

**GLADSTONE CITY COUNCIL/PLANNING COMMISSION/GLADSTONE URBAN RENEWAL DISTRICT
SPECIAL MEETING/WORK SESSION
CITY HALL COUNCIL CHAMBERS
June 23, 2015**

5:30 p.m.

EXECUTIVE SESSION – 192.660 (2)(e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions.

6:00 p.m.

JOINT WORK SESSION WITH PLANNING COMMISSION

There is no public testimony accepted at work sessions. City Council does not take action on Work Session agenda items. Any action required will take place at a subsequent meeting.

REGULAR AGENDA

1. Code Goal Formulation – Oregon DLCD TGM Code Assistance Grant

ADJOURN WORK SESSION

6:30 p.m.

SPECIAL MEETING – CITY COUNCIL

CALL TO ORDER

ROLL CALL

FLAG SALUTE

BUSINESS FROM THE AUDIENCE

Visitors: Presentations not scheduled on the Agenda are limited to three (3) minutes. Longer presentations should be submitted to the Assistant City Administrator two weeks prior to the Tuesday City Council meeting.

RECESS TO JOINT WORKSESSION WITH PARK AND RECREATION COMMITTEE

2. Rinearson Pond Project Discussion

RECONVENE CITY COUNCIL SPECIAL MEETING

CONSENT AGENDA - None

CORRESPONDENCE

3. Letter from Jerry Herrmann

REGULAR AGENDA

Citizens will be allowed to address City Council regarding an item listed below for up to three (3) minutes. The Mayor will have discretion to further limit testimony in order to ensure all items on the agenda are addressed during the meeting.

4. Resolution 1053 – Fiscal Year 2015 Line Item Transfers
5. Waterline Replacement – Barton Avenue to Dead End of West Exeter Street
6. Resolution 1054 – Authorize Certain City Officials to Withdraw/Transfer Funds from Oregon St. Treasury
7. Resolution 1055 – Designate Depository and Authorize City Officials to Withdraw Funds
8. Interim City Administrator Contract (no attachments)

BUSINESS FROM THE COUNCIL

ADJOURN

URBAN RENEWAL

REGULAR AGENDA

Citizens will be allowed to address City Council regarding an item listed below for up to three (3) minutes. The Mayor will have discretion to further limit testimony in order to ensure all items on the agenda are addressed during the meeting.

9. Resolution UR-52 – Authorizing Certain City Officials to Withdraw Funds

ADJOURN

**JOINT
WORK
SESSION
WITH
PLANNING
COMMISSION**

Gladstone Planning Commission / City Council Joint Work Session

RE: Oregon DLCD TGM Code Assistance Grant – Goal Formulation

Documents utilized by the State of Oregon Dept. of Land Conservation and Development as reference for the assessment and recommendation process:

1. Model Development Code for Small Cities
www.oregon.gov/LCD/TGM/docs/modelcode
2. Smart Development Code Handbook
www.oregon.gov/LCD/TGM/documents/smartdevelopmentcodehandbook.pdf
3. Commercial and Mixed-Use Development Handbook
www.oregon.gov/LCD/docs/publications/commixedusecode.pdf
4. Transportation Planning Rule
Arcweb.sos.state.or.us/pages/rules/oars_600/oar_660/660-012.html
5. Oregon Transportation Plan
www.oregon.gov/odot/td/tp/docs/otp/otpv01.pdf

Planning Commission guidance recommendations:

- This assessment must tie together the current grant applications of the TGM TSP (transportation system plan), TGM Portland Avenue Refinement Plan and CPDG Gladstone Downtown Revitalization Plan.
- Must support the current Mission, Vision and Values statements.
- Creation of unique commercial zones:
 - Portland Avenue (possibly creating sub zones for mixed-use along Portland Avenue)
 - 82nd Avenue from the overpass to the river ... possibly mixed-use
 - McLoughlin CorridorPossibly create an incentive/encouragement program to promote wanted types of development.
- Residential infill aesthetics should be addressed. Possibly the creation of 'neighborhoods' with varied requirements.
- Multi-family allowances ... the need to review where multi-family development would fit best.
- Encourage multi-modal transportation ... pedestrian/bicycle/mass transit. Create an integrated, connected safe route for citizens to easily access mass transit by walking or biking. Create safe routes for our students to get to school sidewalks, dedicated paths, etc.

City of Gladstone Financial Analysis FY 2014-15

PURPOSE

The primary purpose of a budget process is to ensure the most proper and effective allocation of the city's limited resources. It is through this process that the budget serves as the single most important policy document. The budget is the city's financial plan, similar to the Comprehensive Plan for land use. A clear and concise budget document may allow interested taxpayers to better understand the purposes for which their tax dollars are spent. Meetings of the Budget Committee should provide opportunity for public input on city services and funding as intended by state budget law.

The availability and allocation of money during formulation of the budget process generally determines the extent to which the city can provide services and attain its goals. City Council recently adopted the following mission, vision and value statements in order to guide the City into the future.

Mission Statement

The city government of Gladstone provides active planning and implementation to support a high quality of life for our community.

We do that by:

- Communicating and working cooperatively with the citizens
- Controlling costs through training, contractual work, careful budgeting and managing administrative expenses
- Supporting and diversifying funding for city services including parks, libraries, public safety, the senior center and utilities
- Using volunteers and citizen committees effectively
- Promoting good customer service
- Building collaborations with federal, state and county organizations

Vision Statement

Gladstone attracts those who enjoy our parks, rivers, recreational trails, local history and culture. Visitors have a diverse, small town shopping experience, special places to dine, and an opportunity to enjoy the local history and culture of this historic community during their stay.

Gladstone is a place where community members are comfortable, safe, raise families, work, and play in a friendly atmosphere. The schools are vibrant with curious students and dedicated teachers. Sidewalks and cross walks are clean, well lit and safe, with beautiful landscaping, and easy access to pedestrian shopping.

Public transit connects local and regional commercial areas to residential areas while providing diversity with a strong tax base. Our citizens know that a balanced prosperous economy results in a balanced healthy environment.

The community has a "small town" feel, with access to diverse local goods and services so people don't have far to drive for convenience items. In the evening, downtown is bustling with diners eating and drinking while overlooking our river vistas. One can join friends and neighbors in a setting surrounded by garden planting demonstrating pride of ownership. Old and new buildings blend to make the downtown interesting and dynamic. The two-rivers setting inspires small business development that is unique and specialized -- offering an unusual shopping experience. Gladstone is for everybody!

Values Statement

The council and staff of the City of Gladstone believe our priority is to be transparent in our work and fiscally responsible with public monies. We hold dear our pride in the volunteers that give time and effort into making this community more beautiful and culturally rich. We respect and trust our community organizations and governmental partners that keep us diverse, and we value and cherish the unfiltered debate between citizens, city staff and city government over challenges and opportunities that come our way. We appreciate how citizens advocate to others about this place we call home.

ALLOCATION OF PROPERTY TAX REVENUE COUNTYWIDE

The average tax dollar in Clackamas County was allocated as follows:

Schools K-12	40.60 %
County	18.77 %
Cities	13.27 %
Fire Districts	11.15 %
Urban Renewal	3.16 %
Community College	4.03 %
Miscellaneous (Port, Tri Met, Vector, Cemetery, Water, Parks and Lighting)	1.91 %
Education Services	2.13 %
Services (Metro, Extension Office and Sewer)	4.98 %
TOTAL	100%

As indicated above, 13.27% of property taxes currently collected in Clackamas County are allocated to cities. Figures from Clackamas County based on 2013-14 data.

TAXES, FEES AND CHARGES

SMART GROWTH AMERICA

What is "smart growth?"

Smart growth is a better way to build and maintain our towns and cities. Smart growth means building urban, suburban and rural communities with housing and transportation choices near jobs, shops and schools. This approach supports local economies and protects the environment.

At the heart of the American dream is the simple hope that each of us can choose to live in a neighborhood that is beautiful, safe, affordable and easy to get around. Smart growth does just that. Smart growth creates healthy communities with strong local businesses. Smart growth creates neighborhoods with schools and shops nearby and low-cost ways to get around for all our citizens. Smart growth creates jobs that pay well and reinforces the foundations of our economy. Americans want to make their neighborhoods great, and smart growth strategies help make that dream a reality.

Smart Growth America is the only national organization dedicated to researching, advocating for and leading coalitions to bring smart growth practices to more communities nationwide. Learn more about how smart growth helps make neighborhoods great by exploring our work on [Housing](#), [Business](#), [Jobs](#), [Economic Prosperity](#), [Transportation](#), the [Environment](#), the [Health of our Communities](#) and neighborhood [Revitalization](#).

Housing

Providing quality housing for people of all income levels is an integral component in any smart growth neighborhood. Across the country [demand is growing](#) for housing in walkable neighborhoods with access to public transportation, parks and civic spaces. Creating a range of housing choices—whether it is a garden apartment, a row house, or a traditional suburban home—allows all households to find their niche in a smart growth community and accommodates growth at the same time.

Smart growth strategies stabilize home prices.

For most of us, a home is the single largest investment we will ever make. Homes in stable, economically healthy neighborhoods can be an important wealth-building tool for each of us, and a region full of these healthy neighborhoods will be better able to attract new investment and jobs.

[Read more >>](#)

Smart growth strategies meet market demand.

A [2004 survey](#) by the National Association of Realtors and Smart Growth America revealed that Americans favor communities with shorter commute times and more places to walk more than sprawling communities. Downtown and in-town housing has topped the list of hot markets for the [ULI Emerging Trends in Real Estate](#) for several years, and in 2003, [sale prices per square foot](#) for attached housing was higher than that for detached housing for the first time in history.

[Read more >>](#)

Smart growth strategies create more housing choices for more people.

The diverse mix of housing options in smart growth neighborhoods – including single-family homes of all sizes, duplexes, small and large apartments, studios above garages or shops, condominiums, and lofts – means people with different housing needs can all live in the same neighborhood, and that residents can remain in a neighborhood even if their housing needs change. This strategy also helps homes better retain their value.

Smart growth strategies reduce housing and transportation costs.

The average American family spends [more than 50% of their household budget](#) on housing and transportation costs combined, and that's simply too much. Smart growth looks at housing affordability the way families do: by considering both rent or mortgage and the cost of getting to work. Smart growth can help families reduce these combined costs.

The average American spends more than 50% of the annual budget on housing and transportation costs!

1-4

Business

Smart growth helps businesses do more business. Whether it's recruiting and retaining a reliable workforce, increasing access to jobs through better transportation options, contributing to the economic vitality of downtowns or attracting the millennial generation and creative class, smart growth helps workers, businesses and customers connect. From the small town pharmacy to large-scale corporations, smart growth is good for businesses of all sizes.

Smart growth strategies help recruit and retain employees.

Smart growth features – such as walkable neighborhoods, well-connected transit systems and strong local economies – can give businesses a competitive edge in recruiting and retaining well-educated, well-trained workers. By choosing to locate in smart growth areas, companies can stay competitive in the knowledge economy.

[Read more >>](#)

“Retailers, developers, and other businesses are pursuing emerging smart growth market opportunities to gain competitive advantage, tap new customer demand, and increase profits.”

- NALGEP

Smart growth strategies boost foot traffic.

Many small businesses – including restaurants, bars and retail stores – rely heavily on foot traffic. Communities with homes, shops and jobs close by provide the steady stream of potential customers to make these businesses viable. Stores on well-lit main streets with wide sidewalks, in town centers or near transit stations earn higher revenue per square foot than stores located elsewhere. When people can walk to the store and enjoy the route, they linger and spend money in these smart growth locations.

[Read more >>](#)

Smart growth strategies improve efficiency.

When products, employees or clients are stuck in traffic, efficiency is lost and so is revenue. Smart growth strategies reduce congestion and delays and that means higher productivity for workers and more efficient distribution networks.

Smart growth strategies raise commercial property values.

Research on commercial real estate investment has found that “responsible property investments” — including investments in properties that are either ENERGY STAR, located in regeneration areas or near transit — had better performance and with less risk than investment in properties without these features. In Santa Clara County, CA, commercial land value within one quarter of a mile of commuter rail stations increased 120%; in Washington D.C., commercial property value increased \$2.30/sq.ft. with each 1,000 ft. reduction in distance to a rail station.

Smart growth strategies create a stronger local economy.

Businesses around the country support smart growth investments for the economic benefits they provide to businesses and customers alike. Smart growth development boosts property values, attracts private investment and helps communities become more economically stable and sustainable. In addition, smart growth strategies benefit household budgets, offer a good return on public investment and help keep local dollars in the community – all of which benefit local economies and businesses in the area.

Smart growth is good for jobs

Smart growth creates jobs and helps better connect workers with employers. Whether in construction, transportation or as a result of private development and an improved business climate, smart growth leads to accessible job opportunities for workers of all skill levels.

“Smart growth is in many ways **better than sprawl** in creating employment for workers who build residential and commercial structures.”

- GOOD JOBS FIRST

Smart growth helps workers get to jobs.

While some workers take their commutes for granted, access to transportation is a major hurdle for many who need to reach a job. Locating more homes near jobs, locating more jobs in existing communities and providing better transportation options between the two can create accessible job opportunities where previously there were none. A number of studies have even found that improving access to public transportation lowers unemployment while also solving labor shortages, helping individual families and helping the economy function better.

Smart growth creates more jobs per dollar invested.

Public investment in smart growth projects like transit or road and bridge repairs creates thousands of long-term, high paying jobs in industries that foster stronger regional economies. These investments also create more jobs per dollar spent than new infrastructure built out at the fringe of a community. Not only that, but for every 10 jobs created by public transportation projects, six more jobs are created elsewhere making smart growth a superb investment of public funds.

Smart growth jobs are good, green jobs.

Jobs created by smart growth investments are more likely to be medium-wage – as opposed to low-wage – and provide employment opportunities for workers without a college degree.

Smart growth means adopting new, green and low-impact development technologies for that conserve water, energy and materials while reducing stormwater runoff and pollution. These new technologies and methods can also serve as engines of a growing 21st century economy that will require a substantial amount of both skilled and unskilled labor in the coming years.

Economic Prosperity

Jobs, businesses, transportation, and affordable places to live are interdependent parts of strong local economies, and smart growth benefits all of these simultaneously. By planning and building smarter, we can make families, communities and entire regions more prosperous.

Smart growth strategies benefit municipal budgets.

Smart growth helps towns and states make the most of their budgets by reducing costs in a number of ways. Smart growth development reduces the cost of infrastructure like roadways and water systems; smart growth reduces maintenance costs by advocating for “fix-it-first” approaches; smart growth reduces the costs associated with urban decline, including the reuse of vacant properties and brownfields.

[Read more >>](#)

Smart growth strategies benefit household budgets.

Smart growth helps individuals and families make the most of their budgets, too. Smart growth reduces the combined cost of transportation and housing, which currently makes up more than 50% of the average household budget. Smart growth increases property values and provides greater stability in times of economic uncertainty.

Smart growth strategies are good for businesses.

Smart growth features such as walkable downtowns and robust public transportation systems help attract and retain talented workers, a valuable asset for any business and a competitive advantage for cities or regions. Smart growth also means more foot traffic for small businesses, as well as improved productivity thanks to better transportation options and more jobs close by.

[Read more >>](#)

Smart growth strategies are good for jobs.

Smart growth makes it easier for people to get to work by increasing transportation options and reducing the distance traveled between work and home. Smart growth construction helps create jobs, and for every 10 jobs created by transit projects, six additional jobs are generated elsewhere. These projects also create proportionally more medium-wage jobs – and fewer low-wage jobs – and benefit those hardest hit by the recession by providing employment opportunities for workers without a college degree.

Transportation

Smart growth strategies can create transportation systems that better serve more people while fostering economic vitality for both businesses and communities. These strategies include creating transit options like buses, trolleys, subways, light rail, street cars and ferries which accommodate more travelers in the same space and create better options for getting between home, jobs and stores. Streets designed for all kinds of travelers make neighborhoods safer and more appealing. And investments in road maintenance, rather than new construction, cut expenses, concentrate development and benefit the environment.

People want more transportation choices, whether it's to save money on gas, to get into shape by walking or biking to their destinations, or to have a more relaxing commute. Communities can provide these choices by making it easy for residents and visitors to drive, walk, bike, or take transit. Large or small, every community can use smart growth techniques to give people the freedom to choose how they get around.

"Without smart, strategic investments in modern transportation systems, America will be supplanted as the world's most productive economy."

- TRANSPORTATION FOR AMERICA

Smart growth transportation strategies create economic opportunity.

Smart growth transportation strategies are, above all, a fiscally responsible investment that cost less to build and maintain, can help towns save money by reducing infrastructure costs and generating higher returns on investment. Investments in smart growth transportation strategies create new jobs, help more workers get to employment and foster regional economic growth. Road and bridge repair create more jobs than new road construction, and Smart Growth America's analysis of 2009's federal stimulus revealed that funds spent on public transportation were a more effective job creator than funds spent on highways.

Smart growth transportation strategies help families, too. The average American family spends more than 50% of their household budget on housing and transportation costs combined, and that's simply too much. Smart growth transportation strategies help reduce that cost and help families prosper.

Smart growth transportation strategies make roads safer.

Smart growth strategies make streets safer and easier to use for everyone, including motorists, pedestrians, bicyclists and public transit riders, as well as children, the elderly and people with disabilities. Changes to street design like enlarging sidewalks, installing medians and adding bike lanes are simple but yield huge reductions in traffic accidents and fatalities.

Subways or other rail systems may not work for smaller communities, but transit still plays an important role. Many communities use bus systems to supplement transportation choices. In Missoula, Montana, bus lines take people almost anywhere in the city. Students at the University of Montana ride for free, and businesses can arrange for employee discounts. While cars are still an important part of most Missoulians' lives, the bus helps ensure that when people can't or don't want to drive, they can still get where they need to go.

Smart growth transportation strategies are more efficient and reduce congestion.

Providing multiple routes and multiple types of transportation are both key to an efficient transportation system. When our streets are connected in a complete network, we can choose from many different routes to get from point A to point B, and we can get there faster and more easily. Providing access to public transportation reduces congestion by carrying more people in the same road space. Reducing congestion makes commutes easier and is more efficient for businesses. Nationwide, the cost and time lost from traffic congestion would be 15 percent worse without public transportation service.

Environment

The decisions we make when choosing the locations for homes, office buildings, roads and other development have long-term repercussions for the natural environment. Smart growth development decisions can mean better air, water and land quality, and development decisions that protect the environment help families, businesses and whole communities thrive.

Smart growth strategies protect air quality.

Building stores, schools, and workplaces near residential neighborhoods means shorter trips between each, and shorter distances driven mean cleaner air in our neighborhoods and lower greenhouse gas emissions on our planet. Buses, trains and car sharing not only help get cars off the road but reduce traffic congestion as well.

[Read more >>](#)

Smart growth strategies protect water quality.

Smart growth development requires less pavement per home built, a practice which allows rainwater to soak into the earth as it falls and prevents environmentally-damaging stormwater runoff. Smart growth's air quality benefits, mentioned above, protect water quality as well: by reducing pollution that goes into our air, smart growth also prevents it from falling into our water as rain.

[Read more >>](#)

Smart growth strategies protect natural habitats.

Paving wild land is often easier and cheaper than reusing existing development, but building on undeveloped land destroys wildlife habitat. Encouraging reuse of existing development not only preserves these valuable environmental areas, it also benefits local economies.

Healthy Communities and People

Many of the techniques that make communities more attractive and affordable places to live also make them healthier places. Streets that are safe and comfortable for walkers and bikers encourage people to get more exercise as part of their daily routines. Having transportation options helps reduce traffic and air pollution, and preserving green space helps protect water quality while making communities more attractive. Smart growth strategies help ensure communities develop in ways that keep our children and families healthy, with clean air to breathe, clean water to drink, and safe places to exercise outside.

Our country spent **\$83 billion** caring for diabetes patients in 2008 alone. Crosswalks, bike paths, and policies that restrict car use encourage walking and cycling, lowering diabetes risk in the process.

Smart growth strategies make walking and bicycling easier.

When a community is designed to be easier to get around, people can more easily incorporate physical activity into their daily lives. Only about one-quarter of Americans get the recommended amount of exercise daily. This lack of inactivity has contributed to the obesity epidemic, yet we build our communities in ways that discourage everyday physical activity like walking and bicycling.

Smart growth strategies reduce congestion and air pollution.

Communities that provide transportation options and services within closer reach have driving rates that are about one-third lower than typical American neighborhoods, which means less smog and other air pollution. Children are especially susceptible to respiratory problems like asthma, which can be worsened by air pollution. With over nine million children in the U.S. suffering from asthma and millions more Americans who die each year due to high levels of air pollution, designing communities in ways that reduce traffic and encourage healthy options like walking and bicycling are crucial.

Smart growth strategies help protect drinking water.

Many communities around the country are protecting their water supplies by directing growth away from areas near drinking water sources or by preserving undeveloped land around those sources to protect them from pollution. The preserved land not only protects water quality, it also gives people valued places to play, relax, and connect with nature.

[Read more >>](#)

Smart growth strategies ensure difficult development decisions are made inclusively.

In cities across the country, polluting factories and highways have been disproportionately built in low-income and minority communities, putting public health in these areas at risk. Smart growth means ensuring that people of all income levels have a say in what gets built in their backyard and that neighborhoods are not unfairly burdened with harmful development.

Smart growth strategies make streets safer for drivers and pedestrians.

Smart growth makes streets safer and easier to use for all kinds of travelers, including motorists, pedestrians, bicyclists and public transit riders, as well as children, the elderly and travelers with disabilities. Changes to street design like enlarging sidewalks, installing medians and adding bike lanes are low cost but yield huge reductions in traffic accidents and fatalities.

Revitalization

As development gets pushed out to the fringe of towns, main streets and central neighborhoods are often left neglected. These abandoned storefronts and industrial buildings hold untapped economic potential, and smart growth strategies help towns capitalize on it. Reclaiming these properties is crucial for reviving flagging economies. Communities across the country are using smart growth strategies to reinvest in the urban waterfronts, local business districts and historic structures that make their neighborhoods great.

Smart growth strategies reuse already-developed land.

Vacant, abandoned properties and brownfields sites are often viewed as problems, but they're also opportunities. Reclaiming and redeveloping these places can raise surrounding property values, create community amenities, bring in local tax revenues, attract residents and businesses, and strengthen regional economies.

Smart growth strategies repair existing infrastructure.

In many places, aging water or transportation infrastructure can make daily life inconvenient or even dangerous. In some cases, these systems have been neglected as regions focus resources on building new roads and pipes that support development on the outskirts of towns and cities instead. By rebuilding existing systems first, cities and towns can realize a number of benefits – less traffic, lower infrastructure spending, and healthier communities.

[Read more >>](#)

Smart growth strategies engage the community.

Neighborhood revitalization works best when community members have a say – what services they need (adequate grocery stores, more frequent bus routes), what areas need help (where crime rates are growing, or valuable historic assets need preserving), and what they can do to help (tending to a vacant lot next door, putting together a neighborhood watch group).

EPA SMART GROWTH PLAN

What is smart growth?

"Smart growth" covers a range of development and conservation strategies that help protect our health and natural environment and make our communities more attractive, economically stronger, and more socially diverse.

Development decisions affect many of the things that touch people's everyday lives — their homes, their health, the schools their children attend, the taxes they pay, their daily commute, the natural environment around them, economic growth in their community, and opportunities to achieve their dreams and goals.

What, where, and how communities build will affect their residents' lives for generations to come.

Communities of all sizes across the country are using creative strategies to develop in ways that preserve natural lands and critical environmental areas, protect water and air quality, and reuse already-developed land.

- They conserve resources by reinvesting in existing infrastructure and rehabilitating historic buildings.
- By designing neighborhoods that have homes near shops, offices, schools, houses of worship, parks, and other amenities, communities give residents and visitors the option of walking, bicycling, taking public transportation, or driving as they go about their business.
- A range of different housing types makes it possible for senior citizens to stay in their neighborhoods as they age, young people to afford their first home, and families at all stages in between to find a safe, attractive home they can afford.
- Through smart growth approaches that enhance neighborhoods and involve residents in development decisions, these communities are creating vibrant places to live, work, and play.
- The high quality of life makes these communities economically competitive, creates business opportunities, and strengthens the local tax base.

Based on the experience of communities around the nation that have used smart growth approaches to create and maintain great neighborhoods, the Smart Growth Network developed a set of 10 basic principles to guide smart growth strategies:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.
- Encourage community and stakeholder collaboration in development decisions.

Five Principles of Smart Development

The following five principles represent the most notable aspects of smart development. Together they describe an interconnected system of community building.

PRINCIPLE 1 EFFICIENT USE OF LAND AND ENERGY RESOURCES



Smart development preserves Oregon's most precious resource: Oregon

Smart development supports the preservation of land and natural resources. These benefits result from compact building forms, infill development, and moderation in street and parking standards. At the regional scale in Oregon, urban growth boundaries have encouraged more compact development patterns, protecting farmland from urban sprawl. At the local scale, compact building patterns preserve land for city and neighborhood parks as well as local woods and wetlands. Furthermore, compact development shortens trips, lessening dependence on the automobile, and therefore reducing levels of energy consumption and air pollution. Finally, a compact development pattern supports a more cost-effective water management process than does low-density fringe development.

PRINCIPLE 2 FULL UTILIZATION OF URBAN SERVICES

The same frugality of land development also supports efficient use of public and private infrastructure. Smart development means creating neighborhoods where more people will use existing services like water lines and sewers, roads, emergency services, and schools. Under-building, whether within or outside urban areas, places a financial strain on communities trying to provide for the construction and maintenance of infrastructure needs.

Building compactly does not mean all areas must be densely developed.

Building compactly does not mean all areas must be densely developed. Rather, the goal is an average density for the area, at a level that makes full use of urban services. Averaging allows for areas to have a mix of low, medium, and high intensity development. Mixing densities to encourage efficient use of services

also means requiring a high level of building and siting compatibility, encouraging neighborhoods to have both character and privacy.

Careful street sizing and the accommodation of some parking on streets reduces impervious surfaces and efficiently uses urban services by saving on land acquisition, construction, and maintenance costs. In short, streets should be sized for their use: lower density areas that have little through traffic are best served by slower, narrower streets, while transportation corridors that move district-wide traffic need wider travelways.

OVERVIEW

PRINCIPLES

OBSTACLES

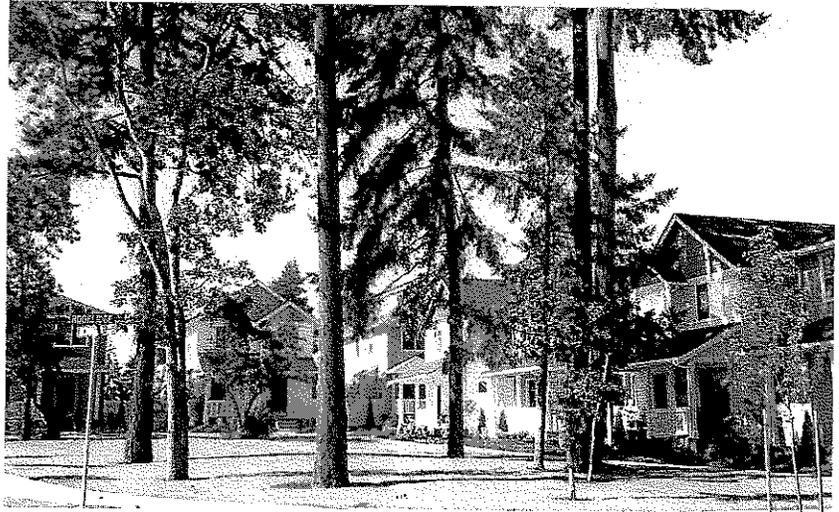
STRATEGIES AND SOLUTIONS

REMOVING OBSTACLES

PRINCIPLE 3 MIX OF USES

Locating stores, offices, residences, schools, and recreation spaces within walking distance of each other in compact neighborhoods with pedestrian-oriented streets promotes:

- Independence of movement, especially for the young and the elderly who can conveniently walk, cycle, or ride transit;
- Safety in commercial areas, through around-the-clock presence of people;
- Reduction in auto use, especially for shorter trips;
- Support for those who work at home, through nearby services and parks; and
- A variety of housing choices, so that the young and old, singles and families, and those of varying economic ability may find places to live.



Building compactly means that neighborhoods make full use of existing urban services, and can more easily afford amenities such as parks.

Mixed-use examples include a corner store in a residential area, an apartment near or over a shop, and a lunch counter in an industrial zone. Most codes prohibit the co-location of any residential and commercial buildings. This prohibition is based on the functional and architectural incompatibility of the buildings. Using design standards, in tandem with mixed-use zoning, overcomes incompatibility. Additionally, limitations on commercial functions, such as hours of operation and delivery truck access, may be necessary. More fundamentally, to gain the full benefits of a mix of uses, buildings must be conveniently connected by streets and paths. Otherwise, people will still be inclined or required to use cars, even for the shortest trips.

1-14



Well-designed streets comfortably accommodate pedestrians, cyclists and motorists

For people who have the option to choose how they travel, transportation must be safe, convenient, and interesting. These performance factors affect sidewalk and street design, placement of parking, and location of building fronts, doors and windows. Well-designed bike lanes and sidewalks protect people from vehicle accidents. Orienting windows and doorways to the sidewalk increases awareness and the safety of the streetscape.

Convenience begins with a connected network of streets that provides alternative routes with reasonable walking distances between destinations. A properly designed network also promotes neighborhood safety by routing the heaviest traffic around neighborhoods, without sacrificing street connectivity. Field studies have shown that the level of aesthetic interest is a critical factor in choosing a walking route. People are unwilling to walk further than about 300 feet through a parking lot to reach a desired destination, yet they will walk at least three times that distance along a street of storefronts.

Providing compact, mixed-use development connected by safe, convenient, and interesting networks of streets and paths promotes:

- Walking, cycling, and transit as viable, attractive alternatives to driving;
- Less traffic congestion, and air pollution;
- The convenience, density, and variety of uses necessary to support transit;
- A variety of alternative routes, thereby dispersing traffic congestion; and
- Lower traffic speeds, making neighborhoods safer.

1-15

PRINCIPLE 5 DETAILED, HUMAN-SCALED DESIGN

Community acceptance of compact, mixed-use development requires compatibility between buildings to assure privacy, safety and visual coherency. Similar massing of buildings, orientation of buildings to the street, the presence of windows, doors, porches and other architectural elements, and effective use of landscaping all contribute to successful compatibility between diverse building types.

OVERVIEW

PRINCIPLES

OBSTACLES

STRATEGIES AND SOLUTIONS

REMOVING OBSTACLES

Human-scaled design is also critical to the success of streets and paths as preferred routes for pedestrians, cyclists and motorists alike. In general, smart street design considers the role of pedestrians along with that of vehicular traffic, emphasizing the quality of the walking environment. For instance, parallel parking may be considered a hindrance to vehicle flow, but for pedestrians and shop owners, on-street parking is a benefit because it reduces speeding traffic and protects the sidewalk.

Designing streets that are balanced for pedestrians, cyclists, and motorists promotes the development of community through the informal meeting of neighbors. Neighborhood safety is improved, since neighbors can more easily come to know one another and watch over each other's homes.



Porches are a human-scaled design element that connects the public and private realms.

F-16

Questions from Councilor Kim Sieckmann:

I'm still not understanding what this procedure is. After reading the document it appears to be a mission or vision. Kind of a sales pitch, with no nuts and bolts of how it is going to accomplish the outcome. Maybe I spent too many years on the Planning Commission. I believe the document submitted by Chair Stempel has the desired outcome this council is looking for but has no direction or time frame of how and when this will be completed.

Answer:

Thank you for the comment below. I want to clarify that the 'Smart Growth' document I submitted was to give a little more background information on what the concept is about (and was in answer to a question from Councilor Sieckmann). Generally, it is just that, a concept. As Kim mentioned, it really is the 10,000 foot level 'mission or vision' of what community growth should address when refining their codes and development plans. Please keep in mind that the Smart Growth Handbook is only one of the guides the state MAY use in evaluating our codes....not the only guide, and may not be utilized at all. It all depends on what we want our community to look like and how we want it to function. That's what will drive the reference guides to be used. It is not meant to be the nuts and bolts guide, but only things to consider and discuss when making future decisions.

Regarding the time frame and how this will be completed. Since we have not completed one of these Code Assistance TGM grants before, I won't know the final time frame and scope until we have submitted the paperwork. I currently have two other TGM grants I am writing for the city, both due on June 12th, and mentioned this would be done soon after. My goal is to have this submitted by the end of June, which is why I have asked for a joint work session on the 23rd in order to get parameters we want to set for the audit and assistance. My understanding is that the process is fairly quick...they seem to have done this before! Laura knows we are submitting complimentary grant applications at the same time, which will both be awarded the end of August. The code assistance ties in with these others and will need to be completed as soon as possible.

Hopefully this all makes sense. Again, please don't get hung up on the individual reference guides they list. We are the ones that will determine how we want our city to function....they will help us get there.

Tammy Stempel

Gladstone Planning Commission

Planning Commission Chairperson Tammy Stempel has provided answers. Please review them and let us know if you have additional questions which need clarification.

Questions from Councilor Johnson:

How much does this cost us?

2. What are the final deliverables?

3. Is there a penalty if we don't use the deliverables?

4. Is the Planning Commission planning to continue the current code review?

5. What is the status of the new cell phone tower ordinances?

Answers:

1. How much does this cost us?

- This is a grant/code assistance process where there is no cash match requirement. There will be no cost to the city. Since the planning commission is handling the review, there would be no charge for our time. The only staff time required would be in the final review where the city attorney and planner would help with the recommendations, but we would be incurring those costs even with the previous review process. I actually think this will cost less in staff time because the final review would be all at once and already vetted so there would be less tweaking on Clay and David's part.

2. What are the final deliverables?

- The final deliverable would be an executive summary of the current status of our codes as well as listed recommendations for us to review and process for potential approval. Since most of the stuff would be Title 17 related, there would be a public process required as well. Hopefully we can do it all at once though so the cost and time frame would be less.

3. Is there a penalty if we don't use the deliverables?

- No, the audit is simply to make recommendations. We decide what to do with them.

4. Is the Planning Commission planning to continue the current code review?

- The Planning Commission has already completed the following:
I Code Analysis Ordinance Review January 2012

- After review, this is mostly housekeeping and we should recommend our codes be updated per

the suggestions listed in this document.

II Review Completed Approximately a Year Ago

-The city hired a firm approximately a year ago to review our codes to see if there were any

issues stopping development. We should look at their suggestions to see what barriers there

are for encouraging development in our commercial zones.

III Title 2 Administration & Personnel

Specifically Chapter 2.28 Planning Commission

IV Title 17 Zoning & Development

Division 4 Section 17.54 Clear Vision Codes

-Since this was a specific area directed from the City Council for improvement, we should start with Division 4 Section 17.54.

V Title 8 Health & Safety

Section 8.04 Nuisances

-This topic took up most of the work session, so I feel we should start by looking at this section

for clarification and application.

Section 8.12 Noise Control

VI Title 8 Health & Safety

Section 8.06 Chronic Nuisances

-As with Section 8.04, this was the main topic of the work session, so we should address this

section for clarification and application.

- The Telecom Tower section is under review right now. We are looking at a newly created code written for the City of Salem, which will be discussed and modified for adoption during our next Planning Commission work session.
 - Regarding the current code review...after the completion of the Telecom Tower piece, we are starting the zone evaluations. This is the natural place for the code assistance audit to start. Since this is all Title 17 related, I feel it is most important for the state to help us in these area's. Our current code review will move forward with the state's help.
5. What is the status of the new cell phone tower ordinances?
- As mentioned above, the Telecom Tower section is under review right now. We are looking at a newly created code written for the City of Salem, which will be discussed and modified for adoption during our next Planning Commission work session.

**JOINT
WORK
SESSION
WITH
PARK &
RECREATION
BOARD**

City of Gladstone Staff Report

Report Date: June 16, 2015
Meeting Date: June 23, 2015
To: City Council, Park and Recreation Committee
From: Pete Boyce, City Administrator

AGENDA ITEM

Rinearson Pond Project Discussion

History/Background

The City entered into an agreement with Rinearson Natural Area, LLC in February of 2014 in order to rehabilitate the Rinearson pond area in Meldrum Bar Park (copy attached). The Portland Harbor superfund project will provide funding for the restoration and perpetual maintenance of the area. The City has also partnered with the adjacent homeowners association that owns half of the pond area. The City continues to meet with the company representative and HOA representatives on a monthly basis to monitor the project. The Rinearson Pond committee has requested a joint meeting with City Council and the Park and Recreation Committee to address questions regarding the project including sediment placement that were raised at the May 12, 2015 City Council meeting.

Proposal

Listen to the update and ask questions.

Options

N/A.

Cost Impact

The City has agreed to expend \$44,000 for sediment testing which has been spent.

Recommended Staff Action

N/A

Department Head: N/A
Date:

Administration: Pete Boyce
Date: 06/16/2015

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GLADSTONE CITY COUNCIL MEETING MINUTES of May 12, 2015

Meeting was called to order at 6:33 PM.

ROLL CALL:

The following city officials answered roll call: Councilor Nelson, Councilor Mersereau, Councilor Johnson, Councilor Sieckmann, Councilor Reisner, Councilor McMahon, and Mayor Jacobellis.

ABSENT:

None

STAFF:

Jolene Morishita, Assistant City Administrator; Pete Boyce, City Administrator; Stan Monte, Fire Chief; Rhonda Bremmeyer, Senior Center Director; Interim Police Chief Jeff Jolley; Scott Tabor, Public Works Supervisor; and Shane Abma, City Attorney.

Mayor Jacobellis said that agenda item #11 will be moved ahead of item #10.

BUSINESS FROM THE AUDIENCE:

None.

CONSENT AGENDA:

Item #1 was removed from the agenda.

Councilor Sieckmann moved and Councilor Nelson seconded a motion to accept the consent agenda. Motion passed unanimously.

REGULAR AGENDA:

4. Appointment to the Planning Commission:

City Administrator Boyce said we have one vacancy and two applicants: Daniel Millington and Linda Nease.

Assistant City Administrator Morishita poled the Council and Councilor Nelson – Millington, Councilor Mersereau – Nease, Councilor Johnson – Nease, Councilor Sieckmann – Millington, Councilor McMahon – Nease, Councilor Reisner – Nease, and Mayor Jacobellis – Nease. Linda Nease appointed with a 5-2 vote.

✓ 5. Rinearson Pond Project:

City Administrator Boyce explained that this project has been a long time in making. We are to the point now where we are looking at construction. John Runyon, consultant with Cascade Environmental Group, gave a brief history and an update on the project. There are various issues with the pond, including water quality and endangered species. They proposed the Rinearson Pond Project to the Portland Harbor Trustees. They were very enthusiastic because the project fits all of the criteria so the project has moved forward. They have done the feasibility studies and have developed a preliminary design for the site and all of the permits are ready. The construction would involve modifying the dam so it is much lower and putting in a stream channel that would go up to the dam; allowing fish to come in and out of the stream and pond area, severely reducing the pond area to provide habitat for fish and native turtles. Construction will occur either this summer or next summer. There is a post-construction monitoring period

that will last for ten years. They have already completed the pre-construction monitoring. After the post-construction monitoring period there will be a permanent steward. He said it has been a truly collaborative process. He explained the plan for dealing with some slightly contaminated sediments. Councilor Johnson asked if there were any other options. Mr. Runyon said the sediment could be hauled elsewhere, but it is expensive. Councilor Reisner said this issue should be discussed in the future. Mr. Runyon said they could look into some options and they will be going before the Planning Commission in the future. Councilor Sieckmann asked for clarification regarding placing plants to discourage human access. Mr. Runyon replied that the area is designed to be a fish and wildlife habitat. The plants are designed to discourage people from going off the path in order to maintain the habitat. There was a brief discussion regarding education, trails, etc.

6. Removed from agenda.

7. Grant Application Summary:

Tammy Stempel gave an update on four grants she and City staff have been working on.

- Transportation Growth Management grant through ODOT for the Transportation System Plan – approximately \$150,000 with a match of \$18,000 which can be in cash or in kind donation. Staff time and volunteer time would qualify for in kind donation. There is a high potential for receiving this grant since we don't have a TSP currently. She will be working with ODOT to complete the application.
- Transportation Growth Management grant through ODOT for the Portland Avenue Refinement Plan - \$175,000 with a match of \$21,000, which can be cash or in kind donation. This would cover the development of zoning regulations, design standards, and refine cross section plans.
- Oregon Transportation Growth Management Code Assistance Program through the State of Oregon Department of Land Conservation and Development for the Gladstone Code Audit and SMART Growth Assessment Recommendations – it's an open-ended amount as needed. This has been offered to us as a free service. It is an in-depth audit designed around what our visions for the community are.
- Community Planning and Development Planning – Gladstone Downtown Revitalization Plan through Metro - \$150,000 with a match of \$15,000, which can be cash or in kind donation. This is to help create a master plan and the implementation strategy to identify any challenges and opportunities that could help us. Councilor Reisner asked if this would include tourism – it possibly could. Mayor Jacobellis wanted to confirm that we are working with ODOT to make sure we are not cross purposing – Tammy Stemple assured him that is the case. She said this will definitely be a cohesive work effort with all the agencies involved. The amount will be increased to fund a full time staff position.

The Council approved proceeding forward with the grants.

8. Payment of Accreditation Renewal Fee to the Oregon Accreditation Association:

Interim Police Chief Jeff Jolley said we have invested a lot of time and effort into this process. He recommends deferring to the new Chief of Police as to what direction they want to proceed. They have identified some areas that need improvement. The importance of the project was not sufficiently conveyed to the troops. Councilor McMahon said that being an accredited agency may help when applying for grants. There was a discussion regarding costs and time involved.

Councilor Nelson moved and Councilor Sieckmann seconded a motion to approve the payment of the renewal fee to the Oregon Accreditation Association. Motion was passed by a majority vote -- with a no vote from Councilor Reisner.

9. Code Enforcement Update:

Interim Police Chief Jeff Jolley said they are working on their approach to change from being just reactive and moving toward proactive. They will do their best to make sure that the livability and the standards of our community are high. He outlined some things that they are doing to improve that. The Council gave their full support.

11. Brown and Caldwell Agreement -- Change Order #4 -- Stormwater Permit:

City Administrator Boyce said there are some deadlines coming up. They are requesting City Council to authorize a change order to this contract in order to meet our permit requirements. A hydro modification assessment, a retrofit plan summary, and a public education effectiveness evaluation would be completed. The stormwater permit covers all of Clackamas County. He feels it is important to stay with Brown and Caldwell because they represent all the other jurisdictions. There are some cost savings due to using a team approach. The cost to the City would be \$28,000. We're changing the scope of work and adding to the amount.

Councilor McMahon moved and Councilor Nelson seconded a motion to execute change order #4 to the Stormwater Permit with Brown and Caldwell. Motion was passed by a majority vote -- with a no vote from Councilor Reisner.

10. City Administrator Contract:

Councilor Nelson moved and Councilor Sieckmann seconded a motion that the City not renew the City Administrator's contract that ends on June 30th, 2015 and that we authorize the Mayor to send an official written notice.

City Attorney Shane Abma explained that a yes vote means that as of June 30th, 2015 Mr. Boyce would no longer be the City Administrator.

Assistant City Administrator Morishita poled the Council -- Councilor Nelson -- yes, Councilor Mersereau -- yes, Councilor Johnson -- yes, Councilor Sieckmann -- yes, Councilor McMahon -- yes, Councilor Reisner -- yes, and Mayor Jacobellis -- yes. Motion passed unanimously.

BUSINESS FROM THE COUNCIL:

Councilor Sieckmann: Coffee with a Councilor is still going on. The number of participants has slowed down a bit. He feels it's time to reevaluate and see if we'd like to continue. He feels we should and would like to discuss it in the future.

Councilor Nelson: The speed trailer is out now and they will be recording some speeds for the next few weeks so the Traffic Safety Commission can look at the results. It will be out for 2-3 days at a time, then needs to be recharged. He will provide the results to the rest of the Council.

Councilor Mersereau: Provided the rest of the Councilors with some reading material.

Councilor Johnson: He and City Administrator Boyce, Councilor Sieckmann and Councilor Mersereau met with some Oregon City folks last week to discuss some Tri City governance issues. They are looking at what a Charter for Tri City governance would look like if it were no longer with the County. He will provide a list of future meetings.

Councilor Reisner. He has been working with some citizens regarding tourism.

ADJOURN

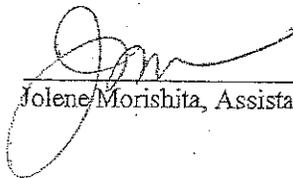
Meeting was adjourned at 7:45 PM.

Approved by the Mayor this 9 day of June, 2015.



Dominick Jacobellis, Mayor

ATTEST:



Jolene Morishita, Assistant City Administrator

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CORRESPONDENCE

Request to City of Gladstone

ATTN: City Manager and Council

Date: 7 June 2015

Earth Crusaders is attempting to meet your cities request for vacating the Raney Collector site by July 30th. We are running into a number of problems that will affect our not for profit organization, the city of Oregon City, METRO and a number of contracts we must fulfil.

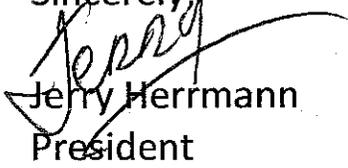
These contracts include substantial grants in excess of \$100,000. They include tourism grants with the city of Oregon City, Clackamas County Parks and METRO. These grants were secured to involve and employ at risk youth from your city and Oregon City. Their work will include:

- Creation of trail and access ways for handicap people in Oregon City
- Serving as professional tour guides on up to 16 cruises for the city of Oregon City starting in July and continuing through Sept. 2015
- Creation and installation of assisted living center trails in Gladstone at " Home Woods Center on Willamette "

We are in "good faith "in negotiating with another city to establish a waterfront education and tourism center. This effort requires plans and submittals which we have done. Their staff have visited our present site and are advising us that additional time is needed such as late fall 2015.

In order to meet your concerns about liability we have instructed our insurance carrier to contact you and see what additional things could be done to increase the limits of liability we insure you at to make you feel more comfortable during this time of transition. We look forward to working with you in these matters.

Sincerely,

A handwritten signature in black ink, appearing to read "Jerry Herrmann", with a long, sweeping horizontal stroke extending to the right.

Jerry Herrmann

President

Earth Crusaders

503-260-3432

Project commitments

2015

• Grants awarded to Earth Crusaders-Rivers Of Life CTR.	
• Oregon State Parks	8,500
• Oregon City Civic Improvement trust	28,000
• Metro Enhancement	17,860
• Oregon Watershed Enhancement Board	10,000
• Metro Greenspaces	13,500
• Clackamas County Parks	5,000
• Homewoods on the Willamette	12,000
	<hr/>
	94,860



REGULAR AGENDA

City of Gladstone Staff Report

Report Date: June 15, 2015,
Meeting Date: June 23, 2015
To: City Council
From: Pete Boyce

AGENDA ITEM

Resolution 1053 – Line Item Transfers

History/Background

Annually prior to the end of the fiscal year the City processes line item transfers to ensure it is in compliance with state budget law and to avoid audit notes. The transfers are the result of budget estimates prepared well before the end of the fiscal year and unanticipated expenses that can and do occur. The City is required to process transfers prior to the end of the current fiscal year (June 30, 2015).

Proposal

Adopt resolution 1053.

Options

Do not adopt resolution 1053. The result would be audit comments.

Cost Impact

Expenses are not added. By adopting this resolution expenditure appropriations are transferred. Expenses have already been incurred.

Recommended Staff Action

Staff recommends adoption of Resolution 1053.

Department Head
Signature

Date

City Administrator
Signature

Date

RESOLUTION 1053

A RESOLUTION MAKING TRANSFERS IN THE CITY OF GLADSTONE BUDGET FOR FISCAL YEAR 2014-15

WHEREAS, the city's budget estimates are prepared about 16 months before the end of the budget's fiscal year, and

WHEREAS, budget categories of personnel services, materials and services and capital outlay within all budget funds should not be overspent at the end of fiscal year 2014-15, and

WHEREAS, there remains a substantial balance within some budget categories in the various funds of the budget for fiscal year 2014-15 and other budget categories will require additional appropriation;

Section 1. NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF GLADSTONE that the following amounts be transferred from various line items in the fund:

GENERAL FUND

Transfer From:		Transfer To:	
#1992355 Contingency Funds	<u>\$235,000</u>	#1211025 Payroll Costs	\$15,000
		#1211055 City Attorney Hourly	\$100,000
		#1211060 Fire/Liability Insurance	\$20,000
		#1211145 Memb. Conferences	\$10,000
		#1211155 Data Processing	\$20,000
		#1211165 Personnel Recruitment	\$10,000
		#1241525 Overtime	\$25,000
		#1241610 Contractual Services	\$20,000
		#1241655 Miscel. Equipment	\$25,000
TOTAL	\$235,000	TOTAL	\$235,000

POLICE/COMMUNICATIONS LEVY FUND

Transfer From:		Transfer To:	
#888065 Vehicles	<u>\$20,000</u>	#881025 Payroll Costs	<u>\$20,000</u>
TOTAL	\$20,000	TOTAL	\$20,000

Section 2. Resolution is effective on June 23, 2015.

THIS RESOLUTION ADOPTED BY THE GLADSTONE CITY COUNCIL AND APPROVED BY THE MAYOR ON THIS 23rd DAY OF JUNE 2015.

Attest:

Mayor

Assistant City Administrator

City of Gladstone
Staff Report

Report Date: June 15, 2015
Meeting Date: June 23, 2015
To: Pete Boyce
From: Scott Tabor

AGENDA ITEM

Proposal for the replacement of the 4" asbestos cement water line that runs from the dead end on W. Exeter St. to Barton Ave.

HISTORY/BACKGROUND

Water service from the dead end of W. Exeter St. to Barton Ave. is currently supplied by a 4" asbestos cement water main. This main is about 60 years old and is at the end of its life span; it is also undersized to meet today's water requirements & demands. The proposal is that the city up-size the main to a 6" ductile iron line in order to provide adequate flow for both domestic and fire flow needs, as well as to significantly reduce the likelihood of breaks in the line itself.

PROPOSAL

Sisul Engineering provided the engineered requirements for replacing this section of water main, with an engineering estimate of \$38,000 for the project. Requests for bids were sent to several contractors and the following three responses were received (copies of the itemized bid calculations are attached):

- Oregon Underground, \$44,108.00
- Timberline Development, \$65,301.65
- Jim Smith Excavating, \$68,998.00

OPTIONS

If this water main is not replaced, it is highly likely the city will continue having to repair main line fractures throughout this section and each repair would require cutting through a newly-replaced road.

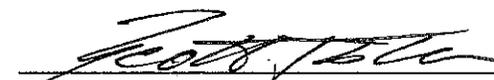
If the new water main is installed as proposed, Public Works will replace the water service lines at the intersection of W. Exeter St. and Barton Ave. As the estimated life span of a ductile iron line is 80+ years, it is anticipated there would not be a need to open cut into this street for the foreseeable future.

COST IMPACT

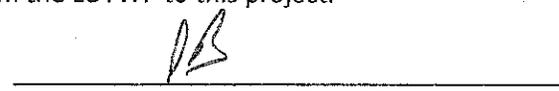
The Lake Oswego/Tigard Water Project has committed to making a \$30,000 contribution toward the costs associated with replacement of this section of water main. The net expense to the city would be \$14,108 based on acceptance of the bid from Oregon Underground. The LOTWP commitment can be found in the attached email from Joel Komarek dated June 15, 2015.

RECOMMENDED STAFF ACTION

Staff recommends that the council approves replacement of the described section of water main by Oregon Underground and accepts the \$30,000 contribution from the LOTWP to this project.



Signature
Scott Tabor, Public Works Supervisor
June 15, 2015



Signature
Peter Boyce, Gladstone City Administrator
June 15, 2015

Peter Boyce

From: Maria Aikin
Sent: Tuesday, June 16, 2015 9:35 AM
To: Peter Boyce
Cc: Maria Aikin; Scott Tabor
Subject: FW: Exeter Waterline replacement

From: Scott Tabor
Sent: Monday, June 15, 2015 3:03 PM
To: Maria Aikin
Subject: FW: Exeter Waterline replacement

Print to attach to Staff Report. There is a typo, The replacement is from Barton Ave to the Dead End of W. Exeter and should be noted!

Scott Tabor
Public Works Supervisor
City of Gladstone
Office: 503-656-7957
Mobile: 503-209-5158
Fax: 503-722-9078
tabor@ci.gladstone.or.us

"Life is Change, Growth is optional, Choose wisely"

From: Komarek, Joel [<mailto:jkomarek@ci.oswego.or.us>]
Sent: Monday, June 15, 2015 2:50 PM
To: Scott Tabor
Cc: Dennis Koellermeier
Subject: Exeter Waterline replacement

Dear Scott:

With construction of the LOTWP's new pipeline on Exeter complete and reconstruction and paving of Exeter planned to occur soon, you and I have discussed the opportunity to coordinate our pavement restoration work on Exeter with your desire to replace an aging and brittle asbestos cement waterline on Exeter between the dead end and Bellevue St. The water partnership recognizes our impact on the community of Gladstone with the construction of our new pipelines and wants to assist Gladstone with the costs of your pipeline replacement project. To that end the Partnership is willing to contribute \$30,000 toward the costs of that project.

I understand you have received bids from reputable contractors for this work and plan to seek your Council's approval of a contract to replace the Exeter waterline. The Partnership hopes our contribution toward that project will facilitate their approval.

Sincerely,

Joel B. Komarek, P.E.

Project Director

Lake Oswego-Tigard Water Partnership

PUBLIC RECORDS LAW DISCLOSURE This e-mail is a public record of the City of Lake Oswego and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.

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City of Gladstone, OR

Bid Opening: W. Exeter Waterline Replacement

Opening: Monday, June 15, 2015, 2:00 PM

The following bids were received by Assistant City Administrator Jolene Morishita

#	Contractor	Proposal
1	Timberline Development	\$ 65,301.65
2	Jim Smith Excavating, Inc.	\$ 68,998.00
3	Oregon Underground, Inc.	\$ 44,108.00

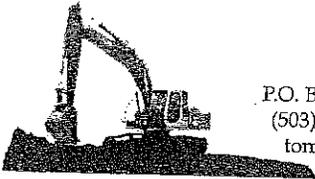
Engineer's Estimate

\$ 38,674

Result: Oregon Underground, Inc. is the low bidder.

5-4

Thomas R. Rasch
President



P.O. Box 777, Clackamas, OR 97015
(503) 657-6123 Fax (503) 656-2061
tom@oregonunderground.com
CCB# 116182

**STREET WATER MAIN REPLACEMENT
PROPOSAL**

Construction of a 6-inch ductile iron water main in E. Exeter Street from the dead end. Scope of work includes, mobilization, demobilization, hot tap new water main, blow off assembly, fire hydrant, restrained joints, thrust erosion control, traffic control, construction management & hydrostatic testing of the water main. The project also includes disconnection of the existing Exeter Street water main from the Barton Avenue main, removal of two existing fire hydrants, & plugging openings of mains remaining in service and those being abandoned. The City of Gladstone will transfer water services from the existing main to the new main. No street resurfacing is included in the scope of work.

The quote is to be on a per unit basis. The City of Gladstone is not obligated to any minimum or maximum quantities under the contract. Refer to the attached plans and documents for a list of the work to be performed.

Completion Date: All work shall be completed no later than Monday, August 31, 2015. Although, the City of Gladstone reserves the right to extend this date if unforeseen circumstances arise that impede the contractor's ability to make reasonable progress.

Contract Quantities: A list of estimated Contract Quantities is provided below together with a Schedule of Values to be completed by the Bidder. Quantities listed in this proposal are estimated and actual quantities may vary. The bid is to be on a per unit basis. The City of Gladstone is not obligated to any minimum or maximum quantities under this contract. Refer to attached plans for anticipated work to be performed. The amount of this contract will be less than \$100,000.00.

CONTRACT QUANTITIES & CONTRACTOR'S SCHEDULE OF VALUES

No.	Description	Unit	Quantity	Unit Price	Total Price
1.	Mobilization/Demobilization.	LS	1	2450. ⁰⁰ /LS	\$ 2450. ⁰⁰
2.	Construction Management / Utility Coordination. Including potholing & managing adjustment of conflicting storm drain, gas & water services.	LS	1	2150. ⁰⁰ /LS	\$ 2150. ⁰⁰
3.	Work Zone Traffic Control.	LS	1	350. ⁰⁰ /LS	\$ 350. ⁰⁰
4.	Install and Maintain Erosion and Sediment Controls.	LS	1	200. ⁰⁰ /LS	\$ 200. ⁰⁰
5.	Sawcut AC.	LF	500	2. ⁰⁰ /LF	\$ 1,000. ⁰⁰
6.	Remove & Disposal of Existing Roadway Surfacing	SY	109	1. ⁰⁰ /SY	\$ 109. ⁰⁰
7.	6" Ductile Iron Pipe - installation, backfill & compaction.	LF	390	50. ⁰⁰ /LF	\$ 19,500. ⁰⁰
8.	6" Ductile Iron Pipe w/ restrained joints - installation, backfill & compaction	LF	109	54. ⁰⁰ /LF	\$ 5886. ⁰⁰
9.	6" x 6" Tee	EA	1	600. ⁰⁰ /EA	\$ 600. ⁰⁰
10.	6" Gate Valve	EA	2	975. ⁰⁰ /EA	\$ 1950. ⁰⁰
11.	Fire Hydrant Assembly	EA	1	3500. ⁰⁰ /EA	\$ 3500. ⁰⁰
12.	Wet Tap 6" on 12"	EA	1	3013. ⁰⁰ /EA	\$ 3013. ⁰⁰
13.	Hydrostatic Testing.	LS	1	1500. ⁰⁰ /LS	\$ 1500. ⁰⁰
14.	Remove Existing Fire Hydrants	EA	2	600. ⁰⁰ /EA	\$ 1200. ⁰⁰
15.	Abandon, disconnect & plug existing water mains	LS	1	700. ⁰⁰ /LS	\$ 700. ⁰⁰

Total Quotation Price: \$ 44,108.⁰⁰

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**W. EXETER STREET WATER MAIN REPLACEMENT
PROPOSAL**

Scope of Work: The project consists of the construction of a 6-inch ductile iron water main in E. Exeter Street from the intersection with Barton Avenue to the western dead end. Scope of work includes, mobilization, demobilization, hot tap on the Barton Avenue main, installation of new water main, blow off assembly, fire hydrant, restrained joints, thrust blocking, bedding, backfill, trench compaction, erosion control, traffic control, construction management & hydrostatic testing of the water main. The project also includes disconnection of the existing Exeter Street water main from the Barton Avenue main, removal of two existing fire hydrants, & plugging openings of mains remaining in service and those being abandoned. The City of Gladstone will transfer water services from the existing main to the new main. No street resurfacing is included in the scope of work.

The quote is to be on a per unit basis. The City of Gladstone is not obligated to any minimum or maximum quantities under the contract. Refer to the attached plans and documents for a list of the work to be performed.

Completion Date: All work shall be completed no later than Monday, August 31, 2015. Although, the City of Gladstone reserves the right to extend this date if unforeseen circumstances arise that impede the contractor's ability to make reasonable progress.

Contract Quantities: A list of estimated Contract Quantities is provided below together with a Schedule of Values to be completed by the Bidder. Quantities listed in this proposal are estimated and actual quantities may vary. The bid is to be on a per unit basis. The City of Gladstone is not obligated to any minimum or maximum quantities under this contract. Refer to attached plans for anticipated work to be performed. The amount of this contract will be less than \$100,000.00.

CONTRACT QUANTITIES & CONTRACTOR'S SCHEDULE OF VALUES

No.	Description	Unit	Quantity	Unit Price	Total Price
1.	Mobilization/Demobilization.	LS	1	6,000.00/LS	\$ 6,000.00
2.	Construction Management / Utility Coordination. Including potholing & managing adjustment of conflicting storm drain, gas & water services.	LS	1	2,500.00/LS	\$ 2,500.00
3.	Work Zone Traffic Control.	LS	1	500.00/LS	\$ 500.00
4.	Install and Maintain Erosion and Sediment Controls.	LS	1	395.00/LS	\$ 395.00
5.	Sawcut AC.	LF	500	.85 /LF	\$ 425.00
6.	Remove & Disposal of Existing Roadway Surfacing	SY	109	5.50 /SY	\$ 599.50
7.	6" Ductile Iron Pipe - installation, backfill & compaction.	LF	390	78.56 /LF	\$ 30,368.40
8.	6" Ductile Iron Pipe w/ restrained joints - installation, backfill & compaction	LF	109	79.75 /LF	\$ 8,692.75
9.	6" x 6" Tee	EA	1	325.00 /EA	\$ 325.00
10.	6" Gate Valve	EA	2	775.00 /EA	\$ 775.00
11.	Fire Hydrant Assembly	EA	1	3,850.00 /EA	\$ 3,850.00
12.	Wet Tap 6" on 12"	EA	1	3,561.00 /EA	\$ 3,561.00
13.	Hydrostatic Testing.	LS	1	1,200.00 /LS	\$ 1,200.00
14.	Remove Existing Fire Hydrants	EA	2	450.00 /EA	\$ 900.00
15.	Abandon, disconnect & plug existing water mains	LS	1	4,940.00 /LS	\$ 4,940.00

THREELINE DEVELOPMENT
P.O. Box 279
Gladstone, Oregon 97027
(503) 656-2253

Total Quotation Price: \$

65,301.65

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Greg the holder - President

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**W. EXETER STREET WATER MAIN REPLACEMENT
PROPOSAL**

Scope of Work: The project consists of the construction of a 6-inch ductile iron water main in E. Exeter Street from the intersection with Barton Avenue to the western dead end. Scope of work includes, mobilization, demobilization, hot tap on the Barton Avenue main, installation of new water main, blow off assembly, fire hydrant, restrained joints, thrust blocking, bedding, backfill, trench compaction, erosion control, traffic control, construction management & hydrostatic testing of the water main. The project also includes disconnection of the existing Exeter Street water main from the Barton Avenue main, removal of two existing fire hydrants, & plugging openings of mains remaining in service and those being abandoned. The City of Gladstone will transfer water services from the existing main to the new main. No street resurfacing is included in the scope of work.

The quote is to be on a per unit basis. The City of Gladstone is not obligated to any minimum or maximum quantities under the contract. Refer to the attached plans and documents for a list of the work to be performed.

Completion Date: All work shall be completed no later than Monday, August 31, 2015. Although, the City of Gladstone reserves the right to extend this date if unforeseen circumstances arise that impede the contractor's ability to make reasonable progress.

Contract Quantities: A list of estimated Contract Quantities is provided below together with a Schedule of Values to be completed by the Bidder. Quantities listed in this proposal are estimated and actual quantities may vary. The bid is to be on a per unit basis. The City of Gladstone is not obligated to any minimum or maximum quantities under this contract. Refer to attached plans for anticipated work to be performed. The amount of this contract will be less than \$100,000.00.

CONTRACT QUANTITIES & CONTRACTOR'S SCHEDULE OF VALUES

No.	Description	Unit	Quantity	Unit Price	Total Price
1.	Mobilization/Demobilization.	LS	1	\$ 4,030.00/LS	\$ 4,030.00
2.	Construction Management / Utility Coordination. Including potholing & managing adjustment of conflicting storm drain, gas & water services.	LS	1	\$ 2,500.00/LS	\$ 2,500.00
3.	Work Zone Traffic Control.	LS	1	\$ 3,600.00/LS	\$ 3,600.00
4.	Install and Maintain Erosion and Sediment Controls.	LS	1	\$ 473.00/LS	\$ 473.00
5.	Sawcut AC.	LF	500	\$ 3.00/LF	\$ 1,500.00
6.	Remove & Disposal of Existing Roadway Surfacing	SY	109	\$ 10.00/SY	\$ 1,090.00
7.	6" Ductile Iron Pipe - installation, backfill & compaction.	LF	390	\$ 74.00/LF	\$ 28,860.00
8.	6" Ductile Iron Pipe w/ restrained joints - installation, backfill & compaction	LF	109	\$ 85.00/LF	\$ 9,265.00
9.	6" x 6" Tee	EA	1	\$ 271.00/EA	\$ 271.00
10.	6" Gate Valve	EA	2	\$ 779.00/EA	\$ 1,558.00
11.	Fire Hydrant Assembly	EA	1	\$ 5,121.00/EA	\$ 5,121.00
12.	Wet Tap 6" on 12"	EA	1	\$ 6,265.00/EA	\$ 6,265.00
13.	Hydrostatic Testing.	LS	1	\$ 180.00/LS	\$ 180.00
14.	Remove Existing Fire Hydrants	EA	2	\$ 770.00/EA	\$ 1,540.00
15.	Abandon, disconnect & plug existing water mains	LS	1	\$ 2,745.00/LS	\$ 2,745.00

Total Quotation Price: \$ 68,998.00

Jim Smith Excavating, Inc.
Company Name

5-7

City of Gladstone Staff Report

Report Date: June 15, 2015,
Meeting Date: June 23, 2015
To: City Council
From: Pete Boyce

AGENDA ITEM

Resolution 1054

History/Background

As of July 1st the City will need to change the authorization to withdraw funds from the Oregon State Treasury due to the change in the City Administrator position.

Proposal

Adopt resolution 1054.

Options

Do not adopt resolution 1054. The result would be a non-city employee would be authorized to withdraw city funds.

Cost Impact

N/A

Recommended Staff Action

Staff recommends adoption of Resolution 1054.

Department Head
Signature

Date

City Administrator
Signature

Date

RESOLUTION NO. 1054

CITY OF GLADSTONE, OREGON

A Resolution Authorizing Certain City Officials to Withdraw/Transfer Funds from Oregon State Treasury on Behalf of the City

WHEREAS, the Oregon State Treasury is designated as a tax depository for City of Gladstone pool accounts, including account numbers 4472 (general) 4811 (state revenue sharing) and 4650 (urban renewal) accounts with City authority to accept or receive at any time; and

WHEREAS, it is necessary to authorize certain city officials to withdraw/transfer funds from the City of Gladstone pool accounts.

The City of Gladstone Resolves as follows:

SECTION 1. The City of Gladstone designates the Oregon State Treasury as a designated tax depository of this municipal corporation and the following listed individuals are authorized to sign, on behalf of the City orders for payment, transfers or withdrawal of money, when drawn against its accounts until such time as the City revokes this authority:

_____, Gladstone City Administrator

Jolene Morishita, Gladstone Assistant City Administrator

Susan LeDoux, Gladstone Account Clerk

SECTION 2: This resolution is effective July 1, 2015.

ADOPTED this 23rd day of January, 2015.

Attest:

Dominick Jacobellis, Mayor

Jolene Morishita, Asst. City Administrator

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City of Gladstone Staff Report

Report Date: June 15, 2015,
Meeting Date: June 23, 2015
To: City Council
From: Pete Boyce

AGENDA ITEM

Resolution 1055

History/Background

As of July 1st the City will need to change the authorization to withdraw funds from U.S. Bank due to the change in the City Administrator position.

Proposal

Adopt resolution 1055.

Options

Do not adopt resolution 1055. The result would be a non-city employee would be authorized to withdraw city funds.

Cost Impact

N/A

Recommended Staff Action

Staff recommends adoption of Resolution 1055.

Department Head
Signature

Date

City Administrator
Signature

Date

RESOLUTION NO. 1055

CITY OF GLADSTONE, OREGON

A Resolution Designating U.S. National Association as the City's Designated Depository and Authorizing Certain City Officials to Withdraw Funds

WHEREAS, the U.S. Bank National Association is hereby designated as a depository for City of Gladstone (tax identification number 93-6002170) checking accounts, the City of Gladstone Employee Pension Trust Fund and the City of Gladstone Municipal Court Fund accounts with authority to accept or receive at any time.

WHEREAS, it is necessary to change the authorization of certain city officials to withdraw funds from the City of Gladstone checking accounts, the City of Gladstone Employee Pension Trust Fund and the City of Gladstone Municipal Court Fund accounts;

NOW, THEREFORE, BE IT RESOLVED by the Common Council of the City of Gladstone, that the US Bank National Association, at any one or more of its offices, is hereby designated banking depository of this municipal corporation and the following are authorized to sign, on behalf of this municipal corporation, orders for payment or withdrawal of money, when drawn against its checking accounts and the City of Gladstone Employee Pension Trust Fund account; such orders shall be signed by any two of the following officers or employees:

Dominick Jacobellis, Mayor

_____, City Administrator

Jolene Morishita, Assistant City Administrator

Tami Bannick, Administrative Secretary

Such authority shall remain in force until revoked by written notice to said bank of the action taken by City Council.

This Resolution is effective July 1, 2015.

This Resolution adopted by the Gladstone City Council and approved by the Mayor this 23rd of January, 2015.

Attest:

Dominick Jacobellis, Mayor

Jolene Morishita, Assistant City Administrator

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**GLADSTONE
URBAN
RENEWAL
AGENCY**

Gladstone Urban Renewal District Staff Report

Report Date: June 15, 2015,
Meeting Date: June 23, 2015
To: URA Board
From: Pete Boyce

AGENDA ITEM Resolution UR-52

History/Background

As of July 1st the City will need to change the authorization to withdraw funds from U.S. Bank due to the change in the City Administrator position.

Proposal

Adopt resolution UR-52.

Options

Do not adopt resolution UR-52. The result would be a non-city employee would be authorized to withdraw city funds.

Cost Impact

N/A

Recommended Staff Action

Staff recommends adoption of Resolution UR-52.

Department Head
Signature

Date

City Administrator
Signature

Date

RESOLUTION UR - 52

WHEREAS, it, is necessary to change the authorization of certain city officials to withdraw funds from the City of Gladstone Urban Renewal Agency Fund account,

NOW, THEREFORE, BE IT RESOLVED by the City of Gladstone Urban Renewal Agency that the US Bank National Association, at any one or more of its offices, is hereby designated banking depository of this municipal corporation and the following are authorized to sign, on behalf of this municipal corporation, orders for payment or withdrawal of money, when drawn against its City of Gladstone Urban Renewal Agency Fund accounts; such orders shall be signed by any two of the following officers or employees:

Dominick Jacobellis, Mayor

_____, City Administrator

Jolene Morishita, Assistant City Administrator

Tami Bannick, Administrative Secretary

Such authority shall remain in force until revoked by written notice to said bank of the action taken by the board of directors of this corporation.

This resolution is effective July 1, 2015

This Resolution adopted by the Gladstone Urban Renewal Agency and approved by its Chairperson this 23rd of June, 2015.

Attest:

Dominick Jacobellis, Chairperson

Jolene Morishita, Assistant City Administrator

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