

## Kelly Moosbrugger

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**From:** Martin Montalvo  
**Sent:** Wednesday, September 16, 2015 3:48 PM  
**To:** Tony Konkol; Kelly Reid  
**Subject:** FW: Berg Comments from City Commission Meeting

**Follow Up Flag:** Follow up  
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Tony,

Below is my reply to the comments that Mrs. Berg presented before City Commission on the 2<sup>nd</sup> of this month.

1. Lack of on street parking: The PMT debated the necessity of on street parking, at the time of the decision, to eliminate the parking on the north side of the proposed Meyers Road Extension. It was determined by the PMT that removing the parking from the plan set would help to address several issues identified within the project core goals. First, it allowed us to minimize the overall project footprint and thereby reduce the amount of ROW that would be required from the private property owners, school district and the Community College. Second, it would allow for increased safety along the frontage of the bus barn and park. Parking on the north side would have posed a site line issue for buses at the bus barn. Also, parking on the north side would have posed safety concern for families parking on the north side and children running across the street to get to the park. Finally, the reduced footprint allowed us to minimize the environmental impacts to adjacent lands as there is a noted wetland just to the north of the road alignment near the bus barn facility. It is noted that any potential development posed for the area would have to provide parking per code for their intended use.
2. A three lane configuration vs. a four lane configuration: This was also debated during the planning process by the PMT. The decision was made to utilize a three lane configuration based on several factors. First, the three lane configuration meets the level of service needs for the area for the 20 year planning period. The three lane configuration is also suitable for the Campus Industrial zoning of the area. Secondly, based on the type of drivers that are to be expected on the road, the three lane with a planted median provides for natural traffic calming measures of the design. Third, a four lane configuration would have been inconsistent with the proposal already in the land use process for the School District Facility. Lastly, the four lane configuration would have required additional ROW from all parties and increased the overall project cost.
3. Crosswalks: The project meets all crosswalk requirements for identified road intersections at this time. As development progresses and new curb cuts are identified, applicants will be conditioned to install crosswalks at required locations.
4. Lack of road frontage on the Berg property: The intent of the project was to be fair and equitable to all parties in terms of economic impact from the project. As the project stands, the Berg property fronts on 230 feet of the preferred alignment. This is 2.5 times the width of the proposed road. To realign the road so as to increase the amount of frontage would have greatly decreased the safety of the road by increasing the curve radiuses as well as make the final alignment at Meyers and 213 impractical. During the course of the project, several of the property owners had asked about acquiring the two Community College property remnants. The City indicated any transactions of that type would be a private transaction between the school and the private property owners at this time.



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