



## Legislation Text

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File #: 16-394, Version: 1

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Resolution No. 16-15, Declaring the Necessity and Intent to Appropriate Real Property and Authorizing Institution of Condemnation Proceedings if Necessary for Meyers Road

### **RECOMMENDED ACTION (Motion):**

Adopt Resolution No. 16-15 declaring the necessity and intent to appropriate real property and authorizing the institution of condemnation proceedings if necessary for the Meyers Road Extension.

### **BACKGROUND:**

Oregon state law (ORS 35.235) mandates that parties authorized by law to acquire property through condemnation first adopt a resolution stating the necessity and the purpose for which the property is required.

The Meyers Road Extension, located between High School Avenue & Hwy 213, is identified in the 2013 Transportation System Plan as project D46 - Meyers Road West Extension. In February 2015, preparation of the Meyers Road Extension Concept Plan commenced and was funded through a cooperative agreement between the City of Oregon City, the Oregon City School District and Clackamas Community College. This process completed an alternatives analysis looking at existing conditions between High School Avenue & Hwy 213 to develop the preferred alignment and necessary improvements for the extension of Meyers Road. This extension of Meyers Road will help to serve many purposes including:

- Relieving congestion on Glen Oak Road;
- Providing a new access through the area to foster future development of land parcels adjacent to the road; and
- Providing access for the Oregon City School District Transportation and Maintenance Facility, a future park at the corner of High School Avenue, and an additional access (from the south) to Clackamas Community College.

The development of the alignment and cross section included a stakeholder and public involvement process, with presentations to neighborhood associations, advisory committees, and direct outreach to each of the four property owners impacted along the alignment. During the process, a preferred alignment and cross section were developed based on the screening criteria identified that included working to optimize the size and configuration of parcel remainders after right of way acquisition. The preferred alignment and cross section design was adopted through Ordinance 15-1013 at the City Commission on October 7, 2015 and became effective on November 6, 2015.

The alignment and cross section design was selected to minimize impacts to adjacent properties while creating a safe and efficient multi-modal connection for motor vehicles, bicycles and pedestrians traveling along Meyers Road. The project will also provide for future development of Campus Industrial lands that are located in an Enterprise Zone, which is intended to foster development of family wage jobs. Roadway configuration improvements include an additional lane northbound on Hwy 213 at Meyers Road, as well as lane needs at the signalized intersection of Hwy

213 & Meyers Road. These improvements will provide a safe and efficient transportation system, and have been planned in a manner that will be most compatible with the greatest public good and the least private injury.

**BUDGET IMPACT:**

Amount: To Be Determined

FY(s): 2016/2017

Funding Source: Transportation System Development Charges