



## Background Union Pacific Railroad Property

- The former Ashland Rail yard operated as a locomotive maintenance, service, and railcar repair facility between 1887 and 1986.
- The yard has been the focus of environmental investigations since the early 1990s. Environmental site assessments were completed in 1991 and 1992 by the Southern Pacific Transportation Company (SPTC), the previous owner of the property.
- In 1993 SPTC entered into a voluntary cleanup agreement with the DEQ. UPRR became the owner of the property in 1996 and continued the cleanup investigation. NOTE: the voluntary cleanup program is available for low-risk sites and allows the property owner to set its own schedule to take remedial action. A clean site that meets DEQ requirements results in a “no further action” (NFA) letter from DEQ freeing the property owner to sell or develop the property.
- In 2000 the yard was rezoned to E-1 with residential overlay; it was partitioned into seven parcels. Parcel 7 includes the former active portion of the yard which is the subject of the clean up. As a conditioning of the partitioning, the City of Ashland restricted further development or land division of Parcel 7 until the property had been cleaned to residential standards, with written compliance provided by DEQ.
- In 2000, the City received a grant to develop a transportation and land use plan for the railroad property. A series of public “charettes” were held that included participation from residents, property owners, elected and appointed official and state and local government agencies. The result of the process was the production of the draft Railroad Property Master Plan. The primary elements of the draft plan include conceptual drawings for various segments of the area, street and open space plans and

the identification of neighborhood overlays with suggested design standards and code language.

- In 2001 the DEQ prepared the Record of Decision (ROD) for the railroad property. The ROD includes environmental site assessments and investigation results, extent of impacts relative to risk-based concentrations, remedial action objectives and alternatives, public notice and responses to comments, etc. Further the ROD references the City's condition that the site is cleaned to residential standards, prior to development or land division, with written compliance provided by DEQ.
- In 2006, UPRR submitted to DEQ a Remedial Action Work Plan which detailed the excavation and off-site disposal of the contaminated soils. DEQ raised concerns with the background level for arsenic levels presented in the ROD and the public raised concern with the number of large trucks hauling soil to and from the site. The City requested the soil be removed by rail. NOTE: Since 2006, DEQ has determined the level of arsenic found at the site is consistent with arsenic levels in other areas of southern Oregon. Apparently, soil in southern Oregon has naturally occurring levels of arsenic that are greater than the norm for other parts of the State.
- In 2012, UPRR submitted a revised the Remedial Action Plan to DEQ with the soil being removed by rail as requested by the City in 2006. The plan is a partial clean up and a phased work plan.
- In September 2012, UPRR and DEQ presented an overview of the plan to the Ashland City Council during a study session.
- In 2013, DEQ met with city staff to clarify the partial cleanup: there are three areas of the property that must be cleaned and the plan calls for cleanup for two of the three areas. DEQ supports that plan but has advised UPRR that a deed restriction will be placed on the property requiring the remaining area to be cleaned as required by the City's 2000 condition of partitioning.

- Allowing a partial cleanup and placing a deed restriction on the property deviates from the current ROD. Therefore DEQ must re-open the ROD for public comment. A community meeting was scheduled for Wednesday June 5, 2013 for the public to hear about the proposed work plan and to offer comments on the proposed changes to the ROD. Note: After a series of meetings with UPRR and DEQ, UPRR decided not to move forward with the project at that time and the community meeting did not occur.
- In 2015 UPRR met with the City and explained its intent to remove a Bunker C fuel storage vault in the East Evacuation Area. Removal of the vault will include removing approximately 7,500 cubic feet of petroleum impacted soil. The soil will be excavated, loaded on covered trucks, and transported offsite for disposal at a permitted facility as a non-hazardous waste. An equal amount of clean fill material will be brought onsite to replace the excavated soil. There are still many details being worked out by DEQ and UPRR before this project is approved.
- At the request of the City Council, UPRR and DEQ presented remedial action option to the council on October 6, 2015. The City's preferred option is full remediation using rail. UPRR supports this option once the City modifies the current deed restriction to reflect DEQ restrictions. Staff was directed to work with DEQ to develop options for Council review.