CITY OF OREGON CITY
CITY COMMISSION WORK SESSION - REVISED
AGENDA

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, June 13, 2023 at 6:00 PM

Typically there are no public comments at work sessions, but written comments are accepted by:

- *Email recorderteam@orcity.org (deadline to submit written testimony via email is 3:00 PM on the day of the meeting)*
- *Mail to City of Oregon City, Attn: City Recorder, P.O. Box 3040, Oregon City, OR 97045*

CONVENE WORK SESSION AND ROLL CALL

FUTURE AGENDA ITEMS

The Commission's adopted goals and available staff resources shall be considered when recommending future agenda items. The Commission may add an item to a future agenda with consensus of the Commission.

List of Future Work Session Agenda Items

DISCUSSION ITEMS

1. City Commission 2021 – 2023 Goals Update

2. Oregon City Loop Trail Plan Update

3. Financial Recap of Various Parks Donations Funds

CITY MANAGER'S REPORT

4. Update on City Projects

COMMISSION COMMITTEE REPORTS

A. Commissioner O'Donnell
- South Fork Water Board

B. Commissioner Smith
- Clackamas Heritage Partners
- Oregon City Tourism Stakeholder's Group
- South Fork Water Board

C. Commissioner Marl
- Citizen Involvement Committee Liaison
- Clackamas County Coordinating Committee (C4)
- Clackamas County I-205 Tolling Diversion Committee
- Youth Advisory Committee Liaison

D. Commissioner Mitchell
- Clackamas County Coordinating Committee (C4) – Metro Subcommittee
- Clackamas County I-205 Tolling Diversion Committee (alternate)
- Metro Policy Advisory Committee (MPAC) (alternate)

E. 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
- Youth Advisory Committee Liaison

ADJOURNMENT

PUBLIC COMMENT GUIDELINES

Complete a Comment Card prior to the meeting and submit it to the City Recorder. When the Mayor/Chair calls your name, proceed to the speaker table, and state your name and city of residence into the microphone. Each speaker is given three (3) minutes to speak. To assist in tracking your speaking time, refer to the timer on the table.

As a general practice, the City Commission does not engage in discussion with those making comments.

Electronic presentations are permitted but shall be delivered to the City Recorder 48 hours in advance of the meeting.

ADA NOTICE

The location is ADA accessible. Hearing devices may be requested from the City Recorder prior to the meeting. Individuals requiring other assistance must make their request known 48 hours preceding the meeting by contacting the City Recorder's Office at 503-657-0891.

Agenda Posted at City Hall, Pioneer Community Center, Library, City Website.

Video Streaming & Broadcasts: The meeting is streamed live on the Oregon City's website at www.orcity.org and available on demand following the meeting. The meeting can be viewed on Willamette Falls Television channel 28 for Oregon City area residents as a rebroadcast. Please contact WFMC at 503-650-0275 for a programming schedule.

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 06/13/2023

From: City Manager Tony Konkol

SUBJECT:

List of Future Work Session Agenda Items

BACKGROUND:

July 11, 2023
WES State of the District Presentation
Parks Master Plan
NRC Work Plan Update

August 8, 2023
Promenade Charter Park Discussion
Business License Amendments

Additional Items (These items are in no particular order)

Adding Native Land Acknowledgement to Agenda/Revised Rules of Procedure

Beavercreek Road Concept Plan (Thimble Creek) Funding Discussion

Boards and Committee's Orientation Manual Review and Discussion

Business License Update for events

Canemah Area – Encroachments in the Right-of-Way Policy Discussion

City Seal Revision

Clackamas County Water Environmental Services (WES) Rate Differential

Climate Action Plan Presentation (City of Milwaukie)

Commission Policies and Rules of Procedure Review

Compatible Change Update

Construction Excise Tax

Ethics Training

Elected Officials Participation on Nonprofit Boards

Facilities Master Plan

Metro Food Waste Program Requirements – Annual Review

South Fork Water Board – Mountain Line Easements Vacation

Water System Risk and Resiliency Review

Willamette Falls Legacy Project Operations and Maintenance Discussion

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 06/13/2023

From: City Manager Tony Konkol

SUBJECT:

City Commission 2021 – 2023 goals update

STAFF RECOMMENDATION:

Presentation to update the City Commission on the status of the 2021-2023 City Commission goals and priority projects.

EXECUTIVE SUMMARY:

The City Commission has requested a quarterly update on the status of the Commission goals. The City Commission 2021-2023 Goal summaries are attached as an update and for review.

BUDGET IMPACT:

Amount:

FY(s):

Funding Source(s):

2021-2023 Commission Goals and Strategies

Job Category

April 2022 UPDATE			
Department Contact:	Patrick Foiles	**Date:**	May 2023
Percentage Complete:	100%	**Target Completion:**	January 2023

Goal 1, Strategy 1.1 – Develop a Comprehensive Internal and External DEI Framework

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

On May 3, 2023, the Commission adopted Resolution No. 20-19 and a DEI Framework providing guidance for the City when considering future actions and initiatives.

The Commission made the following DEI Commitment:

In Oregon City, we strive to be a place where all persons, regardless of race, ethnicity, sexual orientation, gender identity, age, religion, or ability feel safe, respected, and valued. We will work to ensure that all staff feel a sense of belonging and all city services and programs are equally available and accessible to everyone. We are committed to sustained improvement by doing the work necessary to achieve this goal.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- MGT has completed research and analysis of the city's practices and policies
- MGT has completed initial draft reports of industry-leading best practices and successes and lessons learned regarding DEI initiatives that have been implemented by similar sized organizations and their related strategic plans. This work will help inform the DEI audit and the potential recommendations that will follow.
- MGT has facilitated 6 of the 7 Community DEI Task Force meetings.
- Conducted staff engagement
- Conducted community engagement – Community wide survey, 4 listening sessions, press release, e-newsletter, utility bill inserts, social media posts
- Completed the Organizational DEI Assessment and report
- MGT has completed the analysis of policies, code, and practices.
- MGT has completed gathering internal and external feedback through a variety of engagement efforts.
- Scheduled to conduct two 4-hour meetings with a DEI Action Plan team to develop a framework and set of action items.

2021-2023 Commission Goals and Strategies

OREGON CITY

APRIL 2022 UPDATE

Department Contact:	Patrick Foiles	**Date:**	May 2023
Percentage Complete:	100%	**Target Completion:**	2023

Goal 1, Strategy 1.2 – Create a Community Task Force to Guide External DEI Work

Important or Relevant Dates/Milestones: (looking ahead at the next 3 months)

No update completed back in January of 2023.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- The Community DEI Task Force met seven times from June through December 2022
- The Task Force met with MGT Wednesday November 16, 2022 and discussed MGT's Organizational assessment. The task force provided comment and feedback.
- MGT also received comments and suggestions from the task force to implement in the upcoming DEI Framework/Action Plan meetings.
- The Task Force met with MGT December 19, 2022, to review and provide feedback and prioritized initiative presented in the DEI Framework document that would support ongoing DEI commitment and statement.

Meeting #	Date	Time	Type	Discussion Topics
#1	Monday, 6/27	7:30-9:00	In-Person	• Introductions • Project Overview • Desired Discussion Topics and Approach • Defining Diversity, equity, and Inclusion
#2	Monday, 8/15	7:00-8:30	In-Person	• Provide feedback on the state of equity in the city • Design of community outreach plan for stakeholder engagement • Review and provide feedback on survey items for the community survey
#3	Thursday, 9/8	7:00-8:30	In-Person	• Project Update • Education of DEI concepts ▪ How do we promote a culture that allows being to be themselves? ▪ Sharing stories and experiences ▪ Celebrating cultures ▪ Understanding Neurodiversity • Discussion about the impact of racism and bias
#4	Wednesday, 10/19	7:00-8:30	Remote (Zoom)	• Project Update • Education on Key topics ▪ City Leadership: Decision-Making Protocols, Transparency, and Accountability ▪ MGT: Best Practices in Decision-making protocols and accountability strategy
#5	Wednesday, 11/16	7:30-9:00	In-Person	• Project Update • Review and provide feedback on the DEI Assessment Report and recommendations • Provide input on contents of the DEI Action Plan
#6	Monday, 12/19	7:00-8:30	Remote (Zoom)	• Education on key topics ▪ Supporting low income people ▪ Understanding and supporting people experiencing homelessness ▪ Understanding Veteran's suicide rates--causes and preventions • Review final DEI Action Plan

2021-2023 Commission Goals and Strategies

OREGON CITY

DECEMBER 2022 UPDATE			
Department Contact:	Patrick Foiles	**Date:**	11/28/2022
Percentage Complete:	100%	**Target Completion:**	December 2022

Goal 1, Strategy 1.3 – Evaluate Internal Policies and Procedures to Reduce Barriers and Systemic Inequities

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- MGT is completing their analysis of City policies and procedures.
- MGT presented a final report and Organization DEI Assessment

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- MGT facilitated a set of initial meetings for key members of the project team to meet each other, identify desired communication strategy, ensure mutual understanding of the project goals and outcomes, identify potential barriers, and establish consensus regarding activities, timelines, deliverables, and mutual expectations.
- MGT conducted thorough research and review of industry-leading best practices and successes and lessons learned regarding DEI initiatives that have been implemented by similar sized organizations and their related strategic plans. This work will help inform the DEI audit and the potential recommendations that will follow.
    - Reviewed personnel policies, benefits, recruitment practices, etc.
- Staff Engagement
    - Staff survey
    - Focus groups
- Community Engagement
    - Community Survey during the month of September 2022
    - Community Listening Session – 4 events
    - Advertised: Press Release, E-Newsletter, News Article, Social Media posts, Utility Bill insert, events
    - Community DEI Task Force members provided insights and observations.
- MGT delivered an Organizational DEI Assessment Report
- Presented to Commission 11/16/2022
- 2023 - Final phases of the work will include the development of a DEI action Plan and Framework.

2021-2023 Commission Goals and Priorities

OREGON CITY

June 2023 UPDATE

Department Contact:	John Lewis	**Date:**	6/1/2023
Percentage Complete:	100%	**Timeline:**	9/21 – 8/22

Goal 2, Strategy 2.1 – Prioritize projects in the Transportation Master Plan to Maximize Safety and Connectivity

IMPORTANT OR RELEVANT DATES/MILESTONES:

- **HIRE DKS AND ASSOCIATES (TSP CONSULTANT TEAM) TO ACCOMPLISH THE INTENTION OF THIS GOAL BY REVIEWING THE 2013 TSP GOALS, OBJECTIVES, AND EVALUATION CRITERIA AND ADVISING THE TAC AND A NEW COMMUNITY WORK GROUP ON THE WORK OF THE PAST. THROUGH THE TAC AND THE COMMUNITY WORK GROUP MAKE ADJUSTMENTS TO PROJECT EVALUATION AND PRIORITIZATION CRITERIA. THE ADJUSTMENTS SHOULD CONSIDER OTHER PRIORITIZATION INPUTS FROM PAST CONCEPT PLANNING, THE CURRENT ADOPTED BUDGET, THE 5-YEAR PAVING PLAN, MAINTENANCE PLAN, CIP, TRANSIT PLAN, SAFETY STATISTICS AND EXISTING CONDITIONS TO CONFIRM THE BEST PROJECT PRIORITIZATION TO MAXIMIZE SAFETY AND CONNECTIVITY.**
- **ENGAGE THE TAC AND KICK OFF THE COMMUNITY WORK GROUP ENGAGEMENT PROCESS.**
- **CIRCULATE THE DRAFT TSP PROJECT REPRIORITIZATION RECOMMENDATION REPORT.**
- **ESTABLISH HOW BEST TO ADOPT AND IMPLEMENT THE TSP PROJECT REPRIORITIZATION REPORT.**
- **ADOPT THE FINAL REPORT. THIS MAY REQUIRE A LAND USE ADOPTION PROCESS AND IF SO, ADDITIONAL TIMELINE WILL BE REQUIRED.**

STATUS:

- **Since the adoption of this strategy, the Public Works Department has been successful in making priority adjustments to the City's transportation project plans using the current funding and our regional policies to ensure safe and connected streets continue in Oregon City. Public Works considers this goal complete given the intent of the work is complete and the Transportation System Plan Update is on a timeline that goes through 2026. This allows the City to reach the goal and catch up with planning associated with new regional mobility targets, Climate Friendly and Equitable Communities before addressing the long term Transportation planning needs.**
- **Public Works has been able to work with it's Transportation Advisory Committee to establish an open dialog with the community to work to ensure future transportation projects prioritize connectivity and pedestrian safety:**
    - **The TAC membership is at its maximum with 9 members.**
    - **Supporting pedestrian improvements projects such as Holcomb Blvd Safe Routes to School, the Oregon City - West Linn Pedestrian and Bicycle Bridge, safety improvements at Berta and Gaffney Lane, Barker Avenue temporary Speed Humps, and the investigatory work associated with the City becoming a Designated Authority for Speed Zones.**

- **In 2022 the TAC membership was provide with a review of the Transportation System Plan Goals and Objectives to re-affirm pertinency and applicability to this goal.**

-

- **Public Works has been able to move forward many priority community transportation projects:**
  - **Completed installation of a Rectangular Reflective Flashing Beacon (RRFB) on Molalla Avenue at Barclay Hills.**
  - **Completed installation of two RRFB's on Holcomb Boulevard at Front Avenue & Swan Avenue.**
  - **Completed the Trillium Park Drive landslide mitigation and pedestrian improvements.**
  - **Award of a Safe Routes to School grant to complete pedestrian and bicycle improvements (sidewalk, bicycle lane and street lighting) between Holcomb School Road and Winston Drive, including installation of the final RRFB identified along Holcomb Boulevard at Winston Drive. The Serres Subdivision private development project is constructing the RRFB at Oak Tree Terrace and pedestrian and bicycle improvements along their frontage. This project will begin design in the next few months.**
  - **Award of a Community Development Block grant for installation of ADA compliant curb ramps at Main Street/12th Street & Main Street/13th Street. This project will begin design in the next few months.**
  - **Award the construction contract for the Gardner Middle School Sidewalk Infill projects to address pedestrian safety and neighborhood concerns for limited existing sidewalks.**
  - **Ongoing implementation of the sidewalk replacement Assistance Grant Program.**
  - **Reached agreement through a developer agreement to fund and construct the Maple Lane / Walnut Grove Way Intersection Improvements (roundabout) and complete pedestrian connections on Maple Lane Road.**
- **The Transportation System Plan 9TSP) was last updated in 2013. With the adoption of the new OC 2040 Comprehensive Plan, new regional mobility targets, Climate Friendly and Equitable Communities, it is time to update our TSP. With the need to update the TSP, moving forward with a reprioritization of the existing projects in our TSP is not a prudent use of staff time or limited transportation funding. Staff have identified the following timeline for updating the TSP:**
  - **Application Phase for TGM Grant: March 2024 – July 2024**
  - **TGM Grants Awards Announced: Fall 2024**
  - **TSP Update: January 2025 – December 2026**

2021-2023 Commission Goals and Strategies

OREGON CITY

DECEMBER 2022 UPDATE

Department Contact:	Kendall Reid	**Date:**	11/28/2022
Percentage Complete:	100%	**Target Completion:**	12/31/21

Goal 2, Strategy 2.2 - Complete Analysis to Identify Deferred Maintenance of Parks

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **MAINTAINING THE INTEGRITY OF OREGON CITY'S PARKS AND FACILITIES CONTINUES TO BE A PRIORITY OF STAFF, THE COMMUNITY, THE PARKS AND RECREATION ADVISORY COMMITTEE, AND CITY COMMISSION AND ON JANUARY 8, 2021, A REQUEST FOR PROPOSALS (RFP) WAS ISSUED. THE INTENT WAS TO HELP DEVELOP A PLAN TO ADDRESS THE NEED FOR IMMEDIATE REPAIRS, PREVENTATIVE MAINTENANCE, DEFERRED PROJECT BACKLOG, AND CAPITAL REPLACEMENT. PROPOSALS WERE RECEIVED ON JANUARY 29, 2021, AND BUREAU VERITAS TECHNICAL ASSESSMENTS LLC WAS CHOSEN AS THE VENDOR TO HELP CREATE A STRATEGIC PLAN OF ACTION.**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **WORKED CLOSELY WITH OUR FINANCE DEPARTMENT TO ADDRESS THE CONSULTANTS' QUESTIONS AND DEVELOP FUNDING STRATEGIES ON HOW TO ADDRESS DEFERRED MAINTENANCE THROUGHOUT THE CITY.**
    - **MANAGEMENT WILL BE MEETING WITH A CONSULTANT TO CONTINUE OUR CONVERSATION ON THE BEST FUNDING STRATEGIES ON FRIDAY, FEBRUARY 4TH.**
- **FINAL REPORTS WERE ALL RECEIVED BY THE WEEK OF 7/19/21**
    - **PRESENTATION TO PRAC JULY 22, 2021**
    - **PRESENTATION TO CITY COMMISSION OCCURRED AUGUST 10, 2021**
- **PROVIDED THE CITY COMMISSION WITH THE DETAILED FINAL REPORTS FOR END OF THE OREGON TRAIL SITE AND BUENA VISTA CLUBHOUSE 8/19/21**
- **EACH DEPARTMENT/CITY FACILITY NOT WITHIN THE PARKS AND RECREATION DEPARTMENT BUDGET RESPONSIBILITY RECEIVED A COPY OF THEIR FACILITY ASSESSMENT FOR THEIR INFORMATION AND EDIFICATION 8/16/21**
- **WORKED WITH CONSULTANT TO RESEARCH FUNDING OPTIONS FOR DEFERRED MAINTENANCE-NOVEMBER 2021**

2021-2023 Commission Goals and Priorities Job Category

DECEMBER 2022 UPDATE

Department Contact:	John Lewis	**Date:**	11/28/2022
Percentage Complete:	100%	**Timeline:**	March 30, 2022

Goal 2, Strategy 2.3 - Review SDC's and Utility Rates to Strike Balance

IMPORTANT OR RELEVANT DATES/MILESTONES:

- NOVEMBER 9, 2021 – CITY COMMISSION WORK SESSION TO OBTAIN BUY-IN ON WHAT COMPARABLE AGENCIES TO USE FOR COMPARABLE RATE AND SDC'S AND TO CONFIRM COMMERCIAL CUSTOMER TYPES FOR COMPARISON.
- FEBRUARY 23, 2022 CONSULTANT TEAM MEETING TO DISCUSS THE RESULTS OF THE RATE AND SDC BENCHMARKING REVIEW AND ANALYSIS.
- APRIL 12, 2022 CITY COMMISSION WORK SESSION TO GO OVER THE RESEARCH AND DOCUMENTATION MEMORANDUM/FINDINGS OF COMPARABLE RATES AND SDC'S
- THIS ITEM IS COMPLETE. STAFF WILL UPDATE THE CITY COMMISSION ONCE THE STATE LEGISLATURE COMPLETES THE RATE IMPACT STUDY.

STATUS:

STAFF HAVE DISCUSSED A SCOPE OF WORK AND FCS GROUP HAS SUBMITTED A SMALL SCOPE AND FEE.

STAFF ARE PROGRESSING WITH THE PERSONAL SERVICES AGREEMENT WITH FCS GROUP.

STAFF HELD THE NOVEMBER 9, 2021, WORK SESSION

STAFF HELD A FOLLOW-UP MEETING WITH FCS TO CONFIRM COMPARISON CITIES AND PROVIDED FCS WITH DIRECTION ON NON-SFR BUSINESS TYPES TO USE FOR COMPARISON.

STAFF MET WITH FCS TO GO OVER THE DRAFT FINDINGS ON FEBRUARY 23RD.

PRESENTATION BY FCS GROUP AT THE CITY COMMISSION WORK SESSION ON APRIL 12,2022.

2021-2023 Commission Goals and Strategies

OREGON CITY

June 2023 UPDATE

Department Contact:	Michael Dobaj	**Date:**	06/07/23
Percentage Complete:	85% (Ongoing for each Goal)	**Target Completion:**	12/31/23

Goal 2, Strategy 2.4 - Prioritize the Implementation of the IT Strategic Plan

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

SP GOAL 1. INFRASTRUCTURE

- BUILD NEW AZURE STRUCTURE TO BEGIN MIGRATION TO CLOUD SERVICES FOR CITY AS WELL AS SCADA
- CLEANUP GROUP POLICIES
- BUILD TRAINING AND MIGRATION PLAN TO MOVE ALL CITY STAFF TO MICROSOFT TEAMS AND ONEDRIVE AND DISABLE USE OF "OFFLINE FILES"
- BEGIN TALKS WITH TYLER TECH TO MIGRATE TO THEIR CLOUD SERVICE
- COMPLETE DEPLOYMENT AND TAGGING FOR ILLUMIO
- COMPLETE SERVER DEPLOYMENT OF CROWDSTRIKE

SP GOAL 2. CONTINUE WITH WEBSITE REFRESH PROJECT

- WEBSITE APPROXIMATELY 80% COMPLETE, REVIEW MEETINGS STARTED WEEK OF 06/05/23. CITY TEAM REVIEWING DEPARTMENT PAGE DETAILS FOR FULL REVEAL SCHEDULED FOR 06/20/23. STILL FINALIZING PROJECT PAGE AND HISTORIC HOMES SOLUTION.

SP GOAL 3. IT GOVERNANCE

- BEGIN GATHERING LIST OF ALL APPLICATIONS, CLOUD OR NOT, BEING USED BY ALL DEPARTMENTS
- BEGIN BI-MONTHLY IT GOVERNANCE MEETINGS WITH DEPARTMENT REPRESENTATIVES
- WORK WITH JAKOB ON OFFICE 365 RETENTION POLICY

SP GOAL 4. ELEVATE IT

- FILL OPEN POSITION, NETWORK ANALYSIST
- OPEN COMMUNICATIONS WITH ALL DEPARTMENTS TO BEGIN TO INCLUDE IT IN ALL DISCUSSION WITH ANY HARDWARE OR SOFTWARE, INCLUDING SAAS, NEEDS OR PURCHASES.
- WORK ON BUILDING IT AS A BUSINESS PARTNER FOR ALL DEPARTMENTS

SP GOAL 5. TECHNOLOGY TOOLS AND TRAINING

- BUILD TRAINING FOR CITY STAFF TO UTILIZE OFFICED 365 MORE FULLY AND TO START USING TEAMS AND ONEDRIVE
- LOOK INTO USING POWER PLATFORM AS PART OF THE AUTOMATION / REPORTING TOOLS AVAILABLE
- REPLACE MIMECAST AND UTILIZE USING OFFICE 365 / OR OTHER TOOL FOR EMAIL ARCHIVE AND SAFE LINKS
- UTILIZE OFFICE 365 SHAREPOINT TO BUILD A CITY-WIDE INTRANET

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

SP GOAL 1. INFRASTRUCTURE

- Recover form Network Disruption Event
- Simplified the current structure by removing ADFS and moving to a Directory Sync process that is more robust and simpler to build and maintain.
- Building a migration plan to move all servers, including SCADA to Azure.
- Working with GIS to improve citizen access while improving security.
- Developing a plan to build a SharePoint site for a city-wide intranet.
- Build a redundant Internet connection including satellite for EOC operations.
- Working to develop InTune as our Mobile Device Management system.
- Continue current backup strategy and move to utilizing new resources that will be available in the new environment.
- Determined current Azure GCC tenant is CJIS compliant to be able to build City Infrastructure services in existing Synced Azure Tenant.
- Created all IT separate global administrator accounts for improved security.
- Purchased and started implementation of Security Software Illumio
- Purchased and implemented new Endpoint Management software CrowdStrike with 24 X 7 Monitoring
- Moved all Officers to using OneDrive instead of "Offline Files" to reduce complexity of MDC Connectivity via Asavie.

SP GOAL 2. TRANSPARENCY AND CUSTOMER SERVICE

- Currently working on rebuilding City Website to include using Civic Optimize to be able to build better forms that can use Power Automate to process data.

SP GOAL 3. IT GOVERNANCE

- IT has not started a formal IT Governance process; however, IT has been looking into IT Governance models to start to build a proper model to fit Oregon City.
- IT Budget strategy is to review all current tools and streamline to better utilize existing functionality while cutting costs and simplifying the environment.

SP GOAL 4. ELEVATE IT

- IT has started to work with all departments across the city to support improved vendor relations, being more involved in discussions and decisions for software / hardware and all departmental needs even if previously IT was not previously included.
- Replacement of Network Analysist in progress.
- Contract for dedicated Police IT support in progress.
- Working with external partner to add Cybersecurity 24 X 7 monitoring.
- With all the changes proposed, IT Staff development plan to support future technical needs in progress.
- Reviewing current contracts and making sure all new contracts have been fully reviewed and vetted for proper SLA support and what is expected.
- Reviewing Options for cloud based VOIP System

SP GOAL 5. TECHNOLOGY TOOLS AND TRAINING

- Request to start discussions with Tyler to migrate to their Hosted / Cloud environment completed.
- Building training program to migrate users to utilizing Teams and OneDrive in progress.
- Part of the Website rebuild is to see if Power Automate can help support adoption of

2021-2023 Commission Goals and Strategies

OREGON CITY

June 2023 UPDATE

Department Contact:	Kendall Reid	**Date:**	6/1/2023
Percentage Complete:	85%	**Target Completion:**	9/30/23

Goal 2, Strategy 2.5 - Complete Parks Master Plan and Update System Development Fees

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

THE MASTER PLAN WILL PROVIDE A VISION FOR DEVELOPMENT, MAINTENANCE, AND OPERATION OF THE ENTIRE PARK SYSTEM. IT WILL PROVIDE SPECIFIC TOOLS AND GUIDANCE FOR ACHIEVING THE GOALS AND SPECIFIC ACTION ITEMS ENVISIONED BY CITY STAFF AND THE COMMUNITY AT LARGE. IT WILL PROVIDE AN INVENTORY OF EXISTING PARKS AND RECREATION FACILITIES; FINDINGS FROM THE PLANNING PROCESS AND COMMUNITY ENGAGEMENT; VISION STATEMENT, GOALS, AND RECOMMENDATIONS FOR SYSTEM-LEVEL AND PARK SPECIFIC IMPROVEMENTS; PARK LAND ACQUISITION STRATEGY; SUGGESTED FUNDING STRATEGY. THE PROCESS WILL TAKE APPROXIMATELY 24 MONTHS TO COMPLETE, AND WE WOULD WORK WITH A CONSULTANT TO COMPLETE THIS PLAN.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **WE ARE CURRENTLY WORKING ON:**
  - **CIP PLAN**
  - **LAUNCHING HAPPIFEET APP**
  - **CONSULTANT TO PRESENT TO PRAC – JUNE 22ND**
  - **PUBLIC ENGAGEMENT EVENT – JULY 10TH AT CITY HALL**
  - **CONSULTANT TO PRESENT TO CITY COMMISSION – JULY 11TH**
  - **CULTURE TRAINING WITH PARKS AND RECREATION STAFF – JULY 2023**
- **COMPREHENSIVE PLAN DRAFT PRESENTED TO PARKS DEPARTMENT – JUNE 2023**
- **MET WITH CONSULTANT TO DISCUSS FINAL DRAFT OF PLAN – MAY 21ST**
- **FINANCIAL ANALYSIS AND DEVELOPMENT OF A FUNDING PLAN – MARCH 2023**
- **MET WITH CONSULTANT TO DISCUSS ONLINE SURVEY RESULTS – FEBRUARY 17TH**
- **UPDATED PROJECT PLAN RECEIVED FROM CONSULTANT FEBRUARY 3RD**
- **UPDATE PROVIDED TO PRAC ON JANUARY 26TH**
- **HELD SECOND PUBLIC ENGAGEMENT MEETING AT CITY HALL – JANUARY 23RD**
- **2-DAY DEPARTMENT COLLABORATION ON STRATEGY DEVELOPMENT AND FUTURE VISION – JANUARY 23-24TH**
- **PUBLIC ENGAGEMENT MEETING – DECEMBER 5TH AT ROBERT LIBKE AT 6 PM**
- **STRATEGIC PLANNING MEETING – DECEMBER 5TH & 6TH AT CITY HALL**
- **UPDATE PROVIDED TO PRAC ON DECEMBER 1ST**
- **UPDATE PROVIDED TO CITY COMMISSION ON NOVEMBER 16TH**
- **ONLINE SURVEY WAS COMPLETED ON OCTOBER 10TH**

- **STATISTICALLY VALID SURVEY WAS COMPLETED ON SEPTEMBER 26TH**
- **ETC SURVEY WAS MAILED TO ALL OREGON CITY RESIDENTS ON AUGUST 6TH AND THE ONLINE SURVEY GOES LIVE AUGUST 22ND AND CLOSES ON SEPTEMBER 30TH.**
- **FIRST PUBLIC ENGAGEMENT MEETING ON JUNE 2ND TO INTRODUCE CONSULTANT TO THE CITY AND OUTLINE PROJECT TIMELINE. GATHERED FEEDBACK FROM ATTENDEES ABOUT WHAT THEY WANT TO SEE IN OREGON CITY PARKS.**
- **ONSITE VISIT AND STAKEHOLDER INTERVIEWS TOOK PLACE JUNE 1 -2ND**
- **PARKS MASTER PLAN WEBSITE WENT LIVE ON MAY 16TH**
- **THE PARKS MASTER PLAN CONTRACT WAS APPROVED ON APRIL 6TH**
- **AN INTENT TO AWARD WAS POSTED ON MARCH 16TH. PROS CONSULTING LLC HAS BEEN CHOSEN AS THE FIRM WHOM WE WILL BE WORKING WITH FOR THE PARKS MASTER PLAN.**
- **AN RFP WAS ISSUED TO SEEK A CONSULTANT TO UPDATE THE PARKS MASTER PLAN IN DECEMBER 2021.**
- **AN RFP WAS PUBLISHED AND WE ARE SEEKING PROPOSALS FOR THE PARKS MASTER PLAN. PROPOSALS ARE DUE ON FEBRUARY 4TH. WE WILL REVIEW THE RECEIVED PROPOSALS AND CHOSE AN APPROPRIATE CONSULTANT TO MOVE FORWARD WITH. AN EXPECTED ANNOUNCEMENT OF THE WINNING PROPOSAL WILL HAPPEN ON FEBRUARY 18TH.**

2021-2023 Commission Goals and Strategies

OREGON CITY

May 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	90%	**Target Completion:**	6/23

Goal 2, Strategy 2.6 Assess the Communication Infrastructure and Equipment

STRATEGY TO ESTABLISH COMMUNITY -WIDE FIBER OPTIC CONNECTIVITY TO HOMES AND BUSINESSES THROUGHOUT OREGON CITY.

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **COMPLETE INTERNAL REVIEW OF DRAFT FINAL REPORT**
- **PRESENT TO CITY COMMISSION FOR REVIEW AND DIRECTION.**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **STAFF MANAGEMENT HAVE BEEN GIVEN ACCESS TO THE FINAL DRAFT REPORT AND ARE BEING ASKED TO PROVIDE THEIR COMMENTS AND INPUT BEFORE IT IS SUBMITTED TO THE CITY COMMISSION.**
- **COMPLETED CITY-WIDE SURVEY TO UNDERSTAND HOW MUCH IMPORTANCE RESIDENCE AND BUSINESSES PLACE ON HIGH-SPEED BROADBAND CONNECTIVITY. COMPLETED SURVEYS WERE RECEIVED FROM 407 RESIDENTIAL PARTICIPANTS. 92% SAID THAT ACCESS TO AFFORDABLE BROADBAND IS AS ESSENTIAL AS OTHER UTILITIES**
- **INITIAL DRAFT INTERIM REPORT WITH RECOMMENDATIONS WAS SUBMITTED BY THE CONSULTANT TO THE ECONOMIC DEVELOPMENT DEPARTMENT FOR REVIEW**
- **PROMOTED THE STUDY TO THE PUBLIC VIA WEEKLY AND QUARTERLY OREGON TRAIL NEWS**
- **MAGELLAN ADVISORS WAS CHOSEN AS THE FIBER OPTICS STUDY CONSULTANT**
- **DETERMINED THAT FUNDING FOR BROADBAND CONSULTANTS TO CONDUCT THE FIBER-OPTIC FEASIBILITY STUDY IS ELIGIBLE UNDER THE AMERICAN RESCUE PLAN ACT**
- **RECEIVED INFORMATION FROM ANOTHER CITY WITHIN OREGON ON THEIR APPROACH TO ESTABLISHING FIBEROPTIC CONNECTIVITY WITHIN THEIR CITY**
- **STAFF HAS BEGUN DRAFTING AN RFP TO ENGAGE BROADBAND CONSULTANTS**
- **RFP COMPLETED AND DISTRIBUTED TO BROADBAND CONSULTANTS**
- **DEADLINE TO RECEIVE RFPS BACK FROM BROADBAND CONSULTANTS IS NOV. 19TH**
- **DISTRIBUTED 4 RFPS TO VARIOUS BROADBAND CONSULTANTS ONLY RECEIVED ONE BACK**
- **STAFF WILL MEET THE WEEK OF DEC 6, 2021, TO REVIEW THE PROPOSAL**
- **WILL BE ENTERING INTO A CONTRACT WITH MAGELLAN ADVISORS IN FEBRUARY. CONTRACT WILL BE ON FEBRUARY 2, 2022, CITY COMMISSION CONSENT AGENDA.**
- **HAVE REGULAR PROJECT MEETINGS WITH MAGELLAN ADVISORS**

2021-2023 Commission Goals and Strategies

Job Category

JUNE 2022 UPDATE			
Department Contact:	Tony Konkol	**Date:**	6/1/2023
Percentage Complete:	25%	**Target Completion:**	12/2023
Goal 2, Strategy 2.7 Develop a citywide facility master plan			

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **FACILITY VISITS HAVE BEEN SCHEDULED AT SELECTED SITES BEGINNING THE WEEK OF JUNE 5TH AND WILL BE CONCLUDED BY JUNE 15TH.**
- **THE FACILITIES MASTER PLAN WILL EVALUATE THE CITY'S EXISTING FACILITIES AND PROVIDE A 20-YEAR MASTER PLAN THAT WILL CONSIST OF STRATEGIES, SUSTAINABILITY OPPORTUNITIES, BUDGET ESTIMATES, BUILDING SPACE AND SQUARE FOOTAGE ALLOCATION NEEDS, AND SCHEDULES THAT REFLECT CITY GOALS AND FUTURE NEEDS TO SUPPORT THE COMMUNITY.**
- **THE FOLLOWING BUILDINGS WILL BE INCLUDED IN THE FACILITIES MASTER PLAN: PUBLIC WORKS – CENTER STREET, CITY HALL, COMMUNITY DEVELOPMENT BUILDING, END OF THE OREGON TRAIL INTERPRETIVE CENTER, ERMATINGER HOUSE, PUBLIC WORKS OPERATION FACILITY – FIR STREET, 7TH STREET FIRE STATION, LIBRARY, PIONEER COMMUNITY CENTER, OREGON CITY POOL, TRAIN DEPOT, ROBERT LIBKE PUBLIC SAFETY FACILITY, MT. VIEW RESERVOIR FACILITY, BUENA VISTA HOUSE, AND MT. VIEW CEMETERY.**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **SELECTION OF CONSULTANT WAS DETERMINED.**
- Oregon City contracted with Scott Edwards Architecture LLP (SEALLP).
- Facilities Master Plan was finalized and submitted to the City Manager from SEALLP.
- The site visits will document information (general condition, access, storage, and parking capacity for staff/visitors) and identify the work and public services being provided at each location.

2021-2023 Commission Goals and Strategies

Job Category

MAY 2023 UPDATE			
Department Contact:	Jarrod Lyman	**Date:**	05/11/23
Percentage Complete:	50%	**Target Completion:**	August – September 2023

Goal 3, Strategy 3.1

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **LATE JULY/EARLY AUGUST 2023**
  - **WEBSITE REDESIGN COMPLETE, CITY STAFF TRAINED ON ITS USE.**
  - **EVALUATE ENGAGEMENT OPTIONS PROVIDED BY NEW WEBSITE VENDOR COMPARED AGAINST OPTION SELECTED PRIOR TO THE SELECTION OF THE WEBSITE REDESIGN VENDOR TO IDENTIFY THE BEST OPTION MOVING FORWARD.**
  - **MOVE AHEAD WITH THE SELECTED TOOL TO BEGIN ENHANCING TWO-WAY COMMUNICATIONS. BEGIN PROMOTION OF THE PROGRAM USING TRAIL NEWS, UTILITY BILLING, E-TRAIL NEWS, PODCAST, SOCIAL MEDIA AND PRESS RELEASES, SPEAKING AT COMMUNITY GROUPS AND PUBLIC EVENTS.**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **WINTER 2022 – UPDATED THE COMMUNICATIONS STRATEGIC PLAN.**
- **SPRING 2023 – COMMUNITY ENGAGEMENT COORDINATOR HAS BEEN HIRED. SERVES AS LIAISON TO YOUTH ADVISORY COMMISSION, AND NEARLY COMPLETED THE TRANSITION OF TAKING OVER THE CITIZEN INVOLVEMENT COMMITTEE FROM COMMUNITY DEVELOPMENT. CURRENTLY IDENTIFYING OPPORTUNITIES FOR SPECIALIST TO ENGAGE WITH RESIDENTS AT PUBLIC EVENTS.**
- **SPRING 2023 – UPDATED COMMUNICATIONS PLAN WITH LATEST FOLLOWER SNAPSHOT INFORMATION AND ADDITIONAL STRATEGIES TO TAKE ADVANTAGE OF ENGAGEMENT TOOL, SPECIALIST AND OPPORTUNITIES AVAILABLE.**
- **SPRING 2023 – INITIATED A PODCAST CALLED "INSIDE CITY HALL" IN ORDER TO SHARE INFORMATION FROM THE CITY IN A MORE COMPLETE FASHION, USING A MEDIUM IDEAL FOR LONG FORM STORY TELLING.**

2021-2023 Commission Goals and Strategies

OREGON CITY

DECEMBER 2022 UPDATE

Department Contact:	Jim Band	**Date:**	11/28/22
Percentage Complete:	100%	**Target Completion:**	12/31/21

Goal 4, Strategy 4.1 – Formalize Our Internal Strategy to Address Homelessness and Surrounding Issues, Communicate the Strategy with the Community, and Continue Engaging the Community

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- HOMELESSNESS STRATEGY ADOPTED BY CITY COMMISSION ON APRIL 20, 2022

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- MEETING ATTENDED ON 12/13/21 WITH COUNTY, MAYOR, AND CM
- DRAFT DOCUMENTED IS IN THE WORKING PROCESS BETWEEN MAYOR, POLICE CHIEF, AND CM
- PRESENTATION ON 10/12/21 COMPLETED
- FINAL DRAFT PRESENTED AT 3/8/22 WORK SESSION
- ADOPTION BY CITY COMMISSION ON 4/20/22

2021-2023 Commission Goals and Strategies

Job Category

June 2023 UPDATE			
Department Contact:	Jim Band	**Date:**	6/5/23
Percentage Complete:	100%	**Target Completion:**	On Going

Goal 4, Strategy 4.2 – Develop Partnership with Other Local and Regional Governments to Develop Local and Regional Solutions Including Oregon City's Needs in Serving the Homeless Population

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

THE HOMELESS SOLUTIONS COALITION OF CLACKAMAS COUNTY IS IN THE PROCESS OF FUNDRAISING AND PLANNING A NAVIGATION CENTER IN THE CITY. OCPD STAFF HAVE BEEN ENGAGED IN THE CONVERSATION AND PLANNING.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- OCPD Staff have established relationships with all available community partners in the discipline of providing services and housing. OCPD continues to host monthly coordination meetings between these partners, which include people from Metro, Clackamas County, Father's Heart, and various departments within the City.
- Adoption of the Homeless Strategy on 4/20/22.
- Final Document of Strategy presented at 3/8/22 work session.
- Meeting attended 12/13/21 with County and City.
- Presentation made to the City Commission on 10/12/21 regarding homelessness.

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	90% - Ongoing	**Target Completion:**	6/30/23

Goal 5, Strategy 5.1 - Prioritize and Implement the Citywide Economic Development Strategy

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- STAFF PRESENTED THE ECONOMIC DEVELOPMENT STRATEGIC PLAN TO THE CITY COMMISSION DURING A WORK SESSION AND WERE DIRECTED NOT TO BRING THE CITYWIDE ECONOMIC DEVELOPMENT STRATEGY BACK FOR APPROVAL. THE ITEM WOULD BE DISCUSSED FURTHER DURING BUDGET AND STAFF WILL BE HAVING FURTHER DISCUSSION WITH CITY COMMISSION ON THE STRATEGY AS DIRECTED.
- MEMBERS OF THE BUDGET COMMITTEE, WHICH INCLUDES CITY COMMISSION MEMBERS, WERE BRIEFED ON THE DEPARTMENT'S ACTIVITIES OVER THE PAST TWO YEARS. THROUGH GENERAL CONSENSUS IT WAS DEEMED THAT THE DEPARTMENT HAS MADE IMPORTANT STRIDES TOWARD ACCOMPLISHING THE COMMISSION'S ECONOMIC DEVELOPMENT-RELATED GOALS.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- ECONOMIC DEVELOPMENT STAFF WAS INSTRUMENTAL IN ATTRACTING ADVANTIS COMMUNITY CREDIT UNION HEADQUARTERS TO OREGON CITY, EMPLOYING 210 EMPLOYEES.
- STAFF LAUNCHED A NEW ENTREPRENEURIAL TECHNICAL TRAINING PROGRAM DESIGNED TO SUPPORT BUSINESS STARTUPS. "BIZ POD" IS DESIGNED TO ENHANCE THE SUCCESS RATE OF STARTUP BUSINESS VENTURES THROUGH TRAINING AND MENTORSHIP.
- THE DEPARTMENTS OF ECONOMIC DEVELOPMENT AND COMMUNITY DEVELOPMENT HAVE PARTNERED TO ESTABLISH AN EDUCATION AND TECHNICAL ASSISTANCE INITIATIVE DESIGNED TO IMPROVE COMMUNICATION AND PERMITTING PROCESSES WITHIN THE COMMUNITY DEVELOPMENT DEPARTMENT AS WELL AS ITS INTERACTION WITH THE COMMERCIAL DEVELOPMENT COMMUNITY.
- THE ECONOMIC DEVELOPMENT STAFF WAS SUCCESSFUL IN OBTAINING A $100,000 GRANT FROM BIZ OREGON TO ESTABLISH A MICRO-ENTERPRISE GRANT PROGRAM FOR EXISTING BUSINESSES WITH 5 OR FEWER EMPLOYEES.
- STAFF WAS SUCCESSFUL IN SECURING A $15,000 GRANT FROM THE NATIONAL LEAGUE OF CITIES TO ESTABLISH A LOCAL PROCUREMENT PROGRAM.
- STAFF HAS BEGUN TALKS WITH CLACKAMAS COUNTY ECONOMIC DEVELOPMENT STAFF TO ESTABLISH A PARTNERSHIP DESIGNED TO FURTHER THE IMPACT OF VARIOUS INITIATIVES INVOLVING WORKFORCE, DEVELOPMENT, BUSINESS ATTRACTION, BUSINESS RETENTION, AND CHILDCARE.
- OVER 90% OF THE DEPARTMENT'S ECONOMIC DEVELOPMENT STRATEGIC PLAN IS NOW BEING IMPLEMENTED WITH AN EMPHASIS ON BUSINESS RETENTION/ATTRACTION, WORKFORCE DEVELOPMENT, AND CHILDCARE.
- STAFF WORKED WITH 25 FIRMS PROVIDING BUSINESS RETENTION SUPPORT
- 11/4/21CHAMBER OF COMMERCE GEAC WAS SUPPORTIVE OF THE ECONOMIC DEVELOPMENT PLAN
- 12/6/21 CITIZENS INVOLVEMENT COMMITTEE WAS SUPPORTIVE OF THE ECONOMIC DEVELOPMENT PLAN
- 1/10/22 STRATEGIC PLAN STEERING COMMITTEE VOTED IN SUPPORT OF THE PLAN
- 2/25/22 CHAIR OF OREGON CITY HERITAGE COORDINATING COMMITTEE WAS SUPPORTIVE
- 3/14/22 PLANNING COMMISSION VOTED IN SUPPORT OF THE PLAN
- LAUNCHED NEW ECONOMIC DEVELOPMENT WEBSITE- WWW.OREGONCITYBUSINESS.COM

- Created Oregon City Business Resource Guide, met with target industry companies with focus on light manufacturing and healthcare.
- Established a private/public partnership with Clackamas Federal Credit Union and the Microenterprise Service of Oregon to establish the Entrepreneurial Opportunity Loan Program. Provided business technical assistance to 15 start-up businesses seeking EOLP Loans, issued two loans.
- Developed and implemented an aggressive marketing campaign centered on the EOLP Initiative.
- Established the Talent Ready Initiative and launched it on November 3, 2022
- Held initial meetings with Department Heads regarding the Oregon City Ombudsman Program. Mutual agreement to move forward with this initiative in 2023. Currently working with the Community Development Department to identify a consultant to conduct customer service surveys and focus groups on the City's development processes.
- Developed a Business Resource Guide to assist with Business Retention Activities
- Participating in the National League of Cities City Inclusive Entrepreneurship Program, Tract on Public Procurement. (This also contributes to City Commission Goal 1, Strategy 1.3, Evaluate internal policies, procedures, hiring practices, purchasing, and codes to reduce barriers and systemic inequities.)
- Obtain funding from the State to establish a micro-enterprise grant program.
- Staff is currently developing a HIGH-QUALITY small business technical assistance and education program for startups.
- STAFF PRESENTED THE OREGON CITY ECONOMIC DEVELOPMENT STRATEGY TO THE STEERING COMMITTEE IN JUNE, 2021
- STAFF PRESENTED THE OREGON CITY ECONOMIC DEVELOPMENT STRATEGY TO THE CITY COMMISSION DURING A WORKSHOP SESSION ON DECEMBER 7, 2021
- STAFF WILL PRESENT THE ECONOMIC DEVELOPMENT STRATEGIC PLAN TO THE PLANNING COMMISSION
- STAFF HAS ALREADY IMPLEMENT VARIOUS INITIATIVES CITED IN THE PLAN:
  1. TALENT READY INITIATIVE (WORKFORCE DEVELOPMENT)
  2. RE-ESTABLISHMENT OF THE OC ARTS COMMISSION, MURAL ARTS CODE, AND PROGRAM GUIDELINES
  3. DESTINATION READY MARKETING CAMPAIGN
  4. RECONSTITUTE URBAN RENEWAL'S PROCESSES
  5. BUSINESS RETENTION & EXPANSION PROGRAM
  6. THE ECONOMIC DEVELOPMENT STRATEGIC PLAN APPROVED BY THE STEERING COMMITTEE
  7. PRESENTED THE DEPARTMENT'S ECONOMIC DEVELOPMENT PLAN BEFORE THE PLANNING COMMISSION
  8. PRESENTED THE DEPARTMENT'S ECONOMIC DEVELOPMENT PLAN TO CITY COMMISSION AGAIN

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2022
Percentage Complete:	100%	**Target Completion:**	10/31/21

Goal 5, Strategy 5.2 - Determine Implementation of 2020 Urban Renewal Study

STAFF WILL WORK WITH THE URBAN RENEWAL COMMISSION TO COMPLETE THE URBAN RENEWAL PUBLIC ENGAGEMENT PROCESS.

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- THE BALLOT MEASURE TO BORROW $44 MILLION IN BOND FUNDING WAS DEFEATED BY PUBLIC VOTE.
- THE URBAN RENEWAL COMMISSION HAS PLACED ON THE MAY 16, 2023 BALLOT A REQUEST FOR VOTER APPROVAL TO BORROW FUNDS TO IMPLEMENT THE PROJECTS IDENTIFIED IN THE 11TH AMENDMENT TO THE URBAN RENEWAL PLAN

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- STAFF WORKED WITH THE URBAN RENEWAL COMMISSION TO DEVELOP THE 11TH AMENDMENT TO THE URBAN RENEWAL PLAN.
- STAFF WORKED WITH THE URBAN RENEWAL COMMISSION TO DEVELOP A "FRAMEWORK FOR DECISION MAKING" ON PROJECTS.
- STAFF WORKED WITH THE URBAN RENEWAL COMMISSION TO DRAFT A VOTERS' BALLOT AND VOTERS' EDUCATION DOCUMENT.
- STAFF HAS IDENTIFIED A FINANCIAL CONSULTING FIRM THAT WILL ASSIST IN EXAMINING THE FINANCIAL WHEREWITHAL AND DEVELOPMENT CAPACITY OF DEVELOPERS SEEKING TO DEVELOP PROPERTIES WITHIN THE URBAN RENEWAL DISTRICT.
- A PUBLIC ENGAGEMENT PROCESS WAS COMPLETED WHICH INCLUDED:
  - STAKEHOLDER INTERVIEWS WITH AFFECTED TAXING DISTRICTS WERE CONDUCTED.
  - COMMUNITY MEETINGS Q+A TOOK PLACE.
  - COMMUNITY PRESENTATIONS WERE MADE TO THE CHAMBER/DOCA.
  - SEVERAL TOWN HALL DROP-IN SESSIONS WERE HELD.
  - ONLINE SURVEY WAS CREATED AND DISSEMINATED

- ALTHOUGH THE PUBLIC ENGAGEMENT PROCESS HAS BEEN COMPLETED, THE WORK ASSOCIATED WITH IMPLEMENTING THE URBAN RENEWAL PROGRAM IS ONGOING. HENCE, NOTES TO RECORD THE ACTIVITIES OF THE URBAN RENEWAL COMMISSION WILL CONTINUE.

- THE URBAN RENEWAL COMMISSION AGREED TO COME BACK TO HAVE FURTHER DISCUSSION ON THE FUTURE OF URBAN RENEWAL
- ON AUGUST 16, 2021, THE URBAN RENEWAL COMMISSION HELD ITS FIRST RETREAT TO DEVELOP A VISION STATEMENT AND FRAMEWORK FOR DECISION-MAKING
- ON NOVEMBER 16, 2021, THE URBAN RENEWAL COMMISSION HELD ITS SECOND RETREAT TO FOCUSING ON THE FRAMEWORK FOR DECISION-MAKING
- THE URBAN RENEWAL COMMISSION AUTHORIZED STAFF TO ENGAGE GEL OREGON UNDER CONTRACT TO REVISE THE URBAN RENEWAL PLAN'S FINANCIAL COMPONENT OF ITS EXISTING PLAN
- GEL OREGON COMPLETED ITS WORK WITH REGARD TO UPDATING THE FINANCIAL COMPONENT OF URD'S PLAN.
- THE URBAN RENEWAL COMMISSION HELD ITS FOURTH RETREAT ON APRIL 5, 2022. IT REVIEWED THE DECISION-MAKING PROCESS AND FINANCIAL UPDATE OF THE PLAN
- ON OCTOBER 29, 2020, THE URBAN RENEWAL COMMISSION HOSTED A COMMUNITY OUTREACH MEETING STARTING ON NOV. 9, 2020, TO DEC. 15, 2020, EACH URBAN RENEWAL COMMISSIONER HELD INDIVIDUAL TOWNHALL MEETINGS WITH CONSTITUENTS
- ON MAY 19, 2021,THE URBAN RENEWAL COMMISSION VOTED THAT URBAN RENEWAL IS A GOOD TOOL.

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	100%	**Target Completion:**	6/23

Goal 5, Strategy 5.3 Implement the Tourism Strategy

STAFF WILL IMPLEMENT THE TOURISM STRATEGY TO ATTRACT AND ENGAGE THE COMMUNITY TO THE TRAVEL OREGON CITY WEBSITE TO INCREASE PARTICIPATION AND COMMUNITY OPPORTUNITIES.

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **THE CITY COMMISSION HAS REQUESTED INFORMATION RELATED TO CREATING A PROCESS TO DISTRIBUTE FUNDS FOR SUMMER EVENTS (CITY-SPONSORED PUBLIC EVENTS: SEE STRATEGY 5.4) AND TO REVIEW THE CREATION OF A POTENTIAL DESTINATION MANAGEMENT ORGANIZATION**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **STAFF IS CURRENTLY REVIEWING THE CREATION OF A POTENTIAL DESTINATION MANAGEMENT ORGANIZATION**
- **IMPLEMENTED TOURISM STRATEGIC PLAN.**
- **LAUNCHED A MARKETING BRANDING CAMPAIGN STARTING WITH THE INSTALLATION OF STREET BANNERS ACROSS THE CITY IMPROVED THE CONTENT AND FUNCTIONALITY OF THE TOURISM WEBSITE (TRAVELOREGONCITY.COM)**
- **CREATED AND IMPLEMENTED DIGITAL MARKETING CAMPAIGNS THAT INCLUDED SOCIAL MEDIA AND SEARCH ENGINE MARKETING.**
- **RE-ENGAGED SOCIAL MEDIA CHANNELS THROUGH PAID ADVERTISING, FEATURING EVENTS, PARTNER SPOTLIGHTS, VIDEOS, AND PHOTOS THAT HIGHLIGHT OREGON CITY'S OFFERINGS**
- **CREATED SEVERAL AD PLACEMENTS IN PRINT MAGAZINES AND REGIONAL TRAVEL GUIDES.**
- **CREATED A TRAVEL PLANNER FOR OUT OF AREA DISTRIBUTION, AND A TRAVEL GUIDE FOR USE BY LOCAL BUSINESSES.**
- **ENHANCED THE LIBRARY OF DIGITAL PHOTOGRAPHY AND FILM MEDIA**
- **PRODUCED 2 TELEVISION ADS ON KATU, AND 3 PROGRAM FEATURES ON KATU LIFESTYLE SHOWS.**
- **STAFF CREATED FIVE NEW INITIATIVES DESIGNED TO IMPLEMENT MAJOR COMPONENTS OF THE TOURISM STRATEGIC PLAN.**
- **IN APRIL 2021, STAFF REVISED THE EXISTING DRAFT MURAL CODE.**
- **IN MAY 2021,STAFF BEGAN WORKING WITH THE CHAMBER OF COMMERCE AND THE DOWNTOWN OREGON CITY ASSOCIATION TO IMPLEMENT DESTINATION READY.**
- **IN SEPTEMBER 2021, MEMBERS OF THE ARTS COMMISSION WERE APPOINTED.**
- **ON OCTOBER 26, 2021, THE OREGON CITY ARTS COMMISSION HELD ITS FIRST MEETING.**
- **STAFF BOOKED DOCA ON THE "AM NORTHWEST "LIFE-STYLE" SHOW ON KATU2 TO FIRST CITY CELEBRATION.**
- **DURING THE SUMMER OF 2022, THE ARTS COMMISSION APPROVED TWO MURALS. THE MURALS ARE CURRENTLY ON DISPLAY.**
- **DURING THE SUMMER OF 2022, TOURISM'S MARKETING ACTIVITIES WAS INSTRUMENTAL WITH HELPING TO INCREASE THE ATTENDANCE LEVELS OF FIRST CITY CELEBRATION, THE ARTS FESTIVAL, AND THE OREGON TRAIL BREWFEST.**

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	100%	**Target Completion:**	3/31/2023

Goal 5, Strategy 5.4 – Determine the City's Role in Supporting Community Events and Other Amenities that Support Tourism

PROVIDE GRANT FUNDING TO PRIVATE NONPROFITS THAT PRODUCE CITYWIDE SPECIAL EVENTS DESIGNED TO REINFORCE THE COMMUNITY HOMETOWN BRAND

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **STAFF HAS IMPLEMEMENTED THE CITY-SPONSORED PUBLIC EVENTS PROGRAM (**
- **STAFF HAS IMPLEMENTED ROUND II OF THE CITY-SPONSORED PUBLIC EVENTS PROGRAM**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- **STAFF WORKED ON STREAMLINING THE EVENT APPLICATION PROCESS AND CREATING AN ONLINE FORM**
- **STAFF PROVIDED MARKETING SUPPORT FOR THE ARCH BRIDGE EVENT.**
- **STAFF COMPLETED DRAFT GUIDELINES OF THE CITY-SPONSORED PUBLIC EVENT PROGRAM.**

- **IN AUGUST 2021, ECONOMIC DEVELOPMENT STAFF MET WITH THE STAFFS OF PARKS AND RECREATION, AND PUBLIC WORKS TO DISCUSS ELEMENTS OF CITYWIDE SPECIAL EVENT CONCEPT.**
- **PARKS AND RECREATION STAFF MET WITH ROCKY SMITH, CITY COMMISSIONER TO DISCUSS PARKS AND RECREATION'S PROCESSES FOR SUPPORTING SPECIAL EVENTS.**
- **MEET WITH A COMMUNITY GROUP COMPRISED ON NONPROFITS AND FOR-PROFITS TO DEVELOP THE UNDERLYING PRINCIPLES OF THE PROGRAM**
- **MEET WITH TOURISM STAKEHOLDER GROUP TO DEVELOP THE UNDERLYING PRINCIPLES OF THE COMMUNITY-WIDE SUPPORT EVENTS**
- **STAFF IS CURRENTLY WORKING ON DRAFT GUIDELINES FOR REVIEW BY CITY COMMISSION. THE DRAFT GUIDELINES WILL BE COMPLETED IN FEB. 2022**
- **STAFF UNVEILED THE DRAFT PROGRAM GUIDELINES (CITY-SPONSORED EVENTS) TO THE CITY COMMISSION ON MARCH 16TH. A FOLLOW-UP MEETING WILL BE SCHEDULED**
- **STAFF DISCUSSED DRAFT GUIDELINE OF THE CITY-SPONSORED SPECIAL EVENTS PROGRAM DURING THE APRIL 12TH CITY COMMISSION WORK SESSION. STAFF WILL CONTINUE TO MAKE REVISIONS AND UPDATES AS IT HOLDS DISCUSSIONS WITH EVENT PLANNERS, CITY DEPARTMENTS, AND WITH ROCKY SMITH AND DENYSE MCGRIFF.**

2021-2023 Commission Goals and Strategies

OREGON CITY

DECEMBER 2021 UPDATE

Department Contact:	Tony Konkol	**Date:**	6/5/23
Percentage Complete:	0%	**Target Completion:**	On Hold

Goal 6, Strategy 6.1 Prepare a plan to identify and implement housing

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- THIS GOAL IS ON HOLD PENDING ANTICIPATED HOUSING RELATED LEGISLATION CURRENTLY PROPOSED AT THE OREGON LEGISLATURE WHICH WILL MANDATE CERTAIN CODE CHANGES AT THE LOCAL LEVEL.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

-

2021-2023 Commission Goals and Strategies

OREGON CITY

May 2023 UPDATE			
Department Contact:	Aquilla Hurd-Ravich	**Date:**	5/16/2023
Percentage Complete:	100% Part A; 75% Part B	**Target Completion:**	6/30/22 Part A; 9/30/23 Part B

Goal 6, Strategy 6.2 – Update Our Code to Provide Additional Housing Opportunities in Oregon City

Important or Relevant Dates/Milestones: (looking ahead at the next 3 months)

- A second package of amendments relate to Middle Housing was continued to the Fall of 2022 for code sections and policy questions that were not required for inclusion in the June 30, 2022 deadline but are still linked to the larger middle housing implementation discussion.
- The Planning Commission and City Commission met in on March 7, 2023 to discuss policy topics, and the intension was to solidify a work plan for further housing policy amendments.
- Currently a housing policy work plan is on hold until the Oregon State Legislative Session concludes. There are a number of housing bills proposed presently, and without certainty about what the State might require the City Commission choose to put further discussions concerning housing policy on hold.

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- Planning Commission discussions began on October 24, 2022 to discuss policy topics that were addressed in spring of 2022 when the Middle housing ordinance was going through public hearings. New ordinances were required by the state to be adopted and effective by June 30, 2022 which did not leave enough time to have discussions about possible policy topics that went beyond minimum compliance with the ordinance
- The planning commission concluded policy discussions in February and met with the City Commission in a joint work session on March 7, 2023 to present the results of this discussion.
- House Bill 2001 passed by the State Legislature in 2019, calls for cities to allow a range of middle housing types, including duplexes, triplexes, quadplexes, townhouses, and cottage clusters in single family neighborhoods. The Planning Commission and City Commission held hearings in the Spring of 2022 to advance code revisions that met the requirements of HB 2001. These code revisions were required to be adopted by June 30, 2022, and effective by July 1, 2022.
- The Housing Choices Code Update adopted amendments to Title 16 (Land Divisions) and Title 17 (Zoning) of the Oregon City Municipal Code in order to permit a greater range of middle housing types, including duplexes, triplexes, quadplexes, townhouses and cottage clusters in residential zones where single-family detached residential units are permitted.
- This code was effective as of July 1, 2022.
- Staff has created new worksheets to stream the submittal, review, and permitting process of middle housing types for applicants and staff.

2021-2023 Commission Goals and Priorities

OREGON CITY

June 2023 UPDATE

Department Contact:	Planning/Public Works	**Date:**	6/05/2023
Percentage Complete:	75%	**Timeline:**	Ongoing

Goal 7, Strategy 7.1 - Determine and Establish Relationships with the Tribes that have a Shared History with Oregon City

IMPORTANT OR RELEVANT DATES/MILESTONES:

- **CONTINUAL IDENTIFICATION OF OPPORTUNITIES TO IMPROVE COMMUNICATION**
  - **ONGOING MEETINGS**
  - **STAFF CONTINUE TO MEET WITH STAFF FROM CTGR AND CTUIR ON A MONTHLY BASIS TO ENSURE OPEN COMMUNICATIONS**
  - **ADDITIONALLY, FOR ALL NEW LAND USE APPLICATIONS, PLANNING STAFF SEND NOTIFICATION TO TRIBAL CONTACTS.**

STATUS:

THE CITY COMMISSION GOAL CONTAINS TWO COMPONENTS:

- **ESTABLISHING RELATIONSHIPS AND PARTNERSHIPS WITH TRIBES THAT HAVE A SHARED HISTORY WITH OREGON CITY.**

  Staff has also been working directly with the Confederated Tribes of Grand Ronde to identify opportunities to increase communication, explore formalizing a government-to-government relationship, and support private development.

  Staff completed a 4-hour site visit with the CTGR staff and consultant team to discuss the demolition that is occurring on the site and begin to discuss the proposed amendments proposed to implement the Tumwata Village Plan for the property. The site visit and discussion focused on infrastructure, design details, development phasing, and an introduction to the goals and objectives of CTGR for the redevelopment of the property.

  Staff have been meeting monthly with representatives from the Confederated Tribes of Grand Ronde (CTGR) to discuss on-going site work as well as future land use and development plans for the Tumwata Village Plan. CTGR staff has been working with the CTGR Tribal Council and Tribal members to finalize the Tumwata Village Plan. Once approved, the Tumwata Village Plan will be presented to the city and the public.

- **FUND THE INSTALLATION OF A TRIBUTE DESIGNED BY THE CONFEDERATED TRIBES OF THE UMATILLA INDIAN RESERVATION TO HONOR THE CAYUSE FIVE.** THE CITY COMMISSION AUTHORIZED $150,000 TOWARDS COMPLETION OF THE TRIBUTE WHILE STAFF IS CONTINUING TO SUPPORT THE DESIGN AND LOCATION OF THE CAYUSE FIVE TRIBUTE.

  The Cultural Resources Committee (CRC) and the Board of Trustees have approved the CTUIR staff to move forward with a preferred design and site plan for the project and the CRC will be reviewing draft interpretive language at an upcoming CRC meeting in June. Staff has provided CTUIR staff with examples of signage, fonts, and letter sizes to be considered in the design of the interpretive sign and have discussed sign height, border materials, and methods to minimize ground disturbance in the project area.

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	100%	**Target Completion:**	6/30/2022

Goal 7, Strategy 7.2 - Enhance Partnerships with Agencies and Organizations to Promote Oregon City's Resources, Opportunities and Events

IN WORKING WITH THE OREGON CITY CHAMBER, STAFF WILL ESTABLISH A SIX TO EIGHT WEEK TRAINING PROGRAM ON THE BUSINESS OF TOURISM AND ORGANIZATIONAL AND PROFESSIONAL DEVELOPMENT FOR NON-PROFIT AND FOR-PROFIT BUSINESSES.

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- **STAFF COMPLETED THE CONCIERGE TRAINING INSTITUTE TRAINING SESSIONS.**
- **STAFF HAS IMPLEMENTED AN ENTREPRENURIAL PROGRAM CALLED THE OC BIZ POD**

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- ON MAY 17, 2023, STAFF LAUNCHED THE OREGON CITY BIZ POD PROGRAM FOR ENTREPRENEURS SEEKING TO START BUSINESS VENTURES
- STAFF WORKED WITH THE OREGON CITY CHAMBER OF COMMERCE AND COMPLETED THE CONCIERGE INSTITUTE TRAINING SESSIONS ON NOVEMBER 1, 2022.
- STAFF HAS ESTABLISHED A PARTNERSHIP AMONG SEVERAL ORGANIZATIONS INCLUDING THE OREGON CITY POLICE DEPT., CLACKAMAS COMMUNITY COLLEGE, WORKSOURCE CLACKAMAS, CLACKAMAS WORKFORCE PARTNERSHIP, CLACKAMAS BEHAVIORAL HEALTH DEPT., CLACKAMAS CHILDREN, FAMILIES AND COMMUNITY CONNECTIONS, AND OREGON STATE UNIVERSITY EXTENSION TO CREATE THE TALENT READY INITIATIVE A WORKFORCE DEVELOPMENT PROGRAM FOR OREGON CITY.
- STAFF SERVED ON A COMMITTEE TO HELP ORGANIZE THE CELEBRATION OF THE 100TH ANNIVERSARY OF THE ARCH BRIDGE. EVENT HELD ON OCTOBER 1, 2022.
- STAFF MET WITH AREA EMPLOYERS TO ASCERTAIN THEIR LEVEL OF SUPPORT FOR A CHILDCARE DEVELOPMENT PROGRAM.
- STAFF ESTABLISH A PUBLIC/PRIVATE PARTNERSHIP WITH CLACKAMAS FEDERAL CREDIT UNION TO CREATE THE ENTREPRENEURIAL OPPORTUNITY LOAN PROGRAM FOR STARTUPS
- MADE TWO LOANS THROUGH THE NEWLY CREATED ENTREPRENEURIAL OPPORTUNITY LOAN
- STAFF CREATED A PARTNERSHIP WITH THE MICRO-ENTERPRISE SERVICE OF OREGON TO PROVIDE TECHNICAL SERVICES TO SMALL BUSINESS STARTUPS APPLYING TO THE ENTREPRENEURIAL OPPORTUNITY LOAN PROGRAM.
- THE ECONOMIC DEVELOPMENT DEPARTMENT IS WORKING WITH THE CLACKAMAS WORKFORCE PARTNERSHIP TO STUDY THE CHALLENGES OF SUPPORTING THE CHILDCARE INDUSTRY.

- STAFF WITH THE ASSISTANCE FROM THE CHAMBER IS CURRENTLY WORKING TO START THE CONCIERGE INSTITUTE. THE FIRST COHORT WILL START WITH THE HISTORIC SITES AND MUSEUMS.

- The Chamber assisted with developing the courses and identifying instructors and consultants.
- The Concierge Institute held its second class. It was on digital marketing. The Chamber paid for the instructor
- Staff hired a videographer to take pictures and video the Christmas Tree lighting ceremony organized by DOCA
- Staff has engaged leaders from Clackamas County Community College, Oregon State University, Oregon Employment Development, Clackamas Workforce Partnership, and Oregon City School District to help further development The Talent Ready Workforce Development Initiative.
- working with various agencies responsible for workforce development to streamline the current system and to mitigate the impact of the silo-type environment that is currently pervasive

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	100%	**Target Completion:**	6/30/23

Goal 7, Strategy 7.3 – Promote the Arts as a Focus of Community Identity and Reactive the Arts Commission

PROMOTION OF THE ARTS WILL INCLUDE:

- *PUBLIC DISPLAY OF SCULPTURES, PAINTINGS, DECORATIVE FEATURES, HORTICULTURAL ENHANCEMENTS AND HISTORICAL PORTRAYALS.*
- *EVENTS THAT INCLUDE MUSIC, DANCE, POETRY AND OTHER FORMS OF ARTISTIC EXPRESSION.*

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- STAFF WORKED WITH THE ARTS COMMISSION TO DEVELOP A GRANT PROGRAM TO SUPPORT LOCAL ARTISTS AND ORGANIZATIONS. AS A RESULT, THE ARTS COMMISSION GRANTED FUNDING TO THE FOLLOWING ORGANIZATIONS:

  - JUNETEENTH CELEBRATION (JUNE 17TH AT THE LIBRARY)

  - CATHY ROWE, OREGON CITY COLORING BOOK

  - OREGON CITY PORCH FEST (8/11-8/12)

  - WILLAMETTE FALLS STUDIOS OPEN HOUSE (9/23)

  - MAN OF LA MANCHA, CLACKAMAS REPERTORY THEATER

  - OREGON CITY CULTURAL EVENTS, SOUL FLAGS

  - PARTY FACTORY MURAL AND COW SCULPTURE

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- IN APRIL 2021, STAFF BEGAN WORKING TO REVISE THE EXISTING DRAFT MURAL CODE
- IN MAY 2021, DESTINATION READY WAS UNVEILED TO VARIOUS GROUPS AND STAFF BEGAN WORKING WITH THE CHAMBER AND THE DOWNTOWN OREGON CITY TO IMPLEMENT THE STRATEGY
- IN SEPT 2021, MEMBERS OF THE ARTS COMMISSION WERE APPOINTED
- THE ARTS COMMISSION HELD ITS FIRST MEETING ON OCTOBER 26, 2021
- THE ARTS COMMISSION HELD ITS SECOND MEETING ON NOVEMBER 23,2021.
- THE ARTS COMMISSION HELD TWO RETREATS TO DEVELOP A VISION AND GOALS WITH REGARD TO ITS WORK TO SUPPORT THE ARTS IN THE COMMUNITY
- MURAL ARTS PROGRAM GUIDELINES AND APPLICATION HAVE BEEN COMPLETED AND WILL BE ONLINE.
- MET WITH ART GROUPS TO DISCUSS THEIR ENGAGEMENT WITH OREGON CITY'S TOURISM PROGRAM
- MET WITH AREA ACTORS, POETS, SINGERS, AND OTHER INDIVIDUALS INVOLVED IN THE IMPLEMENTATION OF ARTISTIC EXPRESSION TO HELP ENHANCE THE CITY'S TOURISM INDUSTRY

2021-2023 Commission Goals and Strategies

OREGON CITY

MAY 2023 UPDATE

Department Contact:	Economic Development	**Date:**	5/16/2023
Percentage Complete:	Ongoing	**Target Completion:**	6/30/23

Goal 7, Strategy 7.4 - Use Art to Attract and Engage Community Members and Visitors

STAFF WILL INVESTIGATE THE FEASIBILITY OF THE DEVELOPMENT OF AN ARTS INCUBATOR TO HELP ARTISTS REALIZE COMMERCIAL SUCCESS BY ESTABLISHING A FACILITY TO HOUSE STUDIOS, CONFERENCE ROOMS, AND ADMINISTRATIVE, FINANCIAL, AND LEGAL SERVICES.

IMPORTANT OR RELEVANT DATES/MILESTONES: (LOOKING AHEAD AT THE NEXT 3 MONTHS)

- STAFF IS WORKING WITH THE ARTS COMMISSION ON ITS STRATEGIC PLAN TO SUPPORT THE ARTS

STATUS: (WHAT HAS BEEN DONE/IS BEING DONE)

- DISCUSSIONS WITH INDIVIDUALS AND COMMUNITY GROUPS ARE STILL ON-GOING.
- THE ARTS COMMISSION TALKED ABOUT VARIOUS WAYS TO SUPPORT THE ARTS COMMUNITY DURING THEIR RETREAT.
- IN THE NEXT FEW WEEKS, THE ARTS COMMISSION WILL COMPLETE ITS VISION AND GOALS STATEMENT.
- THE ARTS COMMISSION WILL BEGIN TO HAVE DISCUSSIONS WITH VARIOUS ART RELATED GROUPS IN THE COMMUNITY TO ACCESS HOW THE COMMISSION CAN SUPPORT THE ARTS COMMUNITY.
- MET WITH MANAGER OF THE STEVEN-CRAWFORD HOUSE "ARTISTS IN RESIDENCE" INITIATIVE TO DISCUSS THEIR APPROACH TO SUPPORTING ARTISTS.

ESTIMATED COMPLETION DATES FOR 2021-2023

GOALS AND STRATEGIES

City of Oregon City

Goal	ASSIGNED	PROGRESS	START	END	Notes
Goal 1 - Promote Diversity, Equity and Inclusion for a Safe, Inclusive Community and Organization					
1.1 Develolp a comp. internal and external DEI framework	HR/City Manager	100%	6/1/2021	5/31/2023	Goal 1.1 Website Link
1.2 Create a community task force to guide external DEI work	HR/City Manager	100%	7/1/2021	3/31/2023	Goal 1.2 Website Link
1.3 Evaluate internal policies, procedures to reduce barriers	HR/City Manager	100%	9/1/2021	6/30/2023	Goal 1.3 Wesbite Link
Goal 2 - Invest in Current and Future Capital Needs for Safe, Sustainable Infrastructure and City Services					
2.1 Prioritize projects in the transportation master plan	Public Works	100%	9/1/2021	8/31/2022	Goal 2.1 Website Link
2.2 Complete analysis to identify deferred maintenance	Parks and Recreation	100%	5/1/2021	12/31/2021	Goal 2.2 Website Link
2.3 Review SDCs and utility rates to strike a balance	Public Works	100%	5/1/2021	10/31/2021	Goal 2.3 Website LInk
2.4 Prioritize the implementation of the IT Strategic Plan	IT/City Manager	85%	5/1/2021	7/31/2022	Goal 2.4 Website Link
2.5 Complete Parks master plan and update System Dev. Fees	Parks and Recreation	85%	10/1/2021	9/30/2023	Goal 2.5 Website Link
2.6 Assess the comm. infrastructure and equipment	Economic Development	90%	9/1/2021	6/30/2023	Goal 2.6 Website Link
2.7 Develop a citywide facility master plan	City Manager	25%	7/1/2022	12/31/2022	Goal 2.7 Website Link
Goal 3 - Improve the City's Engagement Efforts to Reach the Broader Oregon City Community and Inform the Policy Process					
3.1 Refine and improve the engagement strategy	City Manager/Communications	50%	7/1/2021	9/30/2022	Goal 3.1 Website Link
Goal 4 - Adopt and Implement a Homelessness Strategy for Oregon City					
4.1 Formalize our internal strategy	Police	100%	7/1/2021	12/31/2021	Goal 4.1 Website Link
4.2 Develop partnerships with other local and regional govts	Police	100%	12/1/2021	12/31/2022	Goal 4.2 Website Link
Goal 5 - Promote Tourism and Support Economic Development to Foster Community Sustainability					
5.1 Prioritize and implement the Citywide Ec Dev Strategy	Economic Development	90%	7/1/2021	6/30/2023	Goal 5.1 Website Link
5.2 Determine implementation of 2020 Urban Renewal Study	Economic Development	100%	5/1/2021	10/31/2021	Goal 5.2 Website Link
5.3 Implement the Tourism Strategy	Economic Development	100%	7/1/2021	6/30/2023	Goal 5.3 Website Link
5.4 Determine the City's role in supporting comm. events	Economic Development	100%	7/1/2021	12/31/2021	Goal 5.4 Website Link
Goal 6 - Support Diverse Housing Options in Oregon City					
6.1 Prepare a plan to identify and implement housing	Planning	on hold	7/1/2022	9/30/2023	Goal 6.1 Website Link
6.2 Update our code to provide add. housing opportunities	Planning	75%	7/1/2021	7/31/2022	Goal 6.2 Website Link
Goal 7 - Support Improvements and Partnerships that Contribute to our Hometown Feel and Showcase Oregon City's Unique Community Identity					
7.1 Determine and establish relationships with the Tribes	Planning/Public Works	75%	5/1/2021	6/30/2023	Goal 7.1 Website LInk
7.2 Ehance partnerships with agencies and organizations	Economic Development	100%	9/1/2021	6/30/2022	Goal 7.2 Website Link
7.3 Promote the arts as a focus of community identity	Economic Development	100%	8/1/2021	6/30/2023	Goal 7.3 Website Link
7.4 Use art to attract and engage more community members	Economic Development	Ongoing	10/1/2021	6/30/2023	Goal 7.4 Website Link

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 06/13/2023

From: Public Works Director John M. Lewis, PE

SUBJECT:

Oregon City Loop Trail Plan Update

STAFF RECOMMENDATION:

For Discussion Only

EXECUTIVE SUMMARY:

On April 6, 2022, the City Commission awarded the contract and authorized the City Manager to execute the Contract Agreement with Fehr & Peers in the amount of $99,800 for planning services for the Oregon City Loop Trail Plan (PS 22-002).

The Oregon City Loop Trail is a proposed shared-use path which is referenced in the Transportation System Plan (TSP) and Trails Master Plan (TMP). It includes shared-use path projects from the TSP named S30, S26, S23, S22, and S24.

The purpose of this work and resulting plan is to provide conceptual design that determines specifically where each of these shared-use paths shall be constructed and what the cross section of the path or roadway should entail. Some of the pathway alignment may occur alongside roadways, others will be separated from roadways, and others may be located somewhere along or under overhead power lines.

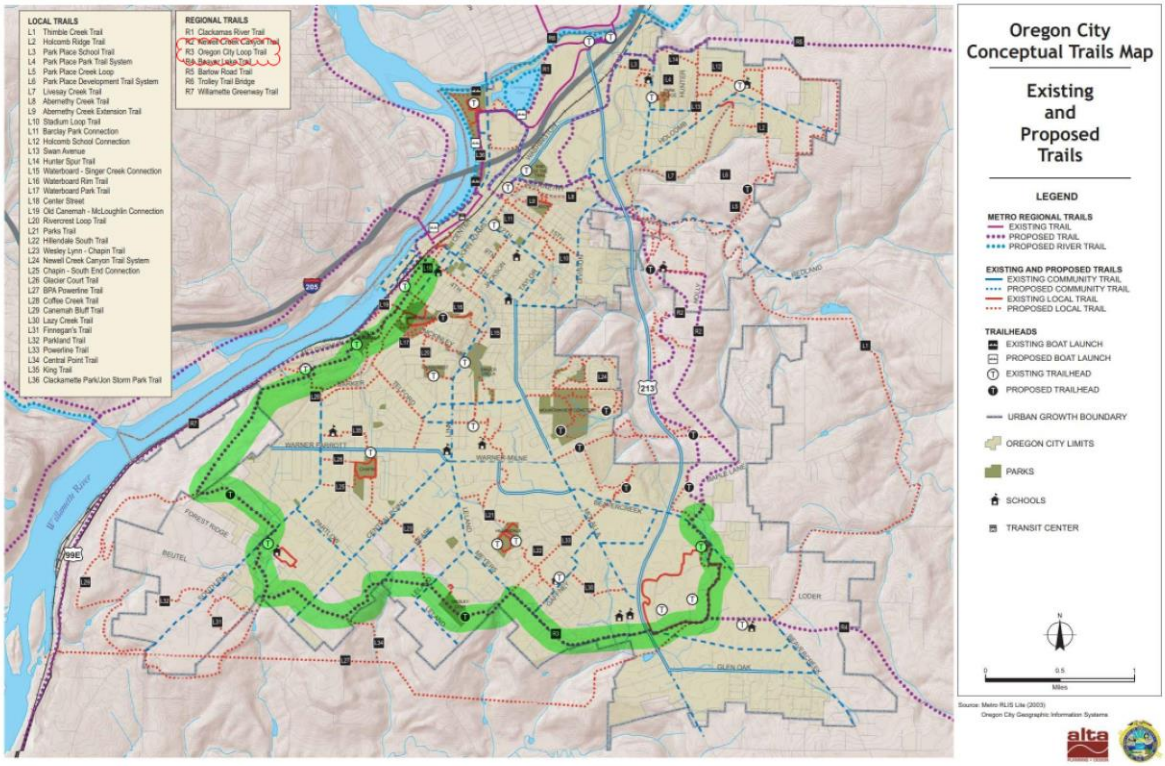
The final report and plan will provide the City with a way to be more competitive in securing grants which are becoming more readily available as multi-modal funding has increased statewide. This will allow the City to be more successful in getting grants to design and construct these portions of the Oregon City Loop Trail connecting key areas of the City with more walking and biking options.

The work session will consist of a presentation by staff and the consultant to inform the Commission on the work to date with the anticipation of adoption of the plan later this year. The work session is also provided as an opportunity to answer any initial questions the Commission may have about this project.

BACKGROUND:

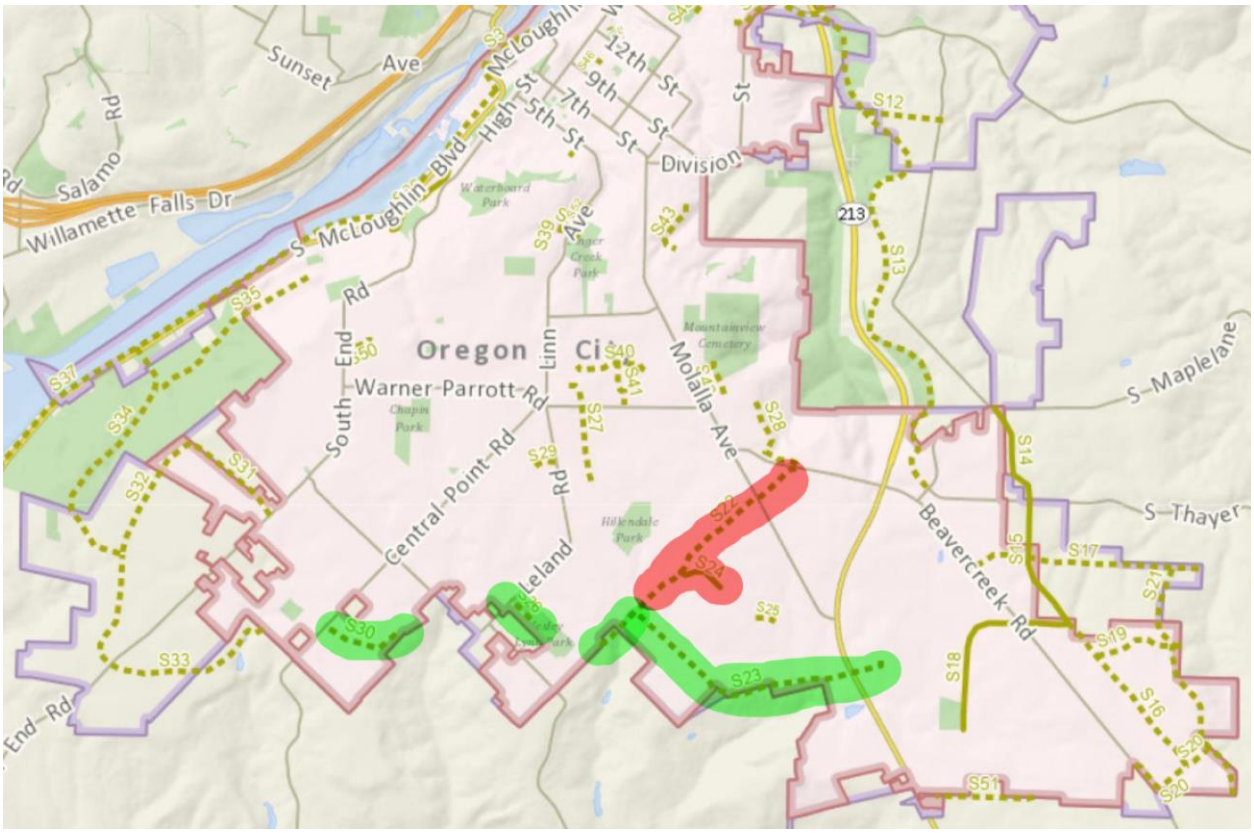
The Oregon City Loop Trail is a proposed regional trail and shared-use path which is referenced in the Trails Master Plan (TMP) and the Transportation System Plan (TSP). Many of the TMP and TSP identified segments pass through developed areas. Without open land for a more robust pathway system. Aside from new paths where land is available, this planning effort further establishes the pathway alignments and pathway facility on already existing sidewalk and/or public roads. Other planned loop trail segments are intended for alignments outside the City Limits or even the Urban Growth Boundary.

The TMP identifies the Oregon City Loop Trail (R3) as a Regional Trail, which would create a loop around Oregon City, utilizing the east side of Newell Creek Canyon, and linking to the Beaver Lake Trail. Part of the trail utilizes an old Willamette Valley Southern Railway line that carried passengers and wood products through Newell Creek Canyon to Molalla and Mount Angel from 1915 to 1938. The plan also acknowledges that southern portions of the Oregon City Loop Trail take on a different character as it travels around Oregon City through existing residential developments, parks/natural areas, future subdivisions, and on existing local roadways. The portion of the Oregon City Loop Trail highlighted in the TMP excerpt below is complicated because it's in areas already developed without a trail in mind and as such requires more detailed planning:



The TMP identified the Oregon City Loop Trail as a Tier 1 Priority Trail when the plan was adopted in 2004. The TMP also notes that the Oregon City Loop Trail will be difficult to implement and states that the trail should undergo master planning processes in order to identify the feasibility, cost, and funding availability for the trail.

The TSP includes the following smaller projects that are part of the larger Oregon City Loop Trail. Orchard Grove-Hazelnut Shared Use Path (S30), Leland Road-Wesley Lynn Park Shared Use Path (S26), Meyers Road Shared Use Path (S23), Meyers-Beavercreek Shared Use Path (S22), and Gaffney Lane Elementary School Shared Use Path (S24) are shown below:



The green highlighted trails are the direct portions of the Oregon City Loop Trail, and the red highlighted trails are ancillary shared use paths which contribute to the trail which would be beneficial to be planned for within this study. Note that Leland Road-Wesley Lynn Park Shared Use Path (S26), has already been constructed as part of the Parker Knoll Subdivision.

The purpose of this plan was to refine the alignment and provide conceptual design that determines where specifically each of these shared use paths shall be constructed and to what width. Some of the segments may occur alongside roadways, others will be separated from roadways, and others may be located somewhere along or under overhead power lines.

The Oregon City Loop Trail is eventually planned to connect to the McLoughlin-Canemah Trail which was planned a few years ago. The recent Meyers Road extension project built a portion of trail to connect to the Clackamas Community College trail system which could bring the trail over to Beavercreek Road when development occurs on existing campus industrial zoned properties.

This planning effort incorporated several stakeholders including the school district, Metro, Oregon Department of Transportation, adjacent homeowner's associations, and neighborhood associations. A Community Survey was completed in 2022 (Survey Summary attached). Feedback from stakeholders has been used to refine the alignments and provide features that will make these shared use paths most desirable for optimal use.

Once complete this plan will provide the City an opportunity to be more competitive in active transportation grants which are becoming more readily available as multi-modal funding has increased. This work will better prepare the City to be able to be more competitive when applying for grants to design and construct portions of the Oregon City Loop Trail, by connecting the City with more walking and biking options.

The presentation will provide the project purpose including a summary of the project, a need for the project, and the future outcomes of the project. It will also include proposed cross sections of the path alignments which were created based on public input, engineering technical standards, and related transportation studies and plans.

The work session will inform the Commission on the work to date with the anticipation of adoption of the plan later this year. The work session is provided to answer any initial questions the Commission may have about this project.

OPTIONS:

1. For discussion only

BUDGET IMPACT:

Amount:	$ 0.00
FY(s):	N/A
Funding Source(s):	N/A

FEHR PEERS

Technical Memorandum

Oregon City Loop Trail Refinement Plan

October 6, 2022 – DRAFT

Prepared by Fehr & Peers

Introduction **2**

Purpose 4

The Loop Trail 4

Opportunities & Constraints 7

Meyers-Beavercreek Shared Use Path - S22 ..... **8**

Meyers Road Shared Use Path - S23 ..... **17**

Gaffney Lane Elementary Shared Use Path - S24 ..... **23**

Orchard Grove-Hazelnut Shared Use Path - S30 ..... **27**

921 SW Washington Street | Suite 700 | Portland, OR 97205 | (503) 416-7300 | Fax (503) 296-2746
www.fehrandpeers.com

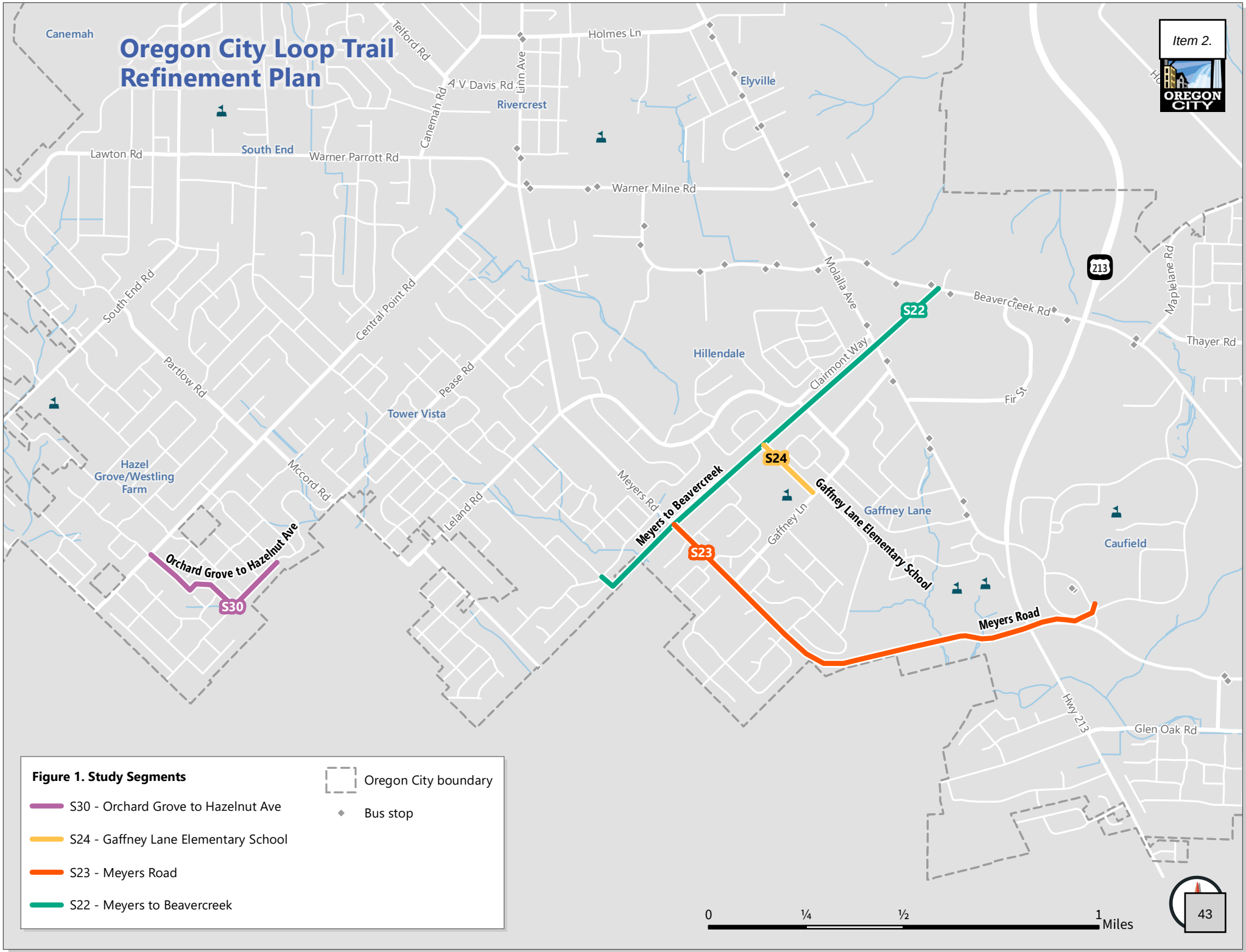
Introduction

The Oregon City Loop Trail, identified in the City's Trails Master Plan, will create a loop around Oregon City providing travelers with both off-street connections and connections along local roadways. The City's Transportation System Plan (TSP) also identifies ancillary shared use paths that will connect people walking, biking, and using other other small mobility devices to the Loop Trail. The Oregon City Loop Trail Refinement Project presents an opportunity to further define two path segments of the Loop Trail and two ancillary paths. While the general route for these connections is known, this project will refine the shared use path alignment along existing roadways, through planned subdivisions and along property lines, and will identify the appropriate cross-section for each of the segments to meet the needs of anticipated users. This project will result in a planning document that will provide guidance for Development Review Staff to condition new development to design and construct portions of the path, position the City to add projects to the Capital Improvement Program (CIP) that would design and construct portions of the path, and most importantly, position the City to secure grant funding to support design and construction.

The four segments, shown on **Figure 1**, that will be refined as part of this project are:

- S22 – Meyers-Beavercreek Shared Use Path
- S23 – Meyers Road Shared Use Path
- S24 – Gaffney Lane Elementary Shared Use Path
- S30 – Orchard Grove-Hazelnut Shared Use Path

Oregon City Loop Trail Refinement Plan



Purpose

One focus of the City's TSP, adopted in 2013, was to emphasize a multimodal approach to solving transportation issues, including improving options for people walking and biking within the city. This approach is woven throughout the TSP goals, objectives, and the project list.

Goal 1 of the TSP states that the City should "Ensure that the transportation system maintains and improves individual health, safety and security by maximizing the comfort and convenience of walking, biking and transit options, public safety and service access." By beginning the process of refining the four segments identified for this study, this effort is positioning the City to advance the objective of providing a network of family-friendly walking and biking routes. This refinement plan will also identify potential funding sources that the City can use to design and construct these trail segments, aligning with the City's goal of identifying transportation investments that can be made with available funding.

The Loop Trail

The Oregon City Loop Trail will create a loop around Oregon City for people walking, biking, and using other small mobility devices and provide a connection to other planned local and regional trails. In addition to the four segments being evaluated in more detail, early information gathering for this effort also focused on answering questions about two segments of the trail that will be key pieces to connecting the loop, the portion of the trail that will cross Canemah Bluff and the portion that will use the alignment for the old Willamette Valley Southern Railway line through Newell Creek Canyon.

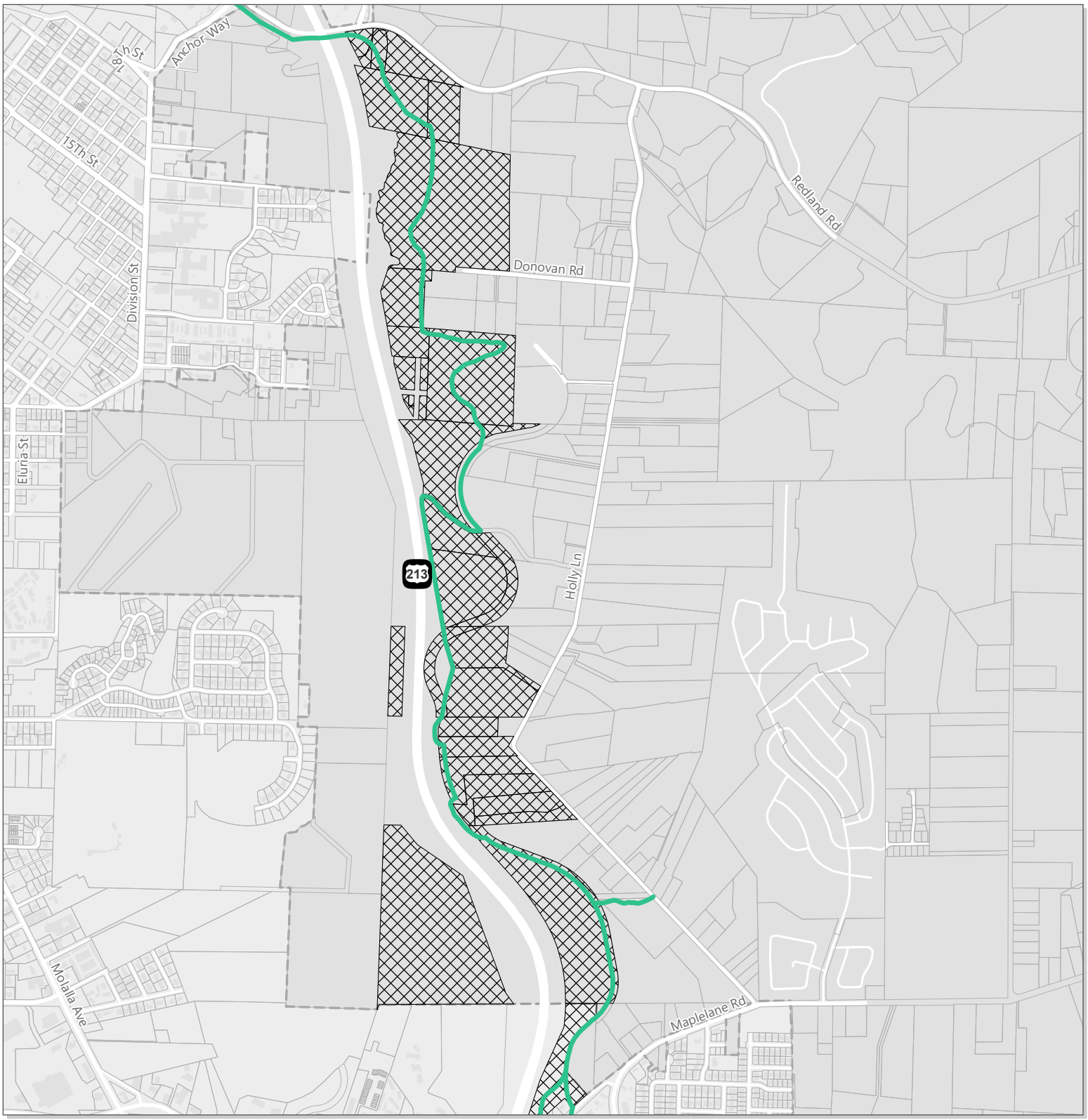
To understand priority for those segments at the regional level and next steps that would be needed to move development of the segments forward, the project team reached out to Metro staff as part of the stakeholder interviews. A summary of all stakeholder interviews is included as **Appendix A** of this document.

In 2018, the City completed the McLoughlin to Canemah Trail Plan, which evaluated options for connecting Canehmah Buff to the McLoughlin Promendae as part of the Loop Trail. The plan identified interim and permanent recommendations for the trail. For the segment of the trail that would connect to the McLoughlin to Canemah Trail and traverse Canemah Bluff Metro shared that developing the trail in this area is a long-term priority due to the resources required and the understanding that this will be a challenging segment to construct due to the need to protect existing wildlife habitats and the challenge of navigating private property in the area.

For the segment through Newell Creek Canyon, Metro shared that much of the property needed to complete that connection is currently held by Metro and efforts to purchase remaining properties needed to complete the connection continue. The existing property owned by Metro along the railroad alignment is shown on **Figure 2**, below. To move development of this segment

of the trail forward, the City would need to initiate and fund development of the trail as a local partner.

Figure 2. Clackamas County Community College to Downtown



Oregon City Loop Trail System

Metro Owned Property

Oregon City Boundary

0 ¼ ½
Miles

Opportunities & Constraints

This technical memorandum will serve as the baseline for the refinement study, documenting opportunities, constraints, and issues for each of the segments that will need to be considered as the alignments and cross-sections are developed. Each topic area reviewed is described below.

Topic Areas

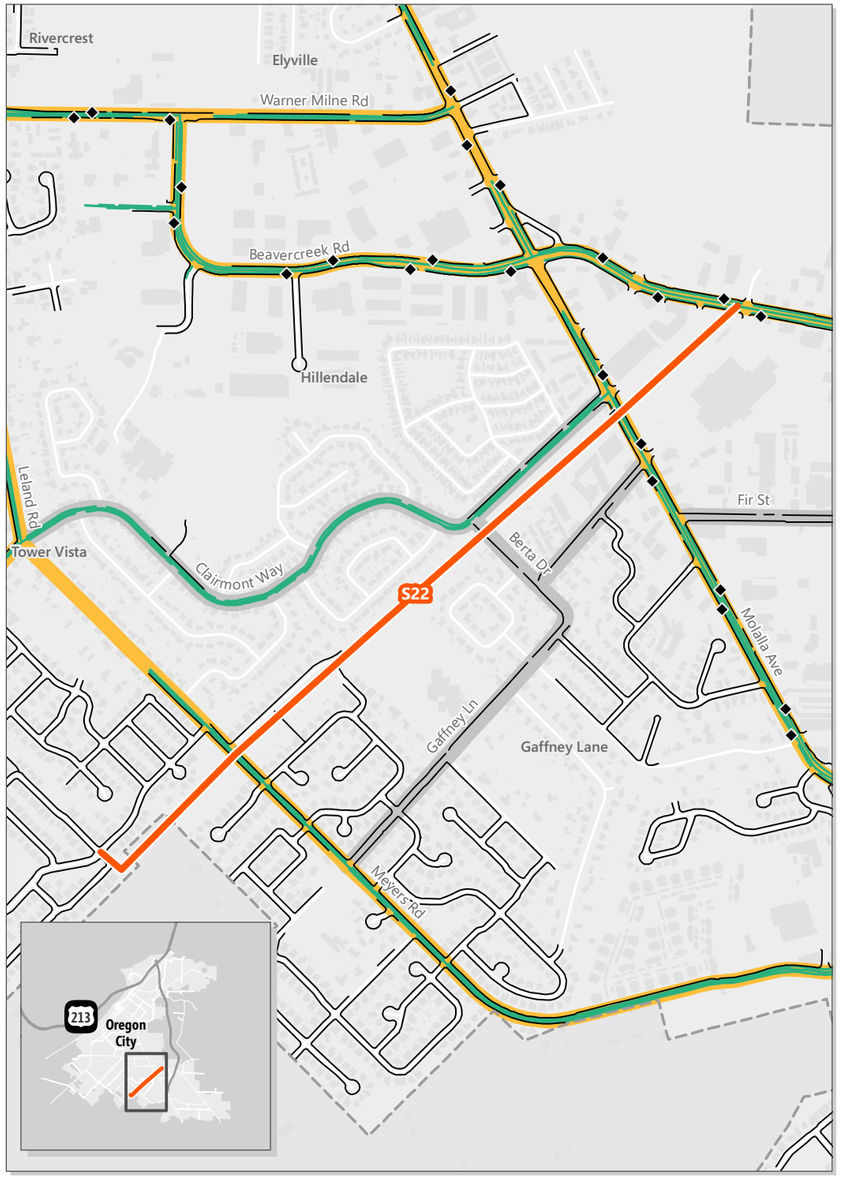
	Previous Planning Efforts: A review of planning documents that identify or provide direction for each of the segments that serve as a starting point for this effort.
	Surrounding Land Use & Context: The existing and planned land uses surrounding each segment, including identification of uses likely to generate bicycle and pedestrian trips such as schools and parks.
	Land Ownership & Right-of-Way (ROW): A review of ownership for the properties that may be needed to construct each of the segments and available ROW.
	Existing Infrastructure: An inventory of the roadway, bicycle, and pedestrian network in the area surrounding each segment.
	Utilities: An inventory of existing utilities within the anticipated alignment of each segment that will need to be considered in the refinement process.
	Environmental Constraints: A description of constraints including geologic hazards, water, and natural resources that will influence alignment and cross-section options.

Stakeholder interviews were also completed with key stakeholders, identified by the City, for each segment. Takeaways for each segment are documented in the following sections and a full summary is included in **Appendix A**.

Oregon City Loop Trail Refinement Plan

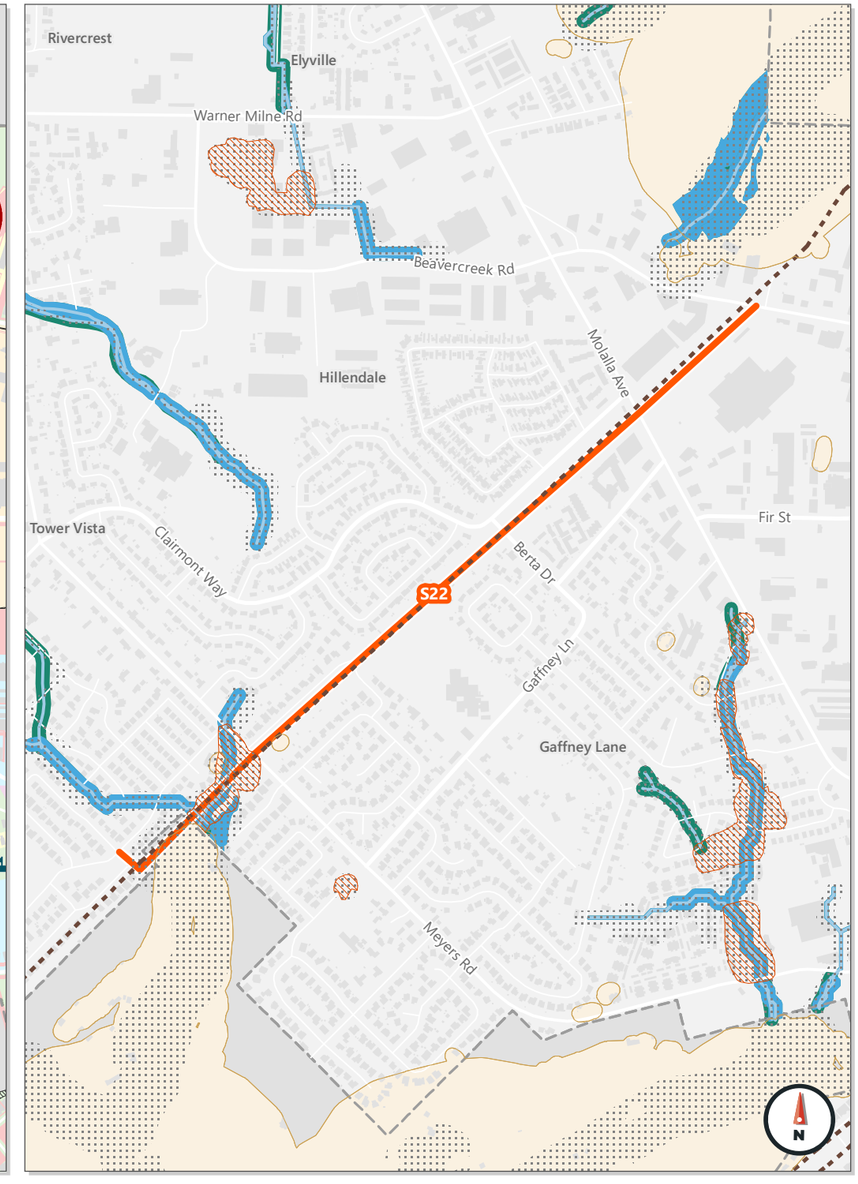
Figure 3. S22 - Meyers to Beavercreek

Transportation



Land Use

Utilities & Environmental



Functional Class
- Freeway
- Collector
- Arterial
- Local

- Bus stop
- Sidewalk
- Bike lane
- Oregon City Boundary

- Easement
- Storm detention basin
- Unimproved ROW
- Privately Owned Tax Lot
- School
- Oregon City Boundary

Zoning
- Commercial
- Industrial
- Institutional
- Mixed use
- Residential

- Natural Resource Overlay District (NROD)
- Wetland
- Riparian area
- Potential vegetated corridor
- Geologic hazard area
- Oregon City Boundary
- Powerline
- Stream

Meyers-Beavercreek Shared Use Path - S22

The Meyers-Beavercreek Shared Use Path is an ancillary path that is intended to provide an off-street connection for people walking, biking, and using other small mobility devices from Beavercreek Road to Meyers Road. **Figure 3** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

Meyers-Beavercreek Shared Use Path Opportunities & Constraints	
	• Identified as project S22 in the City's TSP, this project is part of the Not Likely to be Funded Transportation System. As a Long-term Phase 2 project, it is a high priority after the Likely to be Funded Transportation System is implemented. • As a Local Trail, the City's Trails Master Plan states that this shared use path should be designed to provide access for most, if not all, trail users with a width of between 6 to 12 feet and a paved or other smooth surface.
	• Between Beavercreek Road and Molalla Avenue, options for accommodating the path within the developed retail centers or alternate routes will need to be considered. • The predominate land use along the planned alignment is single-family residential. • Gaffney Lane Elementary School and Wesley Lynn Park are the primary generators for bicycle and pedestrian trips along the planned path.
	• Much of the planned alignment is along property owned by the City of Oregon City and Oregon City School District. • There is 12 feet of unimproved ROW between single-family homes from S Berta Drive to Gaffney Lane Elementary; however, several homes have fences that extend into the ROW. • There is an existing easement, granted to Portland General Electric (PGE), from Beavercreek Road to Frontier Parkway that follows the powerlines and is approximately 225 feet wide.
	• The primary consideration for roadways in the area will be how to create a safe crossing for the shared use path. Clairmont Way, Moccasin Way, and Frontier Parkway offer low-speed alternatives if an off-street connection is deemed infeasible or too expensive. • On-street bicycle lanes and sidewalks are provided in the area surrounding the planned path; however, if on-street alternatives are identified, enhancements to the existing on-street bicycle lanes will likely be needed to create a route that is comfortable for users of all ages and abilities. • This path will connect to the planned Gaffney Lane Elementary Shared Use Path, creating an off-street connection to the elementary school between Beavercreek Road and Meyers Road.
	• From Beavercreek Road to Frontier Parkway, the alignment follows high-voltage transmission lines that will require 50 feet of horizontal clearance from the shared use path and any street furniture. • There are two stormwater management areas, located on either side of Meyers Road, in areas where the shared use path is identified as providing an off-street connection.

Meyers-Beavercreek Shared Use Path Opportunities & Constraints

- Water and natural resources in the area between Meyers Road and Frontier Parkway will need to be considered as off-street options in that area are considered.
- The only geologic hazard present along this path alignment are slopes. Areas with slopes greater than 25% are located near the two stormwater management areas.

Previous Planning Efforts

Two planning documents, the City's TSP and Trails Master Plan, include details and guidance related to refinement of this shared use path. As the long-term guide for the City's transportation investments, the TSP provides a starting point for project refinement, while the Trails Master Plan provides design guidance based on the path's purpose and intended users.

TSP

The Meyers-Beavercreek Shared Use Path is identified as project S22 in the City's 2013 TSP. The project is identified as part of the Not Likely to Be Funded Transportation System. The Not Likely to Be Funded Transportation System is a list of projects that are not reasonably expected to be implemented by 2035 but will provide important connections for the transportation system.

The TSP project description states that this project will "Add a shared-use path under the power lines between Morrie Drive and Beavercreek Road. Will require a portion of the parking lot between Molalla and Beavercreek." The project limits are Morrie Drive to Beavercreek Road and it is identified as a Long-term Phase 2 project estimated to cost $1.2 million. Because this project is identified as a Long-term Phase 2 project, it is considered one of the highest priority projects after the Likely to be funded Transportation System is implemented.

Trails Master Plan

The City's Trails Master Plan, completed in 2004, provides guidance on trail designs based on the facility type, the types of anticipated users, available width, and surface options. The Trails Master plan also provides guidance on trail-roadway crossings that will need to be considered for this segment.

The Meyers-Beavercreek Shared Use Path is identified as a proposed local trail in the Trails Master Plan. The Master Plan states that "City trails provide access for most, if not all, trail users within neighborhoods, parks, greenspaces, and other recreational areas. They are similar to regional trails in that they typically have their own right-of-way and serve only non-motorized users. These trails should be at least six feet wide and at least eight feet wide if bicycle use is anticipated. All

efforts should be made so that at least one ADA accessible trail is available and serves the most desirable parts of the area (i.e., picnic areas, viewpoints, playground equipment, etc.)."

Based on the Trail Design Types and Standards in the Master Plan, these trails should be designed with a width of between 6 and 12 feet and should be a paved or other smooth-rolling surface to accommodate all trail users.

This shared use path may have up to four roadway crossings at:

- Beavercreek Road
- Molalla Avenue
- S Berta Drive
- Meyers Road

The Trails Master Plan will be referenced to provide guidance on three potential crossing solutions that will be explored as part of this refinement phase:

- Unprotected/Marked
- Route Users to an Existing Intersection
- Signalized/Controlled

Guidance in the Trails Master Plan will be used to determine which crossing types may be appropriate and what enhancements may be needed based on traffic volume, speed, and line of sight.

Surrounding Land Use & Context

Today, there are three land uses adjacent to the identified alignment for the shared use path: commercial, residential, and institutional.

At the northeast end of the path, from Beavercreek Road to just south of Molalla Avenue, the surrounding land use is retail. The area is zoned as General Commercial and designated as an Enterprise Zone.

The area between the retail use just south of Molalla Avenue and S Berta Drive is zoned as High-Density Residential District; however, along the identified alignment, the land is undeveloped and currently serves as a construction staging area for the city.

Between S Berta Drive and McVey Lane, land use zoning allows for low density residential uses. Today, there are single-family homes on both sides of the proposed shared use path and an elementary school. From McVey Lane to Morrie Drive, the land use is zoned as R-8, another low-density residential use. There is no development between Red Hawk Drive and Meyers Road due

to a stormwater management area. There is also a stormwater management area located directly across Meyers Road. Except for the stormwater ponds, the land use surrounding the shared use path is fully built out.

Today, the primary land use that would generate bicycle and pedestrian trips along the shared use path is the elementary school. When constructed, this path would provide a connection from the Gaffney Lane neighborhood to Wesley Linn Park, another key destination for people walking, biking, and using other small mobility devices in this part of the city.

Land Ownership & Right-of-Way (ROW)

Properties along the proposed alignment are owned by a mix of private and public owners as shown on **Figure 3**. Undeveloped properties along this path alignment are owned by:

- Settlers Point Homeowners Association
- The City of Oregon City
- Oregon City School District

Other property owners along the proposed alignment include:

- Fred Meyer Stores
- Wesberg Family Properties LLC
- Private residence owners

There is an existing easement, the length of the proposed path, that is approximately 225 feet wide between Beavercreek Road and Frontier Parkway. The easement, granted to PGE, allows the land to be used for power lines and includes wooden distribution poles and transmission lines.

Conversations with the School District also indicate that the district is open to collaborating with the City on an easement allowing access and use of their property outside the fenced area that provides access to the school and playground.

In addition to the parcels owned by the City, there are also 12 feet of unimproved ROW between parcels located on Eastborne Drive and Tina Street. This ROW runs from S Berta Drive to about halfway through the parcel owned by the School District. While this ROW appears to be available for public use, several property owners have built privacy fences that extend into this ROW and block access.

Existing Infrastructure

Vehicles

There are seven roadways that will be considered as the design for this shared use path is refined. A brief description of each is provided below.

Beavercreek Road is a four-lane roadway with a posted speed limit of 35 miles per hour (mph) and is identified as a Major Arterial by the City's Functional Roadway Classification System. The primary challenge for this roadway will be determining where and how shared use path users should cross to connect to planned trails northeast of Beavercreek Road.

Molalla Avenue is a two-lane roadway with a center turn lane, a posted speed limit of 35 mph, and is identified as a Major Arterial. Where and how the shared use path crosses Molalla Avenue is the primary challenge for this roadway.

S Fir Street is a two-lane roadway with on-street parking permitted on both sides and a posted speed limit of 25 mph. Identified as a Collector, S Fir Street may be considered as an alternative to a connection through the existing retail area, if needed.

Clairmont Way is a two-lane Collector with a posted speed limit of 25 mph and is adjacent to the shared use path alignment between Molalla Avenue and S Berta Drive. On-street parking is permitted on both sides of the road.

Moccasin Way is a two-lane Local Street with a posted speed limit of 25 mph that serves only as residential access for the homes along it. On-street parking is permitted on both sides of the road. Moccasin Way may be considered as an alternative to constructing the shared use path through the parcel with the stormwater pond.

Meyers Road is a two-lane Minor Arterial with a posted speed limit of 35 mph and no on-street parking permitted near the shared use path. Creating a safe connection across Meyers Road will be the primary challenge for this roadway.

Frontier Parkway is a two-lane Local Street with on-street parking permitted on both sides of the street and a posted speed limit of 25 mph. Frontier Parkway connects to Wesley Lynn Park and may be considered as an alternative to constructing the shared use path through the stormwater retention area southwest of Meyers Road.

Bicycle and Pedestrian

Today, on-street bicycle lanes are provided on the following roadways:

- Beavercreek Road
- S Fir Street (from Beavercreek Road to approximately 0.25 miles south of the intersection)

- Molalla Avenue
- Clairmont Way
- Meyers Road

Except for Molalla Avenue, the on-street bicycle lanes are unprotected and do not have a buffer. On Molalla Avenue, the recent streetscape project included the addition of buffered bicycle lanes.

Sidewalks are also prevalent in the area surrounding this shared use path alignment. Only the south sides of Clairmont Way and Moccasin Way are missing sidewalks.

When constructed, this path will connect to the Gaffney Lane Elementary Shared Use Path, creating an off-street connection to the elementary school between Beavercreek Road and Meyers Road.

Transit

When constructed, this shared use path could provide an off-street connection to transit stops on Beavercreek Road and Molalla Avenue.

Bus stops near the shared use path alignment on Molalla Avenue are served by TriMet Route 33 and 99, which provide connections to Clackamas Town Center and downtown Portland, respectively. On Beavercreek Road, the shared use path would connect travelers to Route 32, which provides service to Milwaukie.

Utilities

Existing powerlines and stormwater facilities are the primary utilities that will need to be considered along the shared use path alignment.

Powerlines: The proposed alignment follows the powerlines from Beavercreek Road to Frontier Parkway. Within the proposed alignment, there are seven lattice towers used for transmission lines and several wooden poles with distribution lines. PG&E owns the transmission and distribution lines. Wooden distribution poles can be relocated, as needed, to provide space for the shared use path. Based on documentation provided by PG&E, 50 feet of clearance will be required between the shared use path and the higher voltage transmission lines. Access for maintenance vehicles, including vehicles as large as a bucket truck, should also be maintained as the shared use path alignment is refined.

Stormwater: There are two stormwater management areas located along the shared use path alignment. One is located on the northeast corner of Moccasin Way and Meyers Road on land owned by the City. The second pond is located directly across Meyers Road on land owned by the Settlers Point Homeowners Association.

Environmental Constraints

For this path, the only area with environmental constraints is the area surrounding the stormwater management areas at the southwest end of the path.

Water and Natural Resources: The area between Meyers Road and Frontier Parkway is home to water and other natural resources that will need to be considered in evaluating off-street options in this area. Those resources include:

- A stream that runs from the northeast side of Meyers Road across Frontier Parkway
- Wetlands
- Riparian Area
- A vegetated corridor

Geologic Hazards: The only geologic hazards that will need to be considered are slopes. In this area, there are small areas with slopes greater than 25% near the stormwater management areas.

Meyers Road Shared Use Path - S23

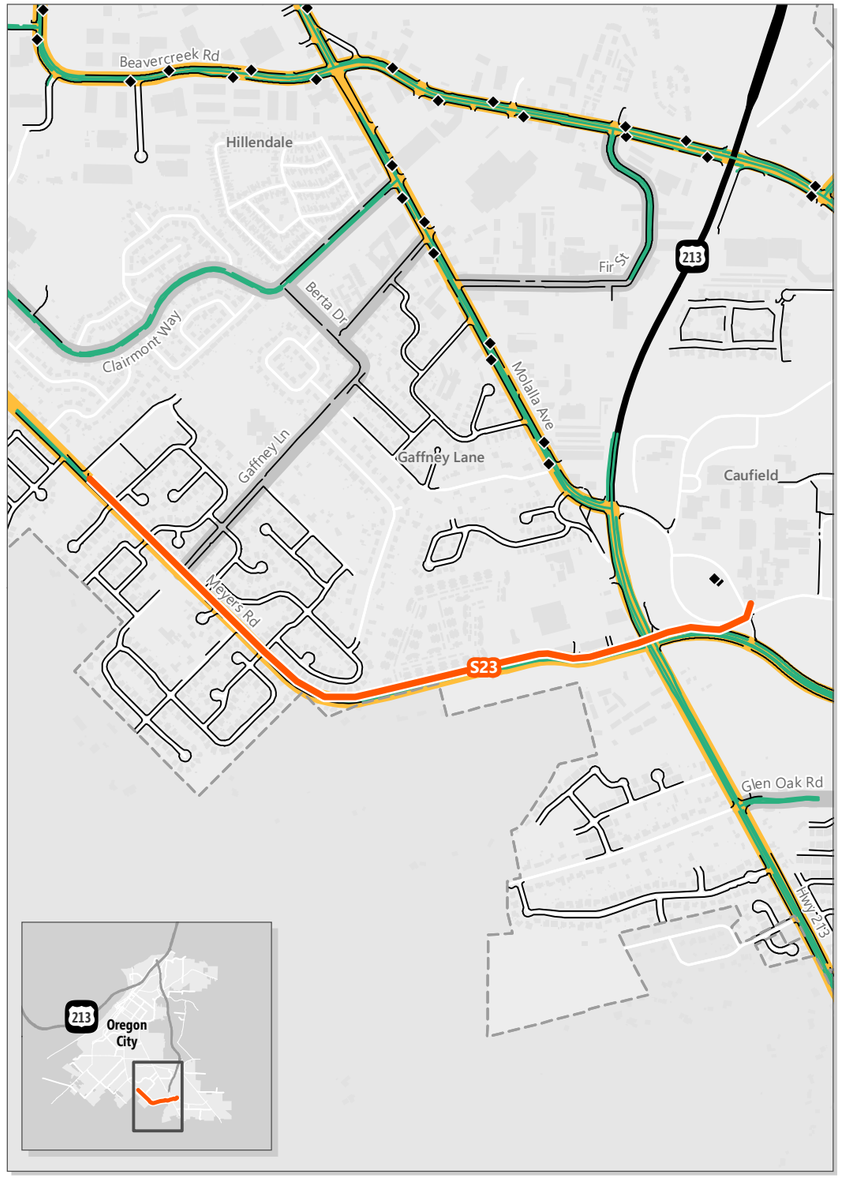
The Meyers Shared Use Path is a portion of the Oregon City Loop Trail that will connect people walking, biking, and using other small mobility devices from Oregon Route 213 (OR-213) to the Meyers-Beavercreek Shared Use Path. **Figure 4** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

Meyers Road Shared Use Path Opportunities & Constraints	
	• Identified as project S23 in the City's TSP, this project is part of the Not Likely to Be Funded Transportation System. As a Long-term Phase 3 project, it is part of the lowest priority projects after the Likely to be Funded Transportation System is implemented. • As a Regional Trail, this shared use path may be eligible for regional funding. The City's Trails Master Plan indicates that the trail should be designed to provide two-way travel for people walking and biking with a width of between 10 and 12 feet. • The Linn Avenue, Leland Road, and Meyers Road Corridor Plan identified a preferred cross-section for Meyers Road from Moccasin Way to Leland Road that was created to guide development of the corridor and ensure that when completed the corridor reflected the priorities identified in the City's TSP.
	• Land use along the corridor is predominantly single-family homes, with areas of high-density residential and commercial at the Meyers Road and OR-213 intersection. • This shared use path would provide an important multimodal connection from the residential areas to the west of OR-213 to Clackamas County Community College and Oregon City High School, located just east of OR-213.
	• Coordination with private land owners will be required if connecting existing sidewalks along Meyers Road is identified as the most feasible solution for people walking.
	• Major generators of users are located at the east section of the proposed shared use path. Generators include retail stores, Clackamas Community College, and Oregon City High School.
	• There are no significant on-street utilities along Meyers Road other than utility access holes, catch basins, fire hydrants, electricity poles, and electricity cabinets.
	• There are no significant environmental limitations to align the shared use path along Meyers Road.

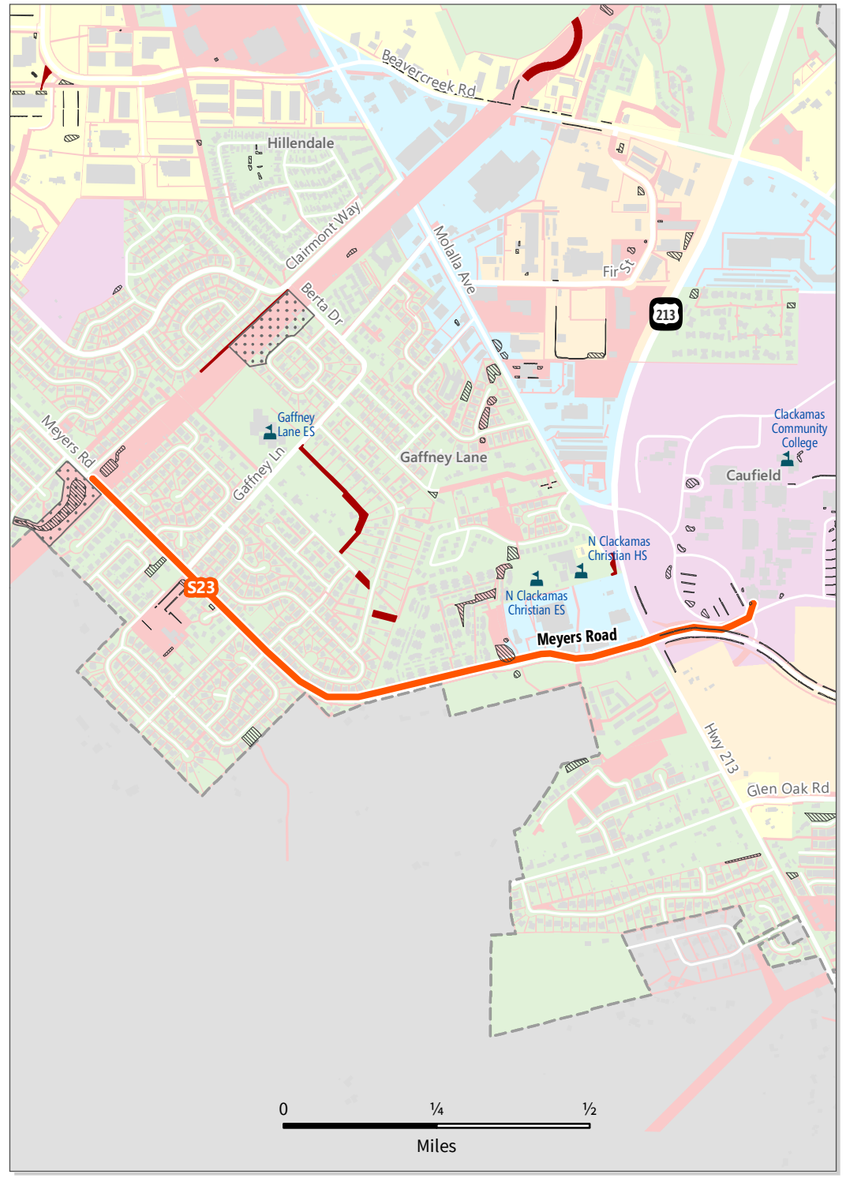
Oregon City Loop Trail Refinement Plan

Figure 4. S23 - Meyers Road

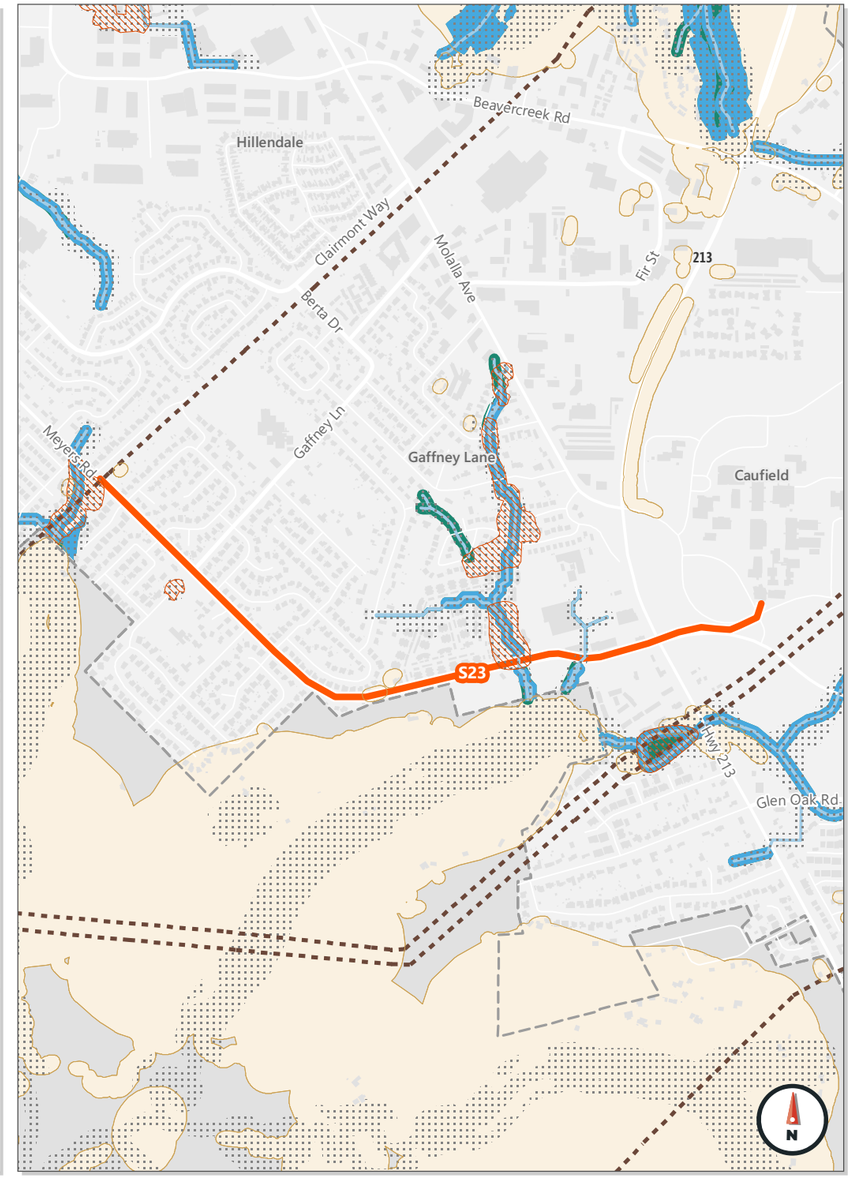
Transportation



Land Use



Utilities & Environmental



Functional Class
- Freeway
- Collector
- Arterial
- Local

- Bus stop
- Sidewalk
- Bike lane
- Oregon City Boundary

- Easement
- Storm detention basin
- Unimproved ROW
- Privately Owned Tax Lot
- School
- Oregon City Boundary

Zoning
- Commercial
- Industrial
- Institutional
- Mixed use
- Residential

- Natural Resource Overlay District (NROD)
- Wetland
- Riparian area
- Potential vegetated corridor
- Geologic hazard area
- Oregon City Boundary
- Powerline
- Stream

Previous Planning Efforts

Three planning documents provide guidance related to refinement of this shared use path: the City's TSP; the Trails Master Plan; and the Linn Avenue, Leland Road, and Meyers Road Corridor Plan.

TSP

The Meyers Road Shared Use Path is identified as project S23 in the City's TSP and is included in the list of projects identified as not likely to be funded prior to 2035.

The TSP project description states that this project will "Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared Use Path and the Clackamas Community College Shared Use Path." The project is estimated to cost $1.1 million with project limits defined as between the Meyers-Beavercreek Shared Use Path and OR-213. The project is identified as a Long-term Phase 3 project, meaning it is in the second set of projects identified for implementation after the Likely to be Funded Transportation System is complete.

Trails Master Plan

In 2004 the Trails Master Plan identified Meyers Road as a potential roadway to implement bike lanes to expand the bike network connecting the city in the north-south directions. Meyers Road was also identified as a corridor for the Oregon City Loop Trail. Oregon City Loop Trail is classified as a regional trail, part of the Metro's Regional Transportation Plan (RTP), which makes this section of the shared use path on Meyer Road eligible for regional funding.

According to the City's Trails Master Plan, regional trails should be designed for two-way bicycle and pedestrian traffic with its own ROW and should be able to accommodate maintenance and emergency vehicles. Based on the design guidelines the shared use path should:

- Be between 10 and 12 feet wide with 2 feet of soft shoulders
- Have a paved or other smooth rolling surface to accommodate all trail users, which include bicyclists, pedestrians, wheelchairs, baby strollers, equestrians, and skaters.

This shared use path may have up to nine roadway crossings at the roadways listed below. Except for the OR-213 crossing, these crossings will be unprotected/marked crossings of residential and collector streets. Likely crossings include:

- OR-213
- Squire Drive
- S Nobel Road
- S Gerber Woods Drive
- Gaffney Lane

- Century Drive
- Andrea Street
- S Moccasin Way
- Frontier Parkway

Based on the Trails Master Plan, Type 1 and Type 2 crossings may be appropriate along this segment. Type 1 crossings are unprotected but marked crosswalks, with no additional devices to slow down the traffic. Type 2 crossings are required within 250 feet of existing signalized intersections, and all trail users are diverted to the crosswalk of the existing intersection by using signs and barriers where the trail meets the roadway.

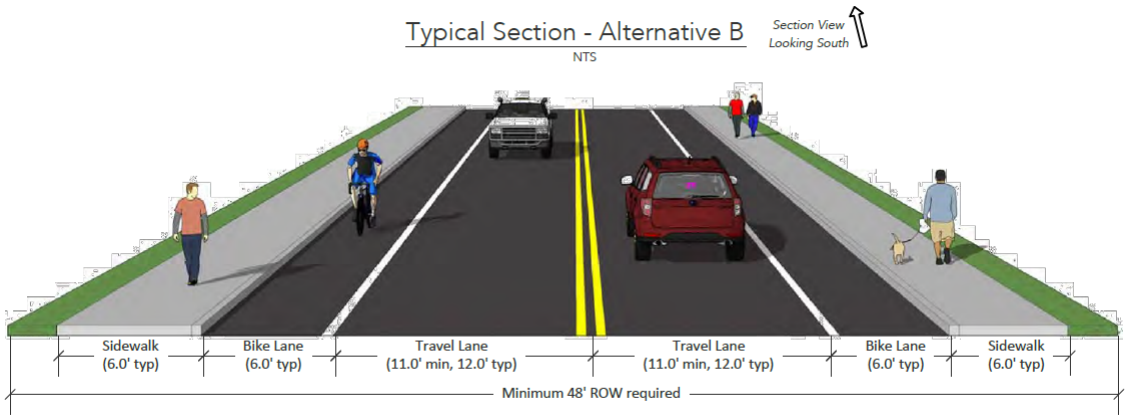
The Trails Master Plan will be referenced to provide guidance as to what enhancements may be needed based on traffic volume, speed, and line of sight for unprotected or marked crossings.

Linn Avenue, Leland Road & Meyers Road Corridor Plan

The Linn Avenue, Leland Road & Meyers Road Corridor Plan was completed in 2015 to guide development along the corridor from Jackson Street to Moccasin Way, the beginning of the Meyers Road Shared Use Path.

This planning effort proposed closing the gaps on the sidewalk and bike networks by building the missing sidewalks and bike lanes along the corridor, enhancing options for residents to travel along the corridor using alternative modes of transportation.

The final cross-section design was defined within 48 feet of right-of-way with two 12-foot travel lanes, one 6-foot-wide bike lane in each direction, one 6-foot sidewalk on each side of the street, see the illustration below.



Source: Linn Avenue, Leland Road, and Meyers Road Corridor Plan 2015.

Surrounding Land Use & Context

The primary land use along Meyers Road is low-density residential as shown on **Figure 4**.

At the intersection of Meyers Road and OR-213, zoning allows for high-density residential and commercial uses.

Between Moccasin Way and Pioneer Ridge, land use along the corridor is fully built out with single-family homes. Between Pioneer Ridge and OR-213 on the north side of Meyers Road, there is multi-family housing and general commercial. The south side of Meyers Road is zoned for high-density residential but has not been developed.

Across OR-213, this shared use path will connect to Clackamas County Community College and Oregon City High School. The Meyers Road Shared Use Path will connect people living in the residential areas west of OR-213 to the institutional land uses to the east.

Data analyzed by Clackamas County Community College in 2020, found that the Gaffney Lane neighborhood is home to many students that attend Clackamas County Community College, with most of the neighborhood having a student density of nearly 15 students per quarter mile. Multi-family developments near the college have a student population density of nearly 60 students per quarter mile, indicating that the college could be a substantial generator of bicycle and pedestrian trips along the corridor if safe and comfortable facilities are provided.

Land Ownership & Right-of-Way (ROW)

As shown on **Figure 4**, all properties along Meyers Road between OR-213 and Moccasin Way are privately owned. Most properties on the south side of Meyers Road have a slope easement granted to the City of Oregon City that is 12 feet in width. There are three properties within the city that do not have an existing easement, and one property located outside the city limits that does not have an easement. On the north side, there are no gaps in the easement between OR-213 and Moccasin Way and the easement varies from 10 feet to 23 feet.

Existing Infrastructure

Vehicles

Meyers Road is a classified as minor arterial which connects local streets and collectors with major arterials such as OR-213. It is a two-lane corridor with a posted speed limit of 35 mph. Between OR-213 and Moccasin Way, there are no signalized intersections or on-street parking.

Bicycle and Pedestrian

Today, Meyers Road has on-street bicycle lanes that provide dedicated space for people biking in both directions. The bicycle lanes are 5-feet wide with no buffer or separation from vehicle travel

lanes. There are several utility accesses covers and storm drain covers located in the bicycle lanes, which, due to the narrow width of the bicycle lane, can be a hazard for people biking.

For people walking, the north side of Meyers Road has continuous sidewalks that are 7-feet wide in most locations and largely free of obstructions. Curb ramps are also present at all intersections on the north side of Meyers Road. On the south side of Meyers Road, there are several gaps in the sidewalks and locations without curb ramps. The largest gap is an approximately half-mile segment from OR-213 to the west end of the Pioneer Ridge development.

Transit

Clackamas County operates the Clackamas County Connects Shuttle Service which connects underserved portions of Oregon City and the Clackamas Industrial Area. The shuttle operates between 6 AM and 6 PM with a route that connects people to destinations between the Oregon City Shopping Center and Clackamas County Community College. There is one stop located just north of Moccasin Way and three stops along the shared use path alignment, one at Gaffney Lane and two stops near the Pioneer Ridge apartment complex.

Utilities

There are two storm ponds located on the north and south side of Meyers Road in the Meyers Road Natural Resource Area. On the north side, the pond is located just eight feet from the road. On the south side, the pond is located 35 feet from the road. The Millennium Park Basin storm pond is also located on Meyers Road just south of the Century Drive intersection. Street lighting is provided by overhead light poles between OR-213 and Moccasin Way. On the south side of Meyers Road, wooden distribution poles are in the ROW between Moccasin Way and Nobel Road.

Environmental Constraints

The Meyers Road Natural Resource Area surrounds the stream that passes under Meyers Road just east of Pioneer Ridge, as shown on **Figure 4**. This area includes a Title 3 riparian area and wetlands and is part of a natural resource overlay district.

Gaffney Lane Elementary Shared Use Path - S24

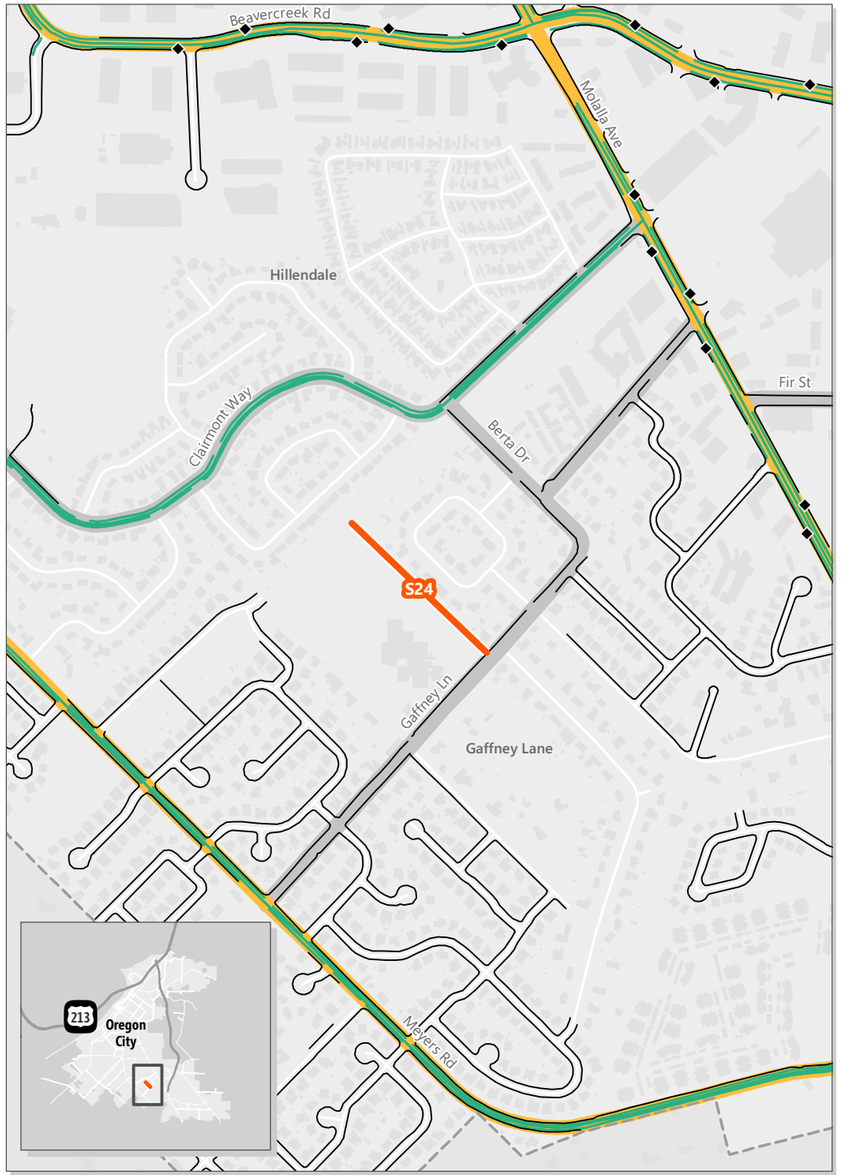
The Gaffney Lane Elementary Shared Use Path is an ancillary path that would connect the Gaffney Lane neighborhood to the Meyers-Beavercreek Shared Use Path (S22), which will provide a connection to the Loop Trail. **Figure 5** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. Unlike the other segments being evaluated as part of this effort, the alignment for this path already exists. This effort will need to focus on identifying the appropriate width, surface, and potential funding sources for this connection. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

Gaffney Lane Elementary Shared Use Path Opportunities & Constraints	
	• Identified as project S24 in the City's TSP, this project was included in the Likely to be Funded Transportation System and prioritized for implementation between 2023 and 2035. • The City's Trails Master Plan identifies this shared use path as part of the Hillendale South Trail which will connect the Gaffney Lane neighborhood to Hillendale Park.
	• Land use surrounding the shared use path alignment is entirely built out with single-family homes located east of the path and Gaffney Lane Elementary School located to the west of the path.
	• The shared use path alignment is located on two lots, both owned by Oregon City School District who is open to formalizing use of the space by the City for the purpose of the shared use path.
	• The alignment for the shared use path is already in place along the first lot owned by the School District. Today, there is approximately 150 feet of asphalt path before a gravel section, which is approximately 250 feet long. The alignment will be refined and specifically designed to enhance the existing conditions.
	• There are no utilities that need to be considered until the connection with the planned Meyers-Beavercreek Shared Use Path.
	• The proposed alignment does not have any environmental constrains.

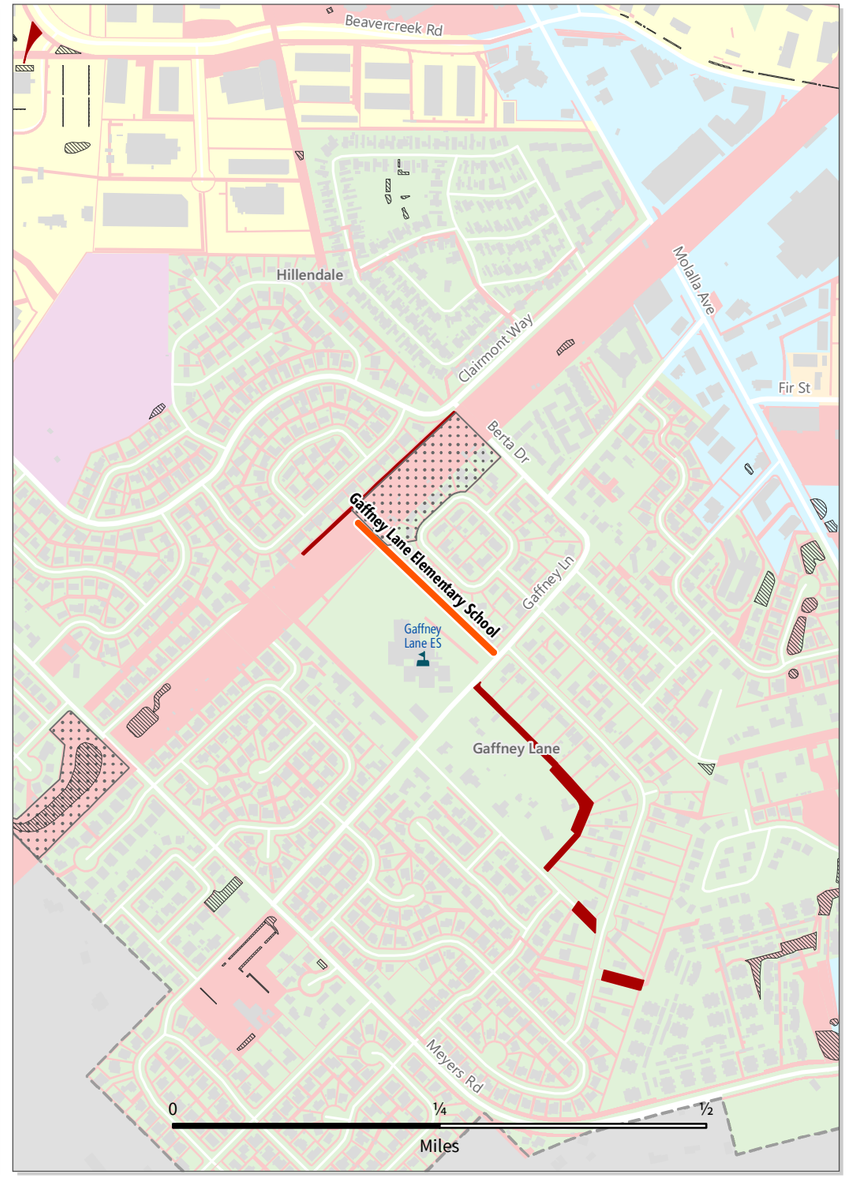
Oregon City Loop Trail Refinement Plan

Figure 5. S24 - Gaffney Lane Elementary School

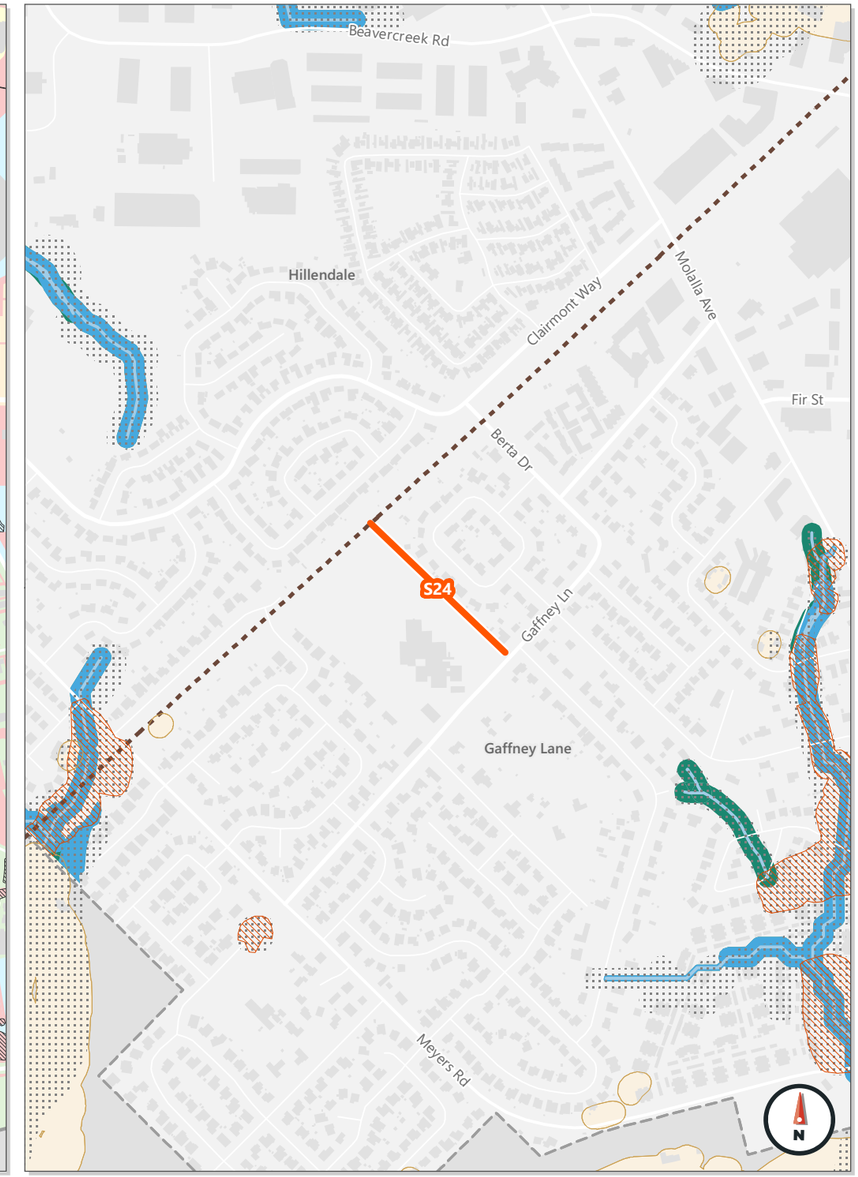
Transportation



Land Use



Utilities & Environmental



Functional Class
- Freeway
- Collector
- Arterial
- Local

- Bus stop
- Sidewalk
- Bike lane
- Oregon City Boundary

- Easement
- Storm detention basin
- Unimproved ROW

- Privately Owned Tax Lot
- School
- Oregon City Boundary

Zoning
- Commercial
- Industrial
- Institutional
- Mixed use
- Residential

- Natural Resource Overlay District (NROD)
- Wetland
- Riparian area

- Potential vegetated corridor
- Geologic hazard area
- Oregon City Boundary

- Powerline
- Stream

Previous Planning Efforts

Two planning documents were reviewed for guidance related to refinement of this shared use path, the City's TSP and Trails Master Plan.

TSP

The Gaffney Lane Elementary Shared Use Path is identified as project S24 in the City's TSP and is included in the Likely to be Funded Transportation System. Identified as a long-term project, this project is slated for implementation between 2023 (10 years after adoption of the TSP) and 2035.

The TSP project description states that this project will "Add a shared use path along the northern boundary of the Gaffney Lane Elementary School between the Eastborne Drive path and Falcon Drive." The project is estimated to cost $216,000 with the project limits defined as Eastborne Drive to Falcon Drive.

Trails Master Plan

The City's Trails Master Plan identifies this shared use path as part of the Hillendale South Trail, which creates a connection from Gaffney Lane to Hillendale Park. This trail is identified as a local trail and planned to utilize sidewalks to connect from the planned Meyers-Beavercreek Shared Use Path to Hillendale Park and continue onto a paved trail along the school's property.

As a local trail, the shared use path should be designed to provide access for most, if not all, users. The trail should have its own right-of-way, serve only non-motorized users, and be at least six feet wide and at least eight feet wide if bicycle use is anticipated. All efforts should be made so that at least one ADA accessible trail is available and serves the most desirable parts of the area (i.e., picnic areas, viewpoints, playground equipment, etc.)."

Based on the Trail Design Types and Standards in the Master Plan, these trails should be designed with a width of between 6 and 12 feet and should be a paved or other smooth-rolling surface to accommodate all trail users.

Surrounding Land Use & Context

The area surrounding the shared use path alignment is zoned for low-density residential. Today, there are single-family homes to the east of the path from Gaffney Lane to the power lines. The shared use path is located on the Gaffney Lane Elementary School property.

The primary generator for bicycle and pedestrian trips for this shared use path is Gaffney Lane Elementary School. When completed, this path would provide an off-street connection to the Meyers-Beavercreek Shared Use Path and residential areas located along it, expanding the number of families able to reach the elementary school using off-street facilities.

Land Ownership & Right-of-Way (ROW)

The proposed alignment of the Gaffney Lane Elementary Shared Use Path spans two lots, both owned by the Oregon City School District. Stakeholder interviews completed with representatives from Oregon City School District indicate the school district is open to formalizing use of the alignment for the shared use path.

Existing Infrastructure

Vehicles

The shared-use path will be off-street and will not interact with any roadways or vehicle traffic.

Bicycle and Pedestrian

Today, an asphalt path that is approximately five feet wide exists for 150 feet beginning at Gaffney Lane. The alignment for the shared use path continues after the asphalt path to the end of the school's first lot but is not paved.

Transit

There are no transit stops located on or near the shared use path alignment.

Utilities

There are no constraints related to existing utilities for this shared use path.

Environmental Constraints

This shared use path does not have any water, natural resources, or geologic hazards that will need to be considered.

Orchard Grove-Hazelnut Shared Use Path - S30

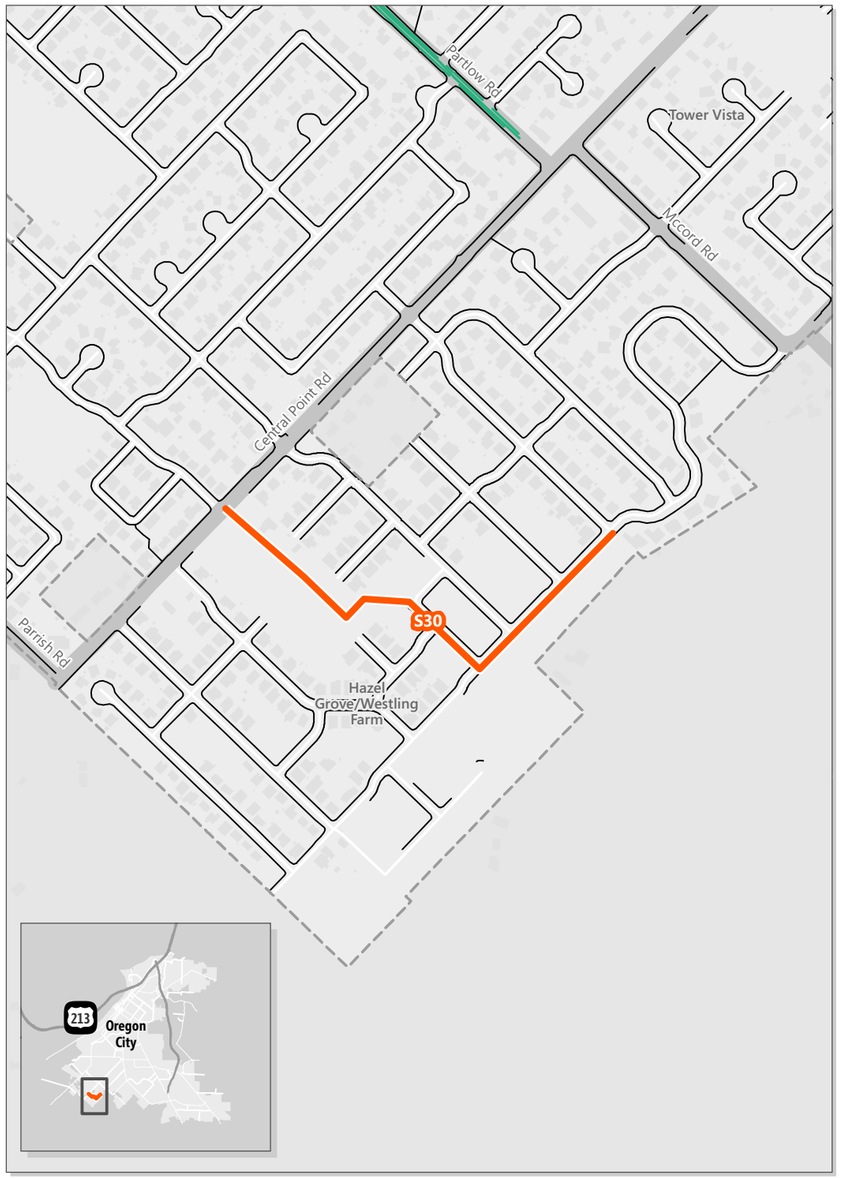
The Orchard Grove-Hazelnut Shared Use Path is a portion of the Loop Trail that will connect people walking, biking, and using other small mobility devices from Orchard Grove Drive to Hazelnut Court, Hazelwood Park, and John McLoughlin Elementary School. This portion of the effort will serve as guidance for private developers which will be in charge to fund and build this portion of the Loop Trail. **Figure 6** shows the proposed connection, existing infrastructure, surrounding land use, utilities, and environmental constraints. A summary of issues and opportunities is provided below, followed by a detailed description of each of the topic areas.

Orchard Grove-Hazelnut Shared Use Path Opportunities & Constraints	
	• The Transportation System Plan described this section of the regional trail as part of the Not Likely to be Funded Transportation System. As a Long-term Phase 3 project, it is part of the lowest priority projects after the Likely to be Funded Transportation System is implemented. • This segment is identified as part of the Oregon City Loop Trail.
	• The surrounding land use and zoning is low-density residential. • Major generators for the planned trail include Hazel Grove Park and John Mcloughlin Elementary School.
	• The off-street portion of the proposed alignment crosses land that is privately owned and undeveloped. • This segment of the Loop Trail will be constructed by private development as it occurs.
	• Orchard Grove Drive and Wheeler Way are local streets with a 25-mph speed limit. • There are no existing on-street bike lanes in the study area; except for a small gap on Orchard Drive, sidewalks are provided on all existing streets. • When implemented, this portion of the Loop Trail will connect people walking, biking, and using small mobility devices to parks and schools using sidewalks and on-street facilities appropriate for the residential context and slow neighborhood streets.
	• There are no significant utilities along the proposed alignment.
	• There are no significant environmental constraints along the proposed alignment.

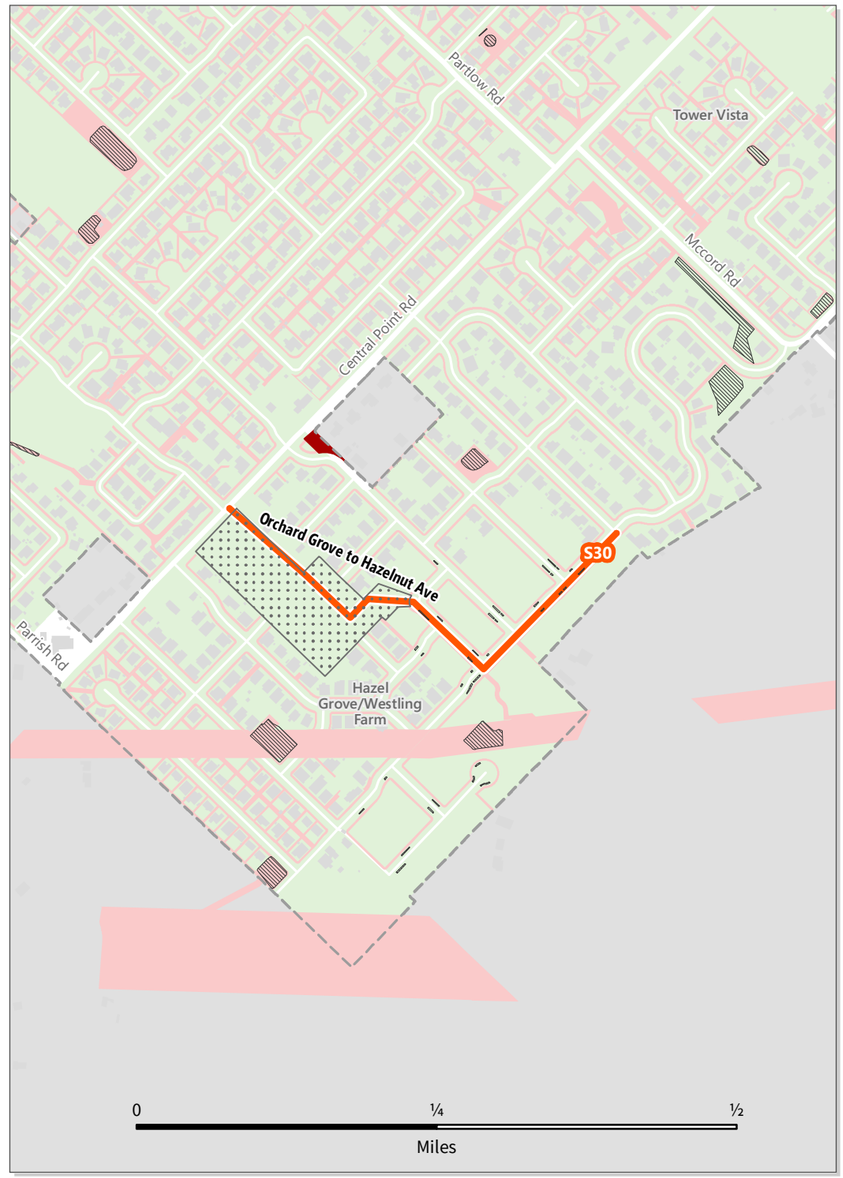
Oregon City Loop Trail Refinement Plan

Figure 6. S30 - Orchard Grove to Hazelnut Ave

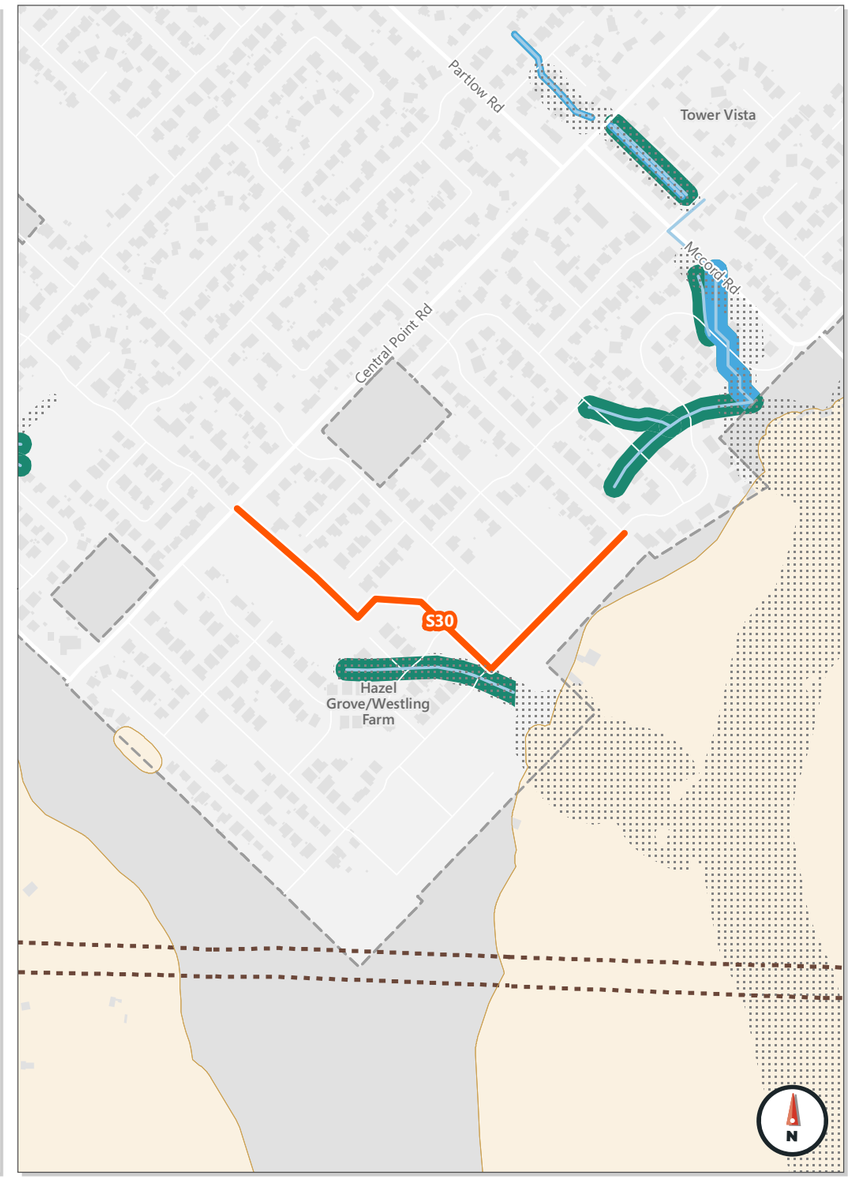
Transportation



Land Use



Utilities & Environmental



Functional Class
- Freeway
- Collector
- Arterial
- Local

- Bus stop
- Sidewalk
- Bike lane
- Oregon City Boundary

- Easement
- Storm detention basin
- Unimproved ROW
- Privately Owned Tax Lot
- School
- Oregon City Boundary

Zoning
- Commercial
- Industrial
- Institutional
- Mixed use
- Residential

- Natural Resource Overlay District (NROD)
- Wetland
- Riparian area
- Potential vegetated corridor
- Geologic hazard area
- Oregon City Boundary
- Powerline
- Stream

Previous Planning Efforts

Two planning documents were reviewed for guidance related to refinement of this shared use path, the City's TSP and Trails Master Plan.

TSP

The Orchard Grove-Hazelnut Shared Use Path is identified as project S30 in the City's TSP. The project is included in the City's Not Likely to Be Funded Transportation System and identified as a Long-term Phase 3 project.

The TSP project description states that this project will "Add a shared use path between Orchard Grove and Hazelnut Court." Based on the project description in the TSP, the project is estimated to cost $375,500.

Trails Master Plan

The Orchard Grove – Hazelnut Shared Use Path is part of the Oregon City Loop Trail described in the City's Trails Master Plan.

As part of a regional trail, the path should be designed for two-way bicycle and pedestrian traffic with its own ROW and should be able to accommodate maintenance and emergency vehicles. Based on the design guidelines the shared use path should:

- Be between 10 and 12 feet wide with 2 feet of soft shoulders
- Have a paved or other smooth rolling surface to accommodate all trail users which include bicyclists, pedestrians, wheelchairs, baby strollers, equestrians, and skaters.

For this segment, it is expected that the Type 1 crossings recommended by the City's Trails Master Plan will be used to create safe crossings where necessary.

The Trails Master Plan will be referenced to provide guidance as to what enhancements may be needed based on traffic volume, speed, and line of sight for unprotected or marked crossings.

Surrounding Land Use & Context

The primary land use surrounding this planned shared use path is single family residential. While the area around the proposed path is generally built out, the undeveloped area the trail will cross is zoned as R-10, low-density residential.

The primary generators for bicycle and pedestrian trips in the surrounding area is Hazel Grove Park, just north of the planned shared use path, and John McLoughlin Elementary School.

Land Ownership & Right-of-Way (ROW)

The section along Orchard Grove Drive between Hazelnut Avenue and Wheeler Way is developed with single-family homes that are privately owned. The section between Wheeler Way and S Central Point Road is undeveloped and privately owned.

This study will refine the preferred alignment of the shared use path, such that when development of the vacant lot occurs, construction of the shared use path can be included in the Conditions of Approval for development.

Existing Infrastructure

Vehicle

Orchard Grove Drive and **Wheeler Way** are defined as local residential streets that provide one lane of travel in each direction and have a posted speed limit of 25mph. On-street parking is allowed on both streets.

Central Point Road is defined as a two-lane minor arterial with a posted speed of 35 mph. On-street parking is permitted where there is available space.

Bicycle and Pedestrian

There are no bicycle facilities in the area; however, sidewalks that are generally seven feet wide and include a planted buffer are provided on all roadways. Today, there is only one gap in the sidewalks, a 230 foot segment on the south side of Orchard Grove Drive where there are no existing sidewalks.

Transit

There are no public transportation routes close to the proposed alignment of this shared use path or in the vicinity of the neighborhood. The closest bus stop is located at S Central Point Road and S McCord Road, approximately half a mile from the planned shared use path.

Utilities

There are no major utilities that will need to be considered as part of this alignment.

Environmental Constraints

There are no major environmental constraints that will need to be considered as part of this alignment.

Appendix A: Stakeholder Interviews

Oregon City Loop Trail Stakeholder Interview Summary

Clackamas County Community College

***Interviewee:* Bob Cochran – Dean of Campus Services**
***Date:* 6/6/2022**

- Recent projects have constructed sidewalks connecting from Beavercreek Road and the Meyers Road into the campus, ideally the Loop Trail project will connect to the sidewalks and connections of the Community College entrance at the entrance of S Douglas Loop and Keyser Way and improve sidewalks at the entrance.
- Today, most people commuting to the college drive. People biking to the college are limited despite bike racks on campus.
- There is an opportunity to connect the Oregon City Loop Trail with the existing exercise and trail loop on Campus and connecting with the High School east of the community college. Today, the campus loop is highly used by people who drive and park on campus to access the trail.

Deering Management

***Interviewee:* Lacey Wright – Property Manager (Oregon/Washington)**
***Date:* 6/14/2022**

- Cut-through traffic from Beavercreek Road to access Fred Meyer is a concern today. If there is an opportunity to close the existing access between this property and Fred Meyer to eliminate this, that would be a positive for this project.
- The speed of vehicles in the parking lot is also a concern for safety of people in the parking lot and potential trail users.
- There is concern about providing a direct connection from the area to the east into the site and question about who would use the trail, specifically if there are no changes to the land use and connections to other recreational areas to the east of the property.
- Recent construction on Molalla Avenue was impactful to access to the property and the landscaping.

Gaffney Lane Association

***Interviewee:* Ray Atkinson – Transportation Systems Analyst Clackamas Community College / Gaffney Lane Resident**
***Date:* 6/9/2022**

Note: Ryan is the transportation analyst at Clackamas Community College, a member of the Gaffney Lane Neighborhood Association, and a member of the Oregon City Transportation Advisory Committee.

- Clackamas County Community College is primarily a commuter school; however, there are many students that live within two miles of the Campus and could bike if there were safe and comfortable facilities that would help to make biking more attractive.
- Clackamas Community College will be restarting the bike program, for students and staff, which allows students to rent bicycles for the semester. The program has up to 10 bikes that can be rented out.
- Along Meyers Road and Gaffney Lane existing bike infrastructure is insufficient, making it uncomfortable to bike or walk. Bike lanes are narrow, there are section with sidewalks gaps, and at points the bike lane disappears, forcing bikes to the edge of the road which is typically covered with gravel.
- Bikeshare programs, including ebikes and scooters, could be an option incentivize more users to use alternative modes of transportation on the existing and proposed multi-use paths and trails and address first- and last-mile gaps.
- This project should consider how it connects to the local network, for example connecting Hillendale Park to the Gaffney Lane neighborhood with bike infrastructure and multi-use paths that use local streets and allows people biking to avoid major roads will make biking more attractive to students and families that live in the area.
- Neighborhood members may be concerned about who will use the trail
- If possible, this project should evaluate options to the pair the trail under the power lines with more active uses such as food trucks.

Oregon City Parks Department

***Interviewee:* Justin Moore – Administrative Assistant, D Conrad, Kendall Reid, Jonathan Waverly – Parks Operations Manager**
***Date:* 6/16/2022**

- For the Power Lines Trail alignment, Parks has considered that area for an off-leash dog park either adjacent to or replacing the area where the City currently stores construction materials.
- At this time, Parks is not planning to add more parks and is not interested in the addition of pocket parks along the trail.

- There are likely to be significant environmental challenges to navigate the stormwater runoff pond at the intersection of Meyers, Moccasin, and Frontier. Based on Parks investigation of this area, using Frontier Street for on-street connections in this area is likely to be the most feasible options.
- Off-street paths, trails and bike infrastructure are maintained by Oregon City Street Division (Public Works). In the future, Parks may oversee the full maintenance of the Loop Trail but at this time they do not have staff or budget to take on additional responsibilities.
- Parks is just starting a project to update the City's Parks Master Plan. The update will include community outreach to identify what are the need and the desires are related to parks and connections to existing parks. The project is estimated to take a year and should be complete in Summer 2023.

Portland General Electric - PGE

***Interviewee:* Jessica North Utility Large Project and Design Engineer Manager, Deanna Kaneshiro – Municipal Program Manager**
***Date:* 6/7/2022**

- This group manages distribution lines and the wooden poles in the study area alignment. The transmission towers are managed by a different group, but they will provide additional contacts and documentation related to those towers.
- For the distribution poles, there are no requirements for a multi-path trail and those poles can easily be relocated.
- As the alignment is refined, additional coordination with PGE will be needed if there are illumination needs and to ensure that PGE can continue to access their infrastructure.
- Th path should be wide enough to allow truck access to those poles and the large transmission towers. The Bucket Truck would be the primary vehicle that would need access to the infrastructure.
- Transmission lines and towers require 50 feet of clearance as to maintain safety. This standard should be considered with the design of the cross-section an alignment of the multi-use path.

Metro

***Interviewee:* Alex Gilbertson – Landscape Architect**
Robert Spurlock – Regional Trails Planner
Rod Wojtanik - *Parks and Nature Planning Manager*
***Date:* 7/7/2022**

- Metro has expressed that the section of the city loop trail on Canemah Bluff Nature Area is on the long-term plans. There are concerns related to the topography of the area, wildlife protection and the door or access to the trail.

- The section of the loop on the northeast end of the city (by OR-213) is well advanced, Metro has purchased and now owns most of the land along the proposed route; there are some sections that are still missing but looks promising.
- Metro team expressed the approach to trail development. Metro does acquire and own the land but looks for partnerships that build and manage such trails. Following this approach, Metro intends to get an agreement with Oregon City to build and manage the trail close to OR-213.
- Metro does not have standards for the cross-section, materials, or users of the trails. It is suggested that these two trails should have multiple users, including bikes. Some regionals trails do not allow for bikes, these city trails should also consider not only asphalt surfaces for bikes, but it should also include probably gravel or dirt to include possible mountain bikes on the trails.

Oregon City School District

***Interviewee:* Michael Sweeten – Director of Operations and Capital Projects**
***Date:* 6/10/2022**

- The school district shared support for both the Gaffney Lane Elementary Shared Use Path and the Meyers Beavercreek Shared Use Path.
- The school district would be open to a maintenance and access agreement with the City to allow access to both paths similar to the agreement being developed at Gardiner Middle School.
- Primary concerns the school district shared were related to ongoing maintenance of the path.
- The school has fenced off all areas used by students and limits access during the day so there are no concerns regarding security and proximity to the paths.

Oregon City Loop Trail Refinement Plan
Community Survey Summary

November 9, 2022

Prepared by Fehr & Peers

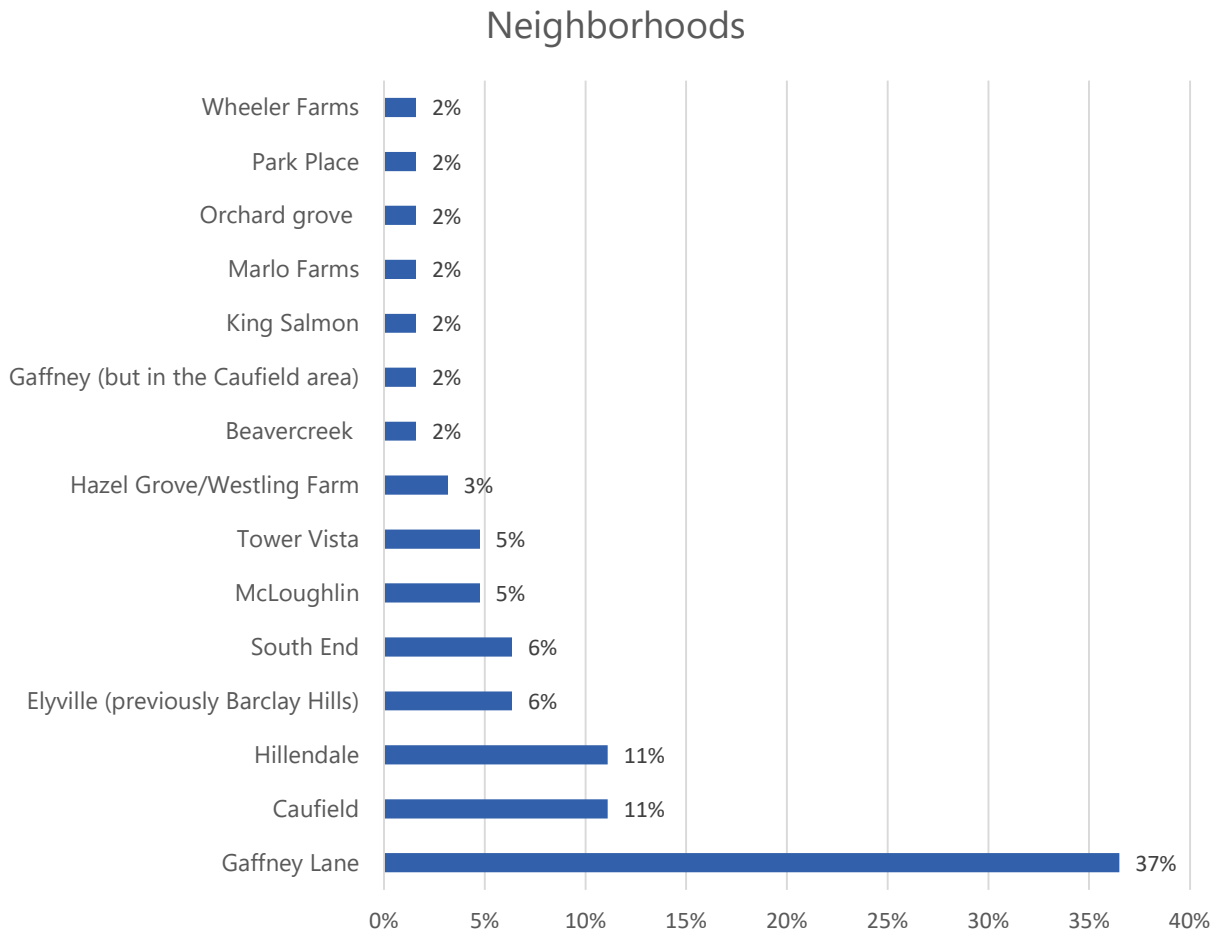
Introduction 2
Overview 4
Meyers Road Shared Use Path – S23 5
Meyers Beavercreek Shared Use Path – S22 10
Gaffney Lane Elementary Shared Use Path – S24 13
Orchard Grove Hazelnut Shared Use Path – S30 17

Introduction

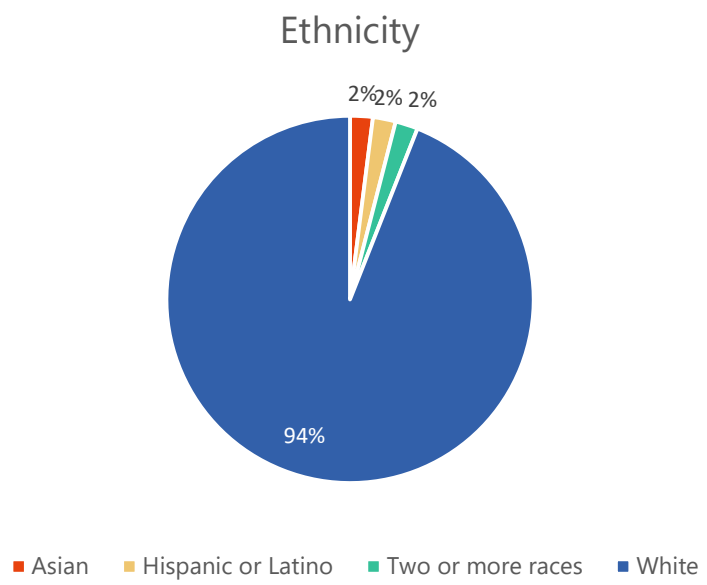
To gather input as part of the early technical work for the Oregon City Loop Trail Refinement Plan, an online community survey was launched in early September and was available for community members to complete through mid-October. This survey focused on two segments of the Oregon City Loop Trail (Meyers Road Shared Use Path and Orchard Grove-Hazelnut Shared Use Path) and two paths that will connect people walking and bicycling to the Loop Trail (Gaffney Lane Elementary School Shared Use Path and Meyers Road to Beavercreek Shared Use Path). This survey asked respondents to share how they would use the proposed paths and to identify challenges, concerns, and opportunities for each of the four paths.

Demographics

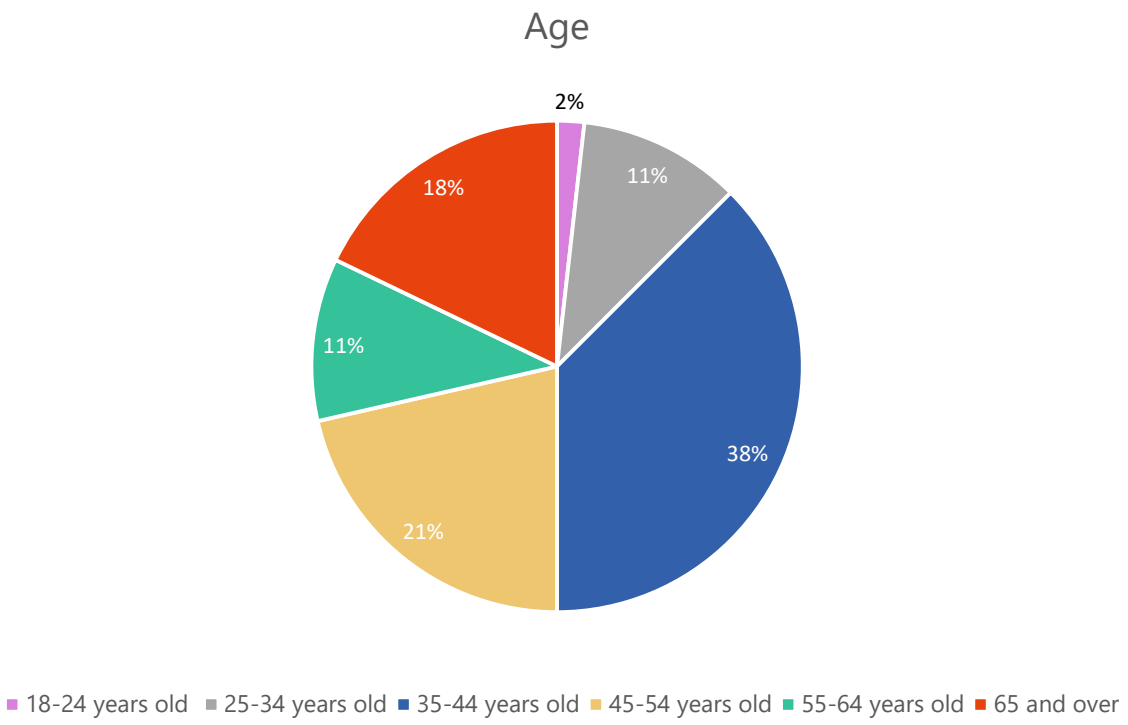
Sixty-eight respondents completed the online survey. While nearly 40 percent of respondents live in the Gaffney Lane neighborhood, with the exception of the Canemah, Rivercrest, and Two Rivers neighborhoods, all other neighborhoods within the City were represented in the responses.



Most respondents, who chose to share, identify as White.



Of respondents who chose to share, nearly 40% identify as 35-44 years old, approximately 20% identify as 45-54 years old, and 20% identify as 65 and over.



Overview

Community members were asked whether they typically walk or bike, the reasons behind their mode choice, why they would use the proposed shared use paths, which challenges they face when walking or bicycling in the area near the proposed paths, and which safety features would encourage them to walk or bike.

Most respondents shared that they currently walk or bike for recreation or exercise and identified that as how they would use each of the proposed paths when constructed.

When asked what prevents them from walking or bicycling today, most respondents identified interactions with cars and poor sidewalks/pavement condition as barriers. Safety is also a major concern for most of the respondents across all shared use paths. Some respondents identified additional concerns, including:

- Concerns about proximity of the houseless/transient population to residential areas
- The need for dog waste stations along the paths
- Lack of connections to existing infrastructure when paths end
- Loss of privacy where trails would be located adjacent to residential areas
- Proximity to Gaffney Lane Elementary School
- Lack of ADA infrastructure in areas where paths may be on-street

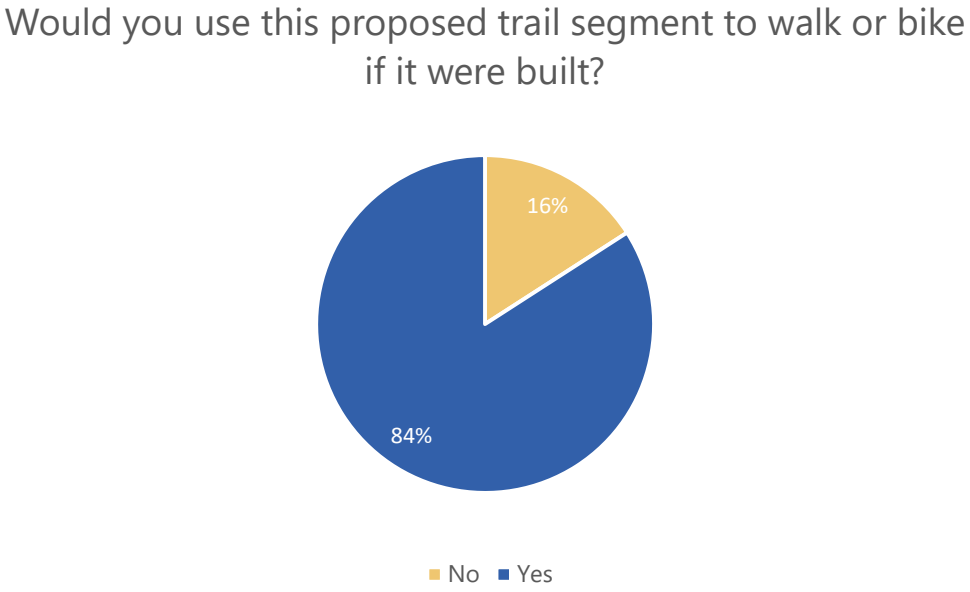
While most respondents would be encouraged to walk or bike more if the proposed paths were separated, many did not feel that on-street facilities with vertical barriers would address their concerns. When asked what additional safety and design features would make it more likely that they would walk or bike, respondents identified:

- Better signage
- Traffic calming measures to slow cars
- A more complete sidewalk network
- Connectivity for biking (instead of connecting to no-outlet streets)
- Improved lighting
- Dog waste stations
- Improved driveways and entrances to businesses

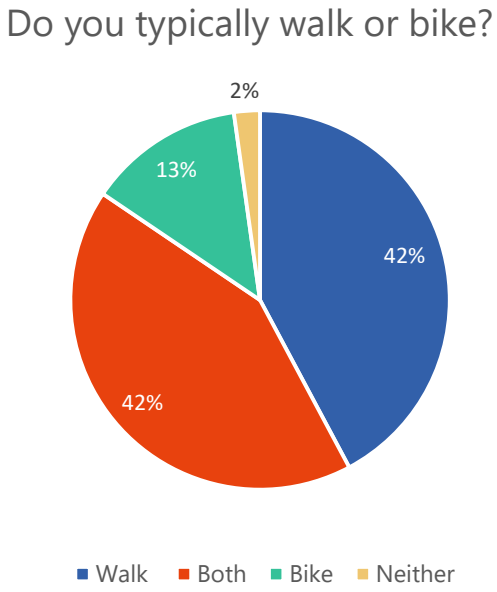
One respondent also expressed desire for trails that can be used for mountain biking and hiking.

Meyers Road Shared Use Path – S23

This segment received the most feedback with 45 responses.

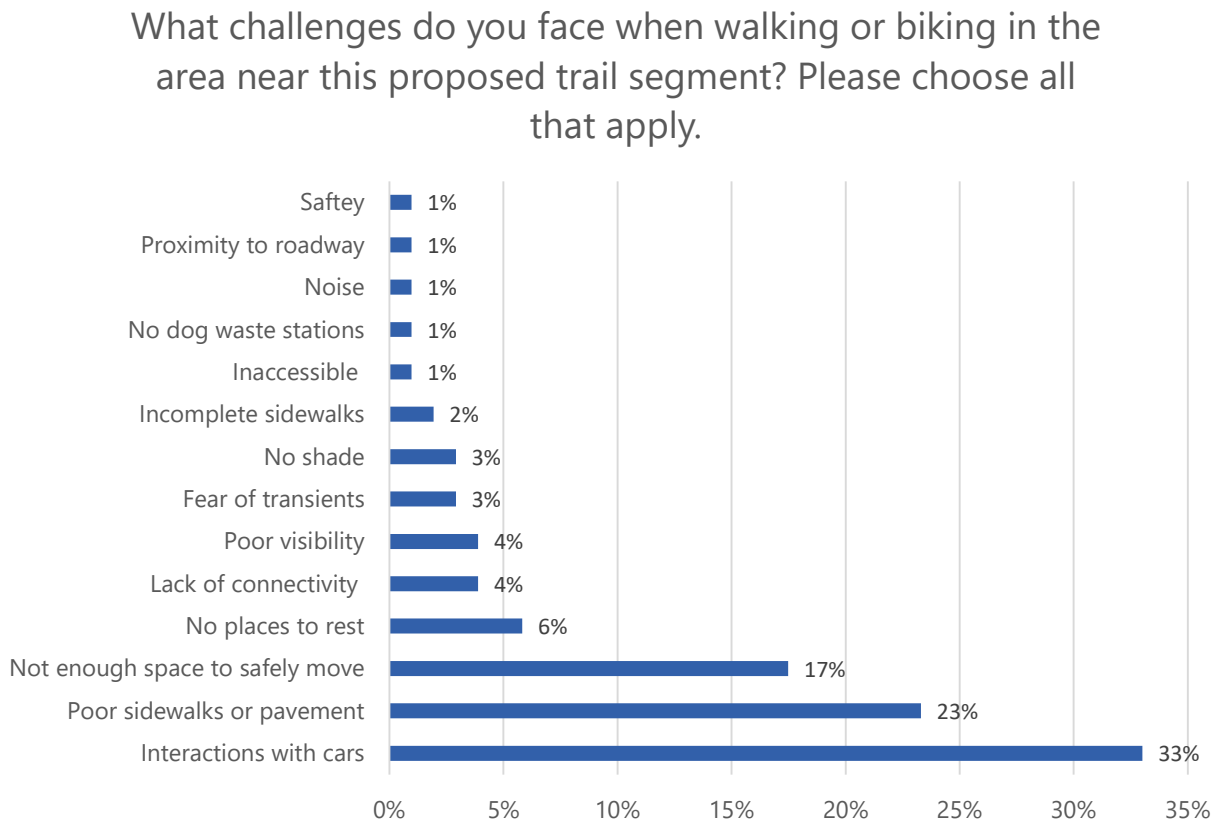


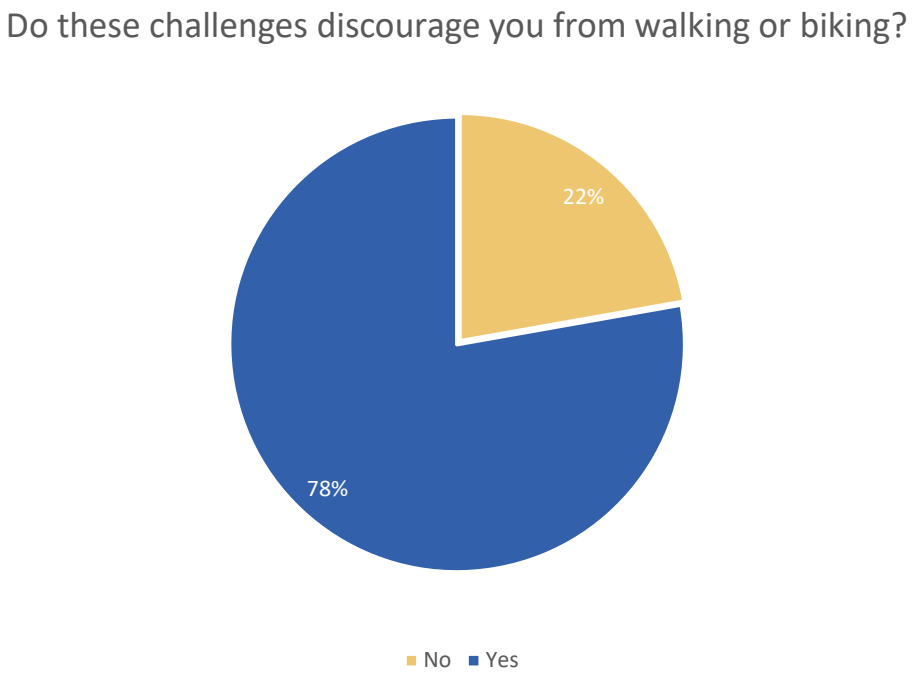
Most respondents either walk, or both walk and bike.



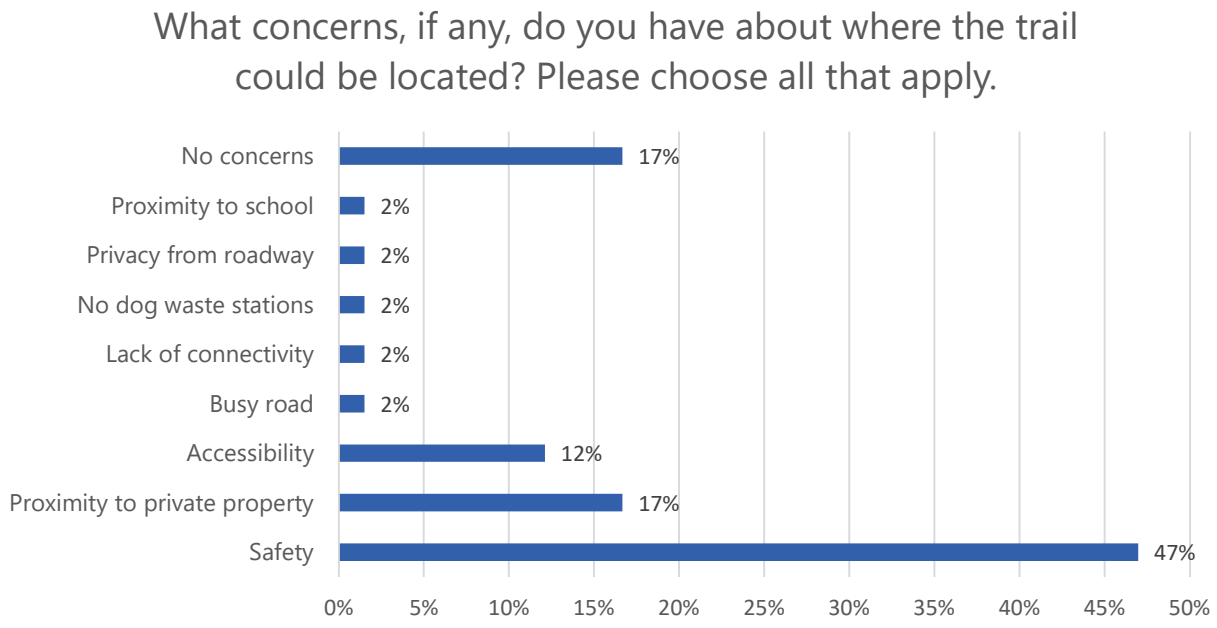
Challenges and Concerns

The main challenges that respondents experience when walking or biking in the area near the proposed Meyers Road Shared Use Path include interactions with cars, poor sidewalks or pavement, and not enough space to travel safely.



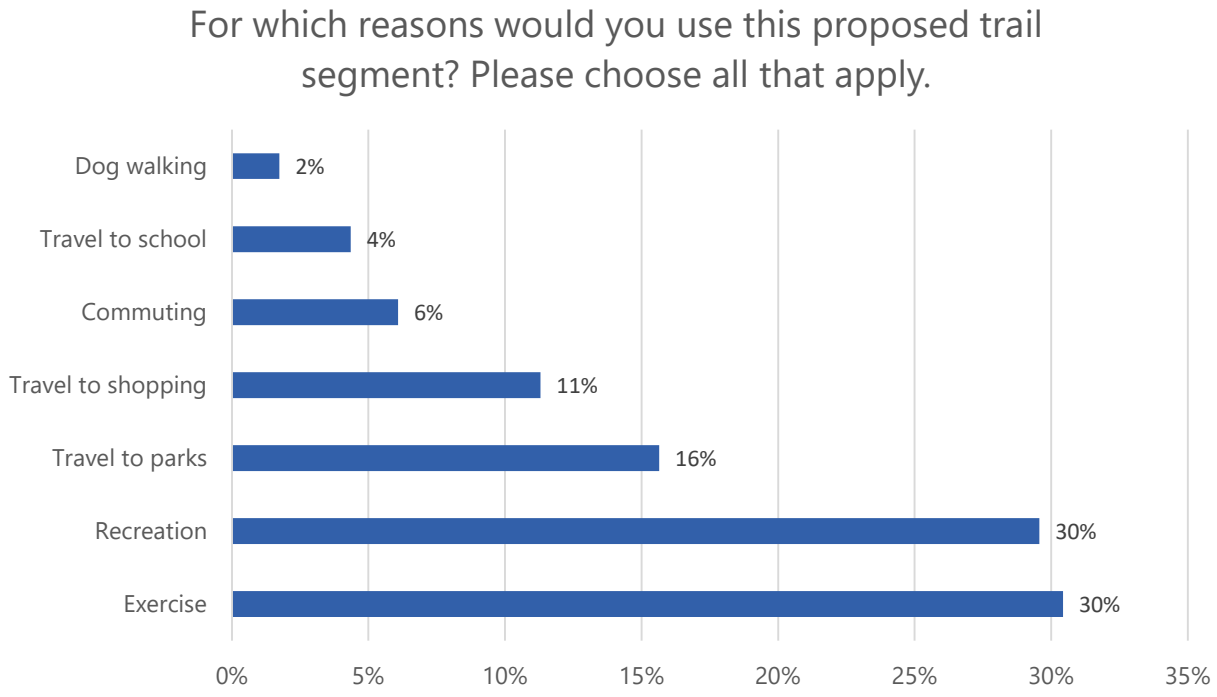


Respondents for this proposed shared use path are primarily concerned with safety.



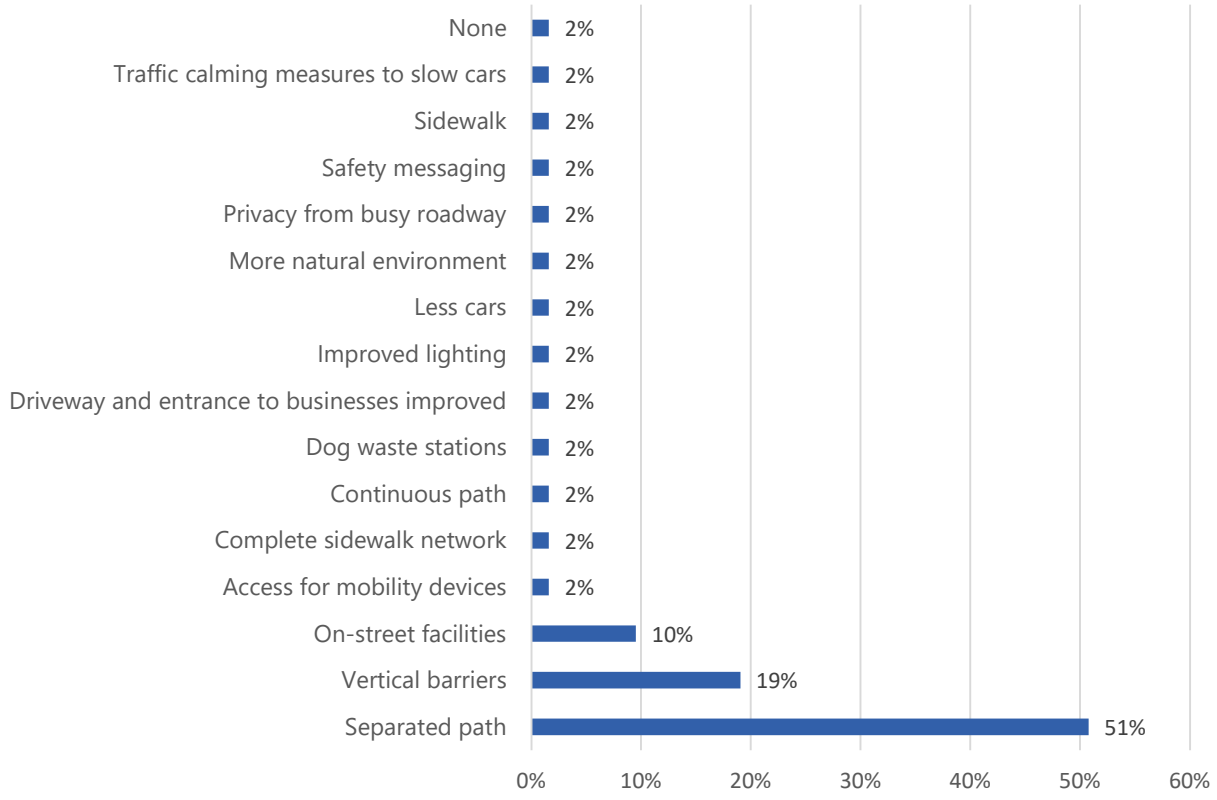
Opportunities

Respondents shared that they would use the proposed shared use path most for recreation or exercise.



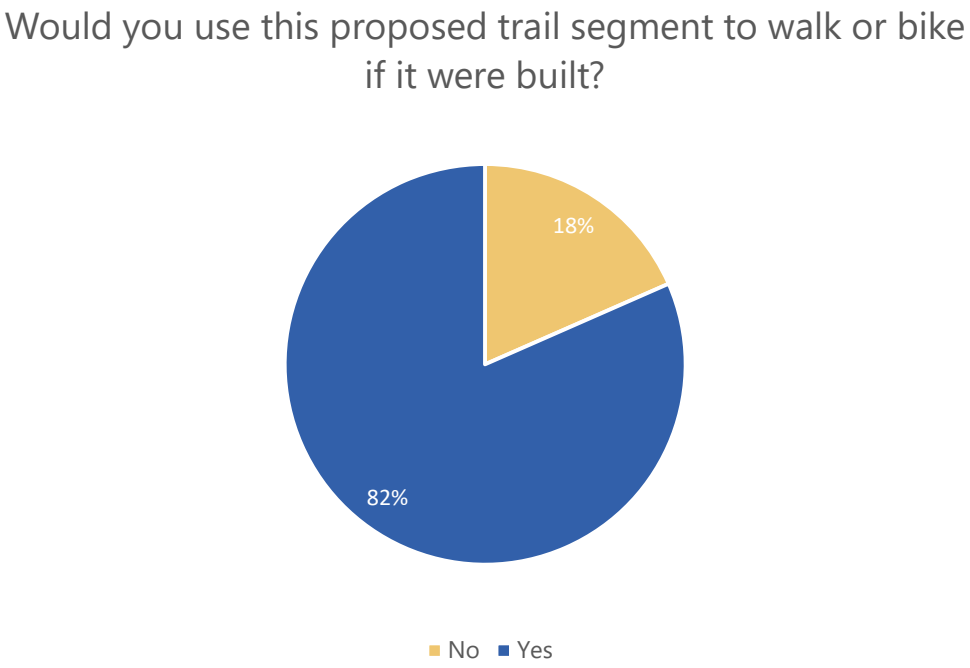
Most respondents would be encouraged to walk or bike more if the proposed path was separated.

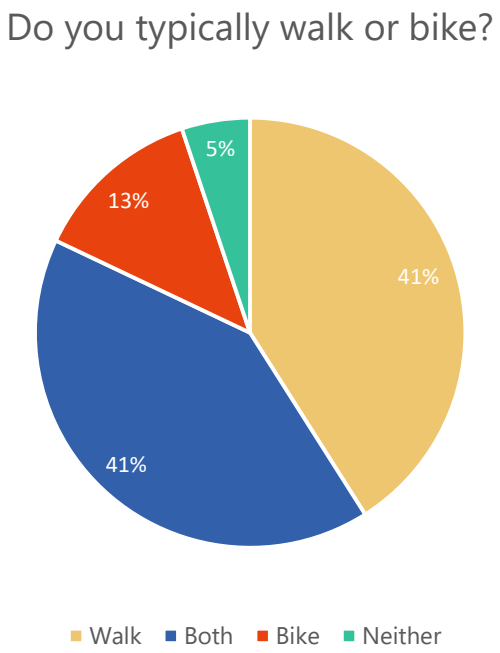
Which safety or design features would encourage you to walk or bike more? Please choose all that apply.



Meyers Beavercreek Shared Use Path – S22

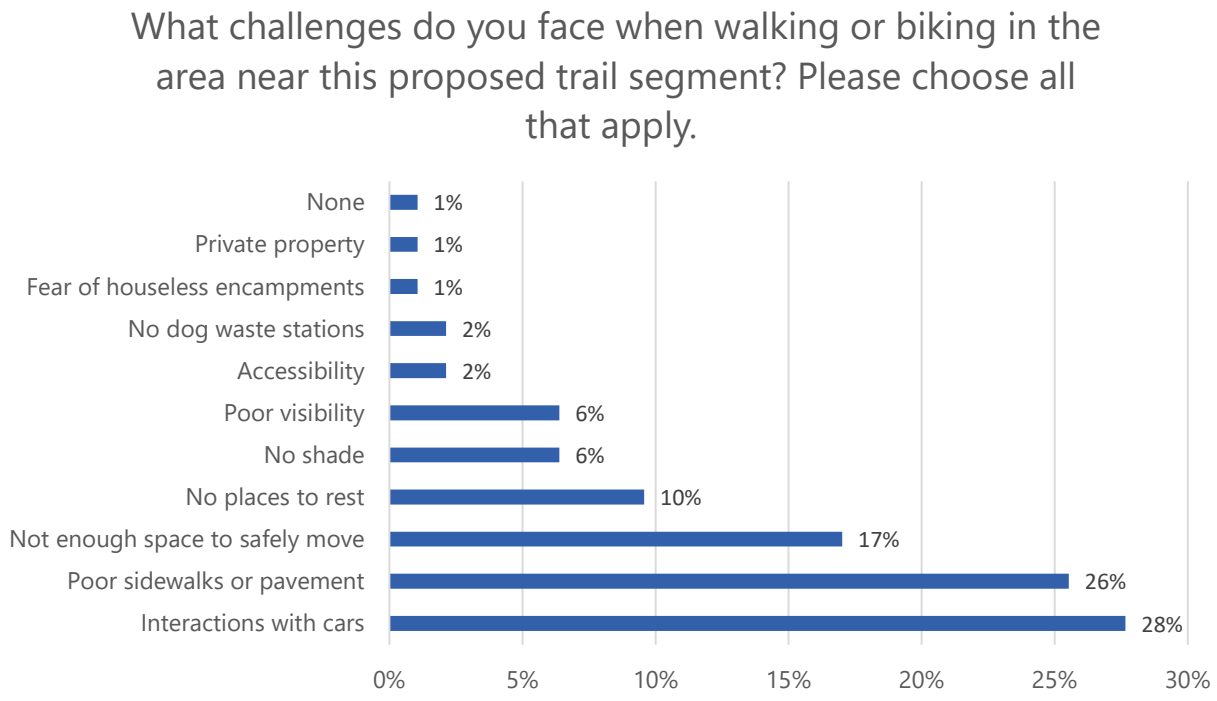
This segment received 39 responses and more than 80% of respondents said they would use the trail if it were built.

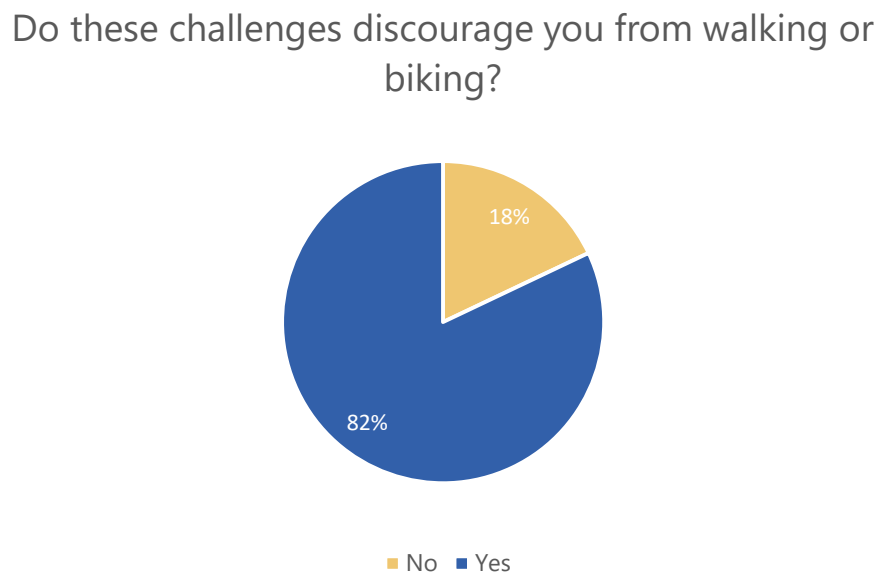




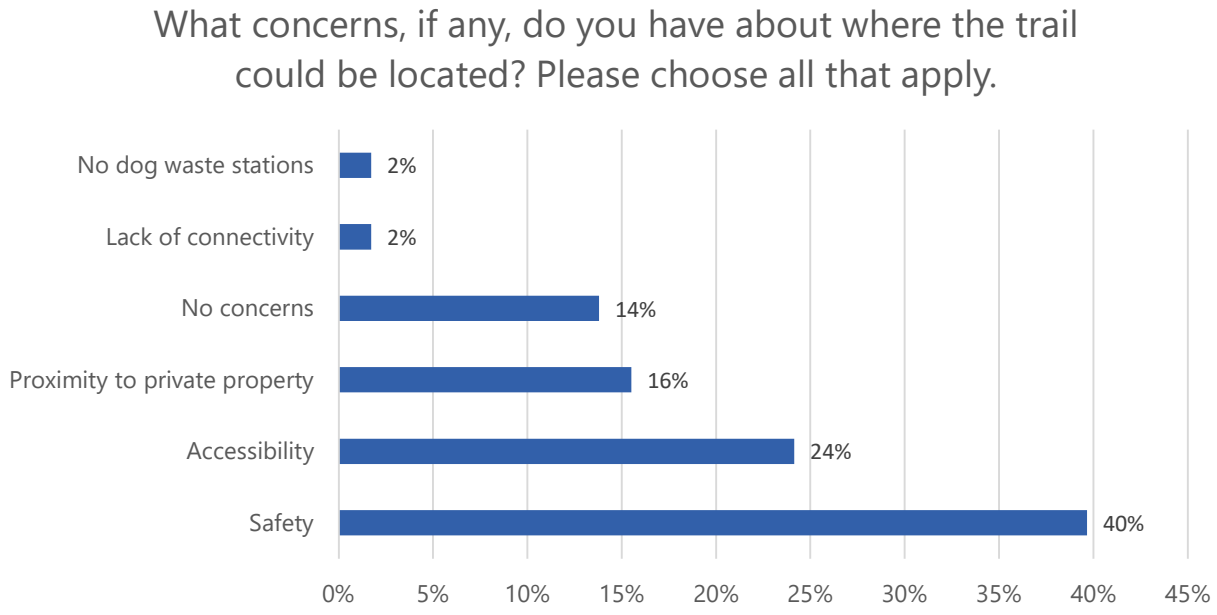
Challenges and Concerns

Respondents identified interactions with cars, poor sidewalks or pavement, and not enough space to safely move as significant challenges. Approximately 80% of respondents said these challenges discourage them from walking or biking.



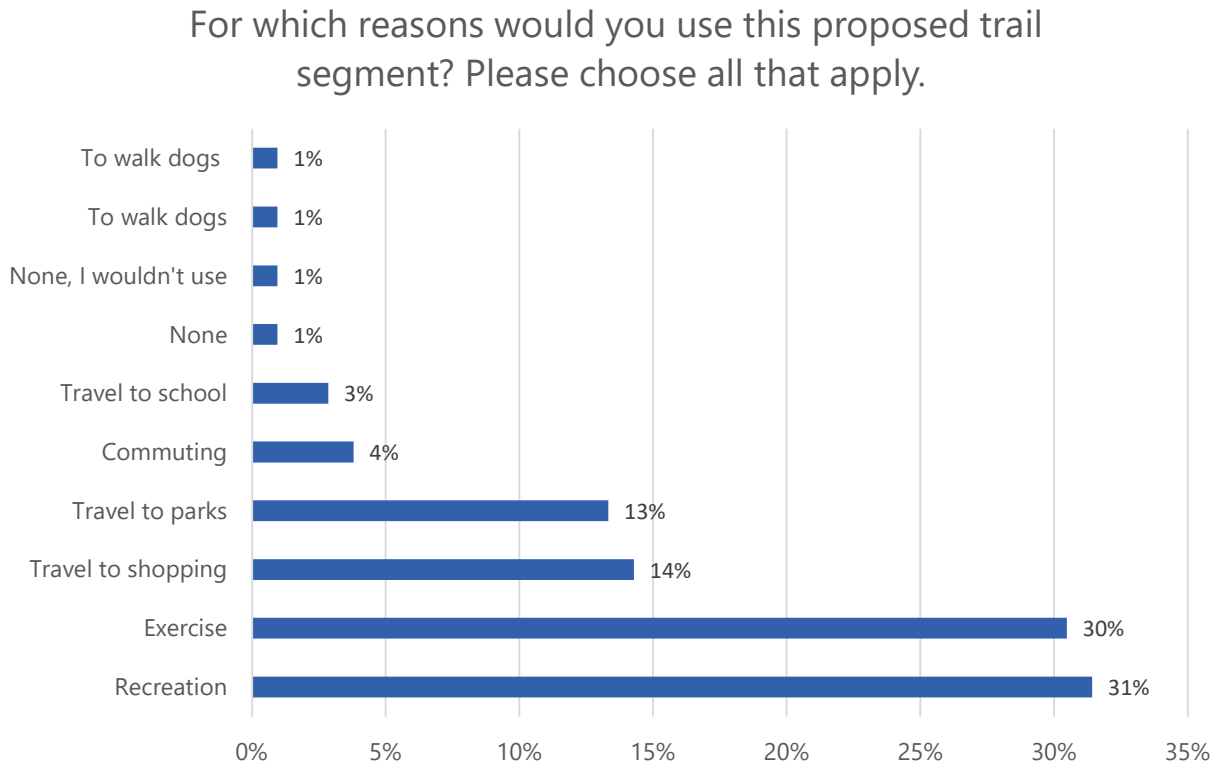


Safety was the primary concern identified by community members when asked about location of the proposed trail.

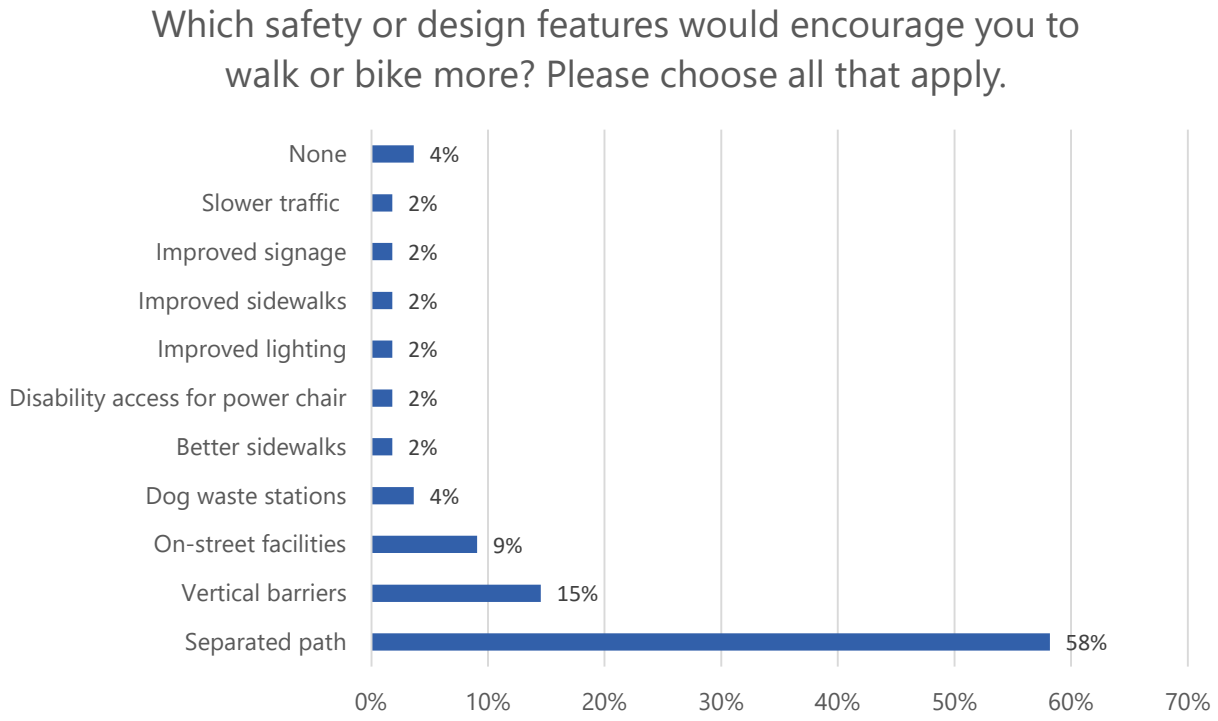


Opportunities

Respondents shared that they would use the proposed shared use path for recreation or exercise. Travel to shopping and travel to parks were other notable reasons for using the proposed path.

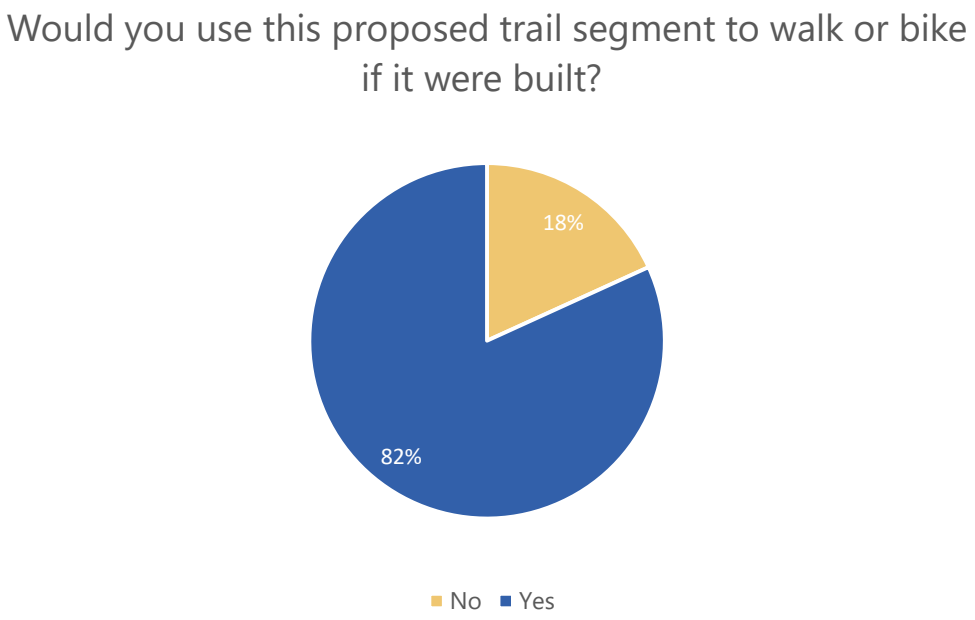


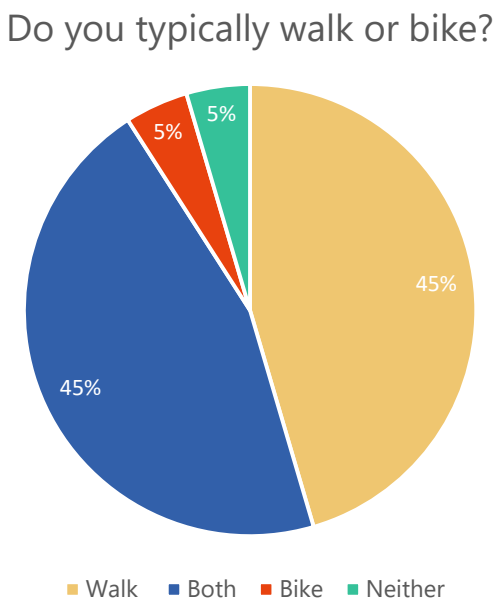
Most respondents would be encouraged to walk or bike more if the proposed path was separated.



Gaffney Lane Elementary Shared Use Path – S24

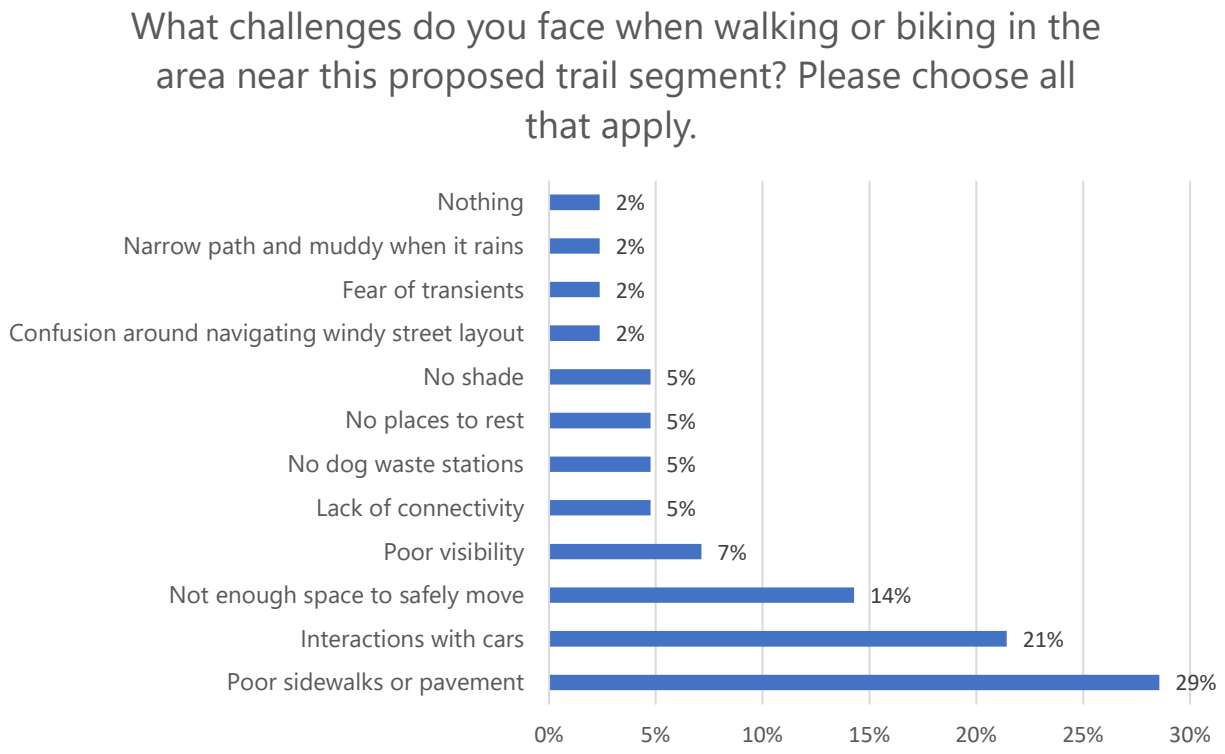
This segment received 22 responses. Similar to other segments, over 80% of respondents said they would walk or bike more frequently if this trail were built.

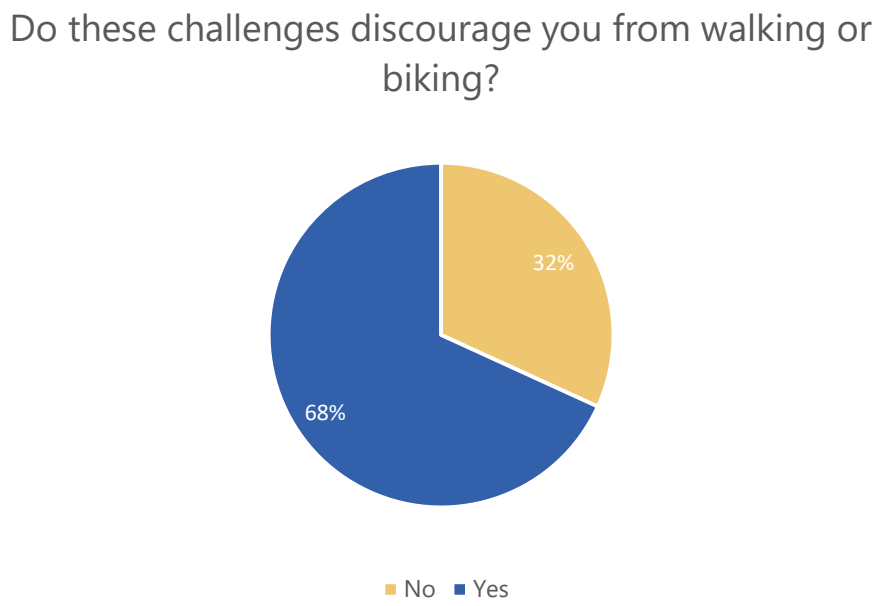




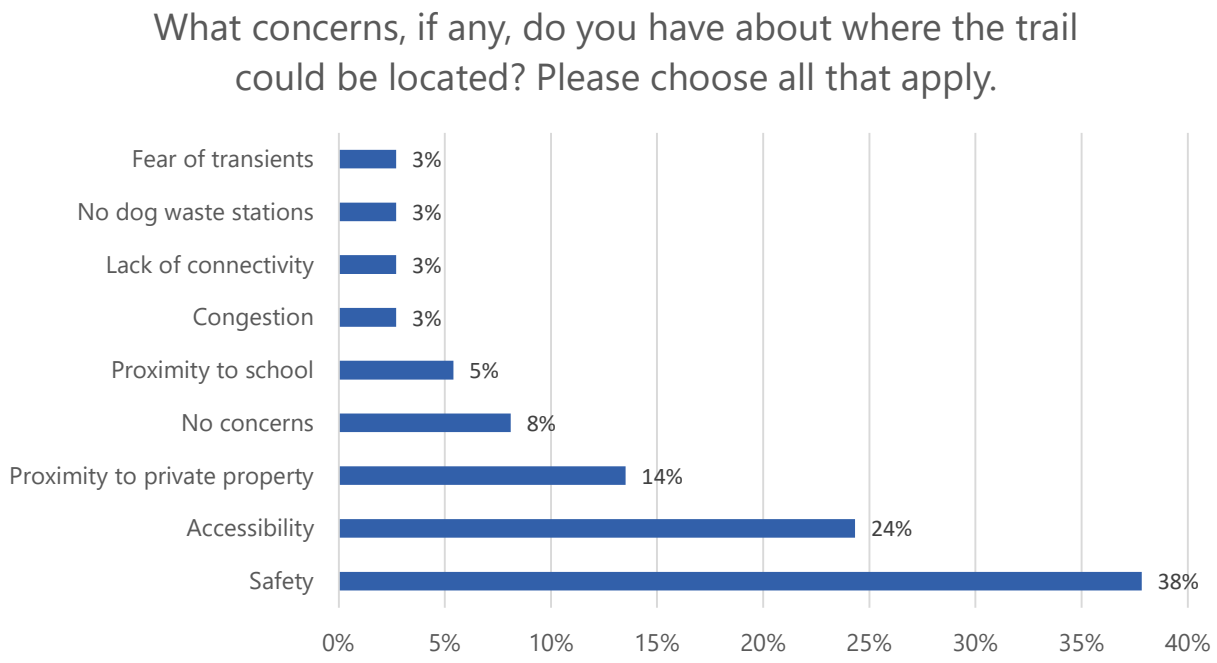
Challenges and Concerns

The major challenges for respondents include poor sidewalks or pavement, interactions with cars, and not enough space to safely move.



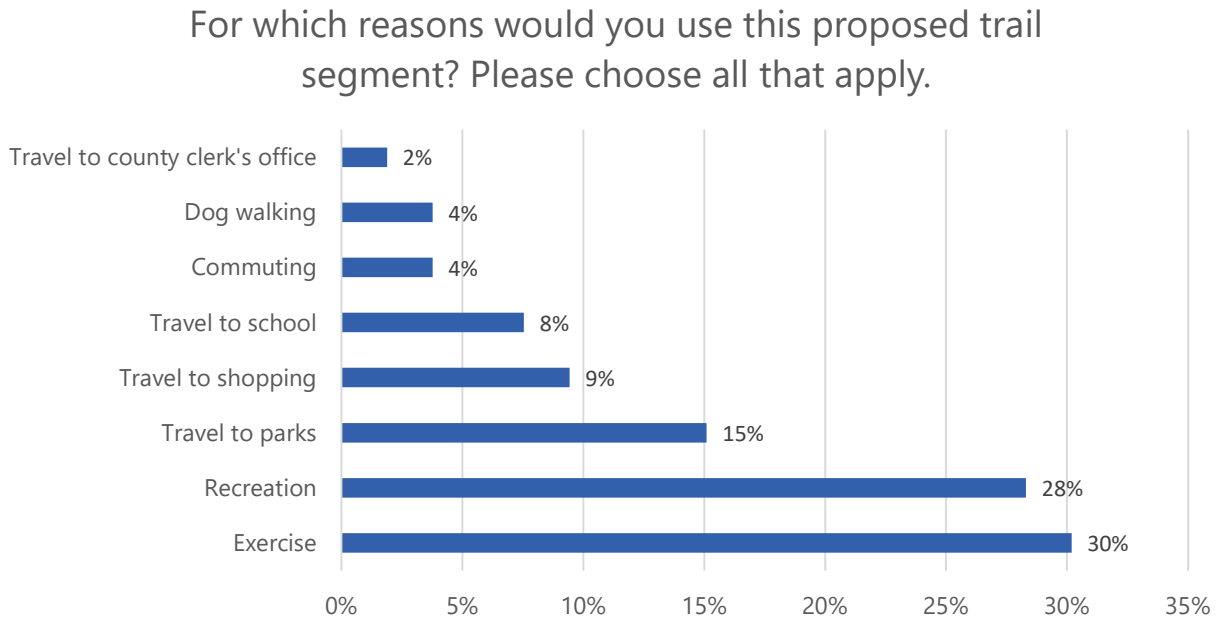


The biggest concerns for respondents when it comes to the location of this shared use path are safety and accessibility.

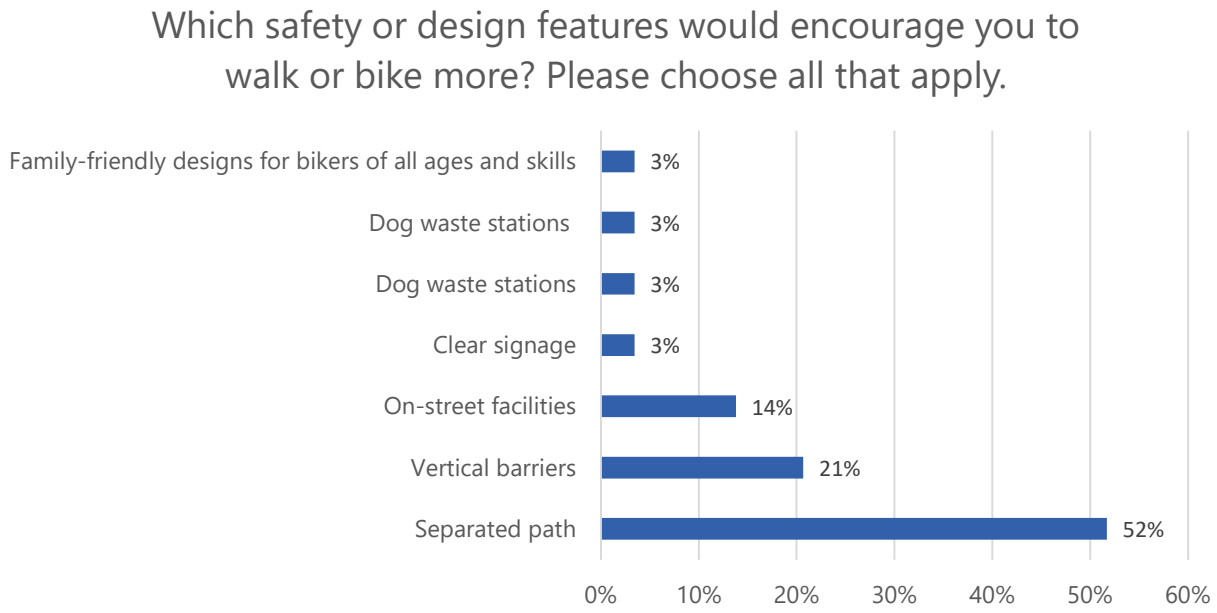


Opportunities

Respondents would likely use the proposed shared use path for recreation or exercise.

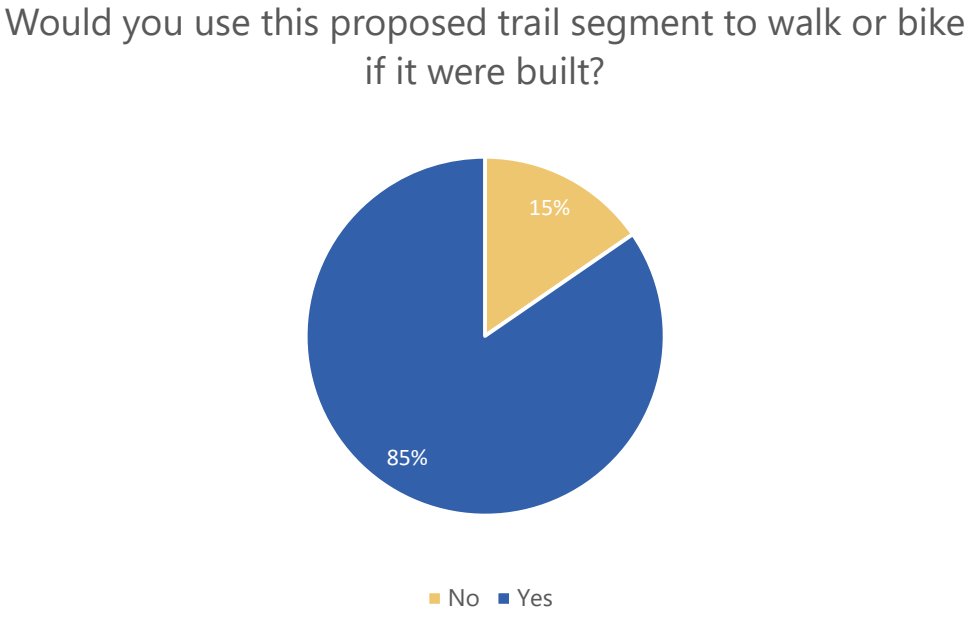


Most respondents would be encouraged to walk or bike more if the proposed path were separated from vehicle traffic.

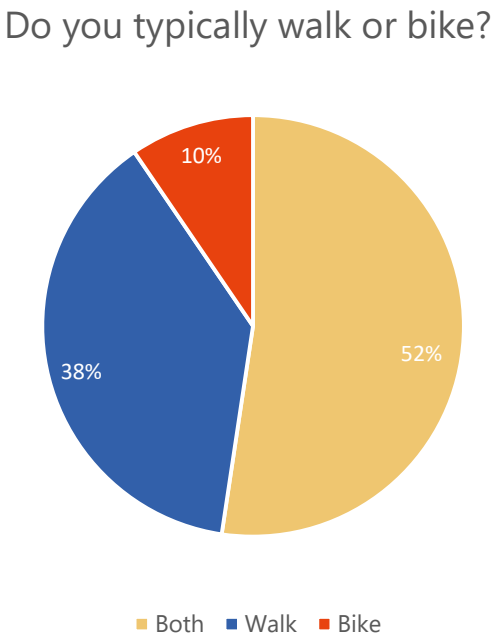


Orchard Grove Hazelnut Shared Use Path – S30

This proposed shared use path received 14 responses.

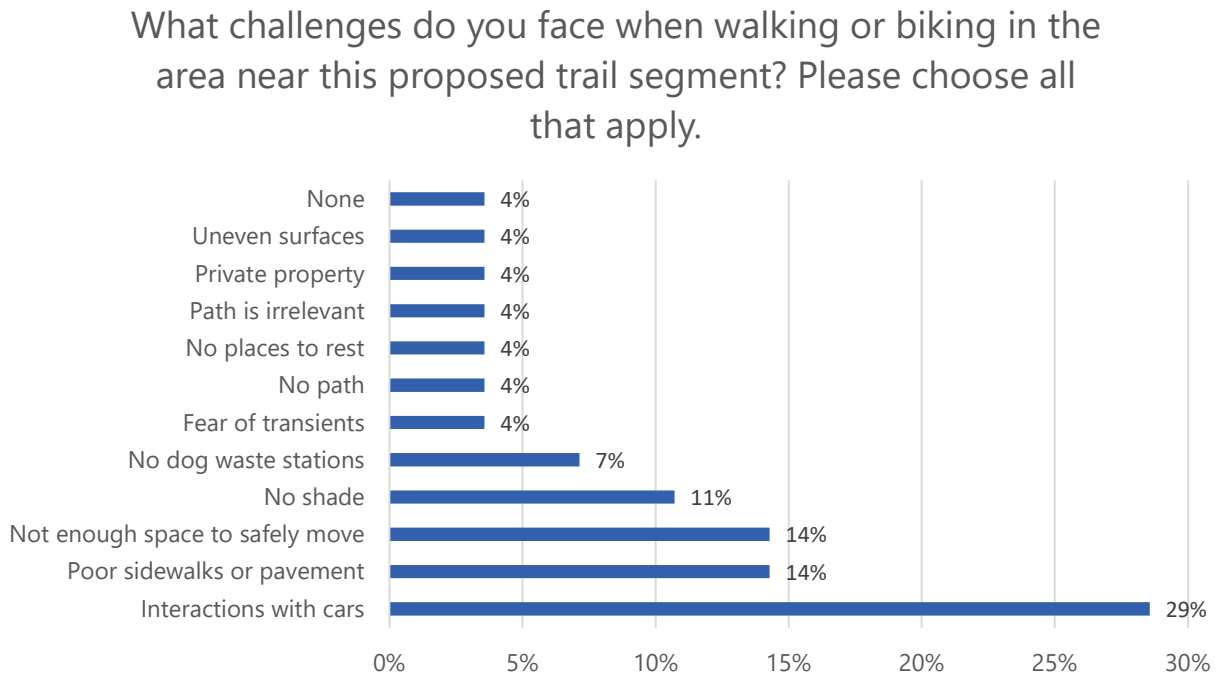


Most respondents typically walk, or both walk and bike.

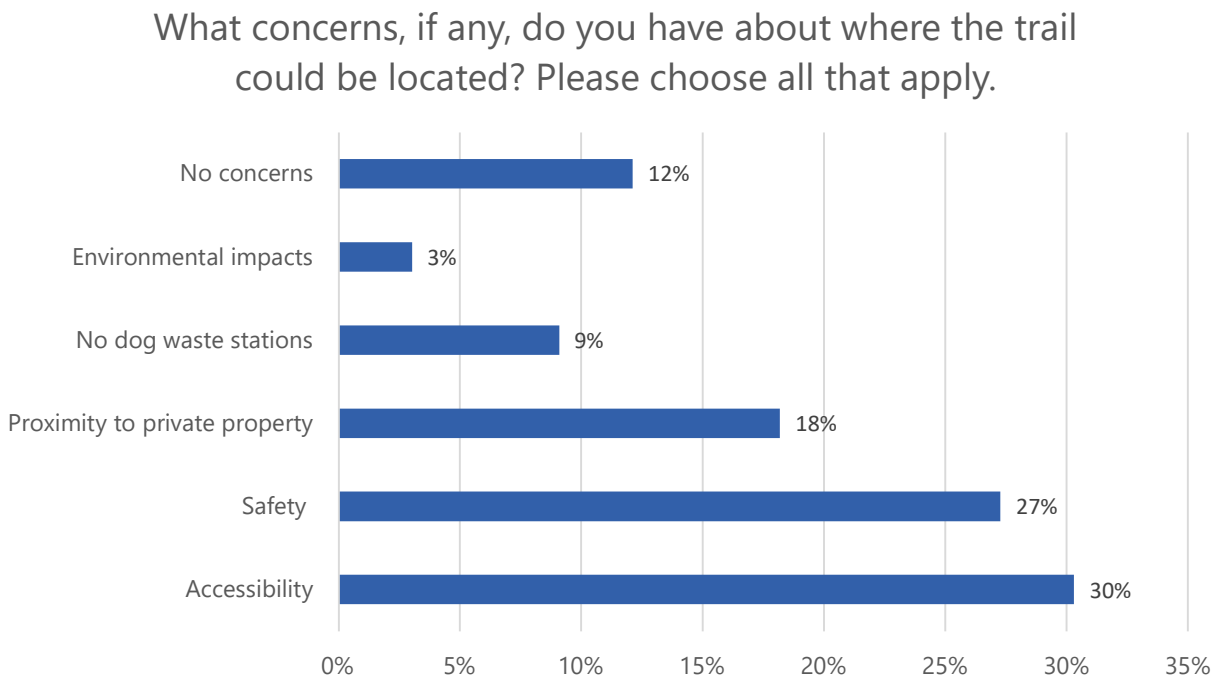


Challenges and Concerns

The challenges that respondents face when walking or biking include interactions with cars, not enough space to safely move, poor sidewalks, and no shade.

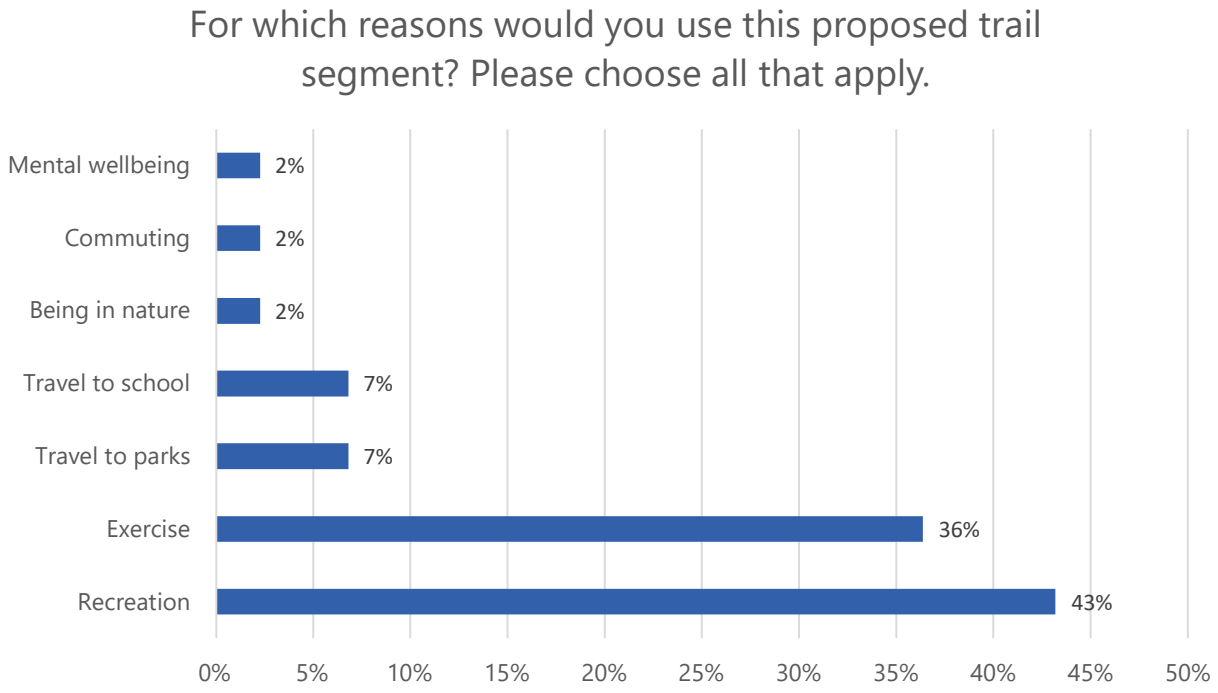


For this segment, respondents are concerned with safety, accessibility, and proximity to private property.

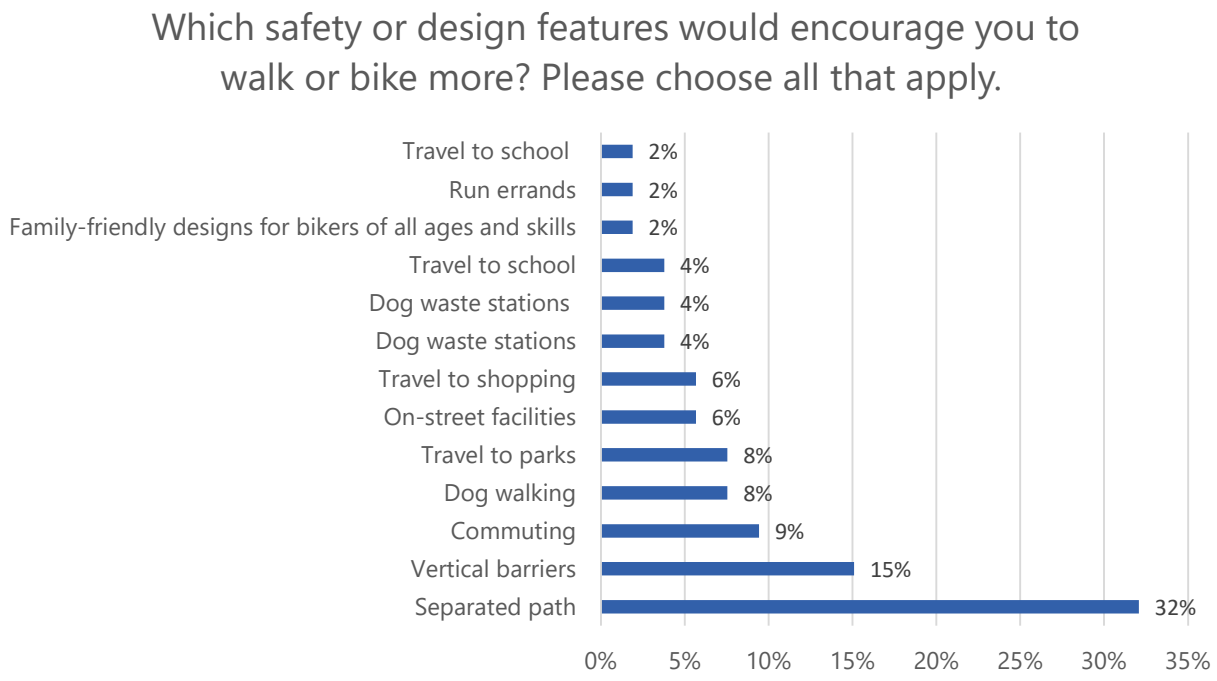


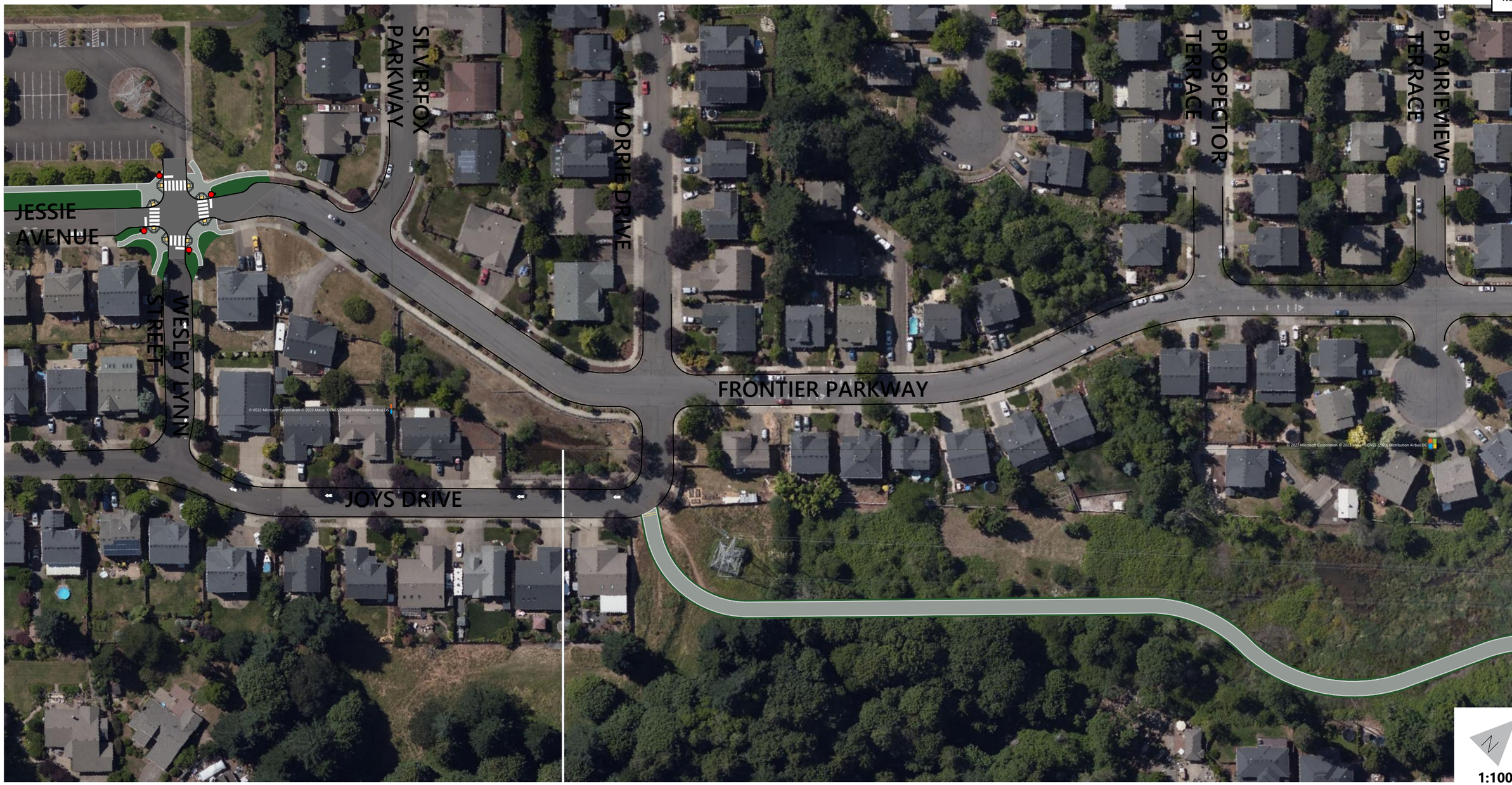
Opportunities

If the proposed path were built, respondents would likely use it for recreation or exercise.



Most respondents would be encouraged to walk or bike more if the proposed path were separated from vehicle traffic.





Oregon City Loop Trail
Meyers Road to Beavercreek Road
Frontier Parkway (Alternative 1)

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_14308\0074-Concept_Meyers-Beavercreek.dwg
Apr 19, 2023

Sheet 2 or 7

Oregon City Loop Trail
Meyers Road to Beavercreek Road
S Moccasin Way / Meyers Road (Alternative 1)

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

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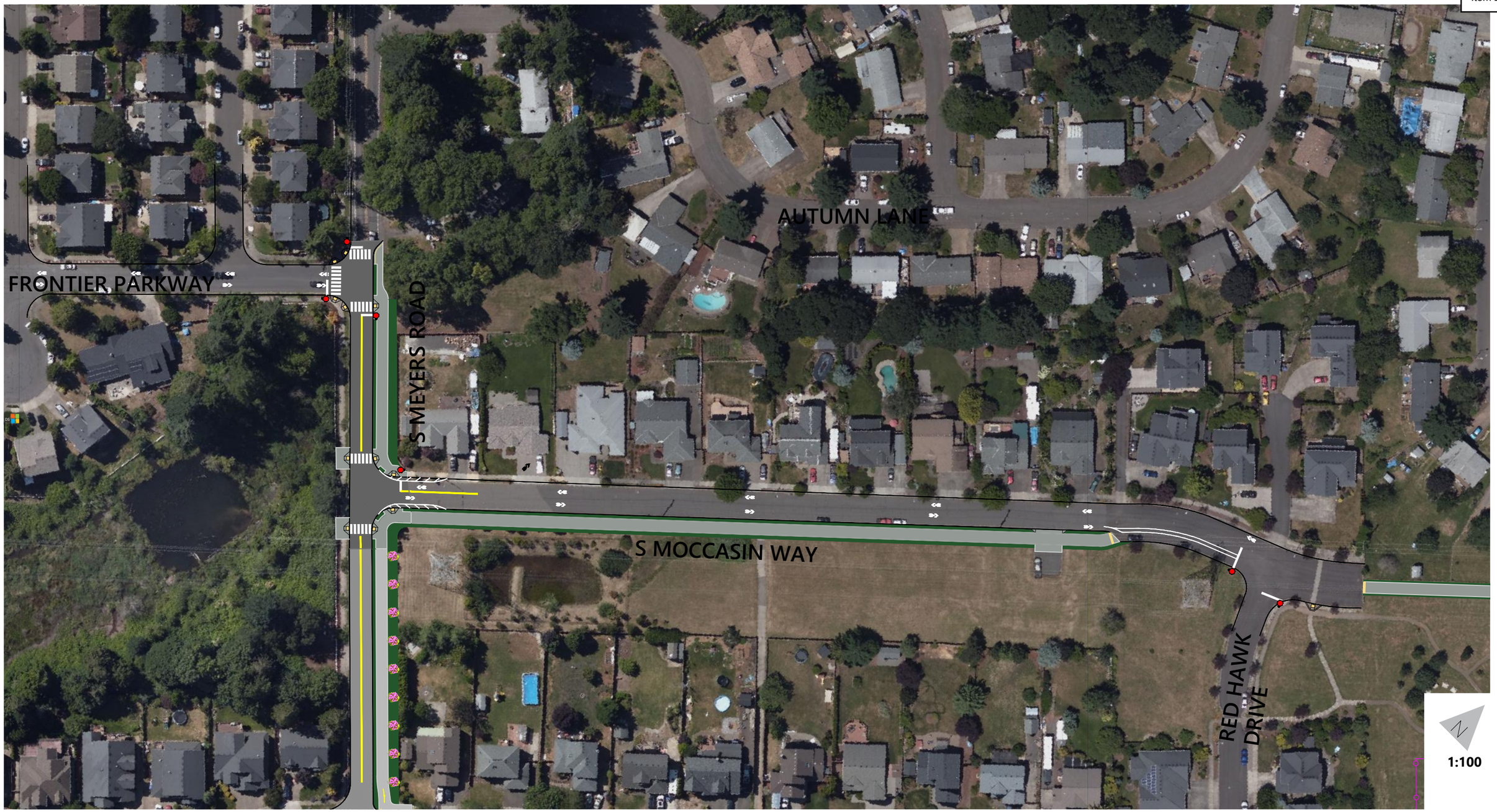
Apr 19, 2023

CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_14308\0074-Concept_Meyers-Beavercreek.dwg
Apr 19, 2023

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Sheet 3 of 7

Oregon City Loop Trail
Meyers Road to Beavercreek Road
Frontier Parkway (Alternative 2)



Sheet 4 of 7

Oregon City Loop Trail
Meyers Road to Beavercreek Road
S Moccasin Way / Meyers Road Alternative 2

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

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Apr 19, 2023

Sheet 5 of 7

Oregon City Loop Trail
Meyers Road to Beavercreek Road
Gaffnye Lane Elementary School Park

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_14308\G074-Concept_Meyers-Beavercreek.dwg
Apr 19, 2023

Sheet 6 of 7

Oregon City Loop Trail
Meyers Road to Beavercreek Road
Clairmont Way / Molalla Avenue Intersection

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Apr 19, 2023 CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_14308\0074-Concept_Meyers-Beavercreek.dwg

Sheet 7 of 7

Oregon City Loop Trail
Meyers Road to Beavercreek Road
Beavercreek Road / Fred Meyer Parking Lot

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

Apr 19, 2023 CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_14308\0074-Concept_Meyers-Beavercreek.dwg

Figure 1
Oregon City Loop Trail
Meyers Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

May 09, 2023 CADD FILE: C:\Users\GALVAR~1\AppData\Local\Temp\AcPublish_34996\0074-Concept_MeyersRd.dwg

Figure 2

Oregon City Loop Trail
Meyers Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

May 09, 2023 CADD FILE: C:\Users\CALWAR~1\AppData\Local\Temp\AcPublish_34996\0074-Concept_MeyersRd.dwg

Figure 3

Oregon City Loop Trail
Meyers Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_34996\\0074-Concept_MeyersRd.dwg
May 09, 2023

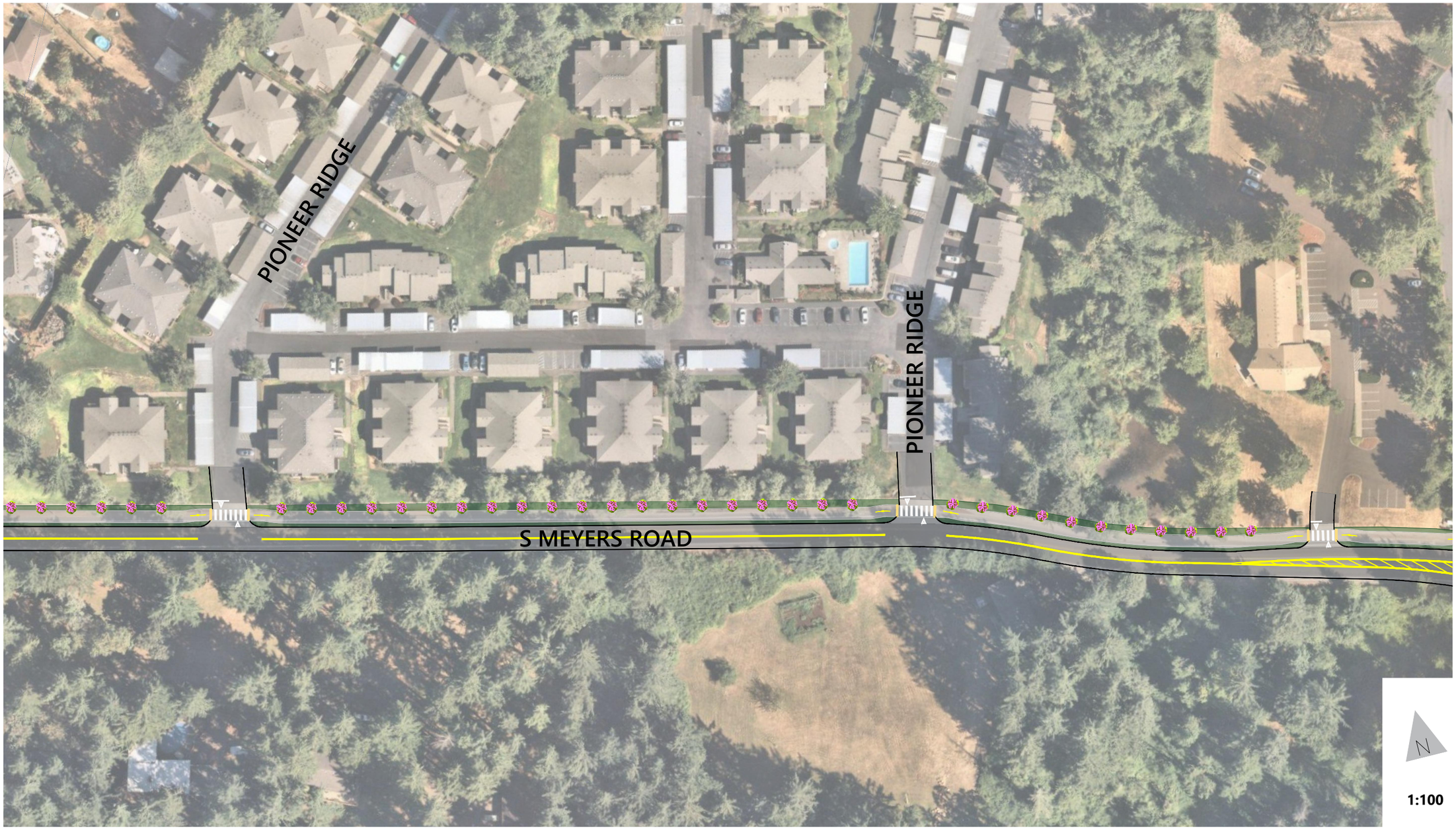

Figure 4

Oregon City Loop Trail
Meyers Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

May 09, 2023 CADD FILE: C:\Users\CALVAR~1\AppData\Local\Temp\AcPublish_34996\0074-Concept_MeyersRd.dwg

Figure 5

Oregon City Loop Trail
Meyers Road

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

CADD FILE: C:\Users\GALVAR~1\AppData\Local\Temp\AcPublish_34996\0074-Concept_MeyersRd.dwg
May 09, 2023

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 6/13/2023

From: Finance Director Matt Zook

SUBJECT:

Financial Recap of Various Parks Donations Funds

STAFF RECOMMENDATION:

This information is being provided for the benefit of the Commission and public as pertains to the historical financial accounting for dedicated Parks and Recreations funds. If the Commission desires further information or detail, staff can provide upon request.

EXECUTIVE SUMMARY:

Three reports are provided. The first is a 22-year history of the Parks and Recreation dedicated funds as accounted for in the Parks and Recreation Trustee Fund, Parks and Recreation Trust Fund, and eventually the General Fund Parks and Recreation Donations department. The second report reflects the detailed balances of the Parks and Recreation dedicated buckets as tracked within the funds in the first report. The third report reflects the Ermatinger Preservation Fund, which had a limited duration life around capital projects performed at the Ermatinger House.

The first report matches the audited financial statements for the City. This demonstrates the integrity of the numbers. The second report demonstrates the detailed tracking that has occurred below the financial statement level for each of the various buckets. Staff has compiled a 372-page packet of supporting documentation for these reports that is available upon request.

The purpose of this information is to further open the accounting records to demonstrate a level of detail that has traditionally not been provided even though it has been completed. Staff welcomes the opportunity to provide the financial information desired by the Commission and looks forward to receiving input and direction at the Commission Work Session.

Parks and Recreation Trustee Fund
FY 1999 - FY 2022
Actuals

	Fund 608																	Fund 100							
	Parks and Recreation Trustee Fund														Parks and Recreation Trust Fund			Parks and Recreation Donations							
	1999	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**	**2007**	**2008**	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
Revenues																									
Interest	-	1,299	3,784	1,569	684	-	-	219	-	-	-	-	-	-	-	1,256	1,402	-	-	-	-	-	-	-	-
Miscellaneous	-	-	153,496	59,018	15,567	28,990	79,356	20,188	40,418	26,224	35,211	49,757	61,230	49,871	52,619	70,933	65,969	1,838	69,288	75,003	68,725	80,971	91,786	115,458	102,136
Total Revneues	-	1,299	157,280	60,587	16,251	28,990	79,356	20,407	40,418	26,224	35,211	49,757	61,230	49,871	52,619	72,189	67,371	1,838	69,288	75,003	68,725	80,971	91,786	115,458	102,136
Expenditures																									
Materials & Services	-	-	7,156	10,190	7,422	44,164	12,372	9,174	17,695	17,825	19,337	31,976	24,146	14,359	36,208	22,352	17,706	-	8,783	16,740	6,265	23,246	7,576	17,281	12,226
Captial Outlay	-	-	196,340	289	6,652	-	-	-	-	-	-	-	-	-	-	12,232	-	-	-	-	-	-	-	15,204	-
Total Expenditures	-	-	203,496	10,479	14,074	44,164	12,372	9,174	17,695	17,825	19,337	31,976	24,146	14,359	36,208	34,584	17,706	-	8,783	16,740	6,265	23,246	7,576	32,485	12,226
Revenues over (under) expenditures	-	1,299	(46,216)	50,108	2,177	(15,174)	66,984	11,233	22,723	8,399	15,874	17,781	37,084	35,512	16,411	37,605	49,665	1,838	60,505	58,263	62,460	57,725	84,210	82,973	89,910
Other Financing Sources																									
Transfers from Other Funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	311,465	-	-	-	-	-	-	-
Transfers Out	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(311,465)	-	-	-	-	-	(164,720)	-	-
Loan Proceeds	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Financing Sources	-	-	50,000	-	-	-	-	-	-	-	-	-	-	-	-	-	(311,465)	311,465	-	-	-	-	(164,720)	-	-
Excess of revenue/(expenditures) and Other Financing Sources	-	1,299	3,784	50,108	2,177	(15,174)	66,984	11,233	22,723	8,399	15,874	17,781	37,084	35,512	16,411	37,605	(261,800)	313,303	60,505	58,263	62,460	57,725	(80,510)	82,973	89,910
Beginning Fund Balance	-	-	1,299	5,083	55,191	57,368	(7,806)	59,178	70,411	93,134	101,533	117,407	135,188	172,272	207,784	224,195	261,800	-	313,303	373,808	432,071	494,531	552,256	471,746	554,719
Ending Fund Balance	-	1,299	5,083	55,191	57,368	42,194	59,178	70,411	93,134	101,533	117,407	135,188	172,272	207,784	224,195	261,800	-	313,303	373,808	432,071	494,531	552,256	471,746	554,719	644,629
GAAP Reconciliation for URA Loan	-	-	(50,000)	(50,000)	(50,000)	(50,000)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GAAP Fund Balance	-	1,299	(44,917)	5,191	7,368	(7,806)	59,178	70,411	93,134	101,533	117,407	135,188	172,272	207,784	224,195	261,800	-	313,303	373,808	432,071	494,531	552,256	471,746	554,719	644,629
																	313304						$150k transferred for Fir St		
URA loan forgiven - see 2005 Revenue Screenshots tab for details																	1,839						$14,720 transferred Concerts $$ to 318		

Parks & Recreation Donations

	2004			
	BEG FUND BAL	2004 REV	2004 EXP	END FUND BAL
INTEREST	$ -	$ 7,873		$ 7,873
DONATIONS	-	219,610		219,610
ERMATINGER	-			-
CONCERTS	-			-
ARTS COMMISSION	-	151	1,077	1,228
POOL DONATIONS	-	4,830	(2,121)	2,709
MEALS ON WHEELS	-	650	(78)	572
PCC	-	665		665
HISTORIC OREGON CITY	-	30,627	(40,788)	(10,161)
RV DUMP	-			-
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	-		(230,303)	(230,303)
LOAN PAYABLE REPAYMENT		50,000		50,000
	$ -	**$ 314,406**	**$ (272,212)**	**$ 42,194**

	2005			
	BEG FUND BAL	2005 REV	2005 EXP	END FUND BAL
INTEREST	$ 7,873	$ 1,112		$ 8,985
DONATIONS	219,610	1,199		220,809
ERMATINGER	-			-
CONCERTS	-			-
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	2,709	69		2,778
MEALS ON WHEELS	572	5,561	(1,050)	5,084
PCC	665	14,417	(8,613)	6,469
HISTORIC OREGON CITY	(10,161)	6,998		(3,164)
RV DUMP	-			-
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(230,303)		(2,709)	(233,012)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 42,194	**$ 29,356**	**$ (12,372)**	**$ 59,178**

	2006			
	BEG FUND BAL	2006 REV	2006 EXP	END FUND BAL
INTEREST	$ 8,985	$ 2,500		$ 11,485
DONATIONS	220,809	2,695		223,504
ERMATINGER	-	219		219
CONCERTS	-			-
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	2,778	-		2,778
MEALS ON WHEELS	5,084	4,377	(1,966)	7,494
PCC	6,469	10,615	(2,952)	14,132
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	-			-
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(233,012)		(4,255)	(237,267)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 59,178	**$ 20,407**	**$ (9,174)**	**$ 70,410**

Parks & Recreation Donations

	2007			
	BEG FUND BAL	2007 REV	2007 EXP	END FUND BAL
INTEREST	$ 11,485	$ 3,577		$ 15,062
DONATIONS	223,504	1,557		225,061
ERMATINGER	219	1,304		1,523
CONCERTS	-			-
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	2,778	-		2,778
MEALS ON WHEELS	7,494	11,777	(10,311)	8,961
PCC	14,132	7,905	(2,279)	19,759
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	-	14,298		14,298
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(237,267)		(5,105)	(242,372)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 70,410	**$ 40,418**	**$ (17,694)**	**$ 93,134**

	2008			
	BEG FUND BAL	2008 REV	2008 EXP	END FUND BAL
INTEREST	$ 15,062	$ 3,573		$ 18,635
DONATIONS	225,061			225,061
ERMATINGER	1,523	822		2,345
CONCERTS	-			-
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	2,778	935		3,713
MEALS ON WHEELS	8,961	5,800	(2,858)	11,903
PCC	19,759	10,289	(9,615)	20,432
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	14,298	4,805		19,102
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(242,372)		(5,351)	(247,723)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 93,134	**$ 26,223**	**$ (17,824)**	**$ 101,533**

	2009			
	BEG FUND BAL	2009 REV	2009 EXP	END FUND BAL
INTEREST	$ 18,635	$ 2,235		$ 20,870
DONATIONS	225,061	75		225,136
ERMATINGER	2,345	300		2,645
CONCERTS	-			-
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	3,713	1,248		4,961
MEALS ON WHEELS	11,903	12,793	(1,461)	23,235
PCC	20,432	13,656	(17,767)	16,321
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	19,102	4,905		24,007
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(247,723)		(109)	(247,832)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 101,533	**$ 35,211**	**$ (19,337)**	**$ 117,407**

Parks & Recreation Donations

	2010			
	BEG FUND BAL	2010 REV	2010 EXP	END FUND BAL
INTEREST	$ 20,870	$ 845		$ 21,716
DONATIONS	225,136			225,136
ERMATINGER	2,645	385		3,030
CONCERTS	-			-
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	4,961	917		5,878
MEALS ON WHEELS	23,235	15,507	(25,594)	13,148
PCC	16,321	17,606	(4,215)	29,712
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	24,007	14,496		38,503
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(247,832)		(2,168)	(250,000)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 117,407	**$ 49,757**	**$ (31,976)**	**$ 135,188**

	2011			
	BEG FUND BAL	2011 REV	2011 EXP	END FUND BAL
INTEREST	$ 21,716	$ 801		$ 22,516
DONATIONS	225,136			225,136
ERMATINGER	3,030	655		3,685
CONCERTS	-	1,685		1,685
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	5,878			5,878
MEALS ON WHEELS	13,148	30,035	(8,674)	34,509
PCC	29,712	13,103	(15,465)	27,351
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	38,503	14,952		53,455
FRIENDS OF MT VIEW CEMETERY	-			-
OPERATING EXPENSES	(250,000)		(7)	(250,007)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 135,188	**$ 61,230**	**$ (24,146)**	**$ 172,272**

	2012			
	BEG FUND BAL	2012 REV	2012 EXP	END FUND BAL
INTEREST	$ 22,516	$ 986	$ (1)	$ 23,501
DONATIONS	225,136			225,136
ERMATINGER	3,685			3,685
CONCERTS	1,685	1,410	-	3,095
ARTS COMMISSION	1,228			1,228
POOL DONATIONS	5,878			5,878
MEALS ON WHEELS	34,509	17,439	(10,300)	41,647
PCC	27,351	15,334	(4,057)	38,628
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	53,455	13,766		67,221
FRIENDS OF MT VIEW CEMETERY	-	936		936
OPERATING EXPENSES	(250,007)			(250,007)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 172,272	**$ 49,871**	**$ (14,359)**	**$ 207,784**

Parks & Recreation Donations

	2013			
	BEG FUND BAL	2013 REV	2013 EXP	END FUND BAL
INTEREST	$ 23,501	$ 1,273		$ 24,774
DONATIONS	225,136			225,136
ERMATINGER	3,685			3,685
CONCERTS	3,095	1,881	-	4,976
ARTS COMMISSION	1,228	-	-	1,228
POOL DONATIONS	5,878	-		5,878
MEALS ON WHEELS	41,647	13,700	(1,703)	53,644
PIONEER DONATIONS	38,628	21,039	(14,115)	45,551
HISTORIC OREGON CITY	(3,164)			(3,164)
RV DUMP	67,221	14,556	(19,112)	62,665
FRIENDS OF MT VIEW CEMETERY	936	171	(1,278)	(171)
OPERATING EXPENSES	(250,007)			(250,007)
LOAN PAYABLE REPAYMENT	50,000			50,000
	$ 207,784	**$ 52,619**	**$ (36,208)**	**$ 224,195**

	2014			
	BEG FUND BAL	2014 REV	2014 EXP	END FUND BAL
INTEREST	$ 24,774	$ 876	$ -	$ 25,650
DONATIONS	225,136	380	(225,515)	1.00
ERMATINGER	3,685	-	-	3,685
CONCERTS	4,976	2,122	(935)	6,163
ARTS COMMISSION	1,228	-	-	1,228
POOL DONATIONS	5,878	-	-	5,878
MEALS ON WHEELS	53,644	11,681	(2,084)	63,241
PIONEER DONATIONS	45,551	40,640	(6,057)	80,134
HISTORIC OREGON CITY	(3,164)	-	-	(3,164)
RV DUMP	62,665	16,156	-	78,821
FRIENDS OF MT VIEW CEMETERY	(171)	334	-	163
OPERATING EXPENSES	(250,007)		250,007	-
LOAN PAYABLE REPAYMENT	50,000	-	(50,000)	-
	$ 224,195	**$ 72,189**	**$ (34,584)**	**$ 261,801**

	2015			
	BEG FUND BAL	2015 REV	2015 EXP	END FUND BAL
CEMETERY	$ 163	$ 265		$ 429
OTHER - UNASSIGNED (INTEREST, ETC)	29,592	1,402		30,995
CONCERTS	6,163	2,525	(992)	7,696
PIONEER CENTER	80,134	36,180	(4,914)	111,399
MOW	63,241	11,675	(11,800)	63,116
ERMATINGER	3,685			3,685
RV DUMP - GENERAL PARKS	78,821	17,163		95,984
	$ 261,800	**$ 69,209**	**$ (17,706)**	**$ 313,303**

Parks & Recreation Donations

	2016			
	BEG FUND BAL	2016 REV	2016 EXP	END FUND BAL
CEMETERY	$ 429			$ 429
OTHER - UNASSIGNED (INTEREST, ETC)	30,995			30,995
CONCERTS	7,696	3,192	(1,934)	8,954
PIONEER CENTER	111,399	33,745	(5,931)	139,214
MOW	63,116	14,155	(918)	76,353
ERMATINGER	3,685			3,685
RV DUMP - GENERAL PARKS	95,984	18,195		114,179
	$ 313,303	**$ 69,288**	**$ (8,783)**	**$ 373,807**

	2017			
	BEG FUND BAL	2017 REV	2017 EXP	END FUND BAL
CEMETERY	$ 429	$ 428		$ 857
OTHER - UNASSIGNED (INTEREST, ETC)	30,995			30,995
CONCERTS	8,954	9,469	(738)	17,685
PIONEER CENTER	139,214	32,601	(9,986)	161,829
MOW	76,353	12,085	(6,015)	82,423
ERMATINGER	3,685			3,685
RV DUMP - GENERAL PARKS	114,179	20,419		134,598
	$ 373,807	**$ 75,002**	**$ (16,740)**	**$ 432,070**

	2018			
	BEG FUND BAL	2018 REV	2018 EXP	END FUND BAL
CEMETERY	$ 857	$ 209	$ (150)	$ 916
OTHER - UNASSIGNED (INTEREST, ETC)	30,995			30,995
CONCERTS	17,685	4,475	(2,923)	19,237
PIONEER CENTER	161,829	39,523	(2,434)	198,918
MOW	82,423	743	(759)	82,407
ERMATINGER	3,685			3,685
RV DUMP - GENERAL PARKS	134,598	23,776		158,373
	$ 432,070	**$ 68,725**	**$ (6,265)**	**$ 494,530**

	2019			
	BEG FUND BAL	2019 REV	2019 EXP	END FUND BAL
CEMETERY	$ 916	$ 171		$ 1,086
OTHER - UNASSIGNED (INTEREST, ETC)	30,995			30,995
CONCERTS	19,237	8,706	(13,222)	14,720
PIONEER CENTER	198,640	45,156	(9,340)	234,457
MOW	82,346	3,540	(345)	85,541
ERMATINGER	3,685	(2)		3,683
RV DUMP - GENERAL PARKS	158,373	23,401		181,774
	$ 494,191	**$ 80,971**	**$ (22,906)**	**$ 552,255**

Parks & Recreation Donations

	2020			
	BEG FUND BAL	2020 REV	2020 EXP	END FUND BAL
CEMETERY	$ 1,086	$ 185		$ 1,271
OTHER - UNASSIGNED (INTEREST, ETC)	30,995			30,995
CONCERTS	14,720		(14,720)	-
PIONEER CENTER	234,457	51,197	(4,848)	280,806
MOW	85,541	13,529	(2,519)	96,551
ERMATINGER	3,683	1,860	(209)	5,334
RV DUMP - GENERAL PARKS	181,774	25,015	(150,000)	56,789
	$ 552,255	**$ 91,786**	**$ (172,296)**	**$ 471,745**

	2021			
	BEG FUND BAL	2021 REV	2021 EXP	END FUND BAL
CEMETERY	$ 1,271			$ 1,271
OTHER - UNASSIGNED (INTEREST, ETC)	30,995			30,995
CONCERTS	-			-
PIONEER CENTER	280,806	23,760	(17,778)	286,788
MOW	96,551	36,960	(13,802)	119,709
ERMATINGER	5,334	68	(539)	4,863
VETERAN MEMORIAL	-	25		25
CITY PARK DONATIONS	-	22,750	(365)	22,385
RV DUMP - GENERAL PARKS	56,789	31,895		88,684
	$ 471,745	**$ 115,459**	**$ (32,485)**	**$ 554,719**

	2022			
	BEG FUND BAL	2022 REV	2022 EXP	END FUND BAL
CEMETERY	$ 1,271	$ 504		$ 1,775
OTHER - UNASSIGNED (INTEREST, ETC)	30,995		(5)	30,990
CONCERTS	-			-
POOL	-	96	(136)	(40)
PIONEER CENTER	286,788	38,626	(6,289)	319,125
MOW	119,709	19,950	(4,799)	134,861
ERMATINGER	4,863	1,490	(998)	5,354
VETERAN MEMORIAL	25	15,102		15,127
CITY PARK DONATIONS	22,385	734		23,119
RV DUMP - GENERAL PARKS	88,684	25,633		114,317
	$ 554,719	**$ 102,136**	**$ (12,226)**	**$ 644,629**

Ermatinger Preservation Fund
FY 2011 - FY 2016
Actuals

	Fund 442					Fund 100	
	Ermatinger Preservation Fund					General Fund	
	2011	**2012**	**2013**	**2014**	**2015**	**2015**	**2016**
Revenues							
Intergovernmental	-	-	17,308	5,000	215,000	-	-
Miscellaneous	-	222	1,317	1,676	1,678	-	-
Total Revneues	-	222	18,625	6,676	216,678	-	-
Expenditures							
Materials & Services	-	-	-	15,981	564,461	-	-
Captial Outlay	-	40,948	90,432	-	-	-	-
Total Expenditures	-	40,948	90,432	15,981	564,461	-	-
Revenues over (under) expenditures	-	(40,726)	(71,807)	(9,305)	(347,783)	-	-
Other Financing Sources							
Transfers In from General Fund	-	250,000	100,000	100,000	50,000	30,379	-
Transfers Out	-	-	-	-	(30,379)	-	-
Total Other Financing Sources	-	250,000	100,000	100,000	19,621	30,379	-
Excess of revenue/(expenditures) and Other Financing Sources	-	209,274	28,193	90,695	(328,162)	30,379	-
Beginning Fund Balance	-	-	209,274	237,467	328,162	-	30,379
Ending Fund Balance	-	209,274	237,467	328,162	-	30,379	30,379

CITY OF OREGON CITY

Staff Report

625 Center Street
Oregon City, OR 97045
503-657-0891

To: City Commission **Agenda Date:** 06/13/2023

From: City Manager Tony Konkol

SUBJECT:

Update on City Projects

BACKGROUND:

The City Commission has requested that an update on the status of the following projects be provided at a work session on a monthly basis.

1. Charter Parks
   Ermatinger House was approved as a Charter Park by the City Commission. The City Commission voted to not designate Dement Park as a Charter Park. Staff is preparing to bring the McLoughlin Promenade to the City Commission for discussion at the July or August work session. The McLoughlin Promenade survey has been completed. The survey identified several potential existing encroachments into the Promenade property which will be discussed during the work session.

2. Cayuse 5 Memorial
   City staff continues to work with The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) in the design, location, and interpretation of the Cayuse 5 memorial, which is an existing City Commission goal for 2021-2023. Staff have met regularly with representatives from both the CTUIR and the Confederated Tribes of Grand Ronde to discuss and review the proposed project.

   The Cultural Resources Committee (CRC) and the Board of Trustees have approved the CTUIR staff to move forward with a preferred design and site plan for the project and the CRC will be reviewing draft interpretive language at an upcoming CRC meeting in June. Staff has provided CTUIR staff with examples of signage, fonts, and letter sizes to be considered in the design of the interpretive sign and have discussed sign height, border materials, and methods to minimize ground disturbance in the project area.

3. Courthouse

There has been no change in the project since the May 2023 update. City staff worked to support efforts by the Downtown Oregon City Association to apply for a Main Street grant to focus on the Courthouse located in downtown Oregon City. The grant required the property owner, which is Clackamas County, to sign the grant application, which unfortunately they did not agree to do. At this time there is no specific work being performed related to the future of the existing courthouse.

4. Tumwata Village
   Staff completed a 4-hour site visit with the CTGR staff and consultant team to discuss the demolition that is occurring on the site and begin to discuss the proposed amendments proposed to implement the Tumwata Village Plan for the property. The site visit and discussion focused on infrastructure, design details, development phasing, and an introduction to the goals and objectives of CTGR for the redevelopment of the property.

   Staff have been meeting monthly with representatives from the Confederated Tribes of Grand Ronde (CTGR) to discuss on-going site work as well as future land use and development plans for the Tumwata Village Plan. CTGR staff has been working with the CTGR Tribal Council and Tribal members to finalize the Tumwata Village Plan. Once approved, the Tumwata Village Plan will be presented to the city and the public.

5. Canemah ROW issues
   There has been no change in the project since the May 2023 update. The Canemah ROW issues will be brought before the City Commission at a future work session to discuss how to move forward with this project.