

A regular meeting of the Astoria Common Council was held at the above place at the hour of 7:00 pm.

Councilors Present: Nemlowill, Jones, Price, Brownson, and Mayor LaMear.

Councilors Excused: None

Staff Present: City Manager Estes, Parks Maintenance Supervisor Dart-McLean, Finance Director Brooks, Fire Chief Ames, Police Chief Johnston, Public Works Director Cook, Library Director Pearson, and City Attorney Henningsgaard. The meeting is recorded and will be transcribed by ABC Transcription Services, Inc.

REPORTS OF COUNCILORS

Item 3(a): Councilor Jones reported he was excited to celebrate Independence Day.

Item 3(b): Councilor Price reported that new downtown businesses have been doing well. Mo's Chowder House has opened at the foot of 14th Street. Noel Weber received a \$20,000 grant and The Columbian received a \$60,000 grant from the State Historic Preservation Office (SHPO) for façade renovations. Jeremy and Nan Shonwold opened Smokehouse Butcher Block at 9th and Astor. Astoria was named one of the ten most charming places ever on an obscure online blog.

Item 3(c): Councilor Brownson had no reports. He wished everyone a happy Fourth of July.

Item 3(d): Councilor Nemlowill reported she was proud to participate in democracy, which she believed was alive and well in local politics. She looked forward to fireworks on July 4th.

Item 3(e): Mayor LaMear read a thank you note from the Navy for donating \$200 toward their annual dinner held for the crews of the ships headed to Fleet Week in Portland. She reported that the Astoria Music Festival offered terrific performances. Astoria is very fortunate to have a music festival of such caliber.

Councilor Price announced that Frank Spence was recently sworn in as Port Commissioner and President of the Port of Astoria.

CHANGES TO AGENDA

No changes.

CONSENT CALENDAR

The following items were presented on the Consent Calendar:

- 5(a) City Council Minutes of June 5, 2017
- 5(b) Propel Insurance Fee for FY2017-2018 (Finance)
- 5(c) Greensmith Agreement (Parks)**
- 5(d) FY2017-2018 Dispatch Service Agreements (Police)

City Manager Estes stated a citizen requested that Item 5(c): Greensmith Agreement be removed for further discussion.

City Council Action: Motion made by Councilor Brownson, seconded by Councilor Nemlowill, to approve Items 5(a), (b), and (d) of the Consent Calendar. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

Item 5(c): Greensmith Agreement (Parks)

City Manager Estes explained that City Council has designated Promote Astoria Funds for the care and maintenance of tourist related properties that enhance the beauty of the community. Greensmith Landscaping provided a bid of \$99,216 for the services identified in the memorandum. The properties to be cared for by Greensmith have been listed in an attachment to the contract. This attachment was inadvertently omitted from the agenda, but was included in the memorandum.

George McCartin, 490 Franklin Avenue, Astoria, stated that according to this contract, the Doughboy Monument will cost the City \$310 an hour and the Riverwalk will cost \$539 per hour. He briefly surveyed the latest payments to the City's workers and found that for the same amounts being paid to the contractor, Astoria could hire at least two permanent employees to do this work.

City Manager Estes noted this contract was carried over from the last fiscal year. Promote Astoria Funds are used to improve the aesthetics of visitor related parks facilities. The City could do the work for less money with City employees if the City had enough additional funds to hire more employees. City Council is considering ways to generate additional funds to pay part-time Parks Staff more. Currently, only two City employees are mowing parks. The City's wages are not high enough that the City can retain a full line of part-time Staff. The contract allows the City to maintain its current level of service, which has become expected at tourist related facilities. If additional revenue sources are identified, Staff could consider hiring more employees in the future.

Mayor LaMear asked if the City could spend \$99,000 on additional employees instead of on a contractor.

Councilor Brownson said the fee totals in the contract seemed high, but each line item totaled \$45 per hour. Councilor Jones believed the contractor had not accounted for the number of occurrences per year in some of the math. Parks Maintenance Supervisor Dart-McLean added that some of the tasks are hourly while some are weekly. There is no easy way to break out the labor for some of the tasks and Greensmith has multiple laborers working on each site at one time.

City Manager Estes agreed that \$45 per hour was accurate. The City could do this work in-house for less money. However, the Parks budget would have to be redone. If the City does not approve this contract now, the visitor related parks facilities will go without maintenance.

Councilor Brownson added that Promote Astoria Funds cannot be used to pay Parks Department Staff. This contract is a bit more expensive at \$45 an hour, but at least the cost is not \$400 or \$500 an hour.

Mr. McCartin said Councilor Brownson had not considered the attachment to the contract.

Councilor Brownson said each line item on the attachment works out to about \$45 an hour. The totals at the bottom should be ignored because they do not account for the number of occurrences.

Councilor Price added that \$45 per hour was for an entire crew, not per person. One person would cost the City \$45 per hour when you include benefits, but a job might take three people one hour to complete.

Councilor Jones noted that the contractor would be using and maintaining their own equipment, which allows the City to avoid wear and tear on its equipment. Director Brooks added that the contractor would also be providing their own liability insurance. Councilor Jones did not believe the City could do this work for a lower cost.

Councilor Nemlowill said she supported the contract because she believed there was an immediate need to maintain the level of services. Promote Astoria Funds can be used to maintain parks, but not to hire Parks Staff. She believed Mr. McCartin made good points and was concerned that the Parks Department operates with so many part-time workers. She understood the City had maintenance money available, but the City cannot hire anyone because the unemployment rate is so low. She believed the Parks Department would benefit from a few full-time employees. Hiring a full-time employee with a salary of \$30,000 costs the City \$60,000 because of the benefits the City is required to pay. Private businesses have a difficult time understanding this because they are not bound by all the same requirements as a government. People's Park is one of the sites that will be maintained by the contractor for about \$8,400 per year. She reminded that the Scandinavian Heritage Association offered to fundraise to enhance the park with a structure that would honor the Scandinavian heritage in Astoria. She wanted the City to solicit bids from Greensmith and other companies to maintain the structure. Mowing and trimming is the most costly at \$3,000 per year for the sites listed in the contract. More concrete and

less grass at People's Park would cost less because the concrete could be pressure washed. The Parks Department is unable to maintain the proposed structure because Staff is overloaded.

City Manager Estes said Staff would look into Councilor Nemlowill's suggestion. At the next City Council meeting, Staff will present revised methods for funding the Parks Department and new ways to use Promote Astoria Funds. He recommended Council move forward with the contract now because visitors expect the current level of maintenance at tourist related sites.

Mayor LaMear stated she had heard many people comment on how nice the roundabout looks now that it is being maintained by Greensmith. The City can be proud of what Greensmith is doing in Astoria's parks.

City Council Action: Motion made by Councilor Nemlowill, seconded by Councilor Jones, to approve Item 5(c) of the Consent Calendar. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

REGULAR AGENDA ITEMS

Item 6(a): Advance Astoria 2nd Reading and Adoption (Community Development)

The Comprehensive Plan is a land use planning document that describes how the city will grow and develop over a twenty year horizon and addresses twenty statewide land use planning goals, including Goal 9 – Economic Development. The City Council adopted a FY 15-16 goal to “promote positive economic development through strengthening partnerships.” The “Advance Astoria” initiative is in direct response to this goal that also provides an opportunity to update the Comprehensive Plan. In October 2016, Advance Astoria was launched with a public event at Fort George Brewery Lovell Showroom. A public hearing was held on May 23, 2017 with the Planning Commission to consider amendments to the Comprehensive Plan Chapter 190-210 and a “Future Industrial Sites” map. After considering the findings of fact, and public testimony, the Planning Commission recommended approval to the City Council on May 23. A public hearing before the City Council was held on June 19 and a 1st Reading was held as well. If Council is in agreement, the Council can hold a 2nd reading and adopt the Ordinance.

Director Brooks conducted the second reading of the ordinance

City Council Action: Motion made by Councilor Price, seconded by Councilor Brownson, to adopt Findings and Conclusions contained in the Staff Report, approve Amendment A17-01 and adopt the ordinance amending the Astoria Comprehensive Plan Economic Element and Future Industrial Sites Map. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

Mayor LaMear read the rules of appeal into the record.

Item 6(b): Salary Resolution (Finance)

Staff positions and associated compensation are detailed in the "Resolution Establishing a Basic Compensation Plan for the Employees of the City of Astoria and Establishing Regulations for the Placement of Present Employees within the Wage and Salary Schedules Provided." Whenever there are changes in positions, whether a position is being deleted, added, or redefined; or whether a change in compensation is proposed; such changes are adopted by resolution. This proposed resolution implements the following changes retroactive to July 1, 2017:

Management and Confidential	2.5% wage adjustment
Public Safety Group	1.5% wage adjustment as specified in their contract expiring June 30, 2019
Fire Employee Group	2.5% wage adjustment as specified in their contract expiring June 30, 2018
¶ Part-time and Seasonal Groups	Adjustments have been made accounting for (Schedules F-1

Part-time and Seasonal Groups

Adjustments have been made accounting for (Schedules F-1 and F-2) increase due to Oregon minimum wage, effective July 1, 2017

It is recommended that Council approve the resolution.

Councilor Price asked for clarification about the effective dates. Director Brooks explained that the amounts for the Police Sworn Management were negotiated with the union to be retroactive to 2016. The Public Works and General Parks employment groups are still being negotiated, so the effective dates remain at 2016.

City Council Action: Motion made by Councilor Jones, seconded by Councilor Brownson, to adopt amendments to the resolution establishing a basic compensation plan for the employees of the City of Astoria and establishing regulations for the placement of present employees within the Wage and Salary Schedules. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

Item 6(c): Liquor License Application from Turtle Rock Cellars, Inc, d.b.a. Swakane Winery, located at 240 10th Street for a New Outlet for a Winery License (Finance)

A liquor license application has been filed by Donna Franks for Turtle Rock Cellars Inc doing business as Swakane Winery. This application is a New Outlet for a Winery. The appropriate departments have reviewed the application and it is recommended that Council consider approval of the application.

Councilor Nemlowill declared a potential conflict of interest as her husband owned Fort George Brewery, noting that the Applicant was not a client.

City Council Action: Motion made by Councilor Brownson, seconded by Councilor Price to approve Liquor License Application by Turtle Rock Cellars, Inc. located at 240 10th Street for a New Outlet for a Winery. Motion carried unanimously. Ayes: Councilors Price, Jones, Nemlowill, Brownson, and Mayor LaMear; Nays: None.

NEW BUSINESS & MISCELLANEOUS, PUBLIC COMMENTS (NON-AGENDA)

Dan Serres, Conservation Director, Columbia Riverkeeper, gave several handouts to Staff. Two years ago, City Council passed a resolution opposing natural gas exports from the Columbia River Estuary. That action resonated state-wide and marked the region as an area where people can fight for the health of the river. The largest oil-by-rail terminal in North America has been proposed just upstream at the Port of Vancouver, WA, which would ship 360,000 barrels of oil a day down the Columbia River. Studies have concluded that this terminal would dramatically increase the risk of oil spills in the Columbia River Estuary. This is new for the United States. The country has never moved oil by train at such volumes. In 2012, moving oil by train increased and since then, derailments have occurred, including a small derailment in Mosier, OR released oil into the Columbia River. The Washington Attorney General's Office has concluded that a major oil spill could cause more than \$1 billion in losses in the Columbia River Estuary from impacts to fisheries, businesses that support fisheries, commercial and recreational fishing, and disruptions to river traffic. Most of the attention to this issue has been focused on the trains because they burn when they derail. Portland and Vancouver have opposed the oil terminal and he asked Astoria to consider doing the same.

Pamela Mattson McDonald, 1561 Exchange Street, Astoria, said she had already sent City Council scientific information related to the proposed Tesoro oil terminal. She did not want this charming place to be ruined by the smell of oil on the rocks along the Riverwalk or volunteers cleaning off sea lions and cormorants. Fishing and shellfish would be ruined and the tourist would no longer visit. Councilors have the opportunity to secure the safety of the city by adopting a resolution opposing the Tesoro oil terminal. This would show constituents that they belong to a greater vision and have a responsibility to the region.

Roger Rocka, 362 Duane Street, Astoria, said he and Kathleen Zunkle from Warrenton were co-facilitators for the Columbia River Estuary Action Team (CREATE), a group of veterans of the 12-year long battle against liquefied natural gas (LNG) terminals on the Lower Columbia River. CREATE is affiliated with the Columbia Riverkeeper and National Waterkeeper Alliance. The estuary is a beautiful asset that supports fishing, recreation, transportation, and tourism. Salmon smolts see the estuary as a rich and nourishing place to grow into adult fish before swimming into the ocean. Sturgeon, aquatic animals, birds, and other creatures also see

the estuary as a rich place to support their lives. The fossil fuel projects proposed upriver see the estuary merely as a pipe to move their dinosaur products to foreign markets. A study from the State of Washington estimates monetary damage from major oil spills at more than \$1 billion, with terrible losses to wild life, local businesses, and additional harm to the ocean. The study was published in the June 22 2017 entry on the CREATE website, create-columbia.com. CREATE believes Astoria has compelling reasons to join Portland, Seattle, Spokane, and other cities that have already acted in opposition to fossil fuel projects on the Columbia River. Astoria's action could help influence decisions made in Oregon and Washington.

Jan Mitchell, 362 Duane Street, Astoria, said anything that occurs on the river upstream happens to Astoria. There have been several examples of what oil spills can do to local and regional economies. This community and its quality of life is inexorably tied to the health and safety of the Columbia River. The City cannot control all of the things that could occur, but it can act to limit some dangers. She asked that the City of Astoria join Portland, Spokane, Seattle, and Vancouver and take a stand against oil trains along the river. The Columbia River would be used as a fossil fuel highway to other countries. She was only focused on the oil trains in Vancouver, not the methane plant in Tacoma or the coal terminal in Longview. She would work with Staff to create a resolution as a first step.

Mayor LaMear asked if Columbia Riverkeeper was working with the Columbia River Estuary Task Force (CREST).

Mr. Serres stated that CREST has not submitted comments on this issue. Most of the focus has been on the impact of trains to downtown Vancouver. The report published by the Washington Attorney General's Office was the first attempt to consider what would happen downstream. He confirmed he would contact CREST.

Councilor Nemlowill asked how long ago the Tesoro project was proposed. Mr. Serres said the oil terminal was first proposed in 2013 and he would have come to City Council sooner if Astoria had not been dealing with the LNG terminal proposal. He confirmed that Vancouver's resolution approved in 2014 was in response to the proposal after a series of oil train derailments occurred between 2013 and 2014. He believed that if Astoria were to oppose the oil terminal, people would realize that decades of work to restore the Columbia River Estuary would be at risk. An oil train carries three million gallons and an oil tanker carries eight million gallons. The Governor will have to make a decision in 2017 or 2018 and he has not yet heard from communities on the Columbia River.

Councilor Brownson asked how much ship traffic would increase. Mr. Serres said one loaded vessel would come up the river every day and oil tanker traffic at the port would increase by 230 percent. He confirmed that impacts to traffic and from oil spills had been studied, but no studies had been done on security. Councilor Brownson noted that a friend at the American Petroleum Institute said the United States leads the world in production and refining of oil and natural gas, which presents major economic opportunities.

Councilor Price asked where the oil would come from and where it was headed. Mr. Serres explained that most of the oil is expected to come from North Dakota. That oil is very light and volatile. Other oil would come from tar deposits, which is very thick and dense. This oil would require storage and shipping tanks with heating coils. The thin oil catches fire easily like gasoline and the thick oil is so heavy that it begins to degrade as it sinks, making it very difficult to clean up in a spill. Currently, pipelines move most of the oil through the region. Trains are only moving oil to small facilities like Tacoma, which can handle one train a day. The proposed facility would accommodate up to five trains a day. If the new terminal is not built, he believed the oil would continue to be transported via pipelines. About 360,000 barrels of oil would go to West Coast refineries from Tesoro and about 300,000 barrels a day could go anywhere else world-wide.

Mayor LaMear confirmed that City Council unanimously agreed to consider a resolution opposing the Tesoro oil terminal.

Councilor Jones stated that when he was in the Coast Guard, river traffic was between 1,500 and 2,400 ships per year, most making round trips. A lot of hazardous products are currently being transported on the river every day and have been since at least World War II. The North West region's economy needs refined petroleum products in order to function. The alternative would be to transport these products on the highways, which he did not want. This is a complex issue. It is easy to say that petroleum products on the river are bad, but one has to compare that to the alternatives. Those products move safely on the river now and it is worth noting that any

petroleum and chemical products have stringent regulations for tanker construction. As Captain of the Port, he worried more about the grain ships than the petroleum tankers because the grain ships have about 100,000 gallons of bunker fuel and they are not double-hulled tankers. The grain industry operates on a one percent margin, so most of the ships are in rough shape. Many times, the grain ships would be delayed on the river because inspectors would find so many issues. The Coast Guard, the State of Washington, and the State of Oregon have strict regulatory and inspection standards in place that ensure both safety and security. He was also more worried about the anhydrous ammonia and nuclear waste being transported on the river than the petroleum products. The river is a highway, as well as a place of beauty and natural resources. He respected the work that Columbia Riverkeeper was doing to protect the safety and environmental health of the river. However, he wanted to closely consider both the environmental impact statement and the Coast Guard's inspection regulations. He also wanted to hear from the bar pilots and river pilots.

Mr. Serres stated the issue was with the trains, which have demonstrated their ability to fail repeatedly.


Mayor LaMear directed Staff to work with Columbia Riverkeeper to draft a resolution in opposition to the Tesoro oil terminal. City Manager Estes noted this would be a policy issue, so he would not be able to make any recommendations to Council. He requested the resolution be considered at the August 7th City Council meeting. Mr. Serres agreed.

Frank Spence, 5169 Birch Street, Astoria, announced that at 2:00 pm that afternoon, he was elected President of the Port of Astoria Commission. He became deeply involved in the community as a Planning Commissioner and now he look forward to an era of cooperation and partnership with the City. City Council just approved a great five-year plan and he was very impressed by the quality of the Advance Astoria initiative. He planned to give copies of the plan to each of the Port's Commissioners and the Port will begin working on its own vision statement. Advance Astoria has indicated that the maritime industry and fish processing are two major areas of concern that also impact the Port. He was optimistic about moving forward and working with the City. In the last four years, he has only seen one Port Commissioner attend City Council meetings. He believed it was important to keep the channels of communication open between all of the elected bodies.

ADJOURNMENT

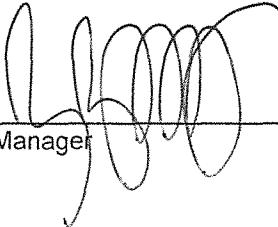
There being no further business, the meeting was adjourned at 7:59 pm.

ATTEST:



Finance Director

APPROVED:



City Manager