



CITY OF OREGON CITY

CITY COMMISSION WORK SESSION -

REVISED

MEETING MINUTES

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, August 13, 2024 at 6:00 PM

EXECUTIVE SESSION

The Executive Session will begin after the adjournment of the City Commission Work Session pursuant to ORS 192.660(2)(e) to conduct deliberations with persons designated by the governing body to negotiate real property transactions.

1. CONVENE MEETING AND ROLL CALL

Mayor Denyse McGriff convened the meeting at 6:05 P.M.

PRESENT: 5 - Commissioner Adam Marl, Commissioner Mike Mitchell, Commissioner Rocky Smith, Commissioner Frank O'Donnell, Mayor Denyse McGriff

STAFFERS: 6 - City Manager Tony Konkol, Assistant City Recorder Evan Lee, City Engineer Dayna Webb, Public Works Director John Lewis, Community Development Director Aquilla Hurd-Ravich, Planning Manager Pete Walter

2. GENERAL BUSINESS

2.a. McLoughlin Boulevard Enhancement Plan (CI 22-002) Update

Dayna Webb, City Engineer, introduced Nick Gross, consultant with Kittelson and Associates. Mr. Gross gave a presentation summarizing the previous five work sessions on the McLoughlin Boulevard Enhancement project and updating the Commission on new developments. Mr. Gross asked for Commission input on parking considerations near the Arch Bridge and along McLoughlin Boulevard. There were 15 parking spaces along the west side of McLoughlin Boulevard, on either side of the bridge. There were 6 spaces underneath the bridge to the east of McLoughlin Boulevard. There were also some parking spaces south of the bridge at the "elbow" of where McLoughlin Boulevard curves.

Commissioner Mitchell began by discussing the 15 parking spaces located on either side of the bridge. He proposed keeping the existing parking on one side of the bridge and converting the parking spaces on the other side into green space. Commissioner O'Donnell wanted to know how much space the existing parking takes up. Mr. Gross replied that the potential green space would be about 20 feet wide.

Commissioner Marl said he felt strongly that these parking spaces should remain. He said that eliminating parking in this space would prevent people from going to the area. Mayor McGriff proposed converting one parking space on either side of the bridge into green space. This could make the walking space more inviting. Commissioner Smith agreed that all the parking spaces should be kept.

Commissioner Smith thought that the area under the bridge could also be changed to make the area more active. The biggest obstacle would be the limited vertical space. Tony Konkol, City Manager, recommended looking at this strip as part of a connection from the river to the Elevator.

John Lewis, Public Works Director, thought the same applied to the "elbow" area. With the development of tumwata village on the opposite side of McLoughlin, this space would be more attractive to foot traffic. Commissioner O'Donnell said that this area was not very attractive as a green space because of the traffic volume. He also said that the traffic made it difficult to get out of the parking spaces.

Mrs. Webb gave a list of upcoming steps. They would give presentations on this topic to other city

committees before coming back to the City Commission.

The City Commission took a recess from 7:09 to 7:21 PM.

2.b. Park Place Concept Plan Code Revisions- Update

Aquilla Hurd-Ravich, Community Development Director, introduced Pete Walter, Planning Manager, and Bill Kabeiseman, City Attorney. Mrs. Hurd-Ravich gave a brief background on the origins of the Park Place Concept Plan (PPCP). Mr. Kabeiseman stated that dramatic changes to statewide land use legislation had made it difficult to implement much of what is in the original plan.

Mr. Kabeiseman offered roadways as an example. New case law has restricted cities' ability to require developers to pay for upgrades to existing roadways and intersections that would be impacted by the development. He highlighted the connection between Holly Lane and Swan Avenue. This connection would not be completed with the development of one subdivision or development. The city would have to wait for intersections to fail before it could charge a new developer for the full cost of their impact.

Mr. Kabeiseman offered a few funding alternatives. First he mentioned federal and state grants but mentioned that these were hard to get. Then he mentioned the formation of a local improvement district. These were only feasible if more than two-thirds of people in the development area agree to it. The local improvement district would be voted on by the owners of properties that would benefit from the improvement, not just a new development, with vote share weighted by property value. Another option was to create a reimbursement district. A developer would build the infrastructure and could recover some of the costs from future developments that come nearby. Finally, a city could pay for the improvements upfront and then require extra fees from new developments.

Mr. Kabeiseman then began to discuss legal issues around clear and objective standards. The primary issue was recent case law from Oregon's Land Use Board of Appeals (LUBA) surrounding clear and objective standards. Mr. Kabeiseman brought up an example of a case from Cannon Beach. A property owner wanted to build a new road on a steep slope. Cannon Beach's road requirements mandated that the owner get a geotechnical review of the path and follow what the geotechnical review says. The property owner argued that Cannon Beach was not using a clear and objective standard. LUBA agreed with the property owner.

There was discussion about how a city could craft clear and objective transportation standards relating to emergency evacuations, including the use of a moratorium on construction while those standards are created.

Mr. Kabeiseman then began to discuss legal issues around middle housing. He said that the middle housing standards already adopted into the city's code did not need updating. There was discussion about how a new law going into effect in January 2025 would make it easier for applicants to get variances, and city staff were exploring an option provided by the state to exempt cities from this portion of the law.

Mr. Kabeiseman said that, while more changes were likely to come in the next state legislative session, it was time to talk about park land in Park Place. The PPCP called for an 8–10 acre community park, a 3–5 acre neighborhood park, and off-street trails. Each development would contribute land or fee in lieu as it was built, and the city would purchase the land for the parks.

Mr. Kabeiseman then began to discuss the neighborhood commercial zone. The zoning requirements in the code allowed for up to 50% residential use in this zone, so clear and objective standards would apply here, too. He thought the commission might also want to review the current allowed commercial uses in this zone.

Mr. Walter gave an overview of a market analysis of the neighborhood commercial zone.

Mrs. Hurd-Ravich gave an overview of drafted code changes. There was discussion about transition zones, whether or not to allow multi-family housing in R-3.5 zoning, that pictures had to be removed from the residential design standards section of the code to meet clear and objective standards, housing diversity standards, and standards in the neighborhood commercial zone.

2.c. Consent Agenda Contract Amount

Commissioner Mitchell had requested this item be put on the agenda for a work session. He said that after speaking with Public Works Director John Lewis, he thought this could be resolved with a change to the staff reports. He asked if the staff reports for contracts could include whether the item came in above, at, or below projections when the budget was created.

Mr. Konkol said that information could be added to future staff reports.

3. COMMUNICATIONS

Mr. Konkol gave a preview of items that would be discussed at upcoming work sessions.

4. COMMITTEE REPORTS

Commissioner O'Donnell

None

Commissioner Smith

Commissioner Smith gave an update on the new Executive Director of the End of the Oregon Trail Interpretive Center, Corinne Lowenthal, and their goals for the next year.

Commissioner Marl

Commissioner Marl said the Clackamas County Coordinating Committee (C4) had made additional edits to the joint transportation values document. He said that item would come back for the City Commission to review and approve. He also said the Citizen Involvement Committee (CIC) was revising their bylaws regarding membership.

Commissioner Mitchell

None

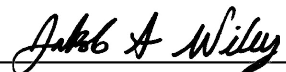
Mayor McGriff

Mayor McGriff gave updates on the Willamette Falls Locks Authority and Metro Policy Advisory Committee.

5. ADJOURNMENT

Mayor McGriff adjourned the meeting at 9:38 P.M.

Respectfully submitted,



Jakob S. Wiley, City Recorder

Date Approved: November 05, 2025