

# CITY OF MOSIER

small enough to make a difference

## COUNCIL MEETING

August 21, 2019 at 6:30 P.M.

*Mosier Grange, 900 4<sup>th</sup> Avenue, Mosier, OR 97040*

## AGENDA

I	6:30 pm	<b>City Council Meeting Call to Order – Mayor Burns</b>	05 mins
II	6:35 pm	Agenda corrections or additions	05 mins
III	6:40 pm	<b>Public Comment</b> - 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	6:50 pm	<b>Approval of: 08/07/2019 - City Council Meeting Minutes</b>	5 mins
V		<b>BUSINESS</b>	
1.	6:55 pm	<b>City Manager Performance Criteria – Review-Format/Timing/Committee</b>	10 mins
2.	7:10 pm	<b>Rock Creek Park Security Cameras – Theft Reporting</b>	10 mins
3.	7:20 pm	<b>Crosswalks – Wasco County/ODOT Information</b>	10 mins
4.	7:30 pm	<b>West Gateway Project Update</b>	10 mins
5.	7:40 pm	<b>Mosier Center Project Update</b>	10 mins
6.	7:50 pm	<b>Announcements</b>	10 mins
VI	8:00 pm	<b>ADJOURN</b>	

# CITY OF MOSIER

small enough to make a difference

## City Council

### Meeting Minutes

August 7, 2019

Mosier Grange  
900 4<sup>th</sup> Street  
Mosier, Or. 97040  
6:30-8:40

6:30 call to order, Mayor Burns

Attendance: Mayor Burns, Emily Reed, Ann Van Osdol, Witt Anderson, Acasia Berry, Lacy Gries  
(Absent excused: Penny Wallace).

City Staff: Colleen Coleman, Andy Wells, Jayme Bennett, John Grim, Nick Kraemer

Presenters and Community: Kyle Pettibone, Jean Cypher, Walter Burt, Mark Czarnik, Jill  
Maynard, Adah Buckwalter, Kris McNall

Public Comment:

Sheriff Magill update: reviews issues on County and City of Mosier Pacific Power coordination  
(financial impact to local community and businesses, etc.) - grocery stores being critical  
infrastructure – (food). Full list of concerns provided to the group (Pacific Power).

Ann Van Osdol would like neighborhood watch involved with the preparedness/feedback  
group. Chief Renault will represent the City of Mosier for critical infrastructure (senior center,  
wells, pump houses) -Chief Renault is the direct contact and he will communicate with Colleen  
Coleman, City Manager as needed.

Next meeting is on the 21st of August in Hood River (public service, government agency  
involvement). Exercise covers all the moving parts of the various entities and how they will  
work together.

Approval of July 17, 2019 Minutes:

1. Lacy Gries
2. Acasia Berry

All in favor: 6:59

Presentation on the local Osprey nest - Ellen Donahough - natural resource Social Scientist – (study of interactions between people and the natural world).

Discussion of Osprey platform observation nest, learning opportunity, lessons of conservation and nature that people can take home with them. The wildlife camera movement has also been an opportunity for citizen science and achieving greater understanding of the connection between people and living environment.

Mosier has a male and female resident osprey couple. Fledged for several years. When their snag tree fell and lost their nest. History of the couple, the habitat and habits of the bird were presented. Web cams are non-intrusive to wildlife because of the technology. Examples of perches, locations, plans, and variations on platforms with varying levels of complexity given. PGE/Pacific Power has plans and can partner, as they have in other areas. What can Mosier do to support migratory birds?

Next year International Migratory Bird Day is May 9th –

Witt Anderson: suggests talking to Fish and Wildlife about support from them in their non-game program. Mayor Burns loves the idea of making a nest for the displaced couple.

Emily Reed: ballpark cost: 100-200 maximum for basic platform and to be wired in with higher quality cameras could be up to \$1,000 or \$2,000 with webcam

Ideally, we get it up before they head south for the winter, so they know it is here for them. Ellen is here for support from the City Hall and we can do some outreach for her - watershed especially a great group. Make a wish list, the City can provide the site or access and assist with coordinating apparatus.

Colleen has her contact information if anyone wants to get involved.

**US CENSUS 2020:** Outreach program to elected officials at County and State level, educating, encouraging and engaging people on the 2020 Census. Overall goal is to count everyone once, only once and every 10 years. Census data are crucial to Federal programs that support our community. In Fiscal year 2015 – 675 billion Federal dollars distributed, these dollars support clean drinking water, food for kids in school, hi-way dollars etc.

In the 2020 census we will be using online options for the first time.

Citizenship will not be on the form. Personal data is protected for 72 years - then released. How the city of Mosier can help: main push is next May for follow up procedure. Currently training

folks for address canvassing. Updating addresses. \$14.50-\$16.00/hour to local community members - daylight hours Mon-Sat flexible schedule is okay.

Complete Count Committee is a CCC- ambassadors for outreach and encouragement. We could do outreach to the P.O boxes to encourage them to go to the website and fill it out.

**USDA Water Project Analysis:** Kyle Pettibone of RH2 Engineering (consulting engineers for designing of the water system improvements), Walter Burt of GSI - supporting John Grim, City Engineer with masterplan work, and well 2 replacement, also involved in the watershed. Looking at a different site for well 5 - not in our plan, funding package or our design package. They are here to do a slideshow presentation and educate/update on the project.

Colleen: the water source will likely have high manganese and iron

Grim: Staff has been asking a lot of questions about the project, so we are here to provide an overview: Well number 4 is dependent on a 5k foot long 1971 PVC pipe - operating at designed pressure (100psi full capacity currently), which is a reliability issue. No functional emergency water source in place currently. Well number 2 has water quality issues (public safety - not aesthetic).

In 2016 the number one priority was to find a replacement for the emergency backup source.

Kyle: how many days of storage do you have currently? Andy (maybe 2-2.5) 349k gallon holding capacity - peak demand is now -

Well No. 4 could have a mechanical, electrical failure, burn down etc. Currently we have no functional backup.

Witt: Not too long-ago part of the problem statement was concern of the long-term yield of well No. 4 being 80-100 years depending on the rate of decline - but now, we are more comfortable due to the work on the commingling projects?

Walter: this is a matter of unknowns. 75-100(X) year water supply.

Two possible sources of water - 1 in town 1 in the watershed. If we do change the plan, what does that do to our budget, schedule and funding. We want to confirm a preferred plan for the emergency well. This is not a long-term supply plan; it is a back up source supply plan.

Colleen: the plan with the well in town does not include cost of treatment - if we do use it long term, we would have to treat it.

Walt: points out geological features, axis and truncated faults. The Syncline feature here in Mosier is truncated by a thrust fault. There are essentially two aquifers - divided by this. One is the city of Mosier and the other is the watershed.

Water quality (aesthetics): high iron and manganese in Well No. 2. We don't have any wells in the city that show good water quality at present. Wells across the river have similar water quality. It is safe, it is just not pretty. Aesthetically it is not pleasing. Corrosive of water appliances. (hot water tank, dishwasher, laundry etc).

We are limited to 300 gallons per minute in the water shed. Emergency wells don't require water rights. An increase of capacity would require additional water rights.

Water shed well (city) water right is above demand. Eventually the City will need more water rights if both wells are in the water shed. No new water rights allowed in the water shed.

Colleen: if we run our emergency well - and we need to use the back up well for 10 days - don't we have to get the water right for the well anyways. Kyle: no that's not correct. Grim: if well 5 is in town and becomes a normal source of supply. We need more water.

Well No. 5 as planned in the city was intended to replace Well No. 2.

Additional work: if we need to replace Well No. 4 with Well No.5, we need to increase the capacity - either now or in the future. Optional task, not necessary.

If Well No. 4 is down for short period time, with the current water right, we would be able to supply adequately.

Burns: if the new Well No. 5 requires treatment - and we treat it - it must be used as a perpetual source, not a one off?

Kyle: no, there are different ways to do it. There are plenty of systems out there that have high iron and manganese, and they choose not to treat it. They only use it in an absolute emergency.

Grim: we have never used Well No. 2 - this back up source is an every 10 year thing- maybe.

Kyle: yes, increased cost in maintenance with wear on the pipes etc. could include treatment - some operate with. Weekly cycle, or a peaking source, or winter months they have a process for winterizing it. Does it make sense for you to consider treatment? If you do Well No. 5 in the city aquifer? If you use it once every 10 years?

Witt: what's the scenario of once in every 10 years? Is it a 2-week fix? Is it a 40-day fix?

Colleen: well No. 4 - how many ERU's can we expand to that the water right would be sufficient for?

Grim: I can find that and get back to you. Currently servicing 450 ppl and we can serve 1000 ppl as a city. Currently we are using over half that capacity.

Kyle: Long term reliable source of water so if you have 500 people move here, you have the money to fund the treatment.

Witt: maybe you design and defer the system. The long-term plan to accommodate growth is to build the treatment plant to treat the water. It's the water for future growth.

Kris: in an emergency can you tolerate aesthetics like this?

Walter: Witt asked the sustainability of the town well (city aquifer) - Walt: we don't know -

Witt: if we put the well on the city lot - treatment plant someday. - is there certainty in long term use in the city aquifer?

Walt: we are looking for reliability, adequate yield, meets primary drinking standards, emergency source that you can depend on if all hell breaks loose.

Grim: well 2 is a 70-year-old source, Well No. 2 is 270 feet deep, we looked at alt sites as part of analysis.

Witt: Station 12 site - the barrier there is the County, not the Fire Board.

Grim: the county yard, the oil, they were a hard no. Covers part of the matrix in the slides.

Water right transfer needed with new point of appropriation. Water right work will be needed.

If anything is done to put another source in the watershed. Talking will need to be done to folks in the aquifer about their use and their feelings about it.

In the city: yes, additional water rights work would be needed.

Emergency source- transfer. Not to be conflated with new right to increase capacity.

Question to the council is: do you want this to be an emergency supply then prepare for treatment?

Kris: you will not get a water right to increase your water shed pumping capacity. If you are planning on this for a long-term source, you must be on 5th street.

Grim: we had a great mtg at City hall yesterday - colleen had a great idea: do project as planned then find the funding for treatment in the future.

Colleen: weather you save for it or have a combination of rate increases etc. - if we wait until later - and just plan for a dollar figure down the road.

Emily: I do like having a water source on both sides of the thrust fault.

Colleen: USDA said 13 months max on delay. Grim thinks more like 18-24 months.

Colleen: we are going to have to do the project and the pipeline at some point regardless.

We have capacity for 2 rights - one in town and one in water shed.

Witt: having one in town and one in shed - if the problem in the next 10-20 years is one or two emergencies - are we okay with that? We just spend 750k on a well - the water is not great, etc are we comfortable with that decision?

Kyle: I would do well No. 5 - and skip treatment and put that toward the existing pipeline for potential repair.

Suboptimal choices - 750k on a well that gives you lousy water - if we collectively tell the public it is for an emergency backup - maybe we treat it eventually – there are risks with alternative site as well. Having the 2 separate locations in the two aquifers does create resiliency.

No motion required. No decisions made.

**Adjourn: 9:15**

# **CITY MANAGER ANNUAL EVALUATION**

Prepared by  
City of Mosier

**CITY MANAGER ANNUAL REVIEW  
CONDUCTED IN JANUARY EACH YEAR**

**PART A: Feedback on Organizational Responsibilities**

**1. Annual Performance Plan**

How satisfied are you that the City Manager has a clear understanding of the mission and goals of this city, and is accomplishing this year's Annual Performance Plan in a timely manner?

**Annual Evaluation**

Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**2. Governance Policies**

How satisfied are you that the City Manager is accomplishing the expectations set forth in council policy?

**Annual Evaluation**

Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**3. Leadership Assessment**

How satisfied are you with the City Manager’s progress on improvement opportunities identified in the last LeadView or other Council approved assessment?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**4. People Management**

How satisfied are you that the City Manager continually builds morale among staff, volunteers, and citizens?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**5. Program and Process Management**

How satisfied are you that the City Manager has appropriate knowledge of city programs and services and provides suitable oversight for the provision of high quality programs and services?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**6. Fiscal Management**

How satisfied are you that the City Manager is knowledgeable regarding financial matters, and uses the available systems and resources to make informed financial decisions?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**7. Operations Management**

How satisfied are you that the City Manager has assured that the city has suitable systems, policies, and processes for accounting and fund management, personnel management, office space, information technology, and risk management?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**8. Council/City Manager Relationship**

How satisfied are you that the City Manager works effectively with the council, maintaining good communications and a collegial, professional environment?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**9. External Liaisons and Public Image**

How satisfied are you that the City Manager maintains a positive professional reputation in the local community and cultivates effective relationships with other public entities, citizens, and other relevant community organizations?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**10. Other Expectations**

How satisfied are you that the City Manager has responded appropriately to unanticipated or difficult situations, and to those specific challenges associated with the unique mission and situation of this city?

**Annual Evaluation**

- Exceptionally Satisfied       Satisfied       Somewhat Satisfied       Not Satisfied       Very Dissatisfied

Please Comment:

**11. Other Things to Consider**

List other improvement opportunities and/or accomplishments to be considered in the overall evaluation of the City Manager. Also consider results/improvements from Department Head or staff questionnaires/surveys or similar instruments if applicable.

**Annual Evaluation**

Please Comment:

**PART B: City Manager Written Comments**

Please ask the City Manager if he/she has any *comments* that he/she would like to attach to this document for his/her personnel file.

**Annual Review**

Yes, the City Manager has comments and they are attached.

No, the City Manager has no comments.

\_\_\_\_\_  
City Manager Initials

**PART C: Overall Assessment Narrative Following Annual Review**

<b>Summary of Overall Performance</b>	
<b>Suggestions for Professional Development</b>	
<b>Other Comments</b>	
<b>Action to be Taken</b>	

\_\_\_\_\_  
**City Council Personnel Committee Member**

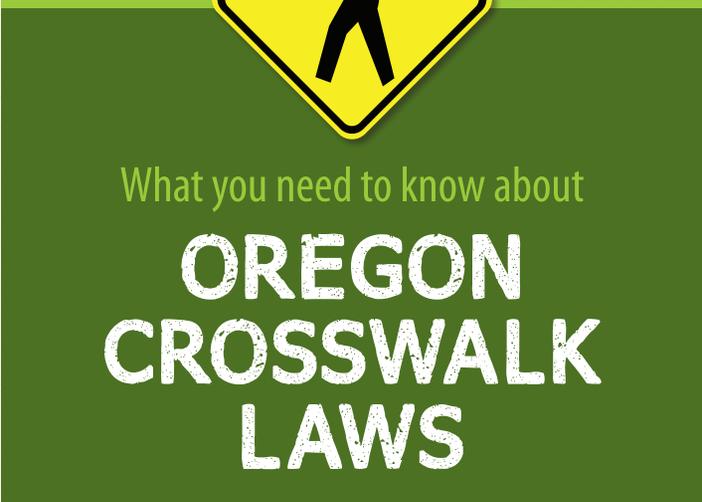
\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**City Council Personnel Committee Member**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**City Manager**

\_\_\_\_\_  
**Date**



## Let's all SLOW DOWN FOR SAFETY

Oregon's traffic laws affect us all – pedestrians<sup>3</sup> and drivers alike.

When people are out walking, they are required to obey crossing signals and markings, but they're also unprotected and vulnerable. As a driver, you can prevent a life-changing crash by slowing down, continually scanning your environment and being prepared to stop and ready to yield – no matter who has the right of way.

By being in the habit of looking out for people walking, you can help assure all Oregonians get home safe.

### Remember these SAFETY TIPS:

- **Never drive distracted.** Keep your eyes off your phone, and be on the lookout for walkers who may be distracted. They could step into the street unexpectedly.
- **Do not pass** a vehicle stopped at a crosswalk. It's illegal, and a sign people may be crossing.
- **On a multi-lane road,** try to stop 30 feet before the crosswalk. It improves visibility for other drivers and people walking.
- **When stopping at an intersection,** always avoid blocking the crosswalk. It forces pedestrians into dangerous situations.
- **Be alert** for children who may dart into the street.
- **Be extra aware** – especially for children – when exiting driveways and backing out of parking spaces.
- **Watch out** around restaurants and bars for people with slowed reaction times or impaired judgement.
- **Be cautious** in low light conditions.



737-3424 REV (11-2017) 330504

**Share the Road. The Way to Go.**  
Transportation Safety – ODOT

What you need to know about  
**OREGON  
CROSSWALK  
LAWS**

*A driver's guide*



Oregon's crosswalk laws are designed to give pedestrians time and space to get safely across the street. They help us all get where we're going safely.

## Know the CROSSWALK LAWS



- In Oregon<sup>1</sup>, every intersection is a crosswalk – whether it's marked or not.
- Crosswalks may also exist between intersections (mid-block), but only when marked with painted white lines.

- By law<sup>2</sup>, a pedestrian is in a crosswalk when any part of the pedestrian moves into the roadway, at a crosswalk, with the intent to proceed.
- That includes not only the pedestrian's body, but also a wheelchair, cane, crutch, bicycle or any other extension of the person.
- A driver may be cited and fined more than \$250 for failing to stop for a pedestrian.

## Make sure you STOP AND REMAIN STOPPED

**At any crosswalk** – marked or unmarked – until people walking have cleared your lane, plus the lane next to you.

**When turning at a traffic signal**, until people crossing have cleared the lane you are turning into and at least six feet of the next lane.

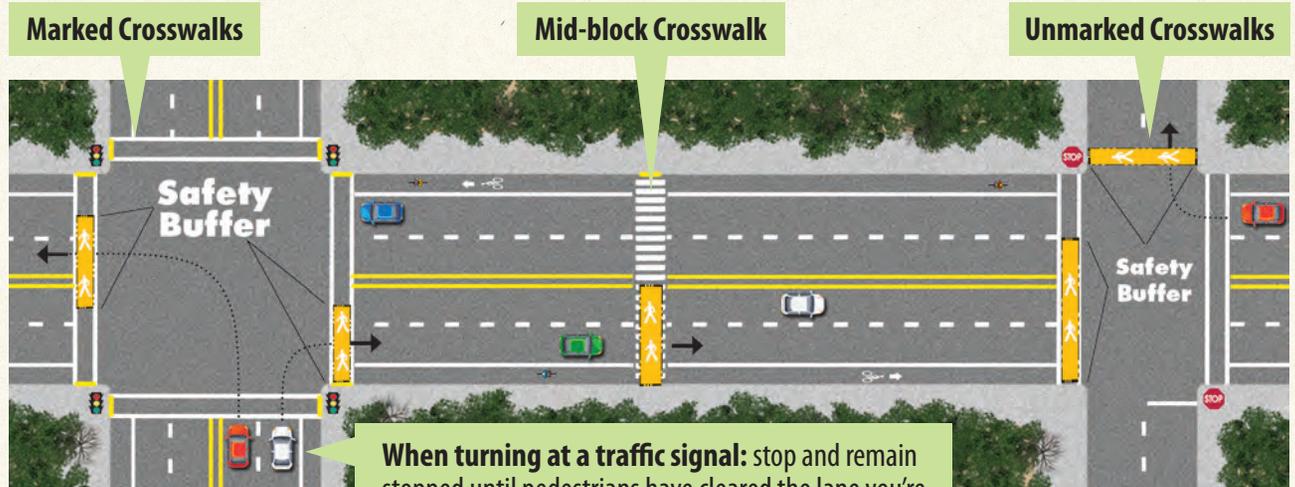
**In school zones**, as directed by crossing guards.

**For people who are blind** (using a white cane or a guide dog), until they are completely across the roadway.



**PEDESTRIANS ARE VULNERABLE. HELP KEEP THEM SAFE.**

- On average, a pedestrian is killed in a traffic crash every two hours, and one is injured every seven minutes.
- The majority of motor vehicle crashes involving people walking are caused by drivers failing to yield to them.
- A quarter of all pedestrians struck by vehicles are hit in crosswalks.



1 ORS 801.220  
2 ORS Chapter 811



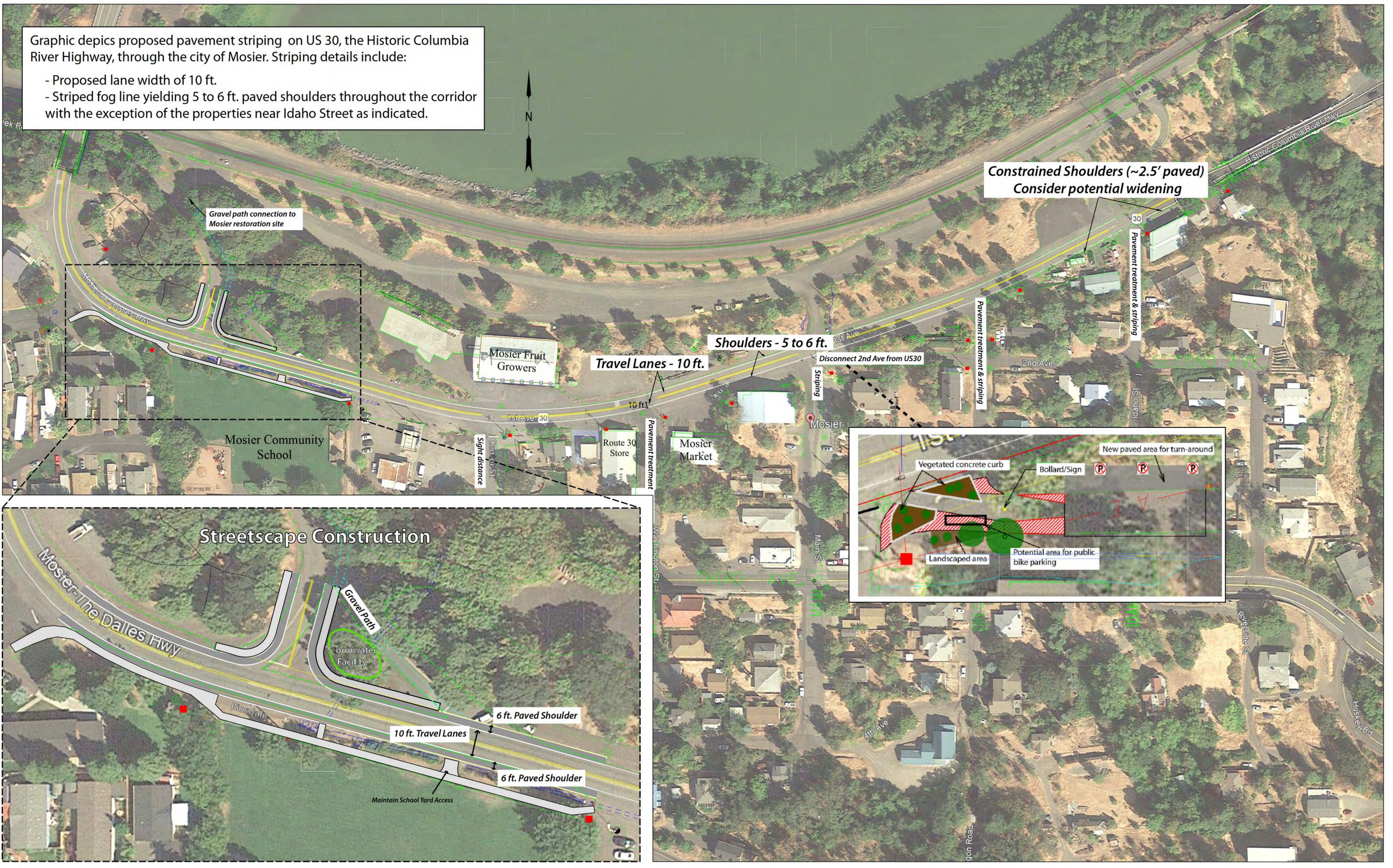
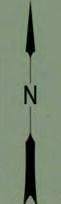
# K20272 US 30: Mosier Conn over UPRR to Mosier Creek Bridge

## Proposed Pavement Striping

Created April 2019

Graphic depicts proposed pavement striping on US 30, the Historic Columbia River Highway, through the city of Mosier. Striping details include:

- Proposed lane width of 10 ft.
- Striped fog line yielding 5 to 6 ft. paved shoulders throughout the corridor with the exception of the properties near Idaho Street as indicated.



### Streetscape Construction

**Constrained Shoulders (~2.5' paved)**  
Consider potential widening

**Shoulders - 5 to 6 ft.**

**Travel Lanes - 10 ft.**

**New paved area for turn-around**

- Vegetated concrete curb
- Bollard/Sign
- Landscaped area
- Potential area for public bike parking

**6 ft. Paved Shoulder**

**10 ft. Travel Lanes**

**6 ft. Paved Shoulder**

Maintain School Yard Access



## MOSIER Center

### Meeting Minutes August 7 2019

Attendees: Colleen Coleman, City of Mosier (MO) Doug Minarik, Minarik Architecture (MA)  
 City of Mosier JUF Committee (MO) Maria Simon, Minarik Architecture (MA)  
 City of Mosier Residents (MOR) Andy Borell, Minarik Architecture (MA)

CC:

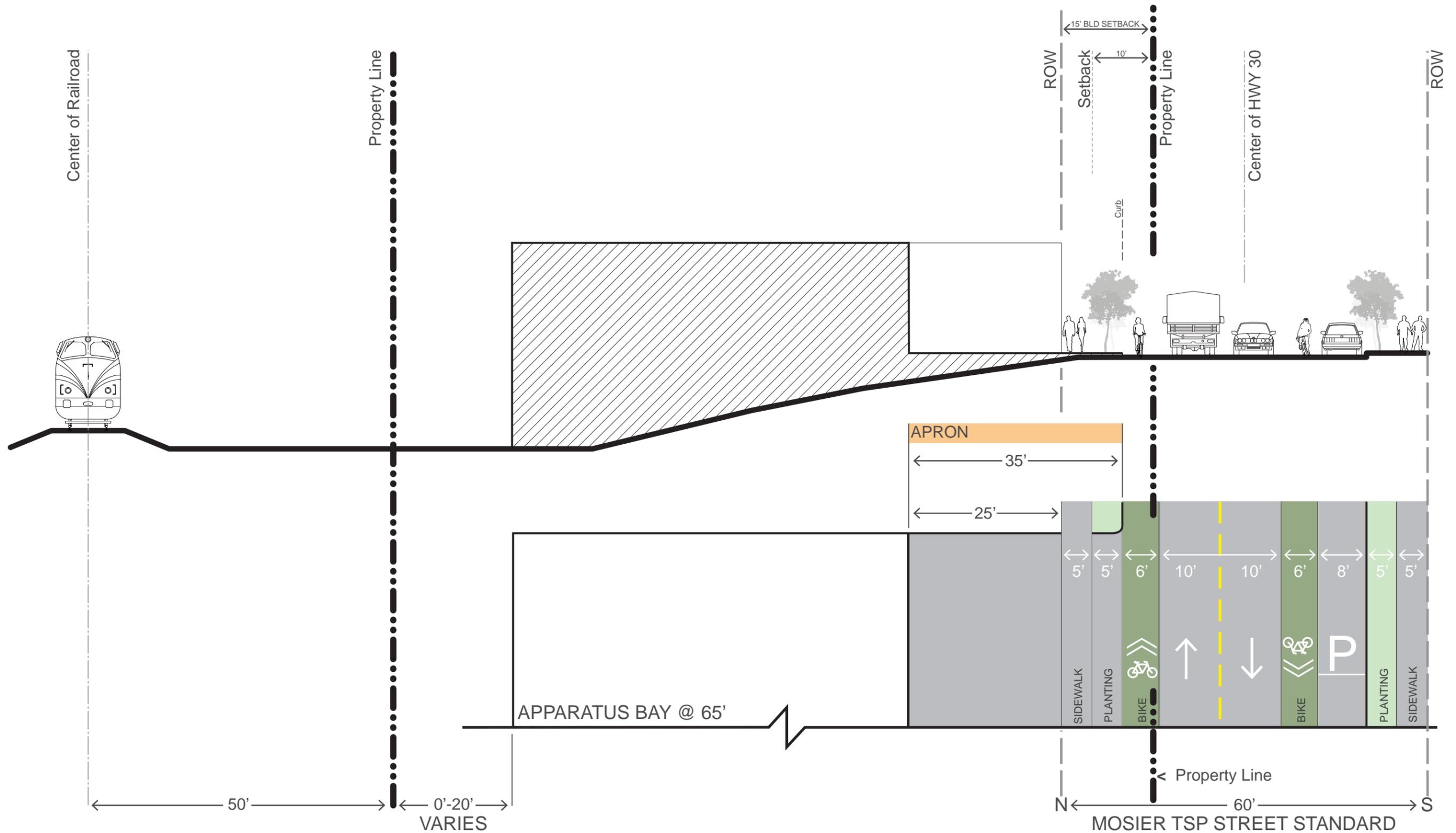
**Purpose:** This presentation and discussion was the first of 4 meetings. The Site Selection process is 50% complete. The Building Design process is roughly 25% complete. Feedback and discussion on progress points was solicited by MA for further development.

Minutes:		Action Items:
1.0	<p><i>Presentation:</i></p> <p>1.1 Key Presentation Points and Questions:</p> <ul style="list-style-type: none"> <li>a. Next Meeting will represent the conclusion of the Site Selection and Planning Phase and will be a progress meeting for the Mosier Center. Sketches, plans, and diagrams will continue to develop for the Mosier Center (MC). Feedback is desirable to produce accurate and responsive work moving forward.</li> <li>b. The design team has started their larger coordination effort including the Net Zero Process which includes setting a date for the upcoming design charette on August 29<sup>th</sup>.</li> <li>c. MA presented their site research and analysis work related to the provided site area and its larger physical, environmental and cultural/historical context.</li> <li>d. A 2+ block long section of street frontage has been identified as the appropriate site for the Mosier Center.                             <ul style="list-style-type: none"> <li>i. The existing access point in line with main street was desirable to maintain and limit additional costs.</li> <li>ii. Off street / onsite parking is desired.</li> <li>iii. MA was asked to reference the TSP for further information on Hwy 30 plans for redevelopment.</li> <li>iv. Building program and circulation patterns were presented and discussed.</li> </ul> </li> </ul> <p>1.2 <i>Comments/Discussion from City, Board and Residents</i></p> <ul style="list-style-type: none"> <li>a. MO Chief recommended tweaking the apparatus bay geometry as needed to match geometry of view corridor/streets.</li> <li>b. MO City Manager said Union Pacific is in addressing potential modifications to the access drive that accesses the railroad from Hwy 30.</li> <li>c. EV parking has been approved for the archeological site parking area. A team of city residents are working on this project. Note that electrical access for on pole transformers are limited. The JUF may be able to use electrical access from the same pole in the future.</li> <li>d. MO did not recommend including public, 24/7 bathrooms inside the building. Instead, they recommended including bathrooms at the back, lower level of the building as an add alternate.</li> <li>e. A potential clerk desk at the entry to the Mosier Center was proposed. The city decided to revisit how this desk will be staffed in the future. The desk may be</li> </ul>	<p>MA to review</p> <p>MA to be aware of potential electrical access availability.</p> <p>MA to review as add-alternate or inclusion based on budget, layout</p>

	<p>able to serve as some kind of info desk/kiosk when not in use.</p> <ul style="list-style-type: none"> <li>f. MO reminded the meeting attendees that we must keep the SF of the building at a reasonable size in order to stay on budget and asked the Architect to maintain awareness of any SF creep.</li> <li>g. The museum program is covered by carefully designed corridor space that will allow display of historical documents. MA will consider how the wall space/area will be used for this function as the design continues.</li> <li>h. MO asked for a few new spaces to be considered as part of the program: 24/7 bathrooms (mentioned above) and a city archive room.</li> <li>i. MO liked the visual access to the river and the visual connection back to the city. They appreciated the idea that the building should serve as a living room for the community.</li> <li>j. Note that MO would like MA to be cognizant of the orientation of restrooms to the clerk desk.</li> <li>k. The city is concerned about being able to control parking along Hwy 30. More research and clear signage will need to be implemented in order to manage future parking issues particularly parallel parking along Hwy 30.</li> <li>l. MA was asked to coordinate with any future changes that might happen along Hwy 30 as the building is likely to be built prior to any future work being completed by ODOT.</li> </ul> <p><i>Parking and Hwy 30. (reference attached TSP section for additional information)</i></p> <ul style="list-style-type: none"> <li>1. The typical TSP street section has been drawn showing the overlap of the 35' apron per the programming document. SEE ATTACHMENT</li> <li>2. Note that the 35' apron overlaps the sidewalk and planting area. The planting zone would not exist within the apron, however the sidewalk would continue through via paving surface, marking, etc. This limits the usable depth of the apron to 25' (without blocking sidewalk).</li> <li>3. IS THE REDUCED APRON DEPTH ACCEPTABLE?</li> <li>4. WHAT EQUIPMENT SIZES ARE DICTATING THE 65' DEEP APPARATUS BAY? IF THAT CAN REDUCE, IT WILL ALLOW MORE ROOM FOR THE APRON.</li> <li>5. Note, the above assume street-facing apparatus bays, vs the bays rotating 90 degrees and requiring a hammerhead apron.</li> </ul>	<p>MA will maintain SF requirements and make MO aware of any SF overages/issues moving forward. MA to consider</p> <p>MA to review</p> <p>MA to maintain</p> <p>MA to incorporate/coordinate.</p>
2.0	<p><i>Schedule:</i></p> <ul style="list-style-type: none"> <li>a. Technical Meeting _ Internal: ETO/Net Zero Design Charette August 29<sup>th</sup>.</li> <li>b. The next meeting is scheduled for September 4<sup>th</sup>.</li> <li>c. The subsequent meetings are scheduled for October 2<sup>nd</sup> and October 23<sup>rd</sup>.</li> <li>d. Final packets will be delivered November 2<sup>nd</sup>.</li> </ul>	
3.0	<p><i>Next Steps:</i></p> <ul style="list-style-type: none"> <li>a. MA will be responding to feedback and putting together the next phase of deliverables.</li> <li>b. Design team coordination will continue to coordinate and develop project through the SD phase.</li> </ul>	

ATTACHMENTS: TSP Street Section and Apparatus Bay Apron Overlay

Please contact Maria Simon with MINARIK ARCHITECTURE, 971 319 6249, if there are any corrections to this account of minutes.



# MOSIER TRANSPORTATION SYSTEM PLAN (TSP)