

Oregon City Community Development

221 Molalla Ave. Suite 200

Oregon City, OR 97045

2015 AUG -7 AM 11:04

RECEIVED
CITY OF OREGON CITY

August 7, 2015

RE: Meyers Road Extension Project

Dear Sir/Madam,

Following are issues and concerns of ours regarding the Meyers Road Extension Project:

The proposed Meyers Road extension does not meet the requirements for the existing zoning of the surrounding privately owned properties. In addition it is not compatible with the need for a four lane road to support the traffic usage for large school buses which would cause congestion at least twice a day. There is also the traffic congestion from Trimet buses coming and going from the college.

With the zoning in existence at present of our property which is campus industrial, there is no consideration for the movement of the trucks and trailers as well as employees coming and going that occurs in the operation of businesses. Access to and from the privately owned properties to the proposed road would be limited with no consideration for residential development. The proposed road pattern is severely limiting the use of the properties along the new road and therefore financially handicapping these property owners in the development of their properties. It is important to take into consideration the best use of these adjoining properties when considering the road size along with the ingress and egress from it.

Owner of 19842 S. Hwy 213 in Oregon City. Thank you for your consideration.

Regards,

Kathy Berge

PO Box 1526

Oregon City, OR 97045



MEMO

2015 AUG 20 PM 1:41

RECEIVED
CITY OF OREGON CITY

To: Planning Commission

From: Ronald Saunders

RE: Proposed Meyers Road Extension

I wanted to address the commission regarding the environmental impacts of the recommended Meyers road alignment between High School Avenue on the east and Hwy 213 on the west. Refer to exhibit 2. The recommended hybrid alignment is shown in blue.

Ex. 1 shows the affected properties. On the Saunders property there is a wetland area shown in pink just above the Keith property. Based on my knowledge of the property the actual wetland area is slightly larger and is outlined in red.

Ex. 2 shows the Meyers road extension alternatives. All alignments encroach onto the Saunders wetland area shown in Ex. 1. The blue, red and black alignments impact the Oak forest. All alternative have significant environmental impacts.

Ex. 3 Shows my recommended Meyers Road alignment in yellow. This proposed alignment has three benefits over the proposed Hybrid alignment which is shown in EX. 2(blue). There are as follows:

The Oak Woodland is preserved

The Saunders Wetland is not impacted

The jog in the proposed road just west of High School Avenue is eliminated(see EX. 5(in Yellow) This jog is an obvious design flaw!

EX. 4 Same as EX. 3 but in color.

EX. 5 The subject arrow shows a major design flaw in the alignment of Meyers Road. The jog should be removed. Some students will travel faster than the proposed speed limit of 30 mph. along this section of the road. The access into the proposed City Park parking lot off Meyers Road is on a curve and has poor sight distance. By moving the Meyers Road alignment further south, this unsafe condition is eliminated. I raised this concern with the city and the School District during public hearings. I also wrote letters expressing my concerns. I did not get a response from either party.

In closing, please consider the above issues in the design of Meyers Road.

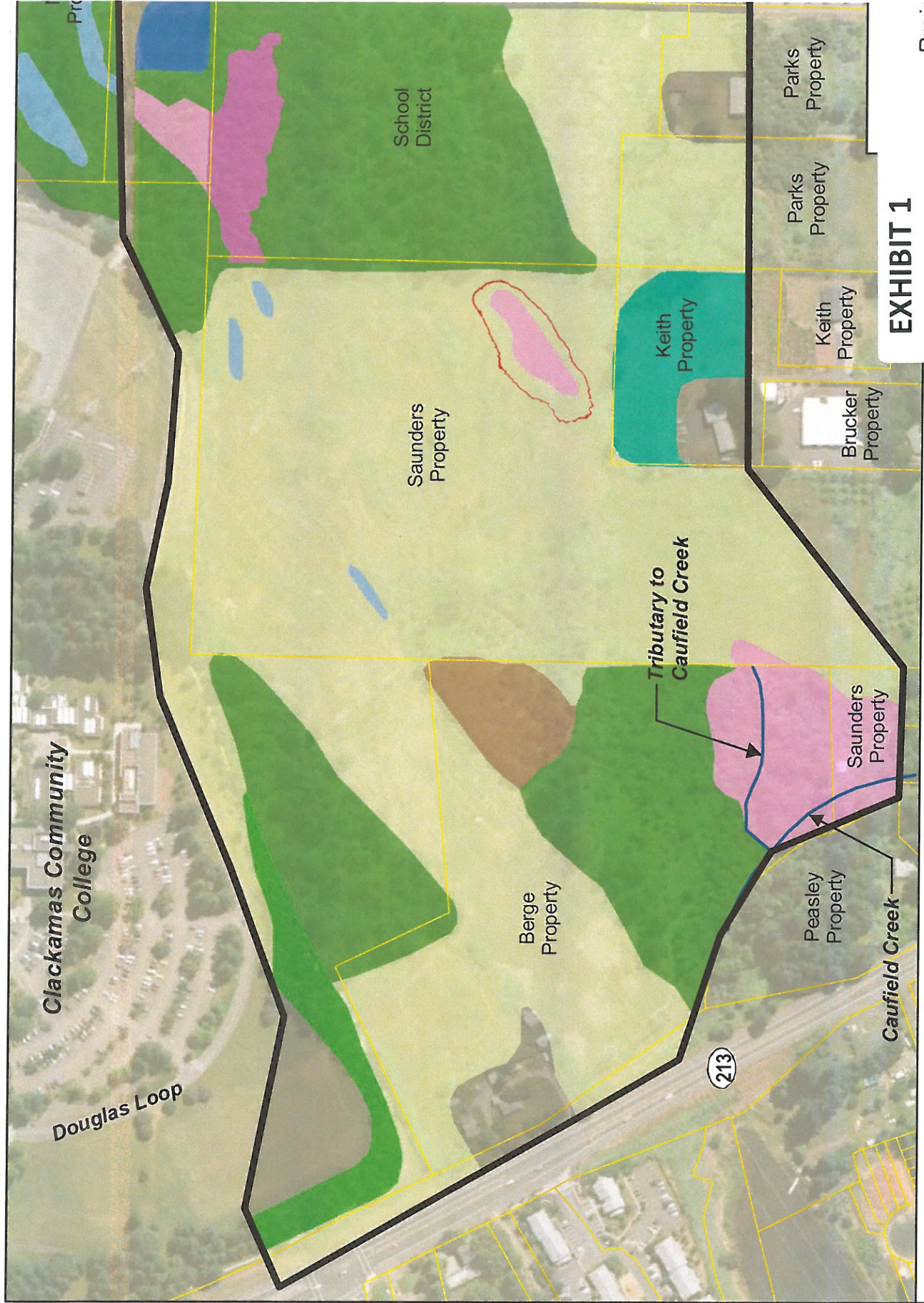
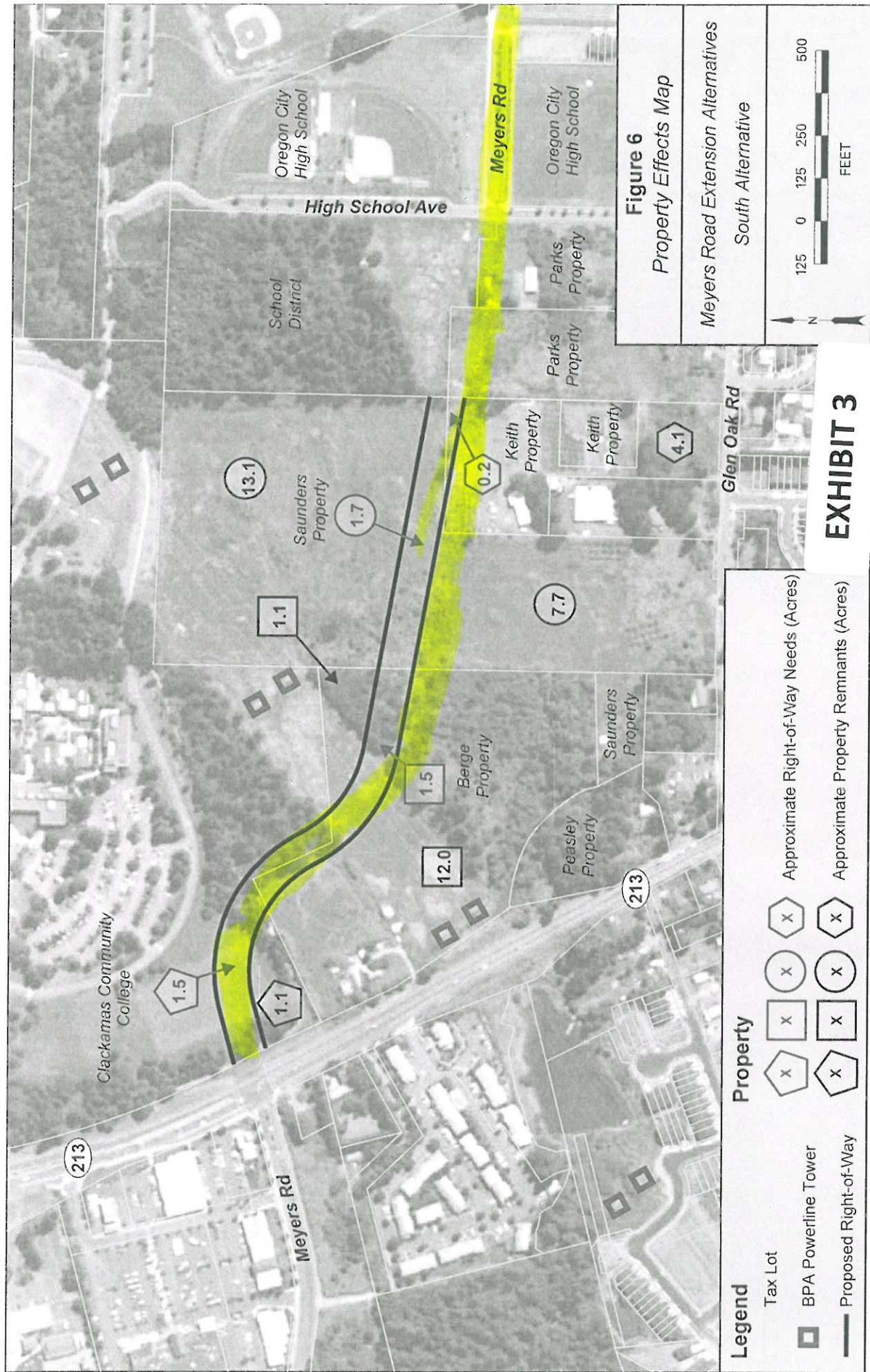
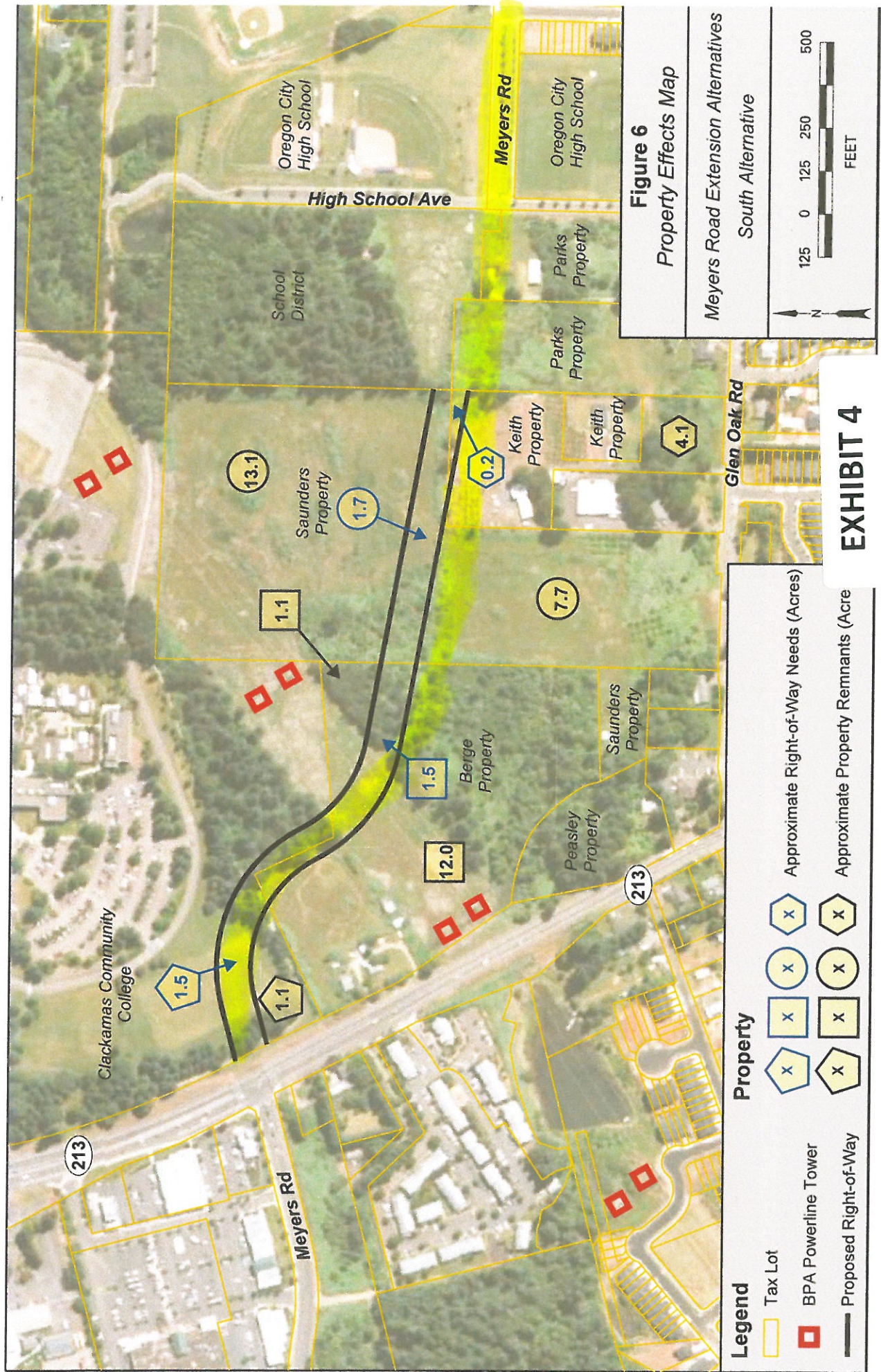


EXHIBIT 1





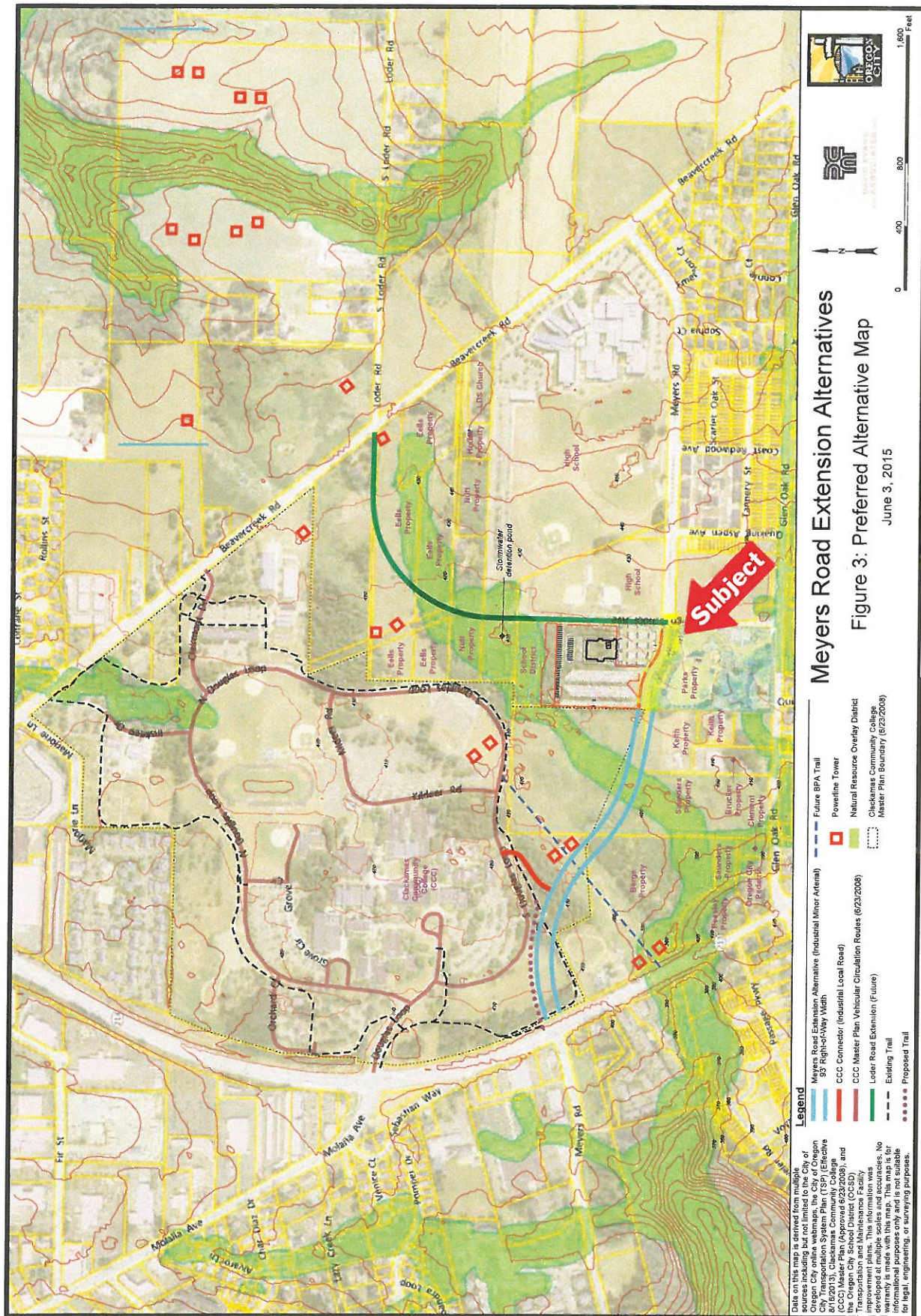


EXHIBIT 5



Oregon

Kate Brown, Governor

Department of Transportation

Region 1 Headquarters
123 NE Flanders Street
Portland, Oregon 97209
(503) 731.8200
FAX (503) 731.8259

8/18/15

City of Oregon City
625 Center Street
Oregon City, OR 97045

Subject: Oregon City TSP Update: Meyers Rd Extension Plan
Attn: Kelly Moosbrugger, Planner

We have reviewed the applicant's proposal to update the 2013 Oregon City Transportation System Plan to include a plan for the Myers Road extension. ODOT served on the project team and supports updating the TSP to reflect the refinements made in the corridor plan. ODOT looks forward to working with the City on intersection design at the OR213 intersection as this project moves towards construction.

Thank you for providing ODOT the opportunity to participate in this land use review. If you have any questions regarding this matter, please contact me at 503.731.8286.

Sincerely,

Seth Brumley
Development Review Planner

C: Martin Montalvo, Oregon City
Avi Tayar, P.E., ODOT Region 1 Traffic

August 24, 2015

Martin Montalvo
Operations Manager
City of Oregon City
Public Works Department
122 South Center Street
Oregon City, Oregon 97045

Dear Mr. Montalvo,

I am writing this letter to express TriMet's support for the Meyers Road Extension Project. Meyers Road is an east-west corridor in the southern part of TriMet's District. The project would improve connections and travel options for a mix of neighborhoods and destinations.

TriMet is especially supportive of pedestrian improvements because every transit rider is a pedestrian first. A complete roadway network opens up more opportunities for pedestrians and bicyclists for access to transit. TriMet is currently considering transit service improvements to the area as part of the Southeast Service Enhancement Plan (trimet.org/southeast). The improvements to on-street bike lanes and sidewalks would help customers' access transit, including paratransit services for seniors and people with disabilities. Additionally, the Meyers Road Extension Project would open a new access to the Clackamas Community College campus which could offer new opportunities for future transit connections in the area.

For these reasons, TriMet supports Oregon City's application for the Meyers Road Extension Project.

Sincerely,



Alan Lehto
TriMet Director of Planning & Policy