



CITY OF OREGON CITY CITY COMMISSION WORK SESSION MEETING MINUTES

Commission Chambers, Libke Public Safety Facility, 1234 Linn Ave, Oregon City
Tuesday, November 12, 2024 at 6:00 PM

1. CONVENE MEETING AND ROLL CALL

Commissioner Smith convened the meeting at 6:01 P.M.

PRESENT: 4 - Commissioner Adam Marl, Commissioner Mike Mitchell, Commissioner Rocky Smith, Commissioner Frank O'Donnell

EXCUSED: 1 - Mayor McGriff

STAFFERS: 6 - City Manager Tony Konkol, City Recorder Jakob Wiley, Police Chief Shaun Davis, Community Development Director Aquilla Hurd-Ravich, Assistant City Engineer Josh Wheeler, Senior Planner Christina Robertson-Gardiner

2. FUTURE AGENDA ITEMS

a. List of Future Work Session Agenda Items

Tony Konkol, City Manager said that the Commission would revisit the adaptive reuse program on November 20, 2024. There were currently two applicants for the Planning Commission. December 4, 2024, and December 10, 2024, were both being held as potential interview dates. The destination marketing management organization update would be on December 10, 2024.

3. GENERAL BUSINESS

a. Local Street Volume Review

Aquilla Hurd-Ravich, Community Development Director; Carrie Richter, Deputy City Attorney; Josh Wheeler, Assistant City Engineer; and Christina Robertson-Gardiner, Senior Planner, presented on local street volume standards.

Mrs. Hurd-Ravich explained that the topic arose over the summer due to increasing concerns about traffic impacts on local streets as the city grows. Mrs. Hurd-Ravich noted that local streets are designed to carry the least amount of traffic. During a meeting on August 21, 2024, the City Commission asked staff to bring back information on how other cities in the region used traffic-calming on local streets.

Mrs. Richter discussed legal considerations, explaining that any regulation of traffic-calming measures would require clear and objective standards and criteria in the city code. She noted that the city cannot impose disproportionate requirements on single developments and suggested a middle ground approach of guidelines that developers could voluntarily follow while the city develops more formal standards.

Mrs. Robertson-Gardiner shared her research on how peer communities handle local street volume in relation to land use decisions. The key finding was that no city she spoke to used local street volume guidelines to condition or deny applications. She noted potential implications for the upcoming Transportation System Plan (TSP) update, especially the need to reconsider street classifications.

Mr. Wheeler said that while the city does collect trip counts for all arterials and connectors every three years, it does not collect trip counts for local streets. He then presented a variety of traffic-calming options in use throughout the country and measures already implemented in Oregon City. He explained that all of the city's existing traffic-calming projects had either been funded through grants or as components of larger projects rather than as standalone initiatives funded directly by the city. He added that city revenues that could go

towards funding a traffic-calming program, such as gas tax and vehicle registration fees, have been flat or decreased. The city would either have to fund a new revenue source or cut or delay other projects if it were to fund a traffic-calming program.

Mr. Wheeler emphasized that implementing a new traffic-calming program would require creating criteria, prioritizing projects, and identifying funding, noting that transportation revenue is not increasing while costs are rising.

Commissioner Mitchell expressed concern about situations like the Park Place development, where local streets in existing neighborhoods face significant traffic increases that effectively turned them into collectors. There was discussion about how to calculate a trip count allowance for local streets. Mrs. Robertson-Gardiner added that any standards needed to also have an opportunity for alternatives analysis and proportional mitigation. Mr. Wheeler added that traffic-calming was best used to remedy an existing problem instead of preventing a problem.

Commissioner O'Donnell advocated for codifying standards rather than making them voluntary. Commissioner Marl agreed that voluntary guidelines would likely be ineffective but emphasized the need for any standards to be both legally defensible and enforceable. There was discussion about how to choose which specific local streets to target ahead of the next TSP update and what information to look for that could be used to create clear and objective standards.

Mr. Wheeler said that grant funding for the next TSP update was expected to be secured in late 2025 at the earliest, and it would take 1 to 2 years to draft an updated TSP. He added that codifying local street volume standards separately would also take time, likely well into 2025.

The Commission reached consensus to direct staff to work with their traffic engineering consultant to develop a scope and budget for collecting data on local street volumes in growth areas, to be considered during the upcoming goal-setting and budget process. This would serve as groundwork for potentially incorporating local street volume standards into the TSP.

b. K-9 Retirement Funds Discussion

Shaun Davis, Police Chief, outlined the history of the K-9 program, which began in 2003. Initially, all funding came from donations. At this time, the department had two patrol K-9s, one patrol K-9 in training, and one narcotics K-9. While active, handlers receive compensation per their collective bargaining agreement, and the department covers all associated costs. The veterinarian for the K-9s donates their time, with the department only paying for medicine. The veterinarian also extends this benefit to retired K-9s.

When K-9s retire, handlers are offered the opportunity to keep them. Since the program began, all handlers have accepted their retired K-9s, with the understanding that they become responsible for all costs. In 2018, after K-9 Flint retired, the department began selling K-9 stuffed animals as a fundraiser to assist with supporting retired K-9s. Proceeds from these sales go to a 501(c)(3) fund that helps pay for retired K-9s.

Chief Davis reached out to other police departments across the state to see if any had programs to support their retired K-9s. Neither the Clackamas County Sheriffs Office nor the Portland Police Bureau had K-9 retirement funds. Both used 501(c)(3)s similar to the one the Oregon City Police Department uses. He shared information about House Bill 2304 from 2023, which proposed state funding for retired police K-9s. The bill gained some traction but did not make it out of the House Ways and Means Committee. He said it was likely that this bill would come up again in a future session.

Chief Davis said that a 501(c)(3) foundation was probably the best approach for raising funds for retired K-9s. Commissioner O'Donnell stated that the current system works well with existing support mechanisms. He was concerned about potential long-term healthcare costs becoming an open-ended commitment for the city. Commissioner Mitchell felt that routine expenses should be covered by the owner. He suggested the city should consider covering major medical expenses, given the sacrifices these K-9s make during their service. He proposed the city look into pet insurance to make the costs more predictable.

There was discussion about the adoption process for retired K-9s. To date, every retired K-9 had been adopted by their officer handler. If a handler was unwilling to adopt a retiring K-9, then Chief Davis said he would ask other officers to adopt the K-9. There were also a variety of 501(c)(3)s and rescue organizations that would adopt retired K-9s. He said most of the retired K-9s are near the end of their life but could have another couple

of years left.

Commissioner Marl said that continuing to care for the K-9 is a choice for handlers. The city already provides additional pay to handlers and covers all expenses during each K-9's service. He preferred expanding upon the existing 501(c)(3) rather than creating a new city program.

Commissioner Smith said he had mixed feelings. He felt the city could do more to support the retired K-9s and their handlers but wasn't sure how best to go about it. There was discussion about potential unforeseen legal problems if the city agreed to pay for retired K-9s' future care.

4. CITY MANAGER'S REPORT

a. Update on City Projects

Mr. Konkol said that survey crews had been performing fieldwork for the Quiet Zone. Staff was meeting with property owners, specifically Dutch Brothers, about concerns regarding a potential driveway closure near the railroad tracks on 10th Street.

Mr. Konkol said that staff were still reviewing and explaining license agreements with property owners who have encroachments into the McLaughlin Promenade. Some owners have removed encroachments, some have signed agreements, and some have refused. This was planned to come back to the Commission in early 2025.

Mr. Konkol said that staff met with the Confederated Tribes of the Umatilla Indian Reservation to discuss phase two of the Cayuse 5 Memorial. The city had allocated \$150,000 for the project and had about \$37,000 left after phase one. The tribes had secured additional grant funding. The city was now waiting on the Confederated Tribes of Grande Ronde and the Confederated Tribes of the Umatilla Indian Reservation to decide on plans for phase two.

Mr. Konkol said the Courthouse Committee had met, and the general feeling was that the county would sell the courthouse. Mayor McGriff would be able to give a more thorough update at a future meeting.

Mr. Konkol said that the Confederated Tribes of Grande Ronde had submitted a land use application to amend the adopted framework plan. The Planning Commission would meet to review the application on January 27, 2025.

Mr. Konkol also informed the Commission about new FEMA standards concerning the 100- year floodplain. Due to a lawsuit requiring FEMA to consult with the National Marine Fisheries Service, new regulations had been issued. Cities must respond to FEMA's new regulations by December 1, 2024. Failure to respond would affect the city's National Flood Insurance Program certification, which provides lower insurance rates for property owners in the floodplain. It would also make the city ineligible for FEMA funding in the event of a natural disaster. Mrs. Richter said that the FEMA standards clashed with the state's clear and objective standard for land use development. She said that of the options FEMA allowed, permit-by-permit was the best interim solution. Mr. Konkol said an ordinance to adopt it would be brought to the City Commission sometime in late December or early January.

5. COMMITTEE REPORTS

Commissioner O'Donnell

Commissioner O'Donnell noted that his term expired at the end of the year. He urged the city to quickly find a way to open the Jon Storm Dock for commercial river traffic.

Commissioner Smith

None.

Commissioner Marl

None.

Commissioner Mitchell

Commissioner Mitchell reported on attending the C4 meeting on behalf of Commissioner Marl. There were presentations on housing capacity analysis and housing production strategy. Oregon City would have to complete its housing capacity analysis in 2027 and housing production strategy in 2028. He said there was also a presentation on transportation funding packages being considered by the legislature.

Mayor McGriff

None.

6. ADJOURNMENT

Commissioner Smith adjourned the meeting at 7:54 P.M.

Respectfully submitted,

A handwritten signature in black ink, reading "Jakob S. Wiley", is written over a horizontal line.

Jakob S. Wiley, City Recorder
Date Approved: January 07, 2026