

**Joint City of Cascade Locks Council  
&  
Port of Cascade Locks Commission Meeting  
Wednesday, November 19, 2008  
7:00 pm- City Council Chambers**

**I. CALL MEETING TO ORDER: 7:06 PM**

Port Commission President Lee called the Port meeting to order at 7:06 pm  
Mayor Lorang called the City Council meeting to order at 7:06 pm.

**II. PLEDGE OF ALLEGIANCE:**

**III. ROLL CALL:**

**City Council present:** Mayor Lorang, Councilors Osbourn, Cramblett, Benson & Driver. Council member Holmstrom & Brazille were absent.

**Port Commission present:** President Lee, Commissioners McLean, Caldwell, Woosley & Janik.

**Others present:** Port General Manager (GM) Chuck Daughtry, City Administrator (CA) Bernard Seeger, Port Attorney Jerry Jaques, Port Recorder Kris Miller, Port Staff Pat Albaugh, Port Staff Anna Tompkins, John Morgan –City of Cascade Locks Planner, Bill Fashing –HR County Economic Development Coordinator, Gyda Haight, Don Haight, Drew Hagsdorn & David Palais – Nestle Waters, Peter Cornelison –Friends of the Gorge, Carol Taylor & Council Elect Tiffany Pruit.

Commission President Lee welcomed everyone to the joint meeting. Commission President Lee stated that there are three items of business to address. Commission President Lee stated that the Commissioners and Council will be able to ask any questions they have first and then at the end of each Section, the public will be welcome to ask any questions they may have. He instructed them to state their name prior to their question and that there would be a 3 minute time limit.

**IV. PRESENTATION: NESTLE WATERS – WATER BOTTLING PLANT DEVELOPMENT OPPORTUNITY IN CASCADE LOCKS:**

City Administrator Seeger introduced David Palais (Nestle Water) & Drew Hagsdorn (CFM). CA Seeger reviewed submitted memo as follows:

Late this summer, the City was approached by an attorney from Preston Gates and Ellis who represented the Nestle Waters Group and wanted to arrange a meeting to introduce the prospect of bringing a spring water bottling plant to our City. This meeting was preceded by some initial hydrology work that showed this area was well suited to provide spring water and had available industrial land to build a bottling plant. The first meeting took place in September with Dave Palais, a Natural Resource Manager and project manager for Nestle Waters Group out of Redding, CA, and two support consultants. Since then the City has hosted a contract hydrologist from Nestle on two separate visits to inspect/explore the spring water capacity of this area. CA Seeger stated that Mr. Palais and Drew Hagedorn will be showing a presentation of what is being considered by their company.

Review as follows: Power point presentation (attached to minutes)

- ❖ Pacific Northwest Project (site new spring water bottling facility in either Washington or Oregon)
  - Introduction to Nestle Water North America.
    - 26 bottling facilities and 50 springs in communities across North America.
    - Single focus expertise: To produce high quality bottled water.

- Recognized steward of the environment.
- Current bottled water sources.
  - Review of map
- Steps to site and build a plant
  - Sustainable spring water sources.
  - Developed sources with sufficient capacity.
  - Sources near buildable lands.
  - Locate suitable building site: facility design is developed in consultation with local community.
  - Environmental studies to include water, air quality, transportation, aesthetics, noise, lighting, energy use, land use, etc.
  - Open process with residents, agencies, tribes and local organizations to provide objective answers.
- The bottling facility concept
  - Two production line
    - Spring Water
    - Spring water/Nestle' Pure Life
  - Approximately 250,000 square foot building.
  - Clean, modern plant
    - Low impact
    - Leadership in Energy and Environmental Design (LEED) standards.
- Why the Northwest?
  - High quality spring water
  - We serve a healthy, active customer base in the Northwest, which has resulted in a growing demand for our product.
  - We currently truck our water in from western US and Canada
    - It makes good economic and environmental sense to locate closer to our customers.
- How we work: Potential benefits
  - 53 family wage jobs w/benefits
  - Water sales revenue
    - We become a new commercial customer of the utility, providing improved economic stability.
  - Tax revenue during construction and operation.
  - NWNA pays for all infrastructure installation and maintenance.
    - We dedicate the new infrastructure to the local utility.
  - We become an active contributor to the community sponsorships through community enhancement and watershed protection activities.
- How we work: Good neighbor policy:
  - Open Communication
  - Environmental Excellence
  - Responsible Spring Water Resource Management
  - Water Resource Relations
  - Sustainable Land Use
  - Traffic Mitigation and Safety
  - Exemplary Employee Practices
  - Water Education
  - Emergency Relief
  - Giving Back
- How we work: At the spring
  - Separate collection facilities with maximum expected need of approximately 300 gallons per minute.
  - NWNA would provide new dedicated pipeline to manufacturing site built and maintained by NWNA.
  - NWNA would provide maintenance, monitoring, and sanitation of pipelines.
  - Common goal of watershed protection and enhancement.

- How we work: At the plant
  - Clean, modern plants are built to Leadership in Energy and Environmental Design (LEED) standards
  - Plant manufactures light weight recyclable bottles on site, fills them and ships to Pacific Northwest markets.
  - Plan is for “2-line” facility open in 2010; represents approximately \$50m investment.
- How we work: Operations
  - Wages in the top 50% of comparable regional wages, with benefits
  - Local spin-off benefits- construction jobs, new opportunities for local vendors to provide plant supplies, employee investment in community.
  - NWNA pays water rates as any other commercial customer, but no infrastructure/maintenance costs to the community.
  - Property and sales taxes, civic participation, local sponsorships, and good corporate citizenship.
- We know there are questions: Commitment to collaborate in open process
  - People nationally are having discussions about bottled water. We are:
    - Participating in those conversations
    - Addressing questions with lighter-weight bottles
    - Making investments in research and recycling, and advocating for healthy beverages
  - Community members and leaders will have questions and concerns- we will work hard to address questions, communicate, and resolve issues in a timely manner.
- Next steps:
  - Additional work to learn about the water source and supply.
  - Evaluate engineering issues.
  - Continue to learn about the community, its people and issues.
  - Locate bottling plant site. We have looked at the industrial sites available in Cascade Locks. We need about 25-35 acres.
- Website: [www.nwnapacnw.com](http://www.nwnapacnw.com) or [www.nestlewatersnorthamerica.com](http://www.nestlewatersnorthamerica.com).
- Also looking at a couple sites in Washington State.
- The desire is to have the plant within 3-5 miles of the spring.

Council and Commission thanked them for coming to the meeting and making the presentation, stating that Cascade Locks would welcome them to the community.

Break from 7:50-7:55 pm

## V. UPDATE ON WARM SPRINGS RESORT PROJECT

**Issue:** What is the status of the City/Port/County effort to preserve the function and integrity of ECLI.

CA Seeger reviewed submitted memo as follows:

- Since 2006, the City, Port and County have been working to prevent the partial closure of ECLI. In the last few months, some significant progress has been made and set the stage for this update. A few points are worthy of mention.
  - This summer ODOT finally agreed to allow the Confederated Tribes of Warm Springs to be the applicant for the design exception package, prior to that they had named the BIA which created an awkward party to process and delayed concrete movement on the process. Since then the Tribe in coordination with our interchange consultant Joel Leisch, has spent upwards of \$50,000 conducting this analysis and making the case that the interstate mobility will not be unduly affected if a new interchange is built at the industrial park (Forest Lane Interchange) and ECLI remains in its current capacity. Mr. Leisch has further made the case that safety will also remain unchanged.

- The design exception package has a total of 5 design exceptions to ODOT standards that are being submitted for ODOT approval. The ones that are of most concern are with regards to the interchanges. These include WCLI-West CL Interchange, ECLI, and the Wyeth Interchange. Given the fact that the DEIS showed WCLI open, an exception is still required because it will be less than 3 miles from the new Forest Lane Interchange, but we do not expect this to be an issue with ODOT. The DEIS however proposes that ECLI and Herman Creek be closed, partially and fully respectively. ECLI is of course an issue and is being submitted as a design exception and Herman Creek is not, given its negligible operational impact to the City's traffic volumes. Herman Creek is not part of design exception package. Wyeth is also being submitted as a design exception but I did not see its proposal for closure in the DEIS, so we are not quite sure where ODOT is on this matter.
- With regards to ECLI, the study conducted by the Warm Springs identified 6 alternatives and a 7<sup>th</sup> was recently proposed to address both costs and impact to local street traffic volumes i.e. keeping ECLI fully open, minimizing the traffic volumes on Forest Lane, and saving the Confederated Tribes of Warm Springs about \$1.5 million. The 7<sup>th</sup> alternative is a hybrid of Alt 3 and 5 and would look as follows:
  - Add WB auxiliary lane 1500' (approx) EB deceleration at Forest Lane Interchange.
- If we get ODOT approval of one of the preferable alternatives, we will then seek to have the existing Operationally Acceptable Alternative, OAA, in the EIS that shows ECLI partially closed replaced with this new alternative.

Port General Manager Daughtry stated that for two years we have been working towards an exception so as to not increase traffic on Forest Lane. GM Daughtry stated that the goal is to have an interchange regardless of whether it is related to a casino or not, the community needs a full interchange. If the tribes weren't willing to step up then we would be looking for other funding to build an interchange. We would be having the same discussion regarding the closure of ECLI. The real issue is the Forest Lane impacts and we are finally making some inroads with ODOT. We have not received any feedback regarding any of these design exceptions from ODOT. Daughtry stated that what we are trying to do is avoid a situation where ODOT says their decision is to close ECLI, then the community would have to decide whether or not to have an interchange, financed by the WS Tribes or not. We are working hard to get to a decision that wouldn't add to the impacts of Forest Lane.

CA Seeger stated that if ODOT makes that decision we will pursue the political chain of command to change that decision.

Council, Commission & Community comments.

## VI. DISCUSSION ON ENTRANCE TO MARINE PARK

**Issue:** What is the status of the Port capital project to improve the access and safety for the entrance to its Port Marine Park?

- GM Daughtry stated that for years we have been working towards a new entrance into Marine Park. Currently there are limitations for accessing the park (i.e. tour busses, larger boats). The Port has done a feasibility study regarding the entrance; the preferred alternative would be an underpass but would probably not work for the railroad. Recently we have been thinking about a different alternative that may work for the railroad, an overpass, we've already had some preliminary design work done. The Port has received \$800,000 from the federal government a "Transportation Grant", that is for engineering. We've spent about \$200,000 so far. The Port Commission didn't want to commit to this project until we were certain that we could build it. We still are not committed to this project until we are sure that it will work for the railroad and have the funding. First thing we need to do is get a permit from the railroad, they are currently reviewing the plan. Second thing is a location, looks like the preferred location is the property the city owns (firehall). We have asked our engineer to look at that feasibility as well as two other locations.

GM Daughtry stated that another factor is where ODOT will allow another access point. Once the location is determined the Port would need to acquire the property in order to continue with the project.

- CA Seeger stated that the City staff is supportive of this plan for the following reasons:
  - First and foremost this would improve the downtown/City connection to our waterfront and Marine Park. In general our waterfront is under-visited and underappreciated due to the marginal existing access. Enhancing this connection would improve the livability and attractiveness of downtown by clearly welcoming guests, visitors, and residents to one of the City's most spectacular assets.
  - Next, staff concurs with the Port's assessment that this would expand the commercial viability of this asset through increased revenues for the Portland Spirit and assist in the expansion of City's budding sailing industry by allowing large keel sailboats to enter the park. Both of these developments would spur much needed economic development for our community.
  - This project has the potential to be the catalyst for a major renaissance for downtown by inspiring the full construction and execution of its 2004 Downtown Strategic plan. These broader downtown improvements and improved image/amenities could then provide more promise for the struggling businesses at the core of our community.
  - Partnering with the Port on this project, assuming they remained with the consultant proposed acquisition of the old fire hall property, would provide the City an interested buyer in this property and allow the finalization of the last piece of the City's financing plan for the new Emergency Services Center.
- John Morgan-City of Cascade Locks Planner reviewed the Cascade Locks Downtown Plan and the issue of connecting Downtown to Marine Park and specifically the ideas around making a connection at Overlook Park. Morgan reviewed part of a memo regarding the specific goals and intents of the Downtown Plan, and how it can benefit the Community's downtown redevelopment efforts.
  - Morgan stated that the Plan's project goals give both a good overview of the directions of the Community's planning effort, and how that effort specifically focused on factors related to the potential entrance.
    - Make the downtown an extraordinary place, such that travelers will be drawn to the downtown as a destination, not just a stop-over spot.
    - Create stronger visual, vehicular, and pedestrian links between downtown and Marine Park working to blend the two activity areas into one experience.
    - Create pedestrian/bicycle linkages to all major points in community.
    - Create attractive and inviting entry features
    - **Gateways:** It is important to the economic revival of downtown to create a sense of arriving at an important place whenever a person drives into downtown. Also speaks to the idea of the "Gateway" being some sort of remarkable structure. That should be gateways at both ends of town.
    - **Connections:** A major disconnection in Cascade Locks that is strong detriment to the Community is the separation between downtown and Marine Park. The only link between the park and downtown is the narrow undercrossing of the tracks which is east of the center of downtown. This sole access point for both vehicles and pedestrians means that there is a significant barrier to blending the Park and downtown experiences into a more cohesive event. It is critical to find another way to link these two important areas. A new bridge across the railroad tracks would in and of itself be an attraction. This will become a major landmark of Cascade Locks.
    - What this project does that was never envisioned in the 2004 Plan is create what is called the 100 % corner. The 100% corner is the main corner of a downtown, where it can be expected that 100% of the people who come downtown pass through during the course of their visit. It therefore, becomes the most desirable location for new commercial investment. It also become very important to civic improvements as it is the one place where everyone can see and be part of the downtown experience.
    - The proposed project clearly can clearly meet two critical downtown goals: connecting downtown and Marine Park, and create a gateway to downtown. This is

an opportunity to encourage redevelopment of lands adjacent to the proposed street, using creation of the intersection as an opportunity to create a significant gateway, and providing the means to greatly enhance the downtown experience.

- CA Seeger stated that the Council has not had a chance to review or discuss the proposal and provide comments.

#### Council & Commission comments

- GM Daughtry stated that he has received comments within the community that need to be discussed:
  - Perception of a loss of commercial property.
  - Valuation issue (City is asking more than the appraisal) Port needs to pay, they don't pay taxes. Port statutes dictate that we would need independent appraisal prior to purchasing.

Commissioner Lee stated that this project will take a long time, and once the railroad is on board, then we have to find the money to build. Commissioner Lee asked the City Council to consider giving the Port the 1<sup>st</sup> right of refusal on the fire hall property.

GM Daughtry stated that we need a permit from the railroad; determine a location, and funding for the construction. GM Daughtry suggested that the Port and City form a small committee to talk about this proposal, to come up with some terms for an agreement. City Council: Kevin Benson, Brad Lorang, Darrell Driver. Port Commission: Tim Lee & Jean McLean.

Councilmember Benson stated that the Nestle proposal is very exciting and we need to look for ways, perhaps talk with the State to entice them to Cascade Locks.

Commission President Lee adjourned the Port Commission Meeting at 9:44 pm.

Mayor Lorang closed the City Council Meeting at 9:44 pm.

Submitted by Kristi Bengtson, Port of Cascade Locks.