

CITY OF MOSIER

small enough to make a difference

CITY COUNCIL MEETING
February 20, 2019 at 6:30 P.M.
Mosier Senior Center at 500 Second Ave

AGENDA

| | | | |
|-----|---------|---|---------|
| I | 6:30 pm | Call to Order/Roll Call – Mayor Burns | |
| II | 6:32 | Agenda corrections or additions | |
| III | 6:35 pm | Business from the Audience - This is for Mosier residents and anyone else to express concerns, needs, or opportunities. Please keep your comments succinct and under two minutes. You may bring in written materials for Committee and Staff to review. The Facilitator can assign the issue to a future Committee meeting, or to an appropriate Committee or staff member. Please realize that we cannot always offer a response immediately but will give the matter due consideration. We encourage the participation of all stakeholders in our community. | 10 mins |
| IV | 6:45 | Approval of: 02/06/19 - City Council Meeting Minutes | 5 mins |
| V | | BUSINESS | |
| 1. | 6:50 pm | Great River – Oregon’s First Green Burial Center – Rus Hargraves | 15 mins |
| 2. | 7:05 pm | TSP Ordinance/Adoption – Nick Kraemer City Planner/ Alta Planning | 15 mins |
| 3. | 7:20 pm | Tanawashee Mosier Mounds Property Transfer Decision – City Manager, Colleen Coleman | 10 mins |
| 4. | 7:40 pm | Site Restoration PFAS Report – DEQ/City Manager, Colleen Coleman | 5 mins |
| 5. | 7:45 pm | Joint Use Facility Fundraising and Senate Bill 513 – Mayor Burns/Councilor Reed/Councilor Anderson | 15 mins |
| 6. | 8:00 pm | Mosier Valley Newsletter – City News Items - Council | 5 mins |
| 7. | 8:05 pm | Announcements | 5 mins |
| VI | 8:10 pm | ADJOURN | |

You are invited to attend the Mosier City Council on Wednesday February 20, 6:30PM to learn about plans to create Oregon's first *Green Burial and Whole Life Celebration Center* here in Mosier. The life celebration center, called Great River, will provide a nature park for community use in addition to green burials. Construction is scheduled to start this summer and complete by end of 2019. The vision for the project is outlined below. Questions and feedback are welcome either at the meeting, or contact the founders directly:

Suzanne Wright Baumhackl (Suzanne.Wright@GreatRiverOregon.com)

Russell Hargrave (Russel.Hargrave@GreatRiverOregon.com)

Great River

Oregon's First Green Burial & Whole Life Celebration Center

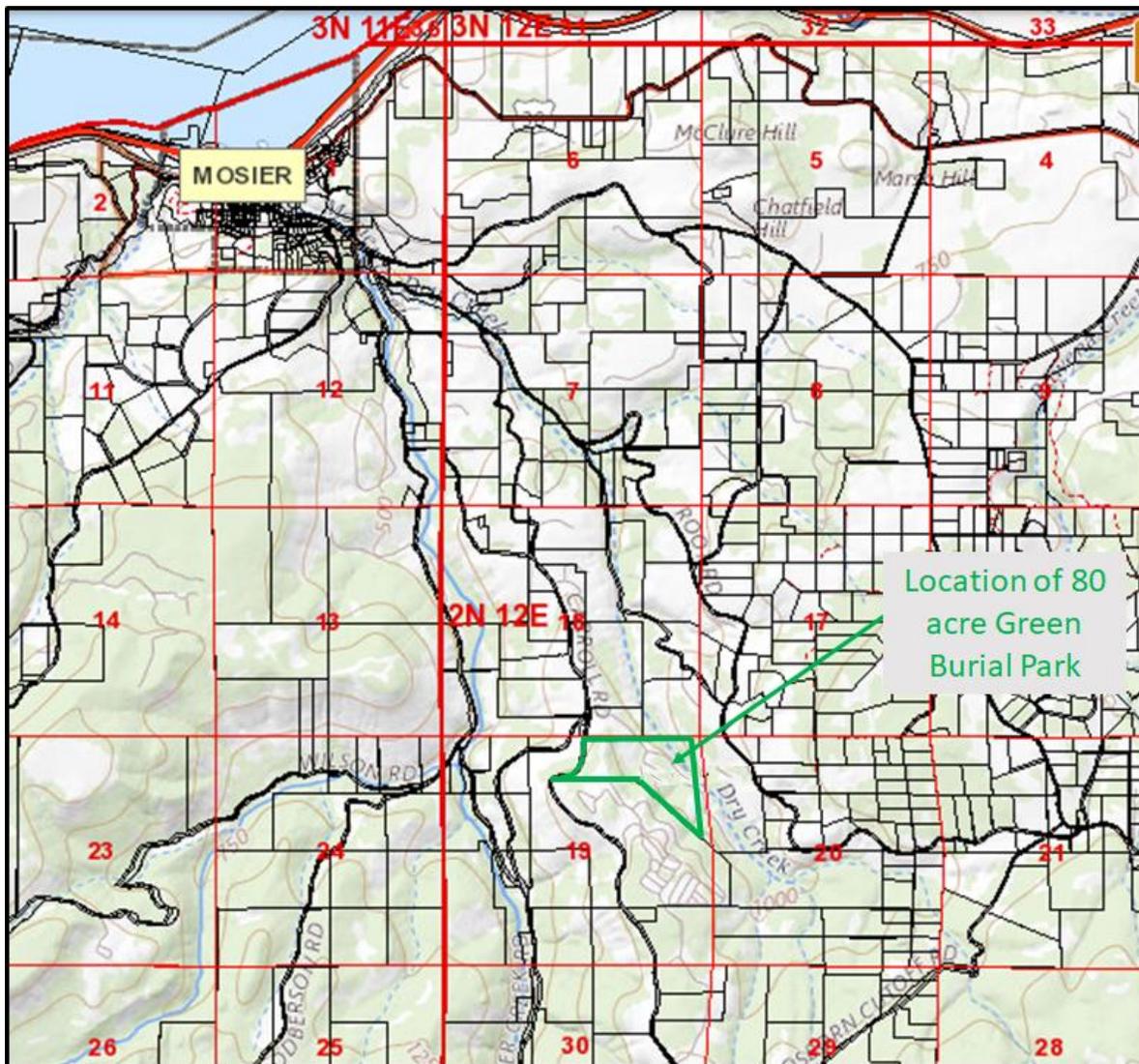
Vision

Oregon's first green burial and whole life celebration center is located on an 80 acre nature preserve in the Columbia River Gorge



This wild place is home to hundreds of species of native plants and animals, and has views of Mt. Hood & Mt Adams, the Columbia River, forests, orchards, and vineyards. This place will become loved by many as the community and visitors are welcomed to trail hike, bird watch, and wildflower gaze on the land.

Diverse burial sites are nestled between wild-flower slopes, natural springs, meadows, and oak & pine forests.



Vision Details

Green/Natural Burial

Humans have been buried for at least 100,000 years and we hope to encourage people to return to the beautiful and environmentally sound practice of burying our dead. A natural burial is traditional, and is profoundly simple and meaningful. The deceased's body is held in a biodegradable casket or wrapped in a cloth shroud and placed without embalming fluid in a grave where they become a part of the land and all that grows there. The native trees and wildflowers will thrive with the gift our bodies being given back to the earth.

A green burial site is one answer to the anguish of not knowing what to do when someone dies. Having a place near home to visit can provide immense relief and a cemetery provides the space to experience and gather together in grief. We are offering people a place to be visit and remember their loved ones and giving us all a place to remember, respect, and honor them.

Great River was born from a shared calling, and a dream to serve our community, the land we love, and to honor the ancestors, plants, and animals for whom this is home. This cemetery fills a need in our community to provide a nature centered alternative to our current choices of conventional burial and scattering ashes and provides an outdoor venue for ceremonies and memorials. We plan to be certified by the Green Burial and Conservation Burial Councils.

Ceremonies

Intimate gatherings may be held in any tradition or faith you wish. Ceremonies that are solemn and quiet and ceremonies that are exuberant and celebratory are all welcome. A green burial enables friends and family to have a meaningful and important role in caring for and burying the dead. This process can be deeply healing and essential in expressing grief. Celebrants can be provided for life celebrations & ceremonies, or advisors are available to help you create your own personal and intimate memorial service.

The burial plots

There are several different landscapes on the 80 acres. A site can be chosen on a plateau with a view toward Washington and Mt. Adams, or in a wildflower meadow facing Mt. Hood, in a pine forest, or under an oak tree near the spring. Full body and created remains may be buried. A lovingly dedicated children's burial and memorial section will be created. Animal companions may be buried alongside individual and family plots as well as in a special area of the cemetery dedicated to them.



The Land

If you love the Pacific Northwest and the Gorge, this place feels like home, and it is beautiful, peaceful, and easy to access being only a few miles from I84. White Oaks, Ponderosa pines, Doug Firs, and hundreds of wildflowers grow here. Elk, owls, eagles, and many species will continue to thrive here. This place will honor the Native Americans who used this land for thousands of years and their voices and stories will have a place of respect and reverence here. Our shared reverence for the land inspires us to ensure it can be shared and used by many in our communities, so that is why this land will also be a nature park. Having a cemetery on the land is a dependable way to ensure it will be protected from development while conserving it's wild nature.

Endowment

15% of proceeds will be set aside for an endowment to ensure the grounds will be cared for many generations.

Great Community partner

We want *Great River* to be an asset to the communities that surround it. For example, we envision people in Mosier, Hood River, and The Dalles pointing to this beautiful natural space proudly as they show people around their community. We plan to work closely with local municipalities and organizations as we implement this vision.

Living uses for the community

People will see, hear, and feel how this place connects us to the land, one another, and to ourselves. They will walk along gentle paths here, open and accessible to all abilities. They will visit the sites of their loved ones and find peaceful places to reflect. They will see the cycles of life and know their place in the natural order. Music, and singing and crying will be heard here. Children and elders are gathered here together and dancing and praying happen here.

Visiting the nature park

Walking, hiking, dog walking, bird-watching, mountain & star gazing, nature photography, meditation, communing with nature. Wheelchair accessible paths will be present in some areas.

Study

Scholars, scientists, students & school children will be welcomed to study the flora & fauna and geography and what is happening here.

Remembrance Events

The good people buried here will be remembered and will be honored in ceremony and their names will read every year. Plus, tours, work parties, ceremonies to connect us to ancestors and each other: All Souls Day, Memorial Day, volunteer work parties, Helper Days, Family & Friends Remembrance, Veterans Day, etc.

Community & regional sourcing and boosting the local economy

We plan to source products and services from the local community and the Pacific Northwest. We envision sourcing practical materials like shrouds, and pine caskets and biodegradable urns from local artisans. Several jobs will be created to maintain and operate the cemetery, and many local established business will be asked to provide funeral services, transport, rentals, flowers, craftsmanship, music, food, and art.



STAFF REPORT:

TO: City of Mosier - City Council and Mayor
FROM: Nick Kraemer, City Planner
DATE: 2/13/2019

SUBJECT: TRANSPORTATION SYSTEM PLAN ADOPTION

The purpose of this Staff Report is to explain the land use processes and criteria required to adopt a legislative text amendment to adopt the 2018-2019 Transportation System Plan (TSP) as the Transportation Element of the existing City Comprehensive Plan. The 2018-2019 Transportation System Plan will be added to the Appendix of the Comprehensive Plan and replace current references to transportation in the Public Facilities Section of the Comprehensive Plan.

The City of Mosier Comprehensive Plan is in need of an overall update. We will be working through this update over 2019-2020. The Goals and Policies of the Transportation System Plan can be incorporated into these detailed updates to the Comprehensive Plan as we complete the overall update.

The proposed amendments are only for the Comprehensive Plan at this time. The City will hold separate public hearings to consider implementing the recommended changes to the City Zoning Ordinance later in 2019.

BACKGROUND

The Transportation System Plan (Attachment A) is summarized below.

The Transportation System Plan (TSP) is designed to guide the management and implementation of transportation facilities, policies, and programs within Mosier over the next 20 years. The document consists of background information, goals and objectives, recommended projects, and implementation measures. Recommended projects address roadway, freight, pedestrian, and bicycle system needs, and for purposes of implementation have been organized into high priority projects and long-term priority projects. Because the City has historically used its transportation budget for basic maintenance and operations and relied on outside sources for capital projects, it is

anticipated that outside sources will continue to provide the primary funding for capital projects and those recommended in the Transportation System Plan.

LEGISLATIVE COMPREHENSIVE PLAN TEXT AMENDMENT PROCESS

CHAPTER 15.10 ZONE CHANGES AND COMPREHENSIVE PLAN

AMENDMENTS of the Mosier Zoning Ordinance details the process for initiating and processing proposed Comprehensive Plan Amendments. The proposed amendments to adopt the TSP to the Comprehensive Plan are considered legislative text amendments to the Comprehensive Plan – as they have a broad impact throughout the City of Mosier.

CHAPTER 15.07 ADMINISTRATION AND PROCEDURES of the Mosier Zoning Ordinance details that proposed amendments shall be considered TYPE IV decisions. These applications involve the greatest amount of discretion and evaluation of subjective approval standards, and must be heard by the city council for final action.

At least 20 days prior to a public hearing at which a legislative proposal to amend the city’s Comprehensive Plan is to be considered, the city recorder in coordination with the city planner shall issue a public notice. Notice shall be sent to affected governmental entities, special districts, providers of urban services, including Oregon Department of Transportation and any party who has requested in writing such notice. Notice shall also be published in a newspaper of general circulation within the city. Notice to DLCD is required 35 days in advance of public hearings. ***The required public notices were completed.***

The city council shall hold at least one public hearing before taking action on a legislative proposal. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. A staff report must be available at least 7 days pre-hearing. All issues are addressed by the city council at the evidentiary hearing. ***This document serves as the Staff Report. The February 20, 2019 Public Hearing serves as the required public hearing.***

The city council shall adopt a written decision on the proposal. The city council’s decision is appealable to the Land Use Board of Appeals (LUBA) or the Land Conservation and Development Commission (LCDC), as provided by state law. ***A draft adopting ordinance is included as an attachment to this Staff Report.***

COMPREHENSIVE PLAN TEXT AMENDMENT CRITERIA

Following the Mosier Zoning Ordinance regulations for Comprehensive Plan Amendments

15.10.020 – Criteria: The proponent for any amendment to this Ordinance, the Land Division Ordinance, the Comprehensive Plan, or an amendment to the zoning map, including a zone change, shall demonstrate with evidence that all of the following criteria are met:

A. The proposal shall be consistent with the goals and policies of the Comprehensive Plan, with the applicable State-wide Planning Goals, and with any other applicable state or local requirement.

FINDING #1: CRITERIA MET.

Consistency with Statewide Planning Goals

Goal 1 Citizen Involvement

1. The proposed amendments are the result of the City of Mosier Transportation System Plan process, which involved a number of public participation opportunities including:
 - **Public involvement plan** prepared at the outset of the project to ensure a comprehensive community engagement process
 - **Six Project Advisory Committee (CAC) meetings**, where the committee was comprised of a wide range of members of the business community, residential neighborhoods, community groups and partnering public agencies.
 - **Two public workshops** held at key junctures in the project when existing deficiencies and opportunities for improvement were being identified and evaluated and when project concepts were being reviewed and selected
 - **Project mailings** to local residents and stakeholders to notify them about public workshops, other engagement opportunities, and progress on the project
 - **A Mosier City Council hearing** on February 20th advertised and open to the public
2. A variety of methods were used to notify community members of these meetings and other opportunities to be involved in the project, including project mailings, postings in public buildings, and throughout the media the City produces.

Goal 2 Land Use Planning

1. The proposed amendments are consistent with Goal 2 in the thorough analysis done in developing the Transportation System Plan. This analysis is represented in the Plans, Policies and Funding Review; Goals, Objectives and Evaluation Criteria; Existing and Future Conditions Analyses; and Alternatives Analysis and

Funding Program. All of these documents are available as supporting documents to the TSP.

2. Development of the Transportation System Plan and associated amendments involved a robust public process, as addressed in findings for Statewide Planning Goal #1 above.
3. The proposed amendments have been found to be consistent with local Comprehensive Plan policies, as addressed in following Section of this report.

Goal 3 Agricultural Lands

1. The proposed amendments are consistent with Goal 3 by targeting improvements on land and existing transportation facilities within the current City of Mosier and its UGB.

Goal 4 Forest Lands

This goal is not applicable to the proposed amendments.

Goal 5 Natural Resources, Scenic and Historic Areas, and Open Spaces

1. Proposed amendments to Comprehensive Plan policies offer a range of support for non-polluting, active transportation options.
2. Improvements to the Historic Columbia River Highway will be consistent with state and local plans and policies that preserve and promote this historic resource.
3. The focus on improvements within the existing city limits and urban growth boundary of Mosier will continue to help protect natural and scenic resources of the Columbia River Gorge National Scenic Area.
4. The TSP includes several goals and policies that emphasize protection of natural resources.

Goal 6 Air, Water and Land Resources Quality

1. Findings of consistency with Statewide Goal 5 are also applicable to and support Statewide Goal 6.

Goal 7 Areas Subject to Natural Hazards

1. Proposed amendments to Section 16.02.030(E) and 16.02.100(C) are intended to reduce the impacts of new transportation facilities in areas with steep slopes, thereby reducing the potential impacts of hazards associated with erosion and/or potential landslides.

Goal 8 Recreational Needs

1. Proposed amendments to Comprehensive Plan policies call for coordination of bicycle facility planning with regional efforts and prioritize connections of pedestrian and bicycle facilities in the city with regional facilities.
2. Proposed policies in the TSP and Comprehensive Plan promote a variety of actions and initiatives to promote bicycling and walking within and through Mosier, including prioritization of projects that meet this objective. In addition,

the TSP includes a number of specific bicycle and pedestrian facility improvement projects.

Goal 9 Economic Development

1. The proposed amendments are consistent with Goal 9 in recommending street design standards, intersection improvements, and bridge replacements for safe and accessible travel by multiple modes and for an attractive environment for commercial development.
2. Several proposed new policies in the TSP focus directly on the economic benefits of proposed improvements to and maintenance of transportation facilities.
3. Recommended bicycle facility improvement projects will continue to support bicycle tourism in Mosier which will benefit existing and potential future new businesses there.
4. The proposed Transportation Utility Fee will provide a stable source of funding for essential maintenance of local transportation facilities and will ultimately provide a more cost-effective approach to improving facilities and avoiding them to fail and require more costly improvements in the long run.

Goal 10 Housing

1. The proposed amendments are consistent with Goal 10 in recommending local street design standards that provide design options and establish complete streets to support housing and residential development in the city.
2. Recommended projects to fill in gaps in the neighborhood pedestrian and bicycle system provide safe and complete connections between housing, the downtown and other key destinations for local residents.

Goal 11 Public Facilities and Services

1. The proposed amendments are consistent with Goal 11 in recommending projects focused on improving existing facilities so as to maximize those public facility investments and keep development concentrated in the city's urbanized area, thus reducing the need to extend services outside the current urban area.
2. The proposed amendments to street standards and analysis of impacts of development on the transportation system are consistent with Goal 11 in improving the cost-effectiveness of investments in public facilities and in ensuring that facilities will be adequate to serve proposed development.

Goal 12 Transportation

1. The proposed amendments are consistent with Goal 12 in recommending improvements that provide more and safer transportation options. In large part, they build on existing transportation facilities, thus maximizing those investments, and help keep development focused on the city's existing urban area to reduce the need to extend services outside the current urban area.
2. Proposed amendments to Comprehensive Plan policies and MMC amendments support recommendations in the Transportation System Plan, promoting active transportation options for public health and affordability and supporting

coordination with other agencies and organizations in promoting and developing these options.

3.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is “to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems.”

1. The Transportation System Plan is consistent with the TPR (Section -0020) in including required elements applicable to the city, such as roadway, pedestrian, bicycle, transit, and freight system plans and an implementation plan.
2. Proposed MMC amendments related to provision of and standards for pedestrian and bicycle facilities are consistent with requirements for local governments in the TPR (Section -0045).
3. Land use regulations to "protect transportation facilities, corridors, and sites for their identified functions," consistent with the TPR (Section -0045), were adopted in the 2001 update of the City’s Development Code based on TGM Model Development Code for Small Cities.
4. Proposed MMC amendments associated with pre-application conferences, public hearings and public notice requirements are consistent with the TPR (Section -0045).
5. Existing approval criteria for legislative amendments include consistency with Statewide Planning Goals (including Goal 12 and the TPR) and the City Comprehensive Plan and demonstration of adequate public facilities and transportation networks. These criteria are consistent with the TPR (Section -0060).

Goal 13 Energy Conservation

1. The proposed amendments are consistent with Goal 13 in recommending projects and street design standards that support transit, walking, and bicycling, which will help reduce the use of fuel.
2. Proposed amendments to the Development Code and Comprehensive Plan policies support recommendations in the Transportation System Plan that promote transit, walking, and bicycling.

Goal 14 Urbanization

1. The proposed amendments are consistent with Goal 14 in encouraging investments that are focused in the city’s existing urban area and downtown, reducing the need for additional urban area and UGB expansions.

Consistency with Mosier Comprehensive Plan Policies

1. The proposed amendments are consistent with the Comprehensive Plan Policies #1, *Land Use* in the following ways:
 - a. Proposed transportation improvements are focused within the city limits and urban growth boundary of Mosier.
 - b. Implementation of TSP policies and projects will contribute to an orderly, efficient and economical transition from rural lands to urban development by supporting improvement of facilities that serve urban development.
2. The proposed amendments are consistent with the Comprehensive Plan Policies #2, *Local State and Federal Coordination* in the following ways:
 - a. TSP policies require consistency with local, state and federal plans.
 - b. The intent of several proposed Municipal Code amendments is to comply with state transportation planning requirements.
 - c. Proposed Municipal Code amendments will strengthen coordination and communication with state agencies by inviting them to participate in Pre-Application Conferences and by ensuring that they receive public notice of proposed land use applications that may affect transportation facilities.
 - d. Proposed amendments to the Municipal Code require an analysis of and mitigation associated with developments that may have a “significant effect” on the transportation system.
3. The proposed amendments are consistent with the Comprehensive Plan Policies #3, *Transportation* in the following ways:
 - a. The Transportation System Plan, which identifies and prioritizes recommended transportation improvements, is proposed to be adopted as the transportation element of the *Mosier Comprehensive Plan*. In doing so, it will replace the existing Comprehensive Plan elements related to transportation along with transportation-related standards and policies found in the 2002 *Local Street Network and Downtown Plan*.
 - b. The proposed Comprehensive Plan amendments will replace these policies with an expanded set of policy directives that builds on and strengthens the existing transportation policies.
 - c. The proposed Transportation Utility Fee ordinance helps implement existing Plan policy 3.C by providing a stable source of funding to improve the financial feasibility of maintaining improving the transportation system.

4. The proposed amendments are consistent with Policies #4 *Public Facilities and Services* through coordination of transportation and other public improvements, with a focus on focusing facility improvements within the city limits and urban growth boundary of Mosier.
5. The proposed amendments are consistent with Policies #5, *Resource*, in the following ways:
 - a. Proposed locations for transportation project are not identified in the location of any known geologic hazards.
 - b. TSP policies emphasize that transportation improvements will be consistent with regulations relating to environmental impacts, including noise, water and air quality, and land use.
 - c. Proposed emphasis on walking and bicycling will result in reducing impacts on natural resources associated with vehicle use.
6. The proposed amendments are consistent with Policies #6, *Social-Economic*, in the following ways:
 - a. TSP Goal #3 calls for development of a transportation system that supports a vibrant, successful Downtown business district; supports tourism (including bicycle tourism) as an economic strength; and supports regional economic activity, including agricultural production.
 - b. Additional related TSP policies support maintenance of key freight routes, development of facilities that support tourism, and a desire to maintain the City's small-town character and ties to agricultural production and history.
 - c. Proposed TSP policies also emphasize that transportation improvements will be consistent with regulations relating to environmental impacts, including noise, water and air quality, and land use (consistent with Social-Economic policy 6.F).
7. The proposed amendments are consistent with Policies #8, *Recreation*, by incorporating TSP policies that support tourism and recreation. Proposed MMC amendments are consistent with these Comprehensive Plan policies by requiring bicycle parking for new recreation facilities which will enhance the ability to travel to them by bicycle.
8. The proposed amendments are consistent with the Comprehensive Plan *Policies #9, Citizen Involvement*, in the following ways:

- a. Citizens of Mosier were afforded an opportunity to participate in the TSP planning process through a variety of means, including a series of Project Advisory Committee (PAC) meetings, public workshops, and Planning Commission and City Council public hearings for the adoption process.
- b. In particular, public workshops were held at key junctures in the project when existing deficiencies and opportunities for improvement were being identified and evaluated and when project concepts were being reviewed and selected so that community input could be incorporated into developing and selecting recommended projects.
- c. All PAC, Planning Commission and City Council meetings conducted for the project were open to the public.
- d. Planning Commission and City Council meetings were advertised in local newspapers.

B. That public facilities and services (water, sewer, storm drainage, transportation, schools, police and fire protection) are presently capable of supporting the uses allowed by the zone, or can be made available prior to development under the proposed zoning. Service shall be sufficient to support the range of uses and development allowed by the zone.

C. The land uses authorized by the proposal are consistent with the existing or planned function, capacity and level of service of the transportation system serving the proposed zoning district.

FINDING #2: CRITERIA NOT APPLICABLE THE TRANSPORTATION SYSTEM PLAN COMPREHENSIVE PLAN AMENDMENTS.

Criteria B and C generally apply to specific proposals for amendments to the City's zoning map or amendments to base zone designations which can affect public facility service capacity. The proposed Comprehensive Plan policy amendments do not directly affect the ability of the City to serve future development through public facilities and services and as a result, those to criteria are not applicable.

Criteria B and C are more relevant and applicable for the recommend amendments to the Mosier Zoning Ordinance and consistency with Criteria B and C for those amendments is detailed below:

Consistency with Approval Criteria B and C

- Proposed amendments to Section 15.06.040(E) of the Mosier Municipal Code will help ensure that the impact of development on the transportation system is considered and that development that has an impact will help mitigate those impacts.
- Proposed amendments to Section 15.06.040(E) also will help ensure that allowed uses authorized by approval of development applications can be served by the transportation system, given the requirement to update the system to mitigate potential effects on it.

D. That the proposed change is in the public interest and supports the general public welfare.

FINDING #3: CRITERIA MET WITH CITY COUNCIL APPROVAL

Consistency with Approval Criterion D

Developing and maintaining a multi-modal transportation system through adoption and implementation of the TSP and implementing policy and Municipal Code amendments supports the general public welfare in the following ways:

- Provides residents, employees and visitors with a variety of travel options for meeting their everyday transportation needs.
 - Promotes physical health and well-being by encouraging the use of active transportation methods (e.g., walking and bicycling) and building and maintaining facilities for this purpose.
 - Supports the local economy and economic health of Mosier community members by providing the means of obtaining goods and services from within and outside of Mosier, promoting tourism, and improving the ability of community members to access jobs within and outside of Mosier.
-

RECCOMENDATION:

The proposed Transportation System Plan and amendments to the Comprehensive Plan are consistent with and supportive of statewide planning goals, City plans and policies, and other community objectives. The proposed amendments are shown to meet the Mosier Zoning Ordinance Criteria for Comprehensive Plan Amendments.

I would recommend that the City Council adopt a legislative text amendment to adopt the 2018-2019 Transportation System Plan (TSP) as the Transportation Element of the existing City Comprehensive Plan.

CITY COUNCIL ACTIONS:

- 1) Take no action.**
- 2) Continue the Public Hearing to a future date**
- 3) Consider motion to adopt a legislative text amendment to adopt the 2018-2019 Transportation System Plan (TSP) as the Transportation Element of the existing City Comprehensive Plan.**
- 4) Direct Staff and Consultants to make changes to proposed TSP and reconsider at a future public hearing date.**

ATTACHMENTS

ATTACHMENT A: 2018-2019 TRANSPORTATION SYSTEM PLAN

ATTACHMENT B: PUBLIC NOTICE

ATTACHMENT C: DRAFT ADOPTING ORDINANCE (To be completed)

ATTACHMENT B:
PUBLIC NOTICE FOR PUBLIC HEARING

**NOTICE OF PUBLIC HEARING:
PROPOSED UPDATES TO THE
CITY OF MOSIER COMPREHENSIVE PLAN
TO INCORPORATE THE
2018-2019 CITY OF MOSIER
TRANSPORTATION SYSTEM PLAN**

January 23, 2019

The Mosier City Council will conduct a public hearing beginning at **6:30 pm on February 20, 2019**, at the Mosier Senior Center 500 E. Second Ave., Mosier, OR. The purpose of the public hearing is to consider updates to the City of Mosier Comprehensive Plan to incorporate the 2018-2019 Transportation System Plan.

The hearing regarding the Transportation System Plan (TSP) updates is a legislative matter and a public hearing is required before City Council. A Staff Report will be available at least 7 days prior to the hearing and will review the proposed changes for consistency with the City of Mosier Municipal Code (MMC) Title 15 – Zoning. Any interested person may appear and provide written or oral testimony on the proposal at or prior to the hearing. Written comments will be accepted by the City at PO Box 456, Mosier, OR 97040 or at City Hall until 1:00 p.m. on the day of the hearing. All supporting materials and evidence submitted in support of the changes may be inspected at no charge, and copies may be obtained at a reasonable cost at City Hall during normal business hours.

The City Council shall adopt a written decision on the proposed changes. The city council's decision is appealable to the Land Use Board of Appeals (LUBA), as provided by state law.

PLEASE NOTE: Any issue which is intended to provide a basis for an appeal to the Land Use Board of Appeals must be raised during the comment period with sufficient specificity to enable the city to respond to the issue.

Please feel free to contact the City Manager at 541-478-3505 with questions regarding the proposed changes..

Colleen Coleman, City Manager

POSTED IN THE DALLES CHRONICLE 20 days prior to hearing and posted twice. Affidavit on file

STAFF REPORT
TSP ADOPTION

ATTACHMENT C:
ADOPTING ORDINANCE

ORDINANCE NO. ###
CITY OF MOSIER, OREGON

**AN ORDINANCE ADOPTING THE
CITY OF MOSIER TRANSPORTATION SYSTEM PLAN (TSP) TO THE
CITY OF MOSIER COMPREHENSIVE PLAN**

WHEREAS, the purpose of a local TSP, according to the Transportation Planning Rule, is to “establish a system of transportation facilities adequate to meet identified local transportation needs consistent with regional TSPs and adopted elements of the State TSP”; and,

WHEREAS, recent growth, coupled with growth anticipated over the 20-year planning horizon, places demands on the City’s transportation system that necessitate an evaluation of the City’s transportation needs, services and facilities; and,

WHEREAS, the City received funding from Oregon Department of Transportation (ODOT) to create a TSP under State-wide Planning Goal 12 (Transportation); and

WHEREAS, ODOT contracted with Alta Planning, a suitably qualified transportation engineering firm, to prepare a TSP and to conduct a public process, which included the formation of a project advisory committee and hosting of two public workshops; and

WHEREAS, the Project Advisory Committee, elected officials, and other interested parties participated in these public workshops and provided input on a draft Transportation System Plan; and

WHEREAS, notice of proposed amendments to the Comprehensive Plan were submitted to DLCD 35 days prior to the first public hearing; and

WHEREAS, notice of proposed amendments were posted throughout the City and in the newspaper 20 days prior to the public hearing held before the City Council on February 20, 2019; and

WHEREAS, the public hearing before City Council was conducted on February 20 2019 to consider all public testimony on the matter. A Staff Report was presented and incorporated into the record. At the close of that public hearing, there being a quorum present, the City Council moved unanimously to approve proposed amendments to adopt the City of Mosier TSP; and

NOW, THEREFORE, THE CITY OF MOSIER ORDAIN AS FOLLOWS:

Section 1. Findings. The City of Mosier hereby adopts as findings of fact the above recitals and the documents entitled Staff Report attached hereto as Exhibit “A”, and the document entitled Mosier Transportation System Plan, attached hereto as Exhibit “B”.

Section 2. Order. The City of Mosier hereby adopts the proposed City of Mosier Transportation System Plan, including appendices, attached as Exhibit “B” and any amendments to the City of Mosier Comprehensive Plan, attached hereto as Exhibit “A”, and incorporated herein as fully set forth.

Section 3. Staff Directive. Subsequent to adoption of the City of Mosier Transportation System Plan, staff is directed to return to City Council with any conforming amendments to the City’s Comprehensive Plan, Zoning Ordinance and Subdivision Ordinance.

Section 4. Effective date. The effective date is 30 days following adoption

Approved by the City Council and signed by the Mayor this **DATE**.

Arlene Burns, Mayor

ATTEST

Colleen Coleman, City Manager

CITY OF MOSIER

small enough to make a difference

Staff Report

Meeting Date: 2/20/19

Staff: Colleen Coleman

Agenda Title: Transfer of Mosier Mounds Property to the City

Agenda Action: Motion to accept conveyance of Tract B to the City and authorize the City Manager and/or Mayor to execute all documents necessary for the transfer.

Fiscal Impact: Loss of property tax revenue in the amount of \$285. Potential expenses related to protection of the resource. Expenses related to future protection of the resource are unascertainable at this time.

Staff Recommendation: City Council to accept the conveyance of Tract B to the City

Staff Report Prepared by John Grim with input from Colleen, Laura and Nick:

The owners of the Tanawashee Subdivision (Mosier Heights LLC) are willing to, and interested in, transferring Tract B to the City of Mosier at no cost. This tract is shown on the enclosed map. It encompasses a portion of the Mosier Mounds Complex. Tract B also includes some small slivers of land that are not protected nor in need of protection but are included in the tract for the sake of transferring an unfragmented parcel. The parcel would be conveyed to the City via deed in fee simple title, prepared by Mosier Heights at their expense.

Mosier Mounds is an important Native American cultural resource; a significant site according to the State Historic Preservation Office (SHPO No. 35WS419); and a designated site on the National Register of Historic Places (NR No. 03000053). Archaeological studies of this resource are available for review upon request. For protection of the resource, the studies containing information on location of the resources are not generally made available to the public pursuant to ORS 192.355(11). The City is in contact with SHPO and representatives from Confederated Tribes of the Warm Springs to determine the best approach to management of this site. The representative from Warm Springs is going to bring the idea of an interpretive sign to Tribal Council and let us know their thoughts

Changing the ownership from private to public will result in a net loss in property tax revenue to the City in the amount of \$285 per year. Staff do not believe ownership of this parcel will result in any increase in the City's operation and maintenance expenses unless additional protection or enforcement of the site becomes necessary due to trespassing, vandalism, etc. The features will remain unmarked and will not be promoted for any recreational or tourist purposes.

Laura Westmeyer, City Attorney, looked over the statutes and regulations applicable to public ownership of archaeologically significant sites and objects and did not find any major red flags associated with the City's acceptance of this tract. As a significant site, the site has certain protections under ORS Chapters 358 and 390, such as an enforcement mechanism for any unpermitted excavation, destruction, or alteration of the resources.

Staff recommend that City Council approve the transfer of Tract B to the City because it is anticipated to have negligible expense and it will help protect a valued cultural and historic resource.

IER
.S.A.C.E
ON.
5/8" REBAR
PER REF.#16

INITIAL PO
FND. 5/8" RE
PER REF

TANAWASHEE SUBDIVISION PHASE 1

TAX LOT 2N-11-2D 200

(980.87', REF.#9)
980.82'

339.21'

S 89°06'02" W

FND. 5/8" REBAR
PER REF.#16

THIS AREA IS NOT DEVELOPABLE,
TO REMAIN OPEN SPACE

TRACT B

FND. 1/2" REBAR
PER REF.#11,
N45°11'38"W-0.75'

(PER REF.#8 & #11)
440.41'

145.00'
(PER REF.#8)

FND. 5/8" REBAR
PER REF.#8

FND. 5/8" REBAR
PER REF.#9,
N33°44'43"W-0.52'

840.56'

151.18'

185.79'

TANAWASHEE COURT

BLANCHARD BLVD.

FIFTH

PHASE 2 DETAIL, S

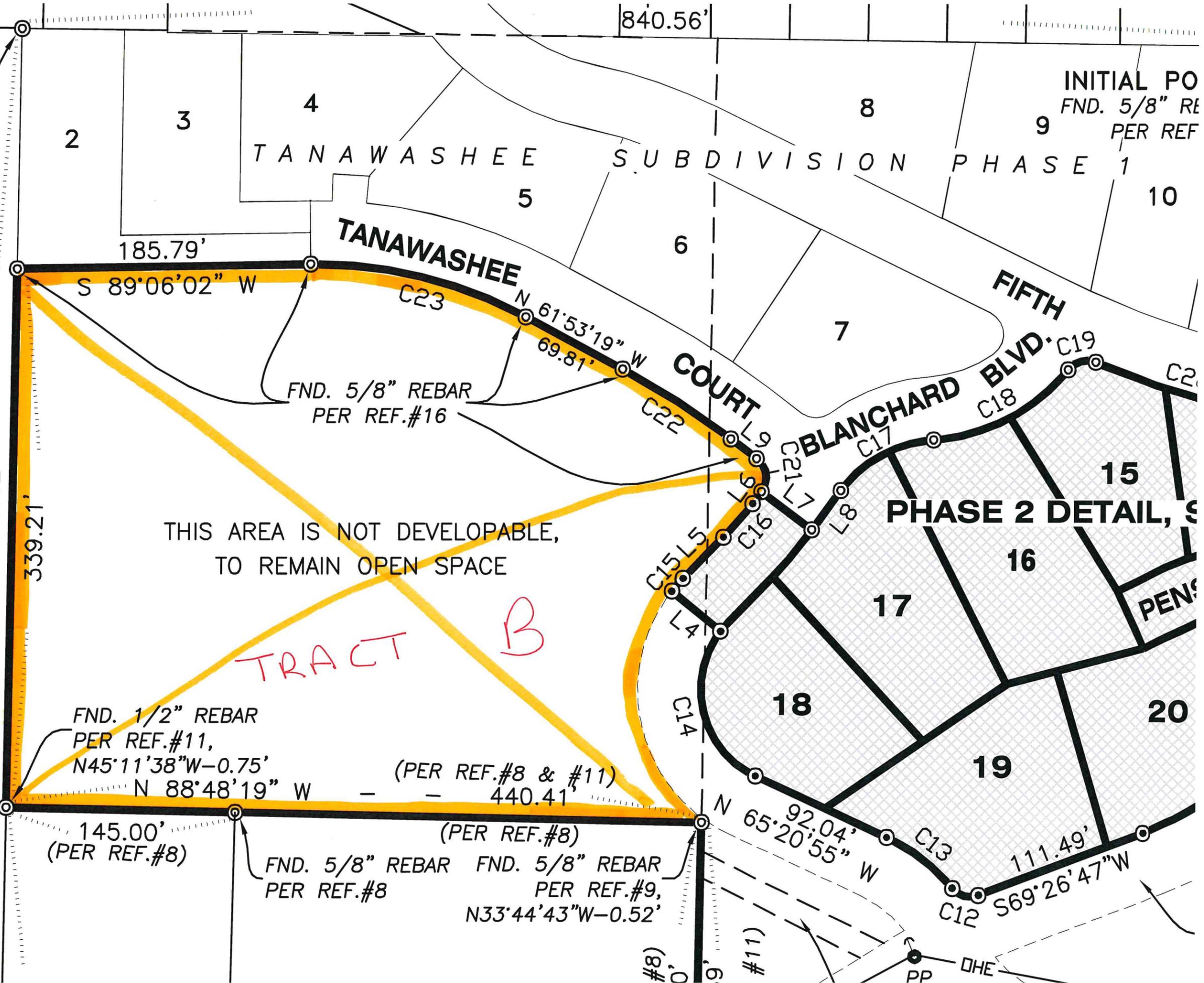
7" E

#8

#11

PP

DHE



Mr. Bob Schwarz
Oregon Department of Environmental Quality
Eastern Region
400 E. Scenic Drive, Suite 307
The Dalles, Oregon 97058 January 29, 2019

Subject: Mosier, Oregon – June 3, 2016 Derailment, PFAS Sampling Results

Dear Mr. Schwarz,

Introduction

This report presents the results from sampling and analysis of groundwater samples collected to determine the presence or absence of compounds broadly known as Per- and Polyfluoroalkyl Substances (PFAS) at the Union Pacific Railroad (UPRR) 2016 derailment site in Mosier, Oregon (Figure 1).

The PFAS-specific site investigation was conducted in response to a request from the Oregon Department of Environmental Quality (ODEQ). A work plan¹ was submitted to ODEQ that outlined the proposed sample event. The Work Plan was approved by ODEQ on November 29, 2018. To determine the presence or absence of PFAS, samples were collected from representative site wells MW-4, EW-2, a residential well at 1606 Rock Creek Road (background well), and City Well #2 (nonhydraulically connected). These wells were sampled for 14 PFAS compounds listed in U.S. Environmental Protection Agency (EPA) Method 537 Revision 1.1. EPA has issued drinking water health advisories for 2 of the 14 PFAS compounds: perfluorooctane sulfonate (PFOS) and perfluorooctanoic acid (PFOA). EPA has also derived a regional screening level (RSL) value for PFBS and perfluorobutane sulfonate (PFBS).

Site Description and Background

On June 3, 2016, a derailment occurred in an area west of Mosier, Oregon, in the Columbia River Gorge approximately 10 miles east of Hood River, Oregon. As a result of the derailment, a manhole cover was sheared off, allowing crude oil to flow into the influent line for the Mosier Wastewater Treatment Plant (WWTP). Approximately 10 gallons of Buckeye 3 percent solution of aqueous film-forming foam AFFF was used for fire suppression; the safety data sheet is included as Attachment 1.

As part of the initial response, 2,970 tons of petroleum-product-impacted soil was excavated and removed from the derailment area, as shown on Figure 1. Impacts to groundwater from the release of petroleum products are being evaluated using a network of monitoring wells.

Site Geology and Hydrogeology

Subsurface conditions at the site, as observed from the well boring logs, are composed of shallow silt layers underlain by sandy gravel with a silt matrix. Gravel is typically sub-rounded to sub-angular, approximately 1 inch in diameter, poorly graded, loose, with silt and fine to medium sand matrix. A clay confining layer was encountered during installation of the eastern most upper biosparge well (UBS-1) at a

¹ Jacobs Engineering Group Inc. 2018c *Mosier, Oregon - June 3, 2016 Derailment PFAS Work Plan*. November 2018.

depth of 27 feet below ground surface and increasing with depth to the west. At the westernmost well (UBS-5), the confining layer was encountered at a depth of 42 feet below ground surface. All monitoring wells at the site are screened in the upper alluvium aquifer. Depth to groundwater varies from approximately 6 feet at Well MW-4 to 22 feet at Well EW-2, near the release area, to approximately 41 feet at City Well #2. City Well #2 is screened in the deeper Columbia River Basalt Group and was shown to be nonhydraulically connected to the shallow alluvium aquifer as described in the vulnerability report *Evaluation of Potential Vulnerability of City of Mosier Water Supply Well to Oil Train Spill* dated June 4, 2018, written by Groundwater Solutions Inc., a consultant for the City of Mosier.

Groundwater Remedial Actions

To treat groundwater and prevent migration of petroleum-based contaminants, biosparging was selected and designed to promote biodegradation of the chemicals of concern through the introduction of oxygen to the subsurface. The biosparge treatment system consists of an air injection system, air distribution piping, biosparge wells and the network of monitoring wells, and has been in operation since October 2016.

Sample Collection Procedures

Groundwater samples were collected for analysis of PFAS at four wells on December 3 and 4, 2018. Wells EW-2 and MW-4 were sampled inside of the release area. A residential well at 1606 Rock Creek Road is located approximately 700 feet to the southwest, this well is to be used as a background well. City Well #2 (WASC2734), located approximately 950 feet southeast of the release area and just south of the school property, was sampled at the request of the City of Mosier. The sample from City Well # 2 was collected from a sample tap using the existing in-well pump. Well locations are shown on Figure 2.

Sample collection procedures (including groundwater purging, equipment, and sample handling) were conducted in accordance with operating procedures for PFAS sampling and methods described in the Work Plan, except for the sample collected at 1606 Rock Creek Road. The Work Plan specified that this sample would be collected from the resident's tap. Because the resident has a large polyvinyl cistern used to store spring water, which could potentially bias the PFAS results, the sample location was moved upstream to an access point ahead of the cistern at the well spring box, or water system intake.

Investigative-derived Waste

Investigative-derived waste streams and purge water associated with field activities were containerized in 55-gallon steel drums and stored onsite at the WWTP. The investigative-derived waste will be transported and disposed offsite at an appropriate facility.

Quality Assurance/Quality Control

Field quality assurance/quality control (QA/QC) samples were collected and submitted as specified in the Work Plan. The following QA/QC samples were collected:

- Field Duplicate (at Well EW-2 [sample ID EW-2 (DUP)-120318])
- Equipment Blank (sample ID EB-120318)
- Field Reagent Blank (collected with lab-provided water, sample ID FBR-120318)
- Matrix Spike and Matrix Spike Duplicate (collected at Well EW-2)

The laboratory adhered to the QC parameters listed in the Table 1. These criteria are following Method 537 Revision 1.1.

Results

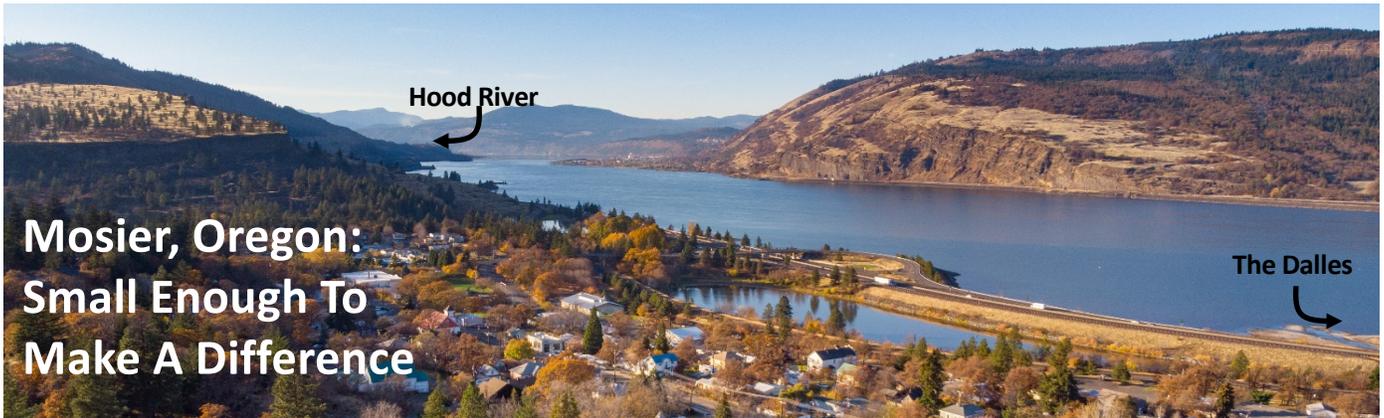
Four primary groundwater samples and one field duplicate sample were collected from two site monitoring wells, a background well, and a hydraulically disconnected City well. PFOS, PFOA, and PFBS were not detected above the detection limit in any of the samples collected. The limit of quantification is shown in Table 2 and is below the screening and health advisory values.

PFAS were not detected in the QA/QC samples collected as part of the investigation.

The well sampling field logs are presented in Attachment 2. Sample results are summarized along with the screening levels in Table 2. All data presented in Table 2 were validated by a chemist. Laboratory reports are included as Attachment 3. The validation report is included as Attachment 4.

Conclusions

Groundwater samples were collected and analyzed for PFAS in drinking water according to Method EPA Method 537, Revision 1.1 from four representative wells in early December 2018 at the Mosier site. Sample results indicate that PFAS in monitoring wells EW-2 and MW-4 are below screening levels. PFAS were not detected above the limit of quantification in the background residential well at 1606 Rock Creek Road or in City Well #2.



**Mosier, Oregon:
Small Enough To
Make A Difference**

Support Senate Bill 513 to Construct the **MOSIER CENTER** FIRE STATION | CITY HALL | COMMUNITY SPACE *A facility to support regional safety & vitality in the heart of the Gorge*

This project will provide:

Regional Fire Support Mosier is a small but growing town that sits between and supports the larger towns of The Dalles & Hood River as well as the other communities in the region via Mutual Aid agreements. This facility will allow the department to park its modern trucks and give the volunteers a place to clean equipment without leaving town.

Freeway EMS Support Located along I84, Mosier Fire also regularly helps accidents and helps motorists in need along the freeway, at the rest stops and within Memaloose State Park. The facility will provide much needed space for ongoing medical training.

Ability to serve as 'Command Central' for Emergencies Mosier Fire has hosted several conflagrations in the last decade including the Microwave Fire in 2011, the Oil Train Derailment in 2016, and the two separate Memaloose fires in July. With the growing fire dangers in the area we are likely to host even more of these in the coming decades. The location is also a key communication and check point in our local emergency plans.

Public Works Facility Storage and City Hall Our current City Hall is 10' x 22'.

Regional Tourism Infrastructure Located on the Historic Scenic Hwy, the new center will provide information, restrooms & services for the 2 million tourists who travel through the Gorge each year. These numbers grow each year and nearly doubled in our town last summer due to the Eagle Creek Fire pushing additional hikers into our area.

Economic Development Opportunities The building will include a commercial kitchen with flex space for developing farm to table food products from our Agriculture community as well as innovative creative services. Rural incubators are the new garage.

Community Gathering Space for Wider Valley & Regional Partners Mosier is the civic and social hub for over 2000 residents and many community organizations in the wider valley. The new building will include meeting spaces, kitchen use for events, and a home for the Mosier Valley Historical Society's extensive collection of photos and artifacts.

Food Pantry & Space for Emergency Shelter Food insecurity is an issue in Gorge and 98% of the region's food is shipped in by truck. These features provide public the public with a **Resiliency Hub** in case I84 is closed off for an extended period.

Environmental Sustainability via Net Zero Public Building Net Zero not only addresses our goal of protecting and enhancing the environment, it will help tackle ongoing maintenance costs and will allow us to continue to serve the region in times of power outage or natural disaster such as the anticipated Cascadia Earthquake.

Mosier is in the unique position to fulfill the dire need for modern firefighting facilities, tourism support, and community services between the larger towns of The Dalles & Hood River.

**COST: \$3 – 3.5 Million
RAISED TO DATE: \$1.1 Million
FUNDS REQUEST: \$2 Million
CONSTRUCTION 2020**

Senate Bill 513

Sponsored by Senator BENTZ (at the request of City of Mosier) (Pre-session filed.)

SUMMARY

The following summary is not prepared by the sponsors of the measure and is not a part of the body thereof subject to consideration by the Legislative Assembly. It is an editor's brief statement of the essential features of the measure **as introduced**.

Appropriates moneys from General Fund to Oregon Department of Administrative Services for distribution to City of Mosier for construction of joint-use fire hall and community center.

Declares emergency, effective July 1, 2019.

A BILL FOR AN ACT

1
2 Relating to state financial administration; and declaring an emergency.

3 **Be It Enacted by the People of the State of Oregon:**

4 **SECTION 1. In addition to and not in lieu of any other appropriation, there is appropri-**
5 **ated to the Oregon Department of Administrative Services, for the biennium beginning July**
6 **1, 2019, out of the General Fund, the amount of \$2,000,000, for distribution to the City of**
7 **Mosier for construction of a joint-use fire hall and community center.**

8 **SECTION 2. This 2019 Act being necessary for the immediate preservation of the public**
9 **peace, health and safety, an emergency is declared to exist, and this 2019 Act takes effect**
10 **July 1, 2019.**

11

NOTE: Matter in **boldfaced** type in an amended section is new; matter [*italic and bracketed*] is existing law to be omitted. New sections are in **boldfaced** type.

Senate Bill 513 Talking Points

We are here to request your support for SB 513 which provides funds for a joint-use fire hall and community center in Mosier.

Need for Facility

- Inadequate and antiquated existing city hall and fire station
 - Small city office, no conf room, no place for city council meetings
 - Lack public works facility
 - Ancient metal bldg fire station w/o: adequate apparatus bays and equipment storage, office, training room, meeting area
-

Benefit to Wide Area of North Central Oregon (see one page handout)

- Regional fire support
- Freeway EMS response
- Fire/EMS training room
- Mosier valley community center
- Emergency shelter

Funding

- \$3 - \$3.5 million design & construction cost estimate
- \$1.350 million in hand plus land (\$500k UP; \$500k legislature; \$350 k city/fire district)
- Will raise \$650k from local donations and grants

Work to Date and Next Steps

- Mosier City and Fire District Partnership (with IGA)
- Project development committee of City Council and Fire Board members
- Prior feasibility study - features, concepts, size, cost
- Will select AE design team in March
- 30% design by October 2019 - align final design with funding capability
- Target construction start 2020

| Member (location) | Time | Contact | Member info |
|----------------------------|--|----------------------------------|--|
| Rep Daniel Bonham (H-483) | 0945 | 503-986-1459 | District 59; Joint Ways & Means Subcommittee on Capital Construction |
| Rep Paul Evans (H-276) | 0945 | 986-1420 | Chair, Committee on Veterans and Emergency Preparedness |
| Sen Fred Girod (S-401) | 1030 | Laurie 986-1709 | Vice-Chr, Business & General Govt; Co-Chr, Joint Comm On Ways & Means Subcomm on Capital Construction |
| Rep Greg Smith (H-482) | 1200 | Nicole 986-1457 | Wasco Co.; Jt Ways & Means Subcomm on Capital Construction |
| Sen Chuck Riley (S-303) | 1230 | Linda 986-1715 | Chair, Senate Committee on Business and General Govt |
| Sen Mark Haas (S - 207) | 1320 | Elsie 986-1714 | Business and General Govt |
| Sen Bentz (S-403) | 1430 | Andrea 541-889-8866; 986-1730 | |
| Sen Chuck Thomsen (S-315) | 1445 | Natasha 986-1726 | Hood River; Jt Ways & Means Subcomm on Capital Construction |
| Sen Alan Olsen (S-425) | Fully booked; can drop by to check; leave material; Sandy 986-1720 | | Jt Ways & Means Subcomm on Capital Construction |
| Sen Michael Dembro (S-407) | Fully booked; send email to Senator and drop by; Logan 986-1723 | | Jt Ways & Means Subcomm on Capital Construction |
| | | | |



Please return the completed Request Form to:

Amanda Beitel, Principal Legislative (Bonds) Analyst

amanda.beitel@oregonlegislature.gov

(503) 986-1506

State of Oregon 2019-21 Bond Financing Request

Project Description

Project Cost

Total project cost:

Bonding amount requested this biennium:

Bonding amount needed for entire project:

Bond type (General Obligation/Lottery):

Matching funds (Amount/Source):

\$150K Land/City of Mosier; \$150K/Community Donations

Project Contact

Name of entity that will receive funds:

Federal Tax ID Number:

Type of entity:

Name of contact person:

Email address of contact person:

Phone number of contact person: