

OREGON CITY SCHOOL DISTRICT

SITE PLAN AND DESIGN REVIEW

PROPOSED TRANSPORTATION MAINTENANCE FACILITY

Exhibit D - Meyers Road Extension

Chapter 12.04 – Streets, Sidewalks and Public Places

12.04.007 - Modifications

Finding: This section contains five (5) criteria that must be suitably addressed in order for a modification of streets standards to be granted. *The modification request in this regards is to allow the Meyers Road extension across the Oregon City School Transportation Facility frontage to largely match in terms of elements and width those frontage improvements that currently exist for Meyers Road along the remainder of the School's frontage. Specifically the following modifications to minor arterial street standard are requested: A reduced right-of-way width from the standard of 118 feet to 92 feet (46 foot half right-of-way width); pavement width from the standard of 86 feet to 60 feet (via having a 3 lane section rather than a 5 lane section); and reduce the width of the travel lanes to 11 feet to match the existing lane widths on the existing portion of Meyers. The criteria for modifications are noted below:*

- A.** Modification meets the intent of the standard. *The main adjustment to the standard (Industrial Minor Arterial) is the elimination of two travel lanes, reducing the number of travel lanes from 4 to 2. While this particular section of Meyers Road may be labeled as an Industrial Minor Arterial, that portion from Beaver Creek Road to the current east line of Oregon City High School site, on the north side, and through the future Glen Oak Park, on the south side, is noted as a Residential Minor Arterial area according Figure 8 (Multi-Modal Street System) per the Oregon City Transportation Master Plan. As all of Meyers Road constructed thus far, from Beaver Creek west to the east lines of the School District Transportation facility site and the future Glen Oak park site, is currently either 3 lane, or 2 lanes with a median, having 3 lanes across the frontage of the Transportation facility site better matches the existing section of Meyers Road and provides all the elements of the Minor Arterial Street less the two extra lanes noted for an Industrial Minor Arterial. The other adjustment would be to reduce the width of each travel lane by one foot. The existing section of Meyers Road along the High School frontage has three 11 foot wide travel and turn lanes, 5 foot wide bike lanes and 8 foot wide parallel parking stalls for a total of 59 feet. Per the new standard the parallel parking stalls would be reduced to 7 feet and the extra foot added to the bike lanes. The travel lanes would be 11 feet and the turn lane 12 feet wide. The intent would be from curb to curb to closely match the present width of Meyers Road along the High School ball fields where parallel parking on both sides of the street currently exists, although the new extension would be a foot wider. The right-of-way for Meyers Road though will be significantly wider than exists along the ball fields, as street planter strip between the curb and sidewalk will be provided. The proposed modifications will meet the intent of the standard while better matching the existing Meyers Road improvements.*
- B.** The modification provides safe and efficient movement of pedestrians, motor vehicles, bicyclist and freight. *The modification will provide safe movement for all elements although the travel lanes would be one foot slimmer than the standard, but matching what presently exists along Meyers Road.*
- C.** The modification is consistent with an adopted plan; *The Transportation Master Plan notes that this section of Meyers Road as being on the border between Residential and Industrial street types. While a section of the TSP notes that this section of street improvement as an Industrial Minor Street (per TM #11 Planned and Financially Constrained Transportation Systems – Table 1 Item D-46), Figure 8 (Multi-Modal Street System) of the TSP provides some argument that the Residential Minor Arterial street section is more appropriate.*

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Other than the street being 3 lane rather than 5 lane and the travel lanes being a foot narrower all the elements of the street standards for a public street are to be installed and thus will be consistent the Transportation Master Plan.

D. *The modification is complementary with a surrounding street design. The reason of the modification in large part is make the street more complementary with the previously constructed portion of Meyers Road. To construct a 5 lane wide street section that would then reduce to a 3 lane section at High School Avenue would seem to work against the intent of Item B above with respect to safe movement of vehicles, as merging lanes would be necessary for traffic proceeding east on Meyers Road, if such a condition existed.*

E. *If a modification is requested for constitutional reasons... A modification for constitutional reasons is not requested.*

The intent of the request is to have a street section more in fitting with the existing section of the Meyers Road to the east where the High School lies to the north and residential areas and ball fields lie to the south. This portion of Meyers Road will have a City Park to the south and the proposed School District Transportation Facility to the north, more in character with the existing section of Meyers Road than an Industrial use area.

We cannot predict what may eventually develop to the west of City Park and the proposed Transportation Facility but if a 5 lane wide street seems appropriate to for the future development between west boundaries of the City Park and School District site to Hwy 213 the City will have means to require it. However, in terms of impacts to the street system of the proposed use of this application, the future City Park improvements immediately to the south, and current uses to the east, it does not seem appropriate, nor safe, to have such a wide street section for this approximately 500 foot extension of Meyers Road.