suggested driver IDs on the trucks and the establishment of a safety committee. He asked ODOT to consider safety concerns and sound mitigation for the neighboring residents.

Consent Agenda

The motion was made and seconded to approve Consent Agenda item 5.1 City Council Minutes, July 1, 2014. **The motion** passed unanimously.

Old Business

Public Works Building Bids

City Engineer Michael Humm advised the Public Works building was rebid as an equipment storage building; removing the finished maintenance bay, bathroom, laundry facility, open office work space and shelving from the bid package. The project is a sixty by eighty metal building on a slab foundation with four twenty-foot wide bays. Four bids were opened on July 8th; Wolf Industries of Battle Ground, Washington had the low bid of \$416,000. Alternates include: roof insulation, siding insulation, garage door openers, and a deduct option to remove the CMU block wall and use of metal siding to the foundation. If the deduct option is selected the project cost is estimated at \$388,000; the city's construction budget was anticipated at \$350,000. The CMU block wall would tie this building to the others on the site and it would also hold up to impact better than metal siding. Bollards have been placed to help protect the building.

City Administrator Daykin advised the occupied space was removed due to affordability issues; the fourth bay can be completed to a maintenance area and restroom as the Public Works Department grows. The budget anticipates \$350,000 for the project partially financed with an interfund loan from the Water CIP Fund; the \$38,000 difference could be funded from a loan from the starting balance in the Equipment Reserve Fund.

Councilor Russ inquired why a pole building was not an option. Humm advised the metal building provides more structure and is expected to maintain its integrity through an earthquake event.

Councilor Munson inquired if parts of project are to be phased. The City Engineer referred to a bay intended to be a space for tool/equipment storage, equipment maintenance and a bathroom. It was removed from the project amending the building classification to a storage facility; reducing cost and eliminating extra fire protection requirements.

C.A. Daykin inquired an estimated construction time. Humm estimated seven months; starting with a slab poured in the dry season. Mayor Crawford asked an anticipated start time for the site work. Humm replied two months. **The motion** was made and seconded to award the bid for the Dundee Public Works Building to Wolf Industries for the base bid less Bid Alternate #3 for a lump sum of \$388,687. Councilor Adlong expressed concern for the aesthetics of placing a metal building on the site with consideration for the proposed park. Daykin questioned color options. Humm replied there are options and the Council can be involved in the selection process. Adlong questioned landscaping. Humm advised there will be a hydro seeded storm water swale. The majority Council consensus was to add improvements to the project in stages. Adlong inquired how much asphalt would be laid. Humm advised a parking lot with nine spaces; including one ADA space. C.A. Daykin advised that the cargo containers will remain as storage for the Waste Water Treatment Plant (WWTP). **The motion** passed unanimously.

Inflow & Infiltration Action Plan

The Inflow and Infiltration (I&I) work consists of continued flow monitoring of the five flow meters purchased in 2012. The monitors are moved from location to location to help define flows during various conditions in the system; specifically in Basin 2. There is a component to the Performance Evaluation Study for the WWTP that will address I&I and provide a plan to move forward. I&I in Dundee is a very reactive with sewer flows responding very quickly (within 30 minutes) during a rain event. Correcting inflow problems will have a significant impact on the peak flows and reduce maintenance cost for the WWTP. The map passed out shows locations for inflow rated higher than 2 (the factor of flow from peak rain events over maximum month average flow - the WWTP membrane rating is 2) which has direct ramifications at the WWTP. Manhole 95 at the manufactured home park reflects huge flow. Focus has been along the side streets of Highway 99W in Basin 2 searching for the problematic sites.

The Mayor questioned if Basin 1 would have the biggest risk of groundwater inflow. Humm replied it is suspected that Basin 1 is problematic for infiltration as it collects the runoff water from the hill in older pipes in an area with a high ground water table.

The next step is smoke testing on sections of line in Basins 1 & 2. This will identify work for the next I&I projects. Humm urged a separate focus on the manhole 95 issue.

C. Russ inquired what happens when the smoke test defines an incorrect private connection to the sewer system. Daykin replied there would be notice to the property owner of the incorrect connection which needs to be corrected with a time limit.

Addressing the manhole 95 issue: a comparison of the water use to what is coming out will be presented to the property owner of the park for a response. Three quotes have been requested for smoke testing on a per foot cost basis for Basins 1 & 2. They will be brought to the August fifth meeting.

C. Nelson asked what type of data would come from the smoke test. Humm stated an observation report similar to a TV line report. Dependent on the results, the engineers may want to complete

closed circuit television (CCTV) testing during the winter and then define a repair project for the summer of 2015. There will likely be different repair technologies involved dependent on the test results.

Kennedy/Jenks Scope of Work-Waterline Relocation

ODOT notified the engineers last week to proceed immediately with the Eighth Street water line relocation (Phase 2). A twelve-inch line was installed last summer for relocation out of the Bypass footprint. ODOT expected settlement of two feet nine inches under the embankment; which delayed installation of the pipe in that section. Now is the time to make the connection with a trenchless pipe installation bored under the abutment with installation of a HTP line in a casing. The design and construction cost is ODOT reimbursable. The project cost is estimated to be \$500,000. ODOT has to approve the budget and the schedule. Mayor Crawford questioned paving installation. Humm noted Eighth Street was intended to be paved; but the paving was delayed due to construction traffic. **The motion** was made and seconded to accept the scope of work for Phase 2 for the Eighth Street Waterline for engineering services with Kennedy/Jenks Consultants in the amount of \$92,376. **The motion** passed unanimously.

Dundee Bypass Bridge Aesthetics

Kelly Amador, ODOT, was here to follow-up on ODOT's progress on the aesthetics for the bridge from previous discussion with the Council a year ago. Phase 1B has been completed. The bid package for "D" (Dundee end) was awarded to Hamilton Construction. Work will start the first part of August. The finished artwork design will go out to bid and the successful contractor will work with Hamilton Construction on the project.

C. Nelson inquired what will be different with the next phase with construction traffic. Amador replied the bridge will be used to access the project and stay out of the neighborhoods as much as possible. ODOT will be suggesting staging areas with the hope of alleviating previous issues and concerns. The bid opening for the midpoint section will be on August 21st. The Springbrook connection between Highway 219 and Highway 99W will bid September of 2015.

Mayor Crawford questioned the plans for noise abatement along the Dundee corridor. Shane Ottosen, ODOT, advised ODOT will use berms planted with a mix of conifers, deciduous trees, and native shrubs. Crawford inquired the range of the berms. Ottosen advised from the city limits by Columbia Empire Farms to the bridge east of Fulquartz Landing Road.

Curt Warber, Parametrix advised that the required screening for the segment of the bridge over the railroad uses the decorative hills motif. The Council's previous guidance to ODOT include red hills and a river feature for the Highway 99W Bridge with aesthetics on the columns. There are two sections of hills: one over the railroad (ten to twelve feet tall-taller than the one over Highway 99W) and the one over Highway 99W with a metal river feature running underneath. C. Russ asked if the vertical line/supports of the hills could be curved. Warber will research the question. C. Nelson concurred the hills are too symmetric. The majority consensus was the shape of the hills is the most important issue and the preference is for an offset crest for the hills. ODOT's focus is to provide a durable color, which will not fade over time; there is a limited color range. C. Munson asked if varied earth tones could be applied. Warber agreed they could vary the colors for the vertical supports and the screenings as each piece will be independent and colored separately. The majority Council consensus concurred with the use of three colors to run close to the City's logo colors. The density of the screening will be varied through three densities of woven screening; with the darker color being more prominent. ODOT will work for more natural shape, a variation of color, and review the vertical supports.

The river shape is flowing and continuous (a mirror image on both sides of the bridge). C. Adlong inquired if the river was placed on just one side; could the funds be used elsewhere. ODOT had no answer. The bridge will have a stained concrete color finish. Options include:

- a silver river with least contrast, lowest reflectivity, and most durable
- textured blue aluminum with water color patterns
- textured blue stainless steel with water color patterns

C. Russ suggested anodizing the aluminum; which would not be as reflective. The majority consensus did not want the silver option; they favored a muted surface color. After further discussion, Amador will return the samples to the Council for further consideration. Russ asked for an additional sample of anodized aluminum with a non-high gloss finish. ODOT will research that option.

The Council had asked for the City's logo to be applied to the columns. The proposed columns are textured half way up and topped with the logo. They will face toward Highway 99W as you proceed under the bridge, the logo will not be in a lit area and it will be parallel to the roadway. The logo insert is eight feet by eight feet. The columns are shorter on the hillside of Highway 99W. Options include:

- metal panels: reflectivity could help it stand out under the bridge and it is probably the least expensive
- colored concrete mural: fabricated separately and added to the column
- porcelain enamel like the City's signs

C. Munson asked for a cost estimate. Warber did not have any estimates available; but estimated that porcelain enamel is the most expensive. It was noted that the metal panels and the porcelain enamel would clean up the easiest from tagging. The majority preference was for the porcelain enamel to be consistent with the City's logo. Warber inquired if this enhanced the entry to the city. Nelson questioned an uncolored insert with random texture for the column. ODOT has to give the contractors options in the 1D bid specifications. ODOT will forward the specification to the Council; this could be a no cost change if addressed quickly. The majority consensus was in agreement with a form liner in the shape of the logo in the column space.

C. Adlong expressed concern for the large electrical pole in front of the bridge. Amador has asked PGE for a muted colored pole, but it is unknown if it will be extended or a new pole placed.

PGE 1.5% Franchise Fee

This item was relocated for discussion after item 6.5 Dundee Bypass Bridge Aesthetics. Due to the length of the meeting, Council expressed an interest in tabling discussion of this item until the next meeting. C.A. Daykin advised if the Council wants to adopt 1.5% fee, to receive two quarters in this fiscal year as forecast in the budget, PGE will have to be notified and it will need to be adopted at the August 5th meeting. The majority consensus agreed to move forward. City Attorney Watts noted PGE will add an explanation of the increase to the bill. Daykin proposed the funding for use in the Street CIP fund. A resolution will be brought back to the August 5th meeting. Mayor Crawford asked for a future discussion of an increase to the Transient Lodging tax.

New Business

Mackenzie Agreement Amendment No. 2

The amendment to the Architectural Services Agreement was included in the packet; their contract with the City has lapsed. Staff has negotiated for final phase of the agreement, through the end of August, to be on a time and materials basis with a not to exceed amount. **The motion** was made and seconded to approve amendment No. 2 in the amount of \$21,981.46 to the agreement with Mackenzie for the Fire Station construction project. C. Nelson inquired if they negotiated their rates. Daykin advised it is their standard rates; if they finish early they may not get the full contract change amount. **The motion** passed unanimously.

Council Concerns and Committee Reports

C. Nelson referred to Mr. Cox's comments. He noted the Council previously addressed the same type of issues for the Fifth and Edwards intersection. Nelson suggested addressing the issues. C. Adlong noted Cox's comments that there is no way to identify the driver of a vehicle causing issued to advise ODOT of the situation. C.A. Daykin stated the best way to complain is to go directly to the ODOT project manager. C. Russ asked for additional police patrols when construction work is underway. Staff will follow up on that request. Kristen Kibler, JLA Public Involvement, worked with Mr. Cox to facilitate discussion with ODOT and the City on the issues.

Mayor's Report

The Fueled by Fine Wine Half Marathon went off well; despite the lightning storm.

City Administrator's Report

Staff held the kick off meeting for the Water Master Plan update. A critical issue is getting a well driller for the test and observation wells. The preferred drilling location is on the Lindquist property; staff will work to get access permission. The Eighth Street easement is a backup possibility. The intent is to get a well driller in early August and hold a workshop on water sources on Tuesday, October 28th.

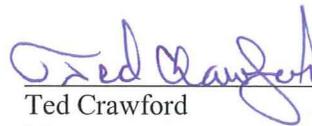
The paving schedule is out to bid with quotes due back to the August 5th meeting to award a paving project for 2014.

Public Comment:

None.

Executive Session:

The City Council entered Executive Session at 9:57 P.M. in accordance with ORS 192.660 (2) (h) to consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed. Executive Session ended at 10:17 P.M. and the Council did not reconvene.



Ted Crawford
Mayor

Attest:



Debra L. Manning, CMC
Assistant City Recorder