

CITY OF MOSIER

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CITY COUNCIL MEETING

Wednesday February 24, 2021, 6:00 P.M.

Please join our meeting online or by phone at the following link or phone number:

Join Zoom Meeting

<https://us02web.zoom.us/j/83039991674?pwd=REtyOFJzUWV3d0Y2ZWJjb0t5S25yZz09>

Meeting ID: 830 3999 1674

Passcode: 971468

One tap mobile

+12532158782,,83039991674#,,,,*971468# US (Tacoma)

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+1 253 215 8782 US (Tacoma)

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Find your local number: <https://us02web.zoom.us/j/83039991674?pwd=REtyOFJzUWV3d0Y2ZWJjb0t5S25yZz09>

AGENDA

I	6:00 pm	Call to Order/Roll Call – Mayor Burns	
II	6:02	Agenda corrections or additions	
III	6:05 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.	5 mins
IV	6:10 pm	Approval of: 2/03/21 - City Council Meeting Minutes	5 mins
V.		BUSINESS	
1.	6:15 pm	PUBLIC HEARING TSP Ordinance Updates – Katie Skakel, City Planner	45 mins
2.	7:00 pm	Transportation Utility Fund Discussion – John Grim, City Engineer	15 mins
3.	7:15 pm	School Hwy 30 Sign Graphics – Katie Skakel, City Planner	15 mins
4.	7:30 pm	Tri-County Hazardous Waste & Recycling Mosier Rep – Greg V.	5 mins
5.	7:35 pm	Red Cross Proclamation – Mayor Burns	5 mins
6.	7:40 pm	Discussion on Mosier joining HR to Declare Climate Emergency – Mayor Burns	15 mins
7.	7:55 pm	Announcements	5 mins
VI.	8:00 pm	ADJOURN	

CITY COUNCIL MEETING

February 03, 2021 at 6:00 P.M.

Please join the meeting from your computer, tablet or smartphone.

<https://www.gotomeet.me/CityCouncil1>

You can also dial in using your phone.

United States (Toll Free): 1 866 899 4679

United States: +1 (646) 749-3117

Access Code: 718-957-813

MINUTES

6:00 call to order Witt Anderson

Roll Call: Witt Anderson, Mayor Burns, Peny Wallace, Acasia Berry, Ron Wright, Charlie Cannon (6:20), Greg Valitchka

Staff: City Manager Colleen Coleman, City Planner Katie Skakel, City Recorder Jayme Bennett

Community: Norma Simpson

Wasco County Sheriff Lane Magill, Wasco County Commissioner Scott Hege

Update on Mayor Burns's Health and Wellbeing: She is recovering and resting. Expects to be active soon.

Additions or Corrections to the Agenda:

Mayor Burns would like to add parks grant report

Asks Sheriff Magill if he has anything to add before we get started?

Sheriff Magill: We have been very busy, criminal activity is up, south Wasco County has hit a bit of a rough patch, especially in the Maupin area, HWY 30 and in Mosier. Actively working leads, reality is it has not panned out. COVID-19 has everyone covered in masks.

Two new deputies start tomorrow - we are now up to 16 deputies - we will fill 2 more positions after that - probably in the next month or month and a half

Behavioral Health - Columbia Gorge Resolution Center - pretty excited about this- we are almost on the cusp of getting programs started!

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Business plan review and the region the Center serves is Hood River, Wasco and Sherman County. Mosier (with Wasco County) is represented on the working group.

This is a robust timeline, if all the pieces fall together, this summer or early fall potential for infrastructure. We are working through that currently. Kraemer and Williams and Greg Smith are helping with capital, and we floated some crazy ideas, and so far, people are supportive of it all.

Scott Hege: Covid-19 is finally in Wasco County and statewide level heading down, maybe 88 cases in the last 2 week period. Need to be below 80 for some of our businesses are to open again.

North Central Public Health Dist. can assist you in scheduling your vaccine, generally speaking things are going better and improving on that front.

Approval Minutes: Jan 20, 2021

Mayor Burns makes a motion to approve minutes from Jan 20, 2021 with no corrections

2nd Acacia Berry

Motion passes, no position 6:13

Annual Rate Increase:

Colleen Coleman: Rate study rate increase of \$4.00 (increase for 2021 now to July - 3,400 potential loss revenue)

Witt Anderson: Model based on Jan 1, so rather than postpone or defer a definitive action, is it best we adopt this now and no forego the potential further loss of revenue?

Rate study input and discussion: annual review prior to automatic increases and updating the data as new connections are achieved. Additionally, with Hood River assisting in utility billing, and the addition of online payments, we anticipate more success with timely and proper billing.

Annual Rate Increase:

2021-01 Resolution to Establish Water Rates with an Effective Date of March 2021

Motion to approve the above resolution effective March 2021

1st Acacia Berry

2nd Penny Wallace

All in favor, no opposition, motion passes 6:42

Katie Skakel School Sign:

Type 2 staff decision with notice, as a community sign, it is better to have the community participate and have an opportunity to speak.

The 24th of February, we can bring it back and do a notice. The school is on board.

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The sign code was written 20 years ago, at some point a different ordinance was adopted. Which allows government signs to be lit.

Charlie Cannon: Can the sign company provide images of the sign of night appearance and day appearance and we can better understand the potential impact to the community?

Ron Wright: Is it possible to put the sign on a timer unless there is an emergency that requires otherwise?

Katie: Yes, that is a possibility.

Colleen Coleman: Did you (Katie) get any more comments on the sign from ODOT?

Katie: Met with ODOT, comments yes at first, but not now for a while.

Mayor Burns: We initiated this partnership with the intent of emergency response. It is essential for emergency response communications, it was the school with the property, we partnered with the Mosier Fire Department as well.

Charlie: We just need to understand how bright it is etc.

Colleen Coleman: Tri-County Waste needed a Mosier board representative: New candidate is PSU Regional Solutions representative Peter Dalke.

One or two meetings per year for Council and maybe 4 meetings per year from him.

Census waiting on final - were 34% Hispanic and 490 is the expected final number for our census.

Mosier cases of COVID-19 (for our zip code) 36 cumulative.

Charlie Canon got a vaccine and he observed Wasco County is far more organized than Hood River. Veterans will be taken care of at The Dalles VA. Lastly, it is not a guarantee, but in addition to being helpful, as a volunteer, if you are there, as a traffic assistant etc., you could get a vaccine, if there is an odd number at the end of the day.

Jayme Bennett:

Reviewed the summary on the CARES ACT funding and partnering with Mid-Columbia Community Action Program (CAP) to provide financial resources to the City of Mosier residents negatively impacted by COVID-19.

Park:

Ron and Witt checking the park for closure and assisting as needed.

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Close the chain at dark coordinate with volunteers. We have a water resource protection basis on this park. Colleen Coleman covers upstream mitigation and permitting options for the park as we move forward for a more permanent access, and restoration efforts.

Watershed talked about the unpredictability of the water etc.

Next meeting will be on ZOOM!

Adjourn 7:30

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Staff Report 2/24/2021

Staff: Katie Skakel, City Planner, John Grim, City Engineer, and Laura Westmeyer, City Attorney
Initial work for adoption of Mosier Transportation System Plan was conducted by Matt Hastie, Angelo Planning Group (APG), Derek Abe, Alta Planning + Design - Feb 2019

Agenda Title: TSP Ordinance Updates

Agenda Action: Presentation and Council Discussion

Fiscal Impact: Long term maintenance and capital improvements on project by project basis and TUF

Overview

The purpose of this staff report is to provide proposed transportation policies and implementing ordinance amendments related to the following:

- Mosier Municipal Code, Titles 15 (Zoning) and 16 (Land Divisions), including the following sections:
 - Section 15.03.130 (General Requirements for Parking Lots)
 - Chapter 15.06 (Site Plan Review)
 - Chapter 16.02 (Minimum Improvements and Design Standards for Land Divisions)
- New ordinance to establish a Transportation Utility Fee

In general, the purpose of the proposed amendments and ordinances is to meet the following objectives:

- Ensure consistency with and implement provisions of the Transportation System Plan (TSP).
- Ensure consistency with state transportation planning requirements found in the Oregon Transportation Planning Rule (TPR). Smaller cities (below 10,000) may request an exemption to the TPR. However, in the absence of requesting an exemption, they must comply with TPR requirements for implementation (OAR 660-012-045).
- Provide a means for adequately funding future transportation maintenance activities.

This staff report summarizes the proposed amendments and rationale for them; and includes Findings to justify and support the proposed amendments.

A. Development code

The existing Mosier Municipal Code (MMC) includes provisions associated with development and review of transportation facilities in Titles 15 (Zoning) and 16 (Land Divisions). These titles were previously updated in 2002 to implement recommendations from the Mosier Downtown and Local Street Connectivity Plan. In general, the City’s Code does a very good job of addressing Oregon TPR requirements and implementing a balanced, multi-modal transportation system. However, a number of amendments to the Code are proposed to address several TPR requirements, to implement updated information found in the 2019 Mosier TSP, and to address development code and permitting issues identified by City staff. Amendments are related to the following topics:

- Transportation facilities as outright permitted public uses
- Bicycle parking for non-commercial uses
- Pedestrian pathways through parking lots
- Street standard updates
- Criteria and procedures for use of alternative street design standards
- Timing for construction of local streets
- Traffic impact study and off-site improvements requirements
- Bicycle and pathway standards
- Coordination with and notice to ODOT on land use actions
- Land use actions with a “significant effect” on the transportation system

Proposed code amendments are summarized in Table 1, which includes comments regarding the basis for the changes, such as references to applicable TPR requirements. Following the summary table, the draft proposed code amendments are presented according to numbering in the summary table and in an “adoption-ready” format, with text that is proposed to be added shown as underlined and text that is proposed to be removed shown as ~~struck through~~. In both Table 1 and the adoption-ready code language, the proposed amendments are presented sequentially as they will appear in the code. Proposed code amendment language draws from the 3rd edition of the Model Development Code for Small Cities and development code language from comparable jurisdictions around Oregon.

Table 1. Summary of Proposed Development Code Amendments

#	Proposed Amendments	Comments
	Chapters 15.01 introductory provisions and 15.02 basic provisions and land uses	

#	Proposed Amendments	Comments
1	<p>MMC 15.01.060 and 15.02.050</p> <p>Outright permitted transportation uses and definitions added</p>	<ul style="list-style-type: none"> • Consistent with TPR (OAR 660-012-0045(1)), transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use. These uses include facilities and activities such as operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, and transit facilities; and dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards. Do not exempt private transportation improvements such as the Rock Pit access roadway. • Currently, these uses are not listed as outright permitted uses in any of the City’s zoning designations. A new general provision has been included noting that these uses are allowed outright in all zones if they conform to the City’s dimensional standards included elsewhere in the Code. The Definitions in section 15.01.060 also has been updated accordingly.
Chapter 15.03 supplemental provisions		
2	<p>MMC 15.03.130(J) (General Requirements for Parking Lots)</p> <p>Updated requirements addressing bicycle parking for residential and other uses</p>	<p>The TPR (OAR 660-012-0045(3)(a)) requires bicycle parking for all multi-family uses with four (4) or more units, as well as new retail, institutional, and office uses, transit transfer stations and park and ride lots. The code currently requires bicycle parking for commercial uses. Section 15.03.130(J) has been updated to require bicycle parking for other applicable land uses.</p>

#	Proposed Amendments	Comments
Section 15.06 site plan review		
3	<p>MMC 15.06.040(E)(7) (General Requirements for Parking Lots) Requirements for pedestrian and bicycle connections expanded</p> <p>15.06.040(E)(3)</p>	<p>OAR 660-012-0045(3)(b) requires pedestrian connections within parking lots in the form of accessways. Section 15.06 of the code requires accessways to parking areas but not through them. Section 15.06.040(E)(7) has been updated to indicate that pathways will be required both to and through parking areas where needed to provide the most reasonably direct route.</p>
Section 16.02 Minimum Improvements and Design Standards for Land Divisions		
4	<p>MMC 16.02.030(A) and (B)</p> <p>Street references updated and Standards table in Section B has been updated</p>	<p>Street design standards in the Downtown and Local Street Network Plan are herein replaced with references to the new TSP document. Similarly, the table in section (B) updated consistent with the new TSP standards.</p>
5	<p>MMC 16.02.030(E)</p> <p>Criteria for use of alternative road cross-section standards</p>	<p>Reference updates to roadway design standards including new “residential accessway” classification.</p>
6	<p>MMC 16.02.100 Street Design – Cul-de-sacs</p> <p>Requirements for turnarounds</p>	<p>A reference to the Oregon Fire Code design standard has been added for turnarounds in areas with topographical limitations. A diagram is included of this standard and conditions under which it may be used, as needed.</p>
7	<p>MMC 16.02.030(G)</p> <p>Revisions to bicycle and multi-use pathway standards.</p>	<p>Standards currently encourage multi-use trails to be 10-12 feet wide but allow for trails to be only three to four feet wide, depending on topographic and other constraints. We recommend updating these standards to require that all pedestrian-exclusive paved pathways</p>

#	Proposed Amendments	Comments
		be a minimum of five feet wide. Unpaved recreational pedestrian trails may be narrower if needed.
Chapter 16.030.040B		
Traffic/Transportation Plan/Traffic Impact Analysis (TIA)*		
Chapter 15.07 Administration and Procedures		
8	<p>MMC 15.06.040(E) and requirements to submit TIA</p> <p>Update requirements associated with traffic circulation and effect on the local street network</p>	<p>Traffic impact Analysis (attached) requirements include several elements. A few examples include providing through a license Traffic Engineer all information on existing conditions, background i.e., traffic growth assumptions and full buildout traffic conditions such as volumes and intersection operation analysis, including Traffic Engineer’s recommendation on construction of off-site improvements to address impacts on the transportation system. New provisions should ensure that developers are only required to provide for improvements in proportion to the development’s impact on the system.</p>
9	<p>MMC 15.07.030</p> <p>Provisions for inviting transportation agency participation in pre-application conferences added to requirements</p>	<p>Also based on coordination requirements in Subsection -0045(2)(f) of the TPR, proposed amendments specify that affected agencies, including transportation agencies, must be invited to participate in pre-application conferences. Participation could be in person or by sending written comments.</p>
10	<p>MMC 15.07.070(B) and (C)</p> <p>Transportation service providers, including ODOT specified in notice requirements</p> <p>Notice requirement for DLCD added</p>	<ul style="list-style-type: none"> • Pursuant to coordination requirements in OAR 660-0045(2)(f), transit and transportation service providers are added to the list of those required to be notified of Type III and IV decisions which involved public hearings. • In addition, DLCD must be notified of a proposed plan and/or code amendment at least 35 days before the first evidentiary hearing. • Section 15.07.070(B) has been updated to include a requirement to notify ODOT and

#	Proposed Amendments	Comments
		<p>other transportation providers (similar to the existing requirement in Section MMC 15.07.070(C)). In addition, Subsection (C) has been updated to include the DLCD notification requirement.</p>
<p>Chapter 15.10 Zone Changes and Comprehensive Plan Amendments</p>		
<p>11</p>	<p>MMC 15.10.020(B)</p> <p>Section updated to be consistent with TPR Section -0060 regarding land use actions with “significant effect” on the transportation system.</p>	<ul style="list-style-type: none"> • OAR 660-012-0060 requires cities and counties to require mitigation associated with zone changes or comprehensive plan amendments that would result in a “significant effect” on the transportation system. Recent amendments to this section of the TPR included new language that allows a local government to exempt a zone change from the “significant effect” determination if the proposed zoning is consistent with the comprehensive plan map designation and the TSP. Amendments also include a new “balancing test” available for jurisdictions to weigh land use amendments that will create industrial or traded-sector jobs, as defined by the TPR. • The City has updated its code for consistency with Section -0060. Rather than duplicating extensive current Section -0060 language, proposed amendments provide a reference to Section -0060. This approach prevents the code section from becoming very lengthy and will accommodate future amendments of Section -0060 without necessitating amendment of this code section.

Proposed Amendments #1: Transportation Projects Included as Outright Permitted Uses

Chapter 15.02 Access and Circulation

15.02.050 Minor Public Improvements

Minor public improvements, as defined in Section of this code, are permitted in all zones.

15.01.060 Definitions

64. “Public facility or use, major” means a facility or use not defined as a “Minor public facility or use” and which is owned or used by the City of Mosier and used for public service, transportation, police, fire protection, sewage collection and treatment, storm drainage systems, water distribution and treatment, public health services, public recreational programs and facilities, and library services. Surface mines owned or operated by a governmental entity or any use accessory thereto are not public facilities or uses.

xx. “Public facility or use, minor” means a facility or use owned or used by the City of Mosier for the purposes of transportation, water distribution, sewer collection or storm drainage, including the following facilities:

a. Sewer, storm drainage, or water system structures except treatment plants or reservoirs, but including pump stations, manholes, valves, hydrants or other portions of the collection, treatment and distribution systems located within public property or public easements.

b. Street improvements within existing developments including sidewalks, curbs, gutters, catch basins, paving, signs and traffic control devices and street lights.

c. Multimodal improvements, including transit facilities, such as shelters or pedestrian and bicycle safety improvements, located within public right of way or public easements or on public property.

Proposed Amendments #2: General Requirements for Parking Lots

15.03.130 General Requirements for Parking Lots

J. Bicycle Parking. Bicycle parking shall be provided in commercial and residential zones. Bicycle parking shall meet the following standards:

[...]

5. Bicycle parking shall be provided for multi-family developments of four (4) or more units. One permanent bicycle space shall be provided for every two dwelling units and shall be provided in a secure location on the site or within individual units. Bicycle parking facilities shall conform to the requirements of the City Engineer or standards adopted by the City

6. Bicycle parking shall be provided for the following public facility uses and minimum number of spaces:

a. Schools: 2 spaces per classroom

b. Transit transfer stations: 4 spaces

c. Park and ride lots: 4 spaces

d. Public recreational facilities: 4 spaces

Proposed Amendments #3: Internal Pedestrian Walkway Requirements

15.06.040 Decision Criteria

[...]

E. Traffic circulation.

[...]

7. An internal pedestrian system of sidewalks or paths shall provide safe, reasonably direct and convenient connections to and through parking areas, to entrances to the development, and to open space, recreational and other community facilities associated with the development. Depending on proposed development, streets maybe required to have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.

Proposed Amendments #4: Cross-Sections

16.02.030. Transportation Facility Design and Construction Standards

[...]

A. Standards shall vary by classification. Classifications for existing roads are shown in Table 5 2 of the ~~Downtown and local Street network Plan (May 12, 2003)~~ Mosier Transportation System Plan (February 2019).

B. ...Define classifications for new roads

C. Reference standards for roadway improvements in the TSP. One Road - Hwy 30 has cross sections shown in the Old Highway Plan.

A. URBAN ROADWAY DESIGN STANDARDS

	Constrained Local Street	Local Street	Minor Collector	Major Collector
Design Average Daily Traffic (ADT)	<100	<1,000	1,000-2,500	2,500-5,000
Design Speed (mph)	20	20	20-25	25-30

Max Grade	12% ¹	12% ²	10%	10%
Number of Lanes	2	2	2	2
Width of Lanes (ft)	9' (no centerline)	10' (no centerline)	10'	11'
Minimum ROW Width (ft)	40' min.	50' min.	50' min.	50-60' min.
Traveled Way Width (ft)	18'	20'	20' w/o parking	38' w/o parking
On-Street Parking (ft)	None	None	7' (each side)	7' (each side)
Bike Lane Width (ft)	None	None	-	8' (5' bike lane, 3' buffer) Each side
Rain Garden/BioSwale	5' one side	5' one or both sides	See TSP	See TSP
Sidewalk Width (ft)	6' pedestrian paved shoulder (outside swale)	6' pedestrian paved shoulder (outside swale)	5' (each side) with rolled or mountable curb	5' (each side)

The standards shown in the table above do not apply to the capital projects identified in the TSP. These projects have specific approved cross sections as described in the TSP.

¹ May be up to 15% in areas with topographical constraints if approved by the City Engineer.

² May be up to 15% in areas with topographical constraints if approved by the City Engineer.

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Proposed Amendments #5: Alternative Cross-Sections

16.02.030. Transportation Facility Design and Construction Standards

[...]

E. Where site conditions include one or more of the conditions listed in subsection (1) of this section, ~~particularly topography, size and shape of the tract, or some feature worthy of protection, make it impractical to otherwise provide buildable sites,~~ the decision maker may apply the constrained local street standard, ~~which as follows:~~

1. Conditions where the constrained standard may be used include the following:

a. Average slopes of 10 percent or more.

b. A city-designated wetland, riparian area or other natural resource.

c. Presence of a designated historic or cultural resource.

d. Total depth of a parcel is less than the sum of the required right-of-way and minimum parcel depth.

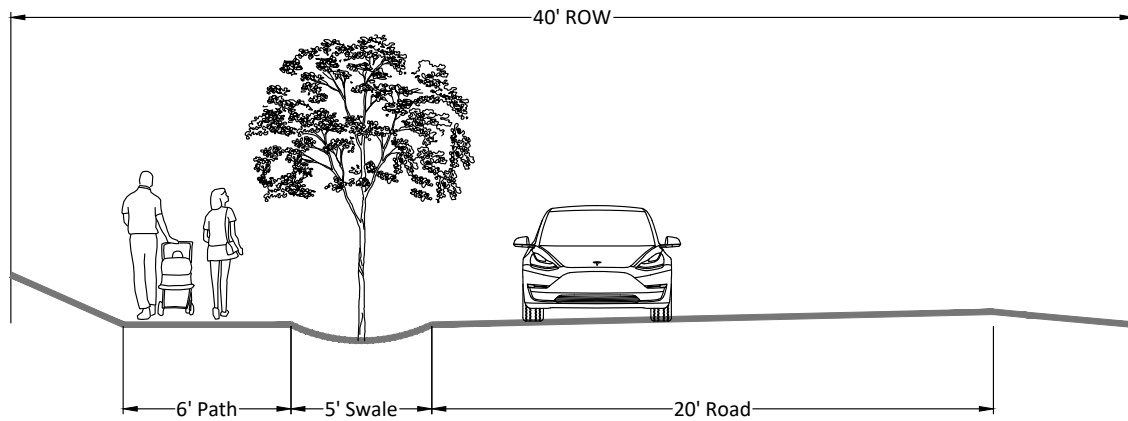
e. Others

2. The constrained standard ordinarily shall not have a right of way narrower than 40 feet and a pavement width narrower than 20 feet.

3. The constrained standard for a local street shall include 26 feet of pavement width and an open drainage/infiltration ditch. A portion of the 26-foot paved area will be delineated using reflective striping to provide for a 6-foot-wide pedestrian shoulder that will be constructed on one side the roadway.

4. If necessary, decision maker may require the applicant to provide slope easements where topography or other conditions so require.

Local Road Standard



Proposed Amendments #6: Alternative Turn Around Design

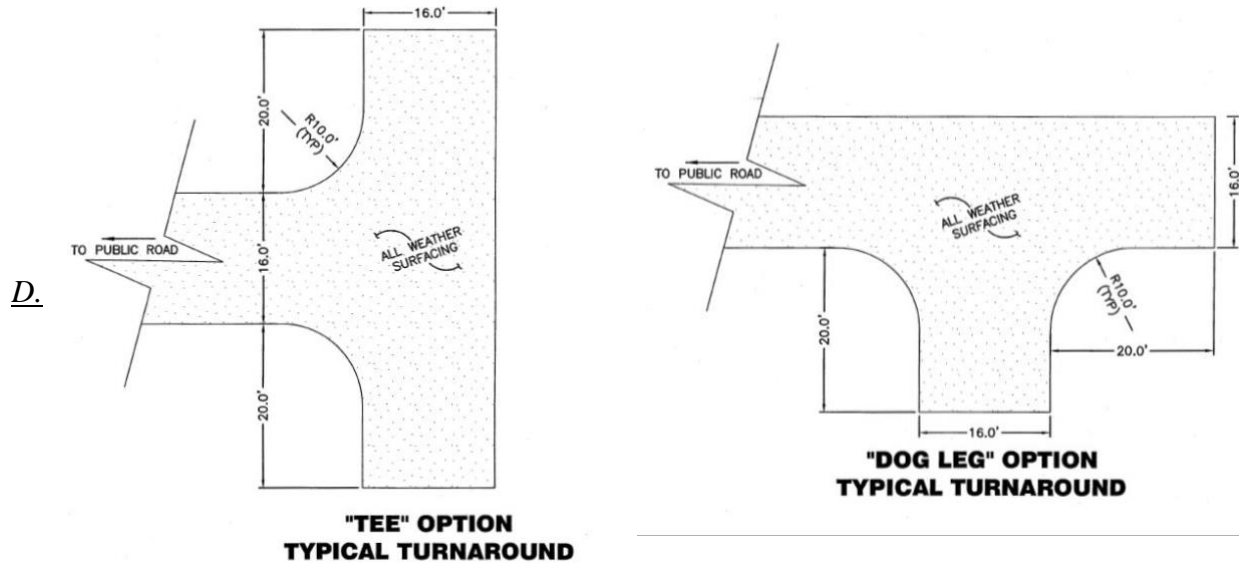
16.02.100. Street Design – Turn Around

[...]

C. The standard illustrated in Appendix D of the Oregon Fire Code Figure 1 is acceptable for use for turnarounds on dead-end roads. Other standards shall require approval by the City's Fire Department. Additional conditions, such as a requirement that all dwellings accessed by the dead-end road be equipped with NFPA residential sprinkler systems, may be applied

D. For private accessways serving no more than two homes and less than 150 feet in length; the following turnaround standard applies.

Figure 1. Alternative turnaround design standards



Proposed Amendments #7: Bicycle and Pedestrian Pathway Standards

16.02.030 Transportation Facility Design and Construction Standards

[...]

G. Bicycle and multi-use path design and construction standards. In urban areas, a paved width of 10-12 feet is recommended for multi-use bicycle/pedestrian paths. Where topography, land availability or other conditions do not allow for this, narrower trails can be constructed, particularly if they are intended for pedestrians only. A minimum width of five feet shall be required for pedestrian-exclusive paved pathways, such as sidewalks. A minimum width of three to four feet shall be required for unpaved accessible pedestrian trails. If the trail is to be used regularly at night, pedestrian scale lighting is recommended for security and safety.

Proposed Amendments #8: Traffic Impact Studies and Off-Site Improvements

Chapter 15.06 Site Plan Review

15.06.040 – Decision Criteria

[...]

E. Traffic and Circulation ...

[...]

3. *Effect on local street network: The proposed use shall not have an adverse effect on the public transportation system.*

a. For developments that are likely to generate more than 400 average daily motor vehicle trips (ADTs), the applicant shall provide adequate information, such as a traffic impact study including traffic counts and analysis sufficient to demonstrate the anticipated level of impact to the affected street system. Based on information provided by the applicant about the proposed development, the City Engineer will determine when a Traffic Impact Study (TIS) is required and will consider the following when making that determination.

1. Changes in land use designation, zoning designation, or development standard.

2. Changes in use or intensity of use.

3. Projected increase in trip generation.

4. Potential impacts to residential areas and local streets.

5. Potential impacts to priority pedestrian and bicycle routes, including, but not limited to, school routes and multimodal street improvements identified in the TSP.

6. Potential impacts to intersection level of service (LOS).

b. It is the responsibility of the applicant to provide enough detailed information for the City Engineer to make a TIS determination. The applicant shall provide this information in the form of a Traffic Impact Assessment (TIA) report. The minimum required contents of the TIA report are described in the City's TIA 2021 Guidelines which are referenced here and attached to MMC.

c. A TIS determination is not a land use action and may not be appealed.

d. The required traffic impact study shall be prepared by an Oregon licensed traffic engineer.

ee. If the traffic analysis indicates that the project will require improvements to the transportation system to mitigate impacts, the developer shall be responsible for constructing such improvements. Mitigation of impacts, due to increased demand for transportation facilities associated with the proposed development, shall be provided in rough proportion to the transportation impacts of the proposed development. The following shall be considered when determining proportional improvements:

i. Condition and capacity of existing facilities within the impact area in relation to City standards. The impact area is generally defined as the area within a 1/2-mile radius of the proposed development. If a TIS is required pursuant to Section 15.06 Site Plan Review; the impact area is the TIS study area.

ii. Existing vehicle, bicycle, pedestrian, and transit use within the impact area.

iii. The effect of increased demand associated with the proposed development on transportation facilities and on other approved, but not yet constructed, development projects within the impact area.

iv. The most recent use when a change in use is proposed that does not involve new construction.

v. Applicable TSP goals, policies, and plans.

vi. Whether any route affected by increased transportation demand within the impact area is listed in any City program including, but not limited to, school trip safety, neighborhood traffic management, capital improvement, and system development improvement.

vii. Accident history within the impact area.

viii. Potential increased safety risks to transportation facility users, including pedestrians and cyclists.

ix. Potential benefit the development property will receive as a result of the construction of any required transportation facility improvements.

x. Other considerations as may be identified in the review process.

d. Every effort will be made to inform the applicant, within twenty (20) days of receiving a completed application, whether a traffic impact study and/or a determination of the resulting level of service will be required. Unforeseen circumstances could result in a delayed request for this information.

e. The determination of most probable impacts or effects to be considered and the scope of the impact study should be coordinated with the provider of the affected transportation facility.

Proposed Amendments #9: Inviting ODOT to Pre-Application Conferences

15.07.030 – Pre-application Conference. Prior to submitting an application for any form of permit, the applicant shall schedule and attend a pre-application conference with city planner to discuss the proposal, unless, in the city planner’s opinion, the preapplication conference is not warranted. To schedule a pre-application conference, the applicant shall contact the city planner and pay the appropriate conference fee. The purpose of the pre-application conference is to provide city staff with a summary of the applicant’s development proposal and an opportunity for staff to provide the applicant with information on the likely impacts, limitations, requirements, approval standards, fees and other information that may affect the proposal. The city planner shall provide the applicant with a written summary of the pre-application conference. Representatives of the Oregon Department of Transportation shall be invited to participate in the conference for any project that may impact a state transportation facility.

Proposed Amendments #10: Notice to Public Agencies, including ODOT and DLCD

15.7.070 – Public Notices.

[...]

B. Notice of public hearing on a Type III application (a quasi-judicial application) - Notice for all public hearings concerning a quasi-judicial application shall conform to the requirements of this subsection. At least 20 days prior to the hearing, the city planner shall prepare and send, by first class mail, notice of the hearing to all record owners of property within 100 feet of the subject property. Notice shall be sent to affected transportation service providers, including Oregon Department of Transportation. The city shall also publish the notice in a newspaper of general circulation within the city at least 20 days prior to the hearing:

C. Notice of public hearing on a Type IV application (a legislative proposal). At least 20 days prior to a public hearing at which a legislative proposal to amend or adopt the city's land use regulations or Comprehensive Plan is to be considered, the city recorder in coordination with the city planner shall issue a public notice that conforms to the requirements of this subsection. 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 also shall be sent to the Oregon Department of Land Conservation and Development at least 35 days before the first evidentiary hearing. Notice shall also be published in a newspaper of general circulation within the city. Notice issued under this subsection shall include the following information:

Proposed Amendments #11: Transportation Planning Rule Compliance, "Significant Effect"

Chapter 15.10 Zone Changes and Comprehensive Plan Amendments

15.10.020 Criteria.

[...]

A. 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. The proposal shall be reviewed to determine whether it significantly affects a transportation facility pursuant to Oregon Administrative Rule (OAR) 660-012-0060 (Transportation Planning Rule - TPR) and in accordance with traffic impact study provisions in MMC 15.06.040(E). Where it is found that a proposed amendment would have a significant effect on a transportation facility in consultation with the applicable roadway authority, the city shall work with the roadway authority and applicant to modify the request or mitigate the impacts in accordance with the TPR and applicable law.

TRANSPORTATION UTILITY FEE ORDINANCE

The Transportation System Plan includes a recommendation for adoption of a Transportation Utility Fee. Transportation Utility Fees are used by municipalities to fund the repair and maintenance of roadways. Revenue from the fee may be used for on-the-ground maintenance and repair. Fee revenues typically are paid to contractors hired to do the work on an annual basis.

As reported by the City Engineer to the Mosier City Council in a memo dated December 2015, there is no existing revenue source for the estimated cost of annual repairs necessary to maintain city streets in an adequate condition to prevent failure of these streets. The City currently utilizes 100% of its street

revenue for existing expenses. A maintenance program would involve the annual repair and maintenance of the City's roadways and an update of the pavement condition inventory every three years. The annual budget for this work varies depending on repair and maintenance needs. The work consists primarily of street crack sealing, pothole repair, asphalt patching and paving, sign repair, and striping. It could also include storm system maintenance and sidewalk repair.

Once a TUF Ordinance is adopted, the TUF fee would be proposed by the City Engineer for City Council adoption. The amount proposed for the TUF fee would be based on an estimate of an amount per meter that would be adequate to meet the projected need annual need. The TUF would be billed monthly as part of the water/sewer bill.

Other options for developing and billing the TUF are possible and were considered, including ideas such as using trips generated by customer, basing the fee on customer classifications, billing based on the number of units, etc. More information about the rationale and basis for the fee is found in the 2015 Memo from City Engineer to Mosier City Council. In addition, the TSP includes the recommendation for adopting a TUF. A proposed TUF ordinance will be presented to the City Council for consideration.

ADOPTION FINDINGS

Findings to support the adoption of proposed amendments to the Mosier Municipal Code, as well as consideration and adoption of the Transportation Utility Fee have been incorporated in the staff report to accompany the proposed adoption proposal. Findings summarize consistency with relevant approval criteria which include the following:

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

Criteria A and D 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 Municipal Code 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 addressed.

Mosier Municipal Code changes are summarized below.

1. Definitions, Section 15.02.050

The current definition of Public Facilities will be modified to become Major Public Facilities which will continue to be allowed as conditional uses in most zones. These will be larger or more significant facilities which could have a greater impact on surrounding uses.

A new definition of Minor Public Facilities will be added and will generally include transportation improvements such as repair, maintenance or improvement of existing facilities, water, sewer, storm drainage and other similar improvements typically located within the public right-of-way. These facilities will be permitted outright in all city zones (see below).

2. Allowed minor public facility uses, Section 15.01.060

A new subsection is proposed for this section of the MMC to allow all minor public facilities as outright permitting uses in all zones.

3. Bicycle Parking Requirements, Section 15.03.130(J)

Additional bicycle parking requirements are proposed for multi-family residential development with four or more dwelling units and several types of institutional uses. These changes will ensure that bicycle parking is provided for a wider range of development types and will ensure compliance with the Oregon Transportation Planning Rule (TPR).

4. Pedestrian Accessway Requirement, Section 15.06.040(E)(7)

Proposed changes to this section of the code will require that pedestrian accessways be provided through parking lots where necessary to provide a reasonably direct, safe and convenient pathway for pedestrians, consistent with community objectives and the TPR.

5. Street Design Cross-Sections, Section 16.02.030(A) and (B)

References to existing street design cross-sections currently found in the Downtown and Local Street Network Plan (2002) has been revised to reference the new TSP (2019). Tabular information in the MMC has been updated or replaced with a reference to the TSP.

6. Road Design Standards, Section 16.02.030(E)

Additional information will be provided about the use of Constrained Cross-Sections, including criteria or circumstances for their application.

7. Street Design – Cul-de-sacs, Section 16.02.100(C)

A new design standard for turnarounds allowed in areas with topographical constraints has been added. A reference to the Oregon Fire Code design standard has been added for turnarounds in areas with topographical limitations. A diagram is included of this standard and conditions under which it may be used, as needed.

8. Effects of Development on Local Streets, Section 15.06.040(E)

Additional provisions related to mitigating the effects of development on the transportation system will be added, including provisions related to assessing the rough proportionality of impacts. A Traffic Impact Analysis (attached) requirement include several elements. A few examples include providing through a license Traffic Engineer all information on existing conditions, background i.e., traffic growth assumptions and full buildout traffic conditions such as volumes and intersection operation analysis, including Traffic Engineer's recommendation on construction of off-site improvements to address impacts on the transportation system. New provisions should ensure that developers are only required to provide for improvements in proportion to the development's impact on the system.

9. Bicycle and Multi-Use Pathway Standards, Section 16.02.030(G)

Minor changes to these standards are proposed to ensure that paved pathways are of an adequate width to meet functional needs and accessibility standards.

10. Pre-Application Conferences, Section 15.07.030

A proposed change to this section will indicated that the Oregon Department of Transportation (ODOT) and other transportation service providers will be invited to attend pre-application conferences when the proposed application could affect state highways or other transportation facilities.

11. Notice of Hearing, Section 15.07.070(B) and (C)

A proposed change to these sections will ensure that ODOT and other transportation service providers are notified of public hearings for Type III decisions and that the Department of Land Conservation and Development is notified of proposed legislative amendments and associated public hearings 35 days in advance of the hearing, consistent with the TPR and other state requirements.

12. Significant Effect on Transportation Facilities, Section 15.10.020(B)

A proposed change to this section added language regarding review and analysis of proposed zone changes or Comprehensive Plan amendments that could have a "significant effect" on the transportation system. The new Code language will provide a reference to TPR Section -0060 requirements to prevent the code section from becoming very lengthy and to accommodate future amendments of Section -0060 without necessitating amendment of this code section.

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
- **One Mosier City Council hearing** on February 24, 2021 has been advertised and the second will be held March 17, 2021 and will be advertised and open to the public via zoom.

Goal 2 Land Use Planning

1. Proposed MMC amendments associated with pre-application conferences, public hearings and public notice requirements will enhance coordination with partnering government agencies.

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. Improvements to the Historic Columbia River Highway will be consistent with state and local plans and policies that preserve and promote this historic resource.
2. 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.
3. The TSP includes several goals and policies that emphasize protection of natural resources.

Goal 6 Air, Water and Land Resources Quality

1. Findings consistent 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 Mosier Municipal Ordinances 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. By taking care of our existing infrastructure, the City will avoid costly infrastructure replacement projects

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.

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 identified and prioritized recommended transportation improvements, has been adopted as the transportation element of the *Mosier Comprehensive Plan*. In doing so, it replaced and/or modified 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 herein will replace these policies with an expanded set of policy directives that builds on and strengthens the existing transportation policies. The proposed Municipal Code amendments will implement several of the existing Plan 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 City Council public hearings for the adoption process.

Consistency with Approval Criteria B and C

These approval criteria state that:

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.

The proposed amendments are consistent with these criteria in the following ways:

- 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.

Consistency with Approval Criterion D

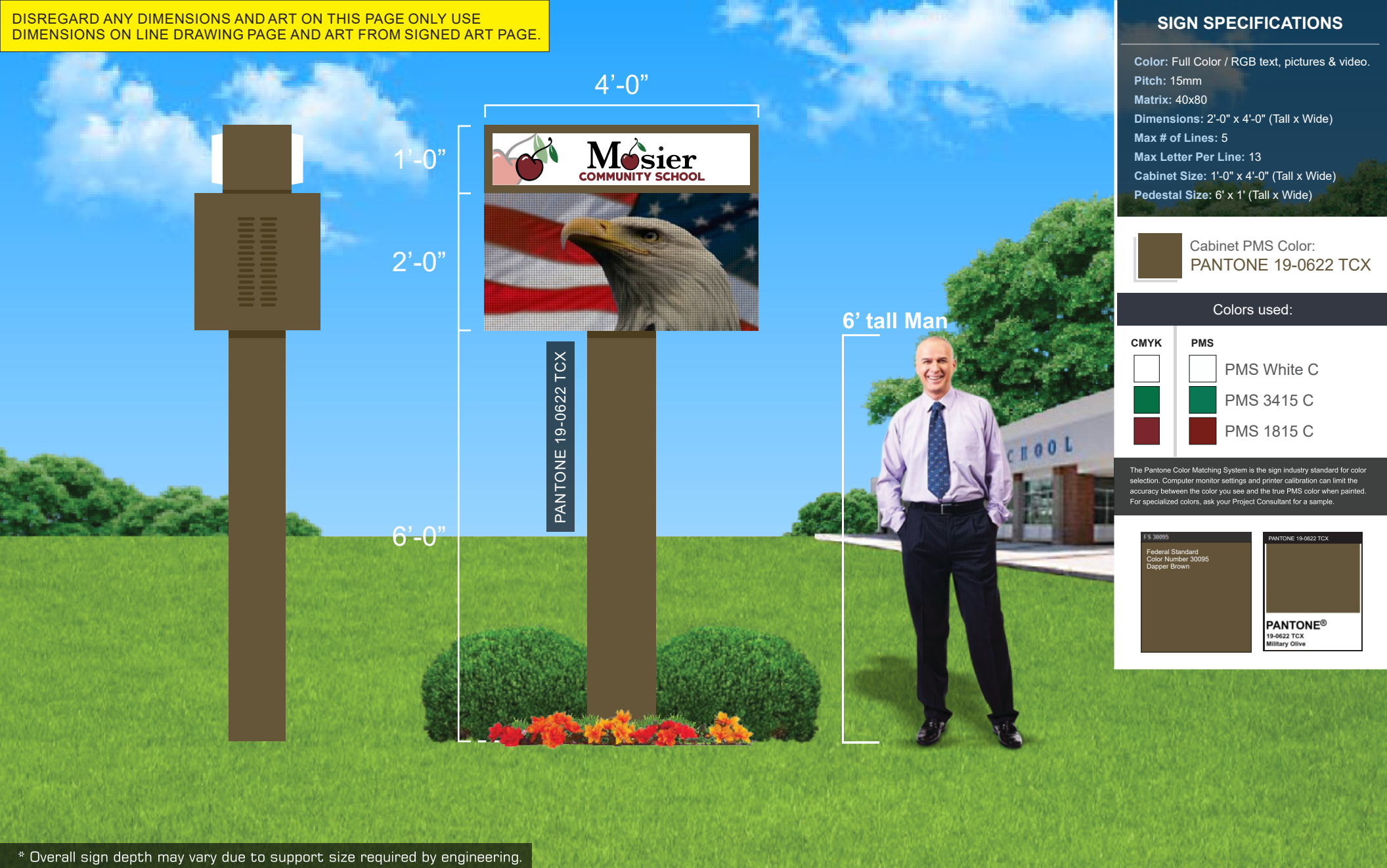
This approval criterion states that “*the proposed change is in the public interest and supports the general public welfare.*” Developing and maintaining a multi-modal transportation system through adoption and implementation of the TSP and implementing policy and Municipal Code amendments supports the 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.

Conclusions

The Municipal Code Amendments and Transportation Utility Fee Ordinance are consistent with and supportive of statewide planning goals, City plans and policies, and other community objectives.

DISREGARD ANY DIMENSIONS AND ART ON THIS PAGE ONLY USE DIMENSIONS ON LINE DRAWING PAGE AND ART FROM SIGNED ART PAGE.



SIGN SPECIFICATIONS

Color: Full Color / RGB text, pictures & video.
 Pitch: 15mm
 Matrix: 40x80
 Dimensions: 2'-0" x 4'-0" (Tall x Wide)
 Max # of Lines: 5
 Max Letter Per Line: 13
 Cabinet Size: 1'-0" x 4'-0" (Tall x Wide)
 Pedestal Size: 6' x 1' (Tall x Wide)

Cabinet PMS Color:
PANTONE 19-0622 TCX

Colors used:

CMYK	PMS
	PMS White C
	PMS 3415 C
	PMS 1815 C

The Pantone Color Matching System is the sign industry standard for color selection. Computer monitor settings and printer calibration can limit the accuracy between the color you see and the true PMS color when painted. For specialized colors, ask your Project Consultant for a sample.



* Overall sign depth may vary due to support size required by engineering.

Project: Mosier Community School

VERSION #: v8482a



1204 1st Ave
 Mosier, OR, 97040

Double Sided	New Footer	GRS Install

THE ART ON THIS PAGE IS THE **ONLY** VERSION OF ART AUTHORIZED TO BE USED FOR PRODUCTION.



Approved Artwork

Colors used:

CMYK	PMS
	PMS White C
	PMS 3415 C
	PMS 1815 C

Cabinet PMS Color:
PANTONE 19-0622 TCX

2nd Surface Print	Pan Faces	Double Sided

Signed Art:

4'-0"

1'-0"

2'-0"

6'-0"

6' tall Man

Color: Full Color / RGB text, pictures & video.
 Bleed: 5mm
 Material: 4x6ft
 Dimensions: 2'-0" x 4'-0" (H x W)
 Max # of Lines: 5
 Max Letter Per Line: 13
 Cabinet Size: 6'-0" x 4'-0" (H x W)
 Pedestal Size: 6" x 4" (H x W)

Cabinet PMS Color:
PANTONE 19-0622 TCX

Colors used:

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	PMS 3415 C
	PMS 1815 C

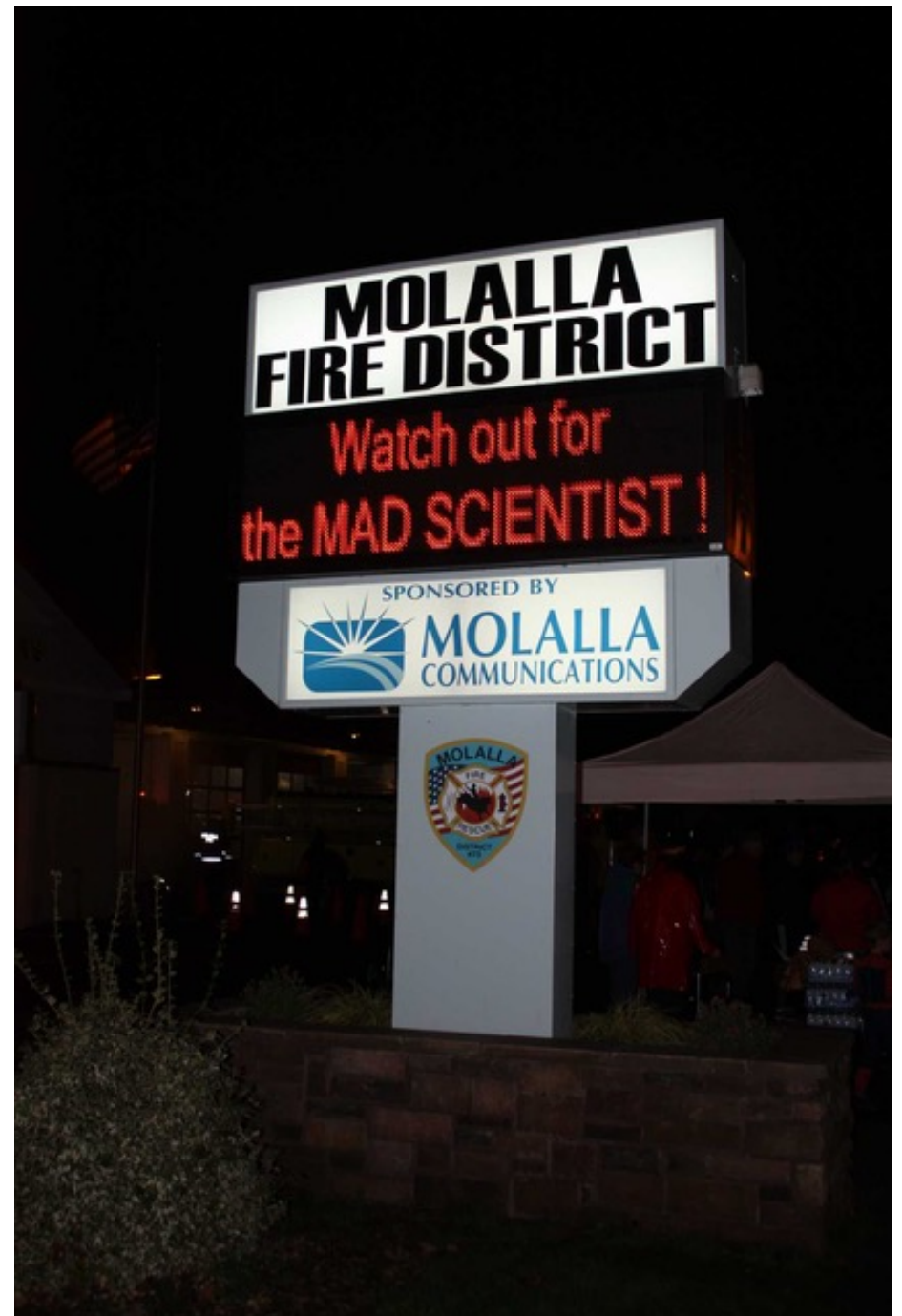
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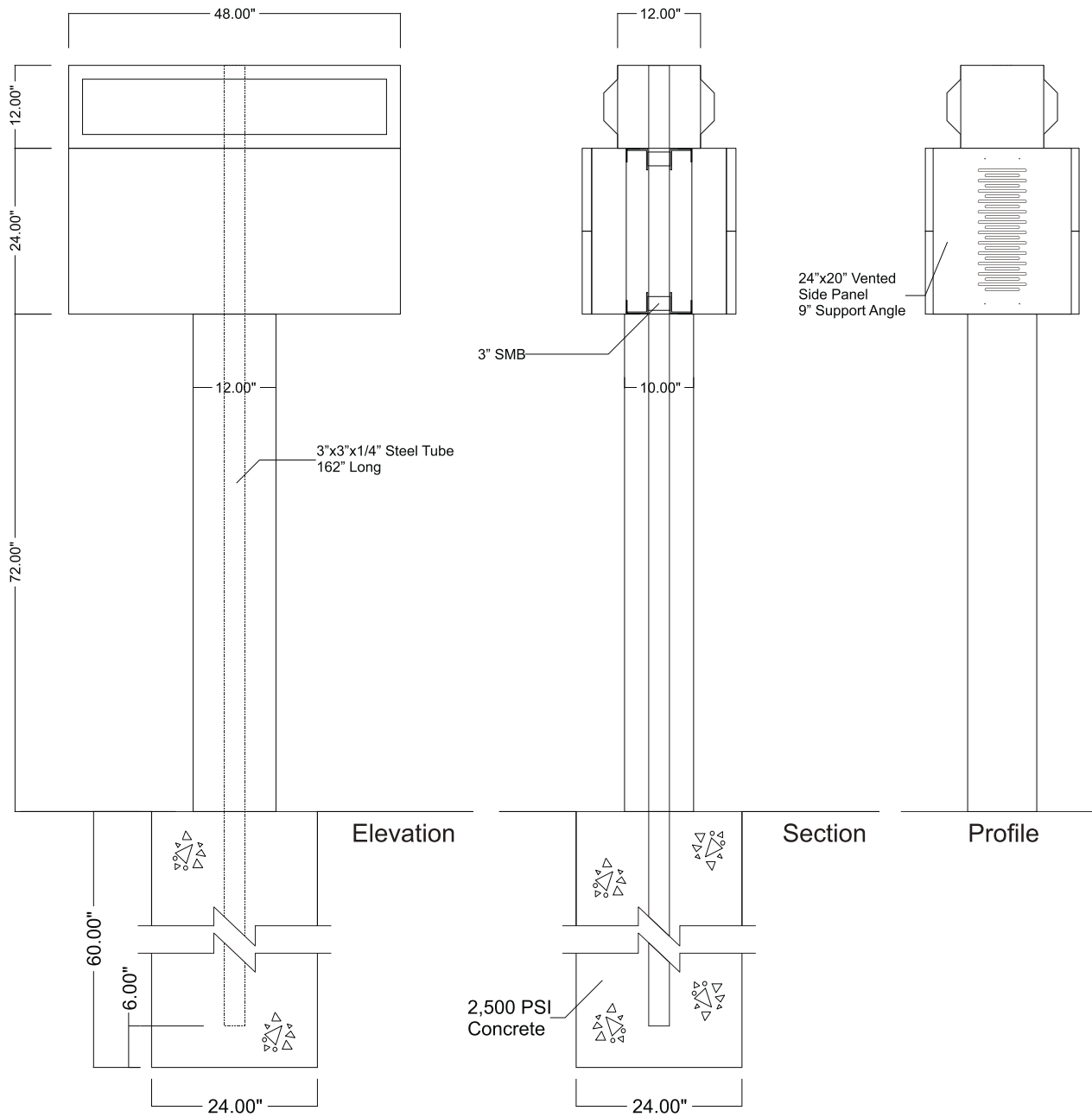
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Louisville, KY 40299
T: 1-800-732-9886
F: 1-502-416-0544



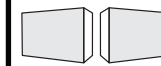
Client is responsible for ensuring that the proof is correct in all areas. Double-check spelling, grammar, layout and design before approving artwork. If a proof containing errors is approved by client, the client is responsible for payment of original cost as well as corrections, revisions, and re-makes. This custom artwork is not intended to provide an exact match between ink, vinyl, paint or EMC color. Brickwork, masonry and landscaping is not included in the proposal unless otherwise specifically stated. EMC images shown are simulated. Sign is designed to be illuminated at all times. Sketches are based off of this premise. This is a custom made product, built by hand for people by people. Small blemishes/imperfections may occur and can be expected with hand made products. Industry standard is to view this product from a minimum distance of 10 feet to determine quality acceptability.

Examples from other communities

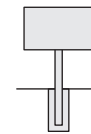




Notes:



Double Sided



New Footer



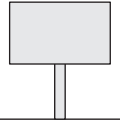
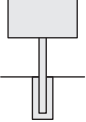

GRS Install



Sign Location:

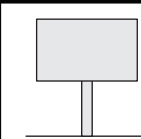
1204 1st Ave
 Mosier, OR, 97040



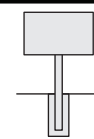
		
No Existing Sign	New Footer	GRS Install



Notes:



No Existing Sign



New Footer



GRS Install

Notes:

Description of Work:

LED Message Units:

- 15mm, 40x80, 2'x4', data, single/double
- 3" Speedy Mount Brackets (2ct)
- Side vent angles - 9" (4ct)

Fabrication:

ID Cabinet

- Extrusion build, aluminum skin .063" painted, 2" retainers, 3/16" clear poly-carbonate face, 2nd surface digital print, saddle mount

Pole Skirt

- Extrusion build, aluminum skin .063", painted, removable panel

Vented Side Panels

- .063" aluminum, painted, routed holes for venting

Structural:

- 3"x3" Steel Tube, 1/4" Wall, 162" Long
- New Concrete Caisson, 2,500 PSI

Installation:

- Receive and inspect sign from GRS
- Dig footer, pour concrete, set pole
- Mount and attach sign per drawings
- Connect sign to existing power (to be ran by others)
- Mount and connect WiFi antennas (data to be ran by others)

** Take completion photos and leave a clean job site **

Overview:



					120 volts 10 amps			
Double Sided	New Footer	GRS Install	2 nd Surface Print	Pan Faces	Single Circuit	Wireless Bridge	Single Cabinet	No Existing Sign

CITY OF MOSIER

small enough to make a difference

WHEREAS: The American Red Cross is a humanitarian organization that eases people's suffering during life's emergencies throughout Oregon, across the United States and around the world. The Red Cross Cascades Region has a long history of helping our neighbors in need by delivering shelter, care and hope during disasters, making our community safer through providing lifesaving blood; teaching skills that save lives; and supporting military, veterans and their families; and

WHEREAS: Last year, in the Cascades Region, more than 3,000 volunteers helped the families affected by over 650 home fires by addressing their urgent needs like food and lodging and providing recovery support. Meanwhile, when large disasters like the Oregon wildfires devastated our region, volunteers from our area and all across the country provided 173,489 overnight stays, 387,590 meals and snacks, 9,955 relief items, emotional support, recovery planning and other assistance; and

WHEREAS: The Red Cross continues to carry out the organization's 140-year mission of preventing and alleviating suffering. During the trying times of the COVID-19 pandemic, people have stepped up to help others in need, whether it was responding to this year's record-breaking disasters across the country or rolling up their sleeves to give more than 148,500 units of blood in the Cascades Region when our country faced a severe blood shortage. This lifesaving work is vital to strengthening our community's resilience. Nearly 200 years since the birth of American Red Cross founder Clara Barton, we dedicate this month of March to all those who continue to advance her noble legacy, and we ask others to join in their commitment to care for people in need.

NOW,

THEREFORE: I, Arlene Burns, Mayor of the City of Mosier, hereby proclaim **March 2021** to be

RED CROSS MONTH

in Mosier and encourage all its citizens to join in this observance.

SIGNED: _____

DATE: _____

Mayor Arlene Burns