



# CITY OF OREGON CITY

## CITY COMMISSION WORK SESSION - REVISED MINUTES

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Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City  
Tuesday, June 11, 2024 at 6:00 PM

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### CONVENE WORK SESSION AND ROLL CALL

*Mayor Denyse McGriff called the meeting to order at 6:05 P.M.*

**PRESENT: 4 -** Commissioner Adam Marl, Commissioner Mike Mitchell, Commissioner Rocky Smith, Mayor Denyse McGriff

**EXCUSED: 1 -** Commissioner Frank O'Donnell

**STAFFERS: 8 -** City Manager Tony Konkol, Assistant City Manager Alexandra Rains, City Recorder Jakob Wiley, Assistant City Recorder Evan Lee, Police Chief Shaun Davis, Assistant City Attorney Carrie Richter, City Engineer Dayna Webb, Assistant City Engineer Josh Wheeler

### FUTURE AGENDA ITEMS

#### 1. List of Future Work Session Agenda Items

*Tony Konkol, City Manager, reported that the second City Commission Regular Meeting in June and the first meeting in July had been cancelled. The next meeting was scheduled for Tuesday, July 9. Mr. Konkol explained the agenda of the next meeting was being kept clear for issues that may arise in the interim or for issues not addressed at the present meeting.*

### DISCUSSION ITEMS

#### 2. Oregon City Transit Center Redesign Project Presentation

*Dayna Webb, City Engineer, discussed the history of the Oregon City Transit Center and efforts to expand it and expand transit offerings in Oregon City. She explained that expansion of the Transit Center would not require a land use approval because it is considered an obstruction in the right of way. The City would instead issue an obstruction permit with an Intergovernmental Agreement (IGA) attached addressing maintenance responsibilities and ownership details.*

*Mayor McGriff observed that TriMet had met with City representatives in February or March to walk through the proposed site.*

*Michael Corrente, Project Manager for TriMet, offered a presentation on the Oregon City Transit Center Redesign Project, which covered the center's present state, reasons for improving it, and design concepts.*

*Mr. Konkol asked Mr. Corrente to discuss the relative benefits of a designated parking spot for buses on the northbound/southbound side of Main Street versus an in-lane bus stop. Dedicated bus parking would remove two street parking spots for automobiles, but an in-lane bus stop would interfere with the flow of traffic on Main Street. Mr. Corrente explained that an in-lane stop halts traffic for approximately twenty seconds, and that the concept plan would keep the bus out of the traffic lane during loading, rather than*

*delaying traffic.*

*Commissioner Mitchell asked whether, compared to current conditions, the new concept would remove two parking spots in total, and Mr. Corrente replied in the affirmative. Commissioner Mitchell expressed concern about the relocated bus stops' effect upon pedestrians, and Mr. Corrente replied that TriMet would like to collaborate with the City's Main Street project to optimize the site for pedestrian use. Commissioner Mitchell also remarked that the current rough sketch of the Transit Center's new building did not seem to indicate an attractive design.*

*Commissioner Marl asked Mr. Corrente for clarification about the number of bus parking spots in the new design versus in the current Transit Center. Mr. Corrente replied that the current center has six bays available, consisting of a mix of bus parking and service stops. The new design would include six designated bus parking spaces plus three service stops, creating a net increase of three bays.*

*Commissioner Smith asked for the width of the sidewalks on Main Street where the right-of-way currently exists, and the width of the bus shelters intended for those sidewalks. Ms. Webb replied that she believed the sidewalks were seven feet wide. Mr. Corrente explained that the new concept's bus shelters would not impede pedestrian traffic, as they would be located off the sidewalks. Commissioner Smith expressed concern about a reduction in bus shelter space resulting from a change from the current large shelter to the new concept's three smaller shelters. He also expressed concern that the new shelter locations might still impede pedestrian traffic or impede downtown businesses' use of sidewalk space. He asked for clearer visual details regarding the size and location of the bus shelters, especially the two situated on Main Street.*

*Mr. Corrente replied that the bus shelters appear as different sizes in the current rendering because a separate program is currently working on new shelter designs. He also observed that the seven-foot measurement applies mostly to the area in front of the KFC restaurant, and that there were plans to extend that sidewalk. Mr. Corrente further replied that the shelter on the South side of Main Street was purposefully smaller to in order to fit behind the existing sidewalk, and that the shelter in front of the proposed new building would have space for a larger design. Finally, he added that TriMet was eager to work with the City on this project, and that they could add another shelter.*

*Mayor McGriff expressed agreement with Commissioner Smith's concerns about a reduction in bus shelter space. She also asked Mr. Corrente to confirm that the concept design did not remove parking spaces along McLoughlin Boulevard. Mr. Corrente confirmed this. Mayor McGriff asked whether the new concept eliminated the current left-turn entrance of buses from McLoughlin Boulevard into the Transit Center, and Mr. Corrente confirmed that this routing had been eliminated. The Mayor asked for the location of the buses' entrance to the Transit Center in the new concept, and Mr. Corrente replied that buses would enter from Main Street.*

*Mayor McGriff asked Ms. Webb if the current concept plan addressed concerns discussed during the recent site visit, and Ms. Webb replied in the affirmative. For example, she observed that an earlier plan iteration had a bus stop on McLoughlin Boulevard which would have removed some street parking; that stop had been removed based on feedback. She added that the current concept design removed the left turn lane from McLoughlin Boulevard into the Transit Center, which would improve safety by allowing a longer queue for vehicles turning onto Tenth Street.*

*Mayor McGriff asked for clarification regarding the spot in the concept labeled "TriMet non-bus Parking." Mr. Corrente explained that the spot was for maintenance vehicles.*

*Commissioner Marl observed that the proposed new building's square footage was 1400 square feet and asked for the size of the current building's footprint. Mr. Corrente replied that the current building's footprint was much smaller. Commissioner Marl asked what the new building would contain besides a restroom, and Mr. Corrente replied that the building would contain a break room and a wellness room for operators, as well as room for IT, security and partner agencies, mechanical and janitorial usages, and storage.*

Mayor McGriff asked whether any land use or design review was required for this project. She also asked how TriMet would work with City Staff in the Planning, Community Development, and Engineering departments to ensure that the proposed design is compatible with the City's concept for its downtown. Carrie Richter, Assistant City Attorney, described two options for addressing this. One was amending the City's IGA, or creating a new one, with terms regarding maintenance, liability, and possibly design discussion. The other option was to integrate the City's design preferences into the Permanent Obstruction Permit which would eventually come before the Commission for evaluation. Mayor McGriff expressed approval of these options and agreement with Commissioner Mitchell's concern that the design be made as compatible as possible within budgetary constraints.

Commissioner Mitchell asked whether removing the buses' left turn entrance from McLoughlin into the Transit Center would require buses to turn left on Tenth Street instead, and potentially impede traffic. Mr. Konkol observed that both Tenth and Twelfth Streets have lighted intersections with protected left turns, offering space and options for bus routes.

Commissioner Smith asked whether the new Transit Center's street lighting would utilize acorn lights or teardrop lights. Ms. Webb replied that the site would incorporate acorn lights to coordinate with lighting on Main Street. She added that as part of the Permanent Obstruction Permit, a plan review process would address sidewalk scoring, Americans with Disabilities Act (ADA) accessibility, and ensuring adequate space around shelters.

Mr. Konkol asked the Commission whether they preferred to give up two street parking spots for a bus parking spot and stop, or to opt for an in-lane bus stop which would create occasional delays in traffic. Mayor McGriff expressed disapproval of the in-lane stop option, citing traffic congestion concerns. There was consensus agreement with this opinion.

Mayor McGriff observed that the retaining wall adjacent to the KFC restaurant which had been built as part of the original Transit Center had become an area for problematic loitering and suggested that cleaning up this area be considered as part of the new Transit Center plan. Mr. Corrente said this was something Tri-Met could look at.

### 3. Discussion of System Development Charge (SDC) Adaptive Reuse Grant Program

At this point Mr. Konkol observed that the Work Session had fifteen minutes remaining until the time came to break for the regular City Commission meeting. He asked the Commissioners whether they wished to begin the third agenda item, with the understanding that they would reconvene to complete their discussion after the regular meeting. There was consensus to begin the agenda item.

Mr. Konkol explained that the current topic was part of a broad effort requested by the Commission to encourage redevelopment of Downtown Oregon City. He said the effort would be broken into two discussions: one focused upon commercial development and the other on residential development. The current discussion focused on commercial development, specifically examining the cost of System Development Charges (SDCs).

Josh Wheeler, Assistant City Engineer, offered a presentation covering past understanding of SDCs in Oregon City, responses to questions about this topic from the October 2023 Work Session, the proposed SDC Adaptive Reuse Grant Program, and options of grant criteria.

Mayor McGriff suggested reexamining the old SDC program and updating it to align with new goals rather than creating an entirely new program.

Commissioner Mitchell asked for clarification on the report's mention of cities without a "Look Back" policy. Mr. Wheeler explained that Oregon City has a Look Back date of the year 2000 for proving a building's preexisting use, but that cities without a Look Back date allow citations of preexisting use for a building's most recent use (or in some cases, most intensive use) regardless of date.

*The Commission took a break at 6:57 P.M. to attend a City Commission Meeting scheduled for 7:00 P.M.*

*Mayor McGriff reconvened the Work Session at 9:03 PM.*

*Mr. Wheeler resumed his presentation, discussing the proposed 2025 Grant Program, which would involve mimicking the Adaptive Reuse Program, reimbursing improvements, seeking grant assistance from other agencies such as Metro, and be administered by the Economic Development department. He also discussed possible grant program criteria.*

*Mr. Wheeler asked the Commissioners to consider whether they wished the Commission to provide additional SDC discounts or exemptions for Middle Housing.*

*Commissioner Mitchell suggested that the Commissioners needed more context regarding current SDC procedure before addressing this question. Mr. Konkol proposed returning to the question at a future date, along with a summary of current SDC policies. Mayor McGriff expressed agreement with Commissioner Mitchell and suggested considering a program similar to the Adaptive Reuse program, aimed at historic buildings.*

*Commissioner Marl suggested including multifamily housing in the eventual Middle Housing SDC procedures, and also suggested focusing on upper floor housing on Main Street.*

*There was consensus to table the discussion of middle housing for the time being.*

*Mr. Wheeler asked the Commissioners if they wish to prepare a funding grant program to assist redevelopment costs, and if so, whether it should be funded from the General Fund, from Urban Renewal, or a Code discount. He also asked what criteria should be used to determine eligibility.*

*Mayor McGriff suggested determining criteria before discussing funding. She expressed support for the following criteria: redevelopment projects that are historically eligible within the Urban Renewal boundary. Commissioner Mitchell asked at what age a building is historically eligible, and Mayor McGriff replied that the building must be at least fifty years old. She noted that buildings eligible for various levels of historical status include the Masonic Lodge and the Courthouse.*

*There was consensus that incentives in question should be limited to redevelopment projects.*

*There was discussion about the advisability of limiting the incentives to buildings eligible for historic status. There was also discussion about the criteria of the old SDC program, and about how to ensure that buildings are held to historical standards if they receive funding.*

*Mr. Konkol suggested that Staff update and repackage the old SDC program as a foundation for discussion and for forming the new program. There was consensus in favor of this.*

*There was discussion about whether the purpose of the SDC incentives would be to encourage historic preservation or to encourage investment in Downtown. Both goals were generally favored but especially that of encouraging investment in Downtown.*

*Commissioner Marl said that he supported funding the incentives through Urban Renewal. In case Urban Renewal funding does not prove possible, he suggested planning ahead for other funding options, possibly selecting the funding source of a current program that will be lesser-needed in the future, to avoid having to cut a program. He mentioned the Sidewalk Replacement program as an example of a program which may fulfill its purpose in time, and there was discussion about that program's funding source.*

*Commissioner Mitchell suggested re-examining the City's policy of a Look Back date, noting that comparable cities do not have such a policy. He also suggested re-examining the prioritization of most recent use versus most intensive use as building criteria.*

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## CITY MANAGER'S REPORT

### 4. Update on City Projects

*The City Manager did not deliver a report at this time.*

## COMMISSION COMMITTEE REPORTS

### 5. Commissioner O'Donnell

- South Fork Water Board

### 6. Commissioner Smith

- Clackamas Heritage Partners
- Oregon City Tourism Stakeholder's Group
- South Fork Water Board

*Commissioner Smith reported that Clackamas Heritage Partners had not had a recent meeting but that interviews had taken place for a new Executive Director.*

### 7. Commissioner Marl

- Citizen Involvement Committee Liaison
- Clackamas County Coordinating Committee (C4)
- Clackamas County I-205 Tolling Strategies Committee
- Youth Advisory Committee Liaison

*Commissioner Marl reported that the Citizen Involvement Committee (CIC) had held a work session to discuss their budget. He reported that the CIC is working to reapportion the use of their budget funds, for example focusing on neighborhood meeting frequency and supporting neighborhood meeting attendance.*

*Commissioner Marl reported that a Clackamas County Coordinating Committee (C4) retreat was planned for the upcoming weekend, and that it would cover tolling and the State Legislature's 2025 Transportation Package.*

*Commissioner Marl reported that the Youth Advisory Committee (YAC) had had its final meeting of the term on the previous night, during which they had toured the Public Works and Operations building and studied the bylaws and the ordinance that originally created the YAC. He also reported on his recruitment work for this committee and its reception of new applications. He reported that the YAC's Clothing Drive had been a success.*

*Commissioner Marl reported that he had recently learned from a colleague on the Milwaukie City Council that they had a representative on the Homeless Solutions Coalition of Clackamas County and suggested that Oregon City designate a commissioner liaison to that organization.*

### 8. Commissioner Mitchell

- Clackamas County Coordinating Committee (C4) – Metro Subcommittee
- Metro 2040 Urban Growth Review Roundtable
- Clackamas County I-205 Tolling Diversion Committee (alternate)
- Metro Policy Advisory Committee (MPAC) (alternate)



Commissioner Mitchell reported that at the Clackamas County Coordinating Committee (C4) Metro Subcommittee meeting, he had learned that South Metro Area Regional Transit (SMART) had decided to establish a Bus on Shoulder program between Wilsonville and Clackamas Town Center, to launch in November. He reported that this program would include a stop at the Oregon City Transit Center.

Commissioner Mitchell reported that at the Metro 2040 Urban Growth Review Roundtable, he learned that Metro would be calculating distribution of housing funds for the entire metro area in the Fall, and that the State Department of Administrative Services would allocate those funds to cities. The cities will be instructed regarding how much housing they need to build to catch up with shortfall, and how much new housing they would need to add going forward.

## 9. Mayor McGriff

- Clackamas Water Environment Services Policy Committee
- Clackamas Heritage Partners (alternate)
- Downtown Oregon City Association Board
- Metro Policy Advisory Committee (MPAC)
- Oregon City Tourism Stakeholder's Group
- South Fork Water Board
- Willamette Falls and Landings Heritage Area
- Willamette Falls Legacy Project Liaisons
- Willamette Falls Locks Authority
- Youth Advisory Committee Liaison

Mayor McGriff reported that the budget of the Clackamas Water Environment Services Policy Committee had been approved on April 28 by the County Commissioners. She also reported that the Downtown Oregon City Association had a successful, sold-out Wine Walk on May 18. Mayor McGriff reported that representatives from Happy Valley and Tigard had questions about housing statistics from the Metro Policy Advisory Committee (MPAC) and that those numbers would be reexamined. She added that MPAC had requested a brief from Metro on the proposed housing bond.

Mayor McGriff reported that at the last South Fork Water Board meeting, a presentation on a public engagement plan had taken place in advance of pursuing funding. She also reported that the Board had received an overview of water quality resilience and capacity, as well as a capital projects update, and information on sources and methods of future funding. She reported that she and Commissioner O'Donnell were currently attending the American Water Works Association (AWWA) Conference, and that she had attended a session on removing unwanted substances from water.

Mayor McGriff reported that the Willamette Falls and Landings Heritage Area had held a program on the influence of the Chinese American community in the Landings area. The Mayor also reported that former Governor Brown had been named the new Executive Director of the Willamette Falls Legacy Project. Mayor McGriff also reported that the Willamette Locks Authority was finalizing its financial policies and its IGA with the corps of engineers engaged in working on the Locks.

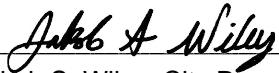
Mayor McGriff reported that the Youth Advisory Committee was bidding farewell to four graduating High School Seniors from its ranks. She discussed her recruitment activities at various schools.

Mayor McGriff commended Staff on the Cayuse Memorial event and reported that it had been well-received.

## ADJOURNMENT

*Mayor McGriff adjourned the meeting at 9:49 PM.*

Respectfully submitted,

  
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Jakob S. Wiley, City Recorder