

ORDINANCE NO. 15-1013

**AN ORDINANCE ADOPTING THE MEYERS ROAD EXTENSION
CORRIDOR PLAN, AN AMENDMENT TO THE OREGON CITY TRANSPORTATION
SYSTEM PLAN AND COMPREHENSIVE PLAN**

WHEREAS, the 2013 Transportation System Plan (TSP) is an ancillary document to the Oregon City Comprehensive Plan; and

WHEREAS, the 2013 TSP identified the extension of Meyers Road between Highway 213 and High School Avenue as Project #D46; and

WHEREAS, the Meyers Road Extension Corridor Plan involved citizens through public meetings, flyers, and a project webpage, with input from Oregon City residents, property owners, affected agencies, the school district, community college, city boards, Natural Resources Committee, Transportation Advisory Committee, Neighborhood Associations, Planning Commission and City Commission; and

WHEREAS, the Meyers Road Extension Corridor Plan includes estimates and contingencies for the planning and design of recommended system facilities for the corridor; and

WHEREAS, the Oregon City Planning Commission and City Commission held a series of public hearings to review the proposed Corridor Plan; and

WHEREAS, the Planning Commission, based on the oral and written testimony received during public hearings, made specific recommendations regarding the plan and subsequently unanimously recommended that the City Commission adopt the Meyers Road Extension Corridor Plan; and

WHEREAS, the proposed Meyers Road Extension Corridor Plan complies and is consistent with State statutes and Metro regulations, Statewide Planning Goals, and the goals and policies of the Oregon City Comprehensive Plan; Oregon Highway Plan, Oregon Transportation Plan, Regional Transportation Functional Plan, and Oregon City Transportation System Plan; and


WHEREAS, adoption of the Meyers Road Extension Corridor Plan is in the best interest of Oregon City to ensure that the goals and policies of the City can be realized.

NOW, THEREFORE, OREGON CITY ORDAINS AS FOLLOWS:

Section 1. The Meyers Road Extension Corridor Plan, attached as Exhibit 1, is hereby adopted based on the findings contained in Exhibit 2, all of which are incorporated herein by reference.

Section 2. The Oregon City Transportation System Plan, an ancillary document to the Oregon City Comprehensive Plan, is hereby amended.

Read for the first time at a regular meeting of the City Commission held on the 16th day of September, 2015, and the City Commission finally enacted the foregoing ordinance this 7th day of October, 2015.




DAN HOLLADAY, Mayor

Attested to this 7th day of October 2015:



Kattie Riggs, City Recorder

Approved as to legal sufficiency:

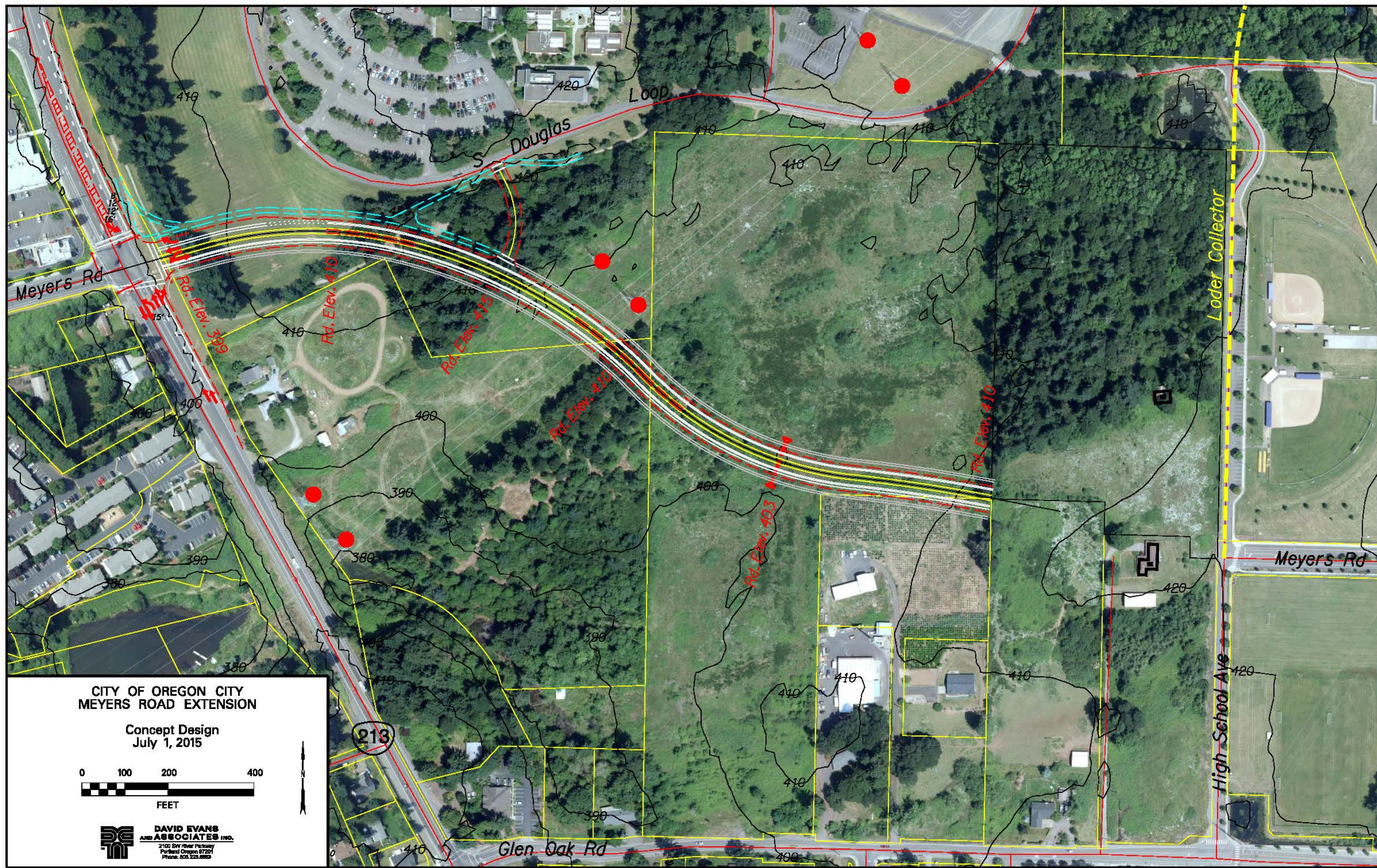


City Attorney

Exhibits:

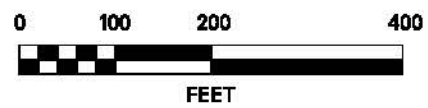
Exhibit 1 –Meyers Road Extension Corridor Plan

Exhibit 2 - Staff Report and Exhibits for Legislative File L 15-04



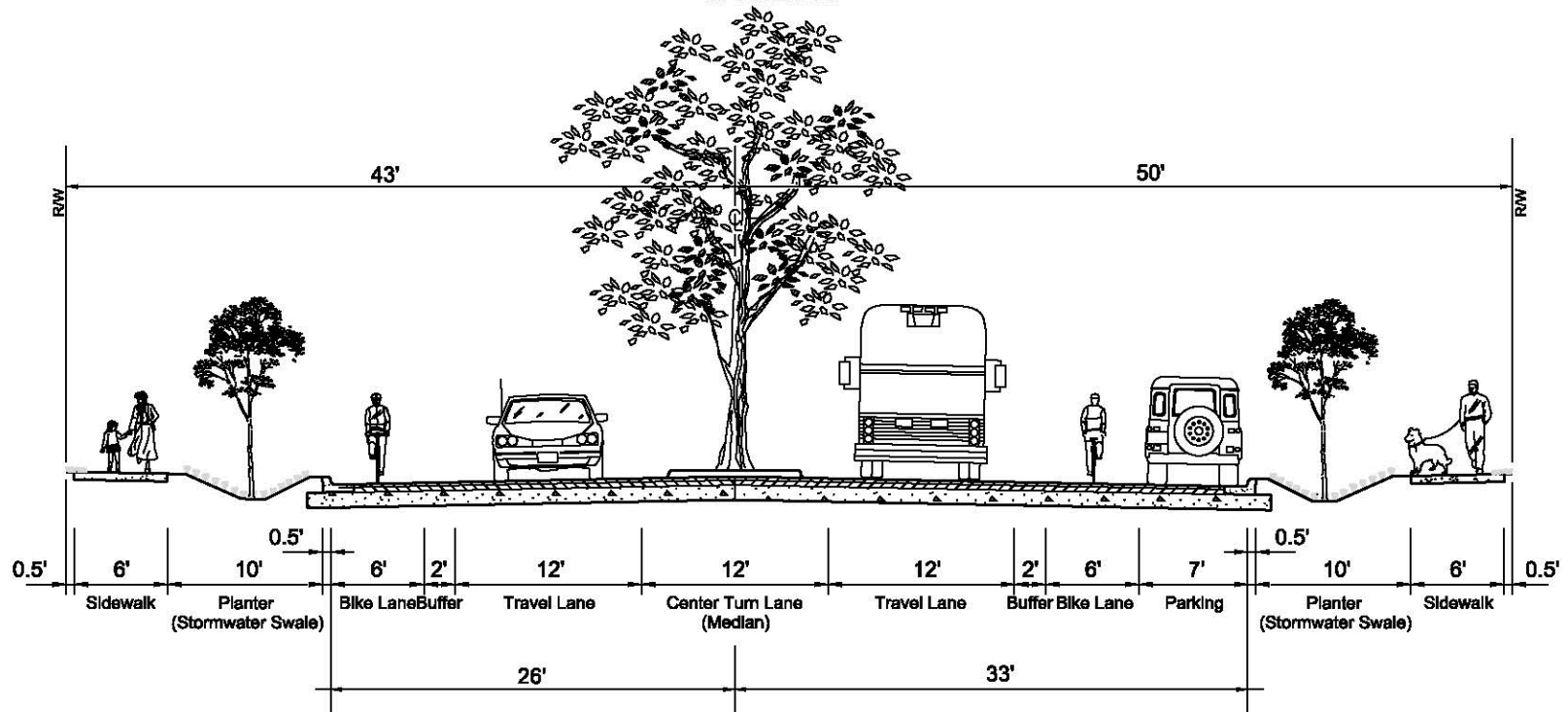
**CITY OF OREGON CITY
MEYERS ROAD EXTENSION**

Concept Design
July 1, 2015



**DAVID EVANS
AND ASSOCIATES, INC.**
2100 SW River Parkway
Portland Oregon 97201
Phone: 503.225.6900

CITY OF OREGON CITY
MEYERS ROAD EXTENSION ALTERNATIVES
Meyers Road Typical Section
8/19/2015



LOOKING EAST - OR 213 to HIGH SCHOOL AVENUE



LAND USE APPLICATION FORM

Type I (OCMC 17.50.030.A)

- ☐ Compatibility Review
- ☐ Lot Line Adjustment
- ☐ Non-Conforming Use Review
- ☐ Natural Resource (NROD) Verification

Type II (OCMC 17.50.030.B)

- ☐ Extension
- ☐ Detailed Development Review
- ☐ Geotechnical Hazards
- ☐ Minor Partition (<4 lots)
- ☐ Minor Site Plan & Design Review
- ☐ Non-Conforming Use Review
- ☐ Site Plan and Design Review
- ☐ Subdivision (4+ lots)
- ☐ Minor Variance
- ☐ Natural Resource (NROD) Review

Type III / IV (OCMC 17.50.030.C)

- ☐ Annexation
- ☐ Code Interpretation / Similar Use
- ☐ Concept Development Plan
- ☐ Conditional Use
- ☐ Comprehensive Plan Amendment (Text/Map)
- ☐ Detailed Development Plan
- ☐ Historic Review
- ☐ Municipal Code Amendment
- ☐ Variance
- ☐ Zone Change

File Number(s): PA 15-21

Proposed Land Use or Activity: Corridor plan for the Meyers Road Extension from SR213 to High School Lane.

Project Name: Meyers Rd Extension Corridor Plan **Number of Lots Proposed (If Applicable):** _____

Physical Address of Site: _____

Clackamas County Map and Tax Lot Number(s): 3-2E-09C-00700, 3-2E-09C-00200, 3-2E-09C-00300, 3-2E-09C-00200, 3-2E-09C-00800

Applicant(s):

Applicant(s) Signature: David W. Frasher

Applicant(s) Name Printed: David Frasher **Date:** _____

Mailing Address: 625 Center Street Oregon City, OR 97045

Phone: 503-657-0891 **Fax:** _____ **Email:** dfrasher@orccity.org

Property Owner(s):

Property Owner(s) Signature: _____

Property Owner(s) Name Printed: _____ **Date:** _____

Mailing Address: _____

Phone: _____ **Fax:** _____ **Email:** _____

Representative(s):

Representative(s) Signature: _____

Representative (s) Name Printed: _____ **Date:** _____

Mailing Address: _____

Phone: _____ **Fax:** _____ **Email:** _____

All signatures represented must have the full legal capacity and hereby authorize the filing of this application and certify that the information and exhibits herewith are correct and indicate the parties willingness to comply with all code requirements.



Community Development – Planning

221 Molalla Ave. Suite 200 | Oregon City OR 97045
Ph (503) 722-3789 | Fax (503) 722-3880

Proposed Project

The proposal is to update the Oregon City Transportation System Plan (2013) by adopting the Meyers Road Extension Corridor Plan. The Oregon City Transportation System Plan is an Ancillary Document to the Oregon City Comprehensive Plan.

According to the 2004 Oregon City Comprehensive Plan (Introduction, “Implementing the Plan” Page 4): “Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan.”

The Oregon City Water Distribution System Master Plan is a “public facilities plan”, which is defined in the administrative rules implementing Goal 11, OAR 660-0110005(1), and provides: “A public facility plan is a support document or documents to a comprehensive plan. The facility plan describes the water, sewer and transportation facilities which are to support the land uses designated in the appropriate acknowledged comprehensive plans within an urban growth boundary containing a population greater than 2,500. Certain elements of the public facility plan also shall be adopted as part of the comprehensive plan, as specified in OAR 660-11-045.”

The Meyers Road corridor, which was identified as a “planned minor arterial” in the TSP, is located between OR 213 and High School Road just south of the Clackamas Community College (CCC) Campus and north of Glen Oak Road. Meyers Road currently includes two separate segments: the western segment providing access from areas west before ending at OR 213, and the eastern segment running from High School Road east to Beaver Creek Road. The Meyers Road Extension Corridor Plan will fill the gap between these segments and provide better connectivity for freight, transit, auto, pedestrian, and bicycle travel in the corridor.

The new Meyers Road extension will foster future development of jobs in the region by providing direct access to over 30 acres of large undeveloped and underdeveloped properties zoned Campus Industrial that have been targeted for redevelopment as part of an Enterprise Zone. The Enterprise Zone Program provides business incentives through property tax abatement to build a new facility, expand an existing facility, and/or invest in machinery and hire new employees at higher than average wages. In addition, the Meyers Road Extension Corridor Plan reinforces the TSP by helping accommodate through traffic on OR 213 by planning for an additional northbound travel lane on OR 213 near Meyers Road. The Meyers Road/OR 213 intersection will have complete signal for all four legs to facilitate safe and efficient movement of freight, automobile, pedestrian, and bicycle travel. The road extension will accommodate additional residential growth in the southern part of Oregon City by providing a parallel route for traffic that currently only has Glen Oak Road for east-west movements. In addition water and sewer facilities are to be provided within the roadway.

The new connection will provide an arterial road connection with sidewalks and bike lanes between OR 213 and High School Avenue by connecting two Meyers Road segments. In keeping with the multi-modal

commitment specified in the TSP, the concept plan provides for the continuation of the sidewalks on the north side of the western segment, and the sidewalks and bike paths on both sides of the eastern segment. In addition, the plan will provide an improved multi-use path in the northwest section connecting to CCC and OR 213. The plan will connect important features along the road including the Clackamas Community College, Oregon City High School facilities, a new Oregon City School District bus facility, and a new 9-acre public park, Glen Oak Park. The new facility will promote safe routes to schools for bicyclists and pedestrians. In addition, the plan will provide for a local street connection to the Clackamas Community College consistent with the college's master plan and the TSP.

The concept plan also refines the location planned for Loder Road. Loder Road currently terminates at Beavercreek Road. The TSP identified the Loder Road corridor extending from its current western terminus at Beavercreek Road to Meyers Road and Glen Oak Road. The general location of the corridor identified in the TSP provided for Loder Road to intersect with Meyers Road approximately midway between High School Avenue and OR 213. The concept plan refines the location of the Loder Road corridor and provides for Loder Road to intersect with Meyers Road at the existing intersection of Meyers Road and High School Avenue.

The extension will develop the City's preferred street section for an arterial roadway with significant safety and multimodal features in two phases. The first phase of the extension will be developed between the Oregon City School District bus facility and the Parks Property. The second phase will continue west through three private lots and CCC property. The roadway design was developed with a 30-mile per hour reduced design speed, six-foot bike lanes with a three-foot buffer, a ten-foot planter strips, and five-foot sidewalks on each side of the street. On-street parking is proposed only on the south side of Meyers Road. This on-street parking will help provide needed parking for activities at the planned Glen Oak Park in the southwest quadrant of Meyers Road and High School Avenue. On-street parking will not be included on the north side of Meyers Road near the bus facility to improve visibility for buses accessing Meyers Road and to discourage Glen Oak Park patrons from parking on the north side of Meyers Road and jaywalking to access the new park. The intersection of Meyers Road and High School Road will have a four-way stop sign configuration with painted crosswalks.

Plan Document

The Meyers Road Extension Corridor Plan is a necessary part of the city's public facilities program relating to transportation infrastructure. The plan is attached as Exhibit 1.

Public Involvement and Public Comment

The Meyers Road Extension Corridor Plan update process provides opportunities for public involvement in the legislative decision making process through the public hearing process, newspaper noticing, meetings with the Transportation Advisory Committee, Historic Review Board and Citizen Involvement Committee, affected agencies such as the School District, and work sessions with the Planning Commission and City Commission.

The public involvement and public comment process included: placing project information on the City's website, (3) meetings with the Caufield Neighborhood Association, (1) meeting with the Gaffney Lane Neighborhood Association, (2) meeting with the four private property owners that would be directly affected by the construction of the roadway, (1) meeting with Oregon City School District Board, (2) meetings with the Transportation Advisory Committee, (2) meetings with the Planning Commission, and (1) meeting with the City Commission. In addition, Oregon City convened a Meyers Road Extension Project Management Team (PMT) which included: participants from three Oregon City departments

Commented [EXM1]: The number of meetings has yet to be determined.

(Public Works, Planning, and Parks); the Oregon Department of Transportation; the Clackamas Community College (CCC); Oregon City School District (OCSD), and the consultant team to guide the development of the project to reflect the needs of the key stakeholders. The PMT met (4) times over the course of the project. In addition, TriMet was invited to PMT meetings and consulted with regarding the project and in particular, circulation through the college and the corridor area.

The Meyers Road Extension Corridor Plan has been available for review on the Oregon City website at the following address: <http://www.orcity.org/publicworks/meyers-road-extension-corridor-plan>. In addition, Clackamas Community College has provided a link to the webpage on its website.

DECISION-MAKING CRITERIA:

Oregon City Comprehensive Plan

According to the 2004 Oregon City Comprehensive Plan (Introduction, "Implementing the Plan" Page 4): "Ancillary Plans are adopted by the City Commission for such things as parks and recreation, transportation systems, water facilities, and sewer facilities. Usually prepared by City departments through a public process, ancillary plans are approved by the City Planning Commission and adopted by the City Commission to provide operational guidance to city departments in planning for and carrying out city services. These plans are updated more frequently than the Comprehensive Plan."

As an ancillary plan, the Transportation System Master Plan requires findings for consistency with applicable Comprehensive Plan Goals and Policies and also with Statewide Planning Goals. These findings are presented below.

Consistency with Oregon City Comprehensive Plan

Chapter O of the 2004 Oregon City Comprehensive Plan, Comprehensive Plan Maintenance and Update, contains criteria for approving changes to the comprehensive plan and plan map. Review of the comprehensive plan should consider:

1. *Plan implementation process.*
2. *Adequacy of the Plan to guide land use actions, including an examination of trends.*
3. *Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.*
4. *Addition of updated factual information including that made available to the City of regional, state and federal governmental agencies.*

Chapter O. Comprehensive Plan Maintenance and Update

Regular Review and Update. Another method of Plan maintenance and updating is a continuous technical review of the Plan by the Planning staff. This review and any subsequent recommendations for Plan updating should be presented to the Neighborhood Associations, Planning Commission and City Commission for input and discussion in the same manner as requested Plan changes. The continuous review should consider:

- ***Plan implementation process;***

Finding: The Meyers Road Extension Corridor Plan is a special purpose plan that is part of the City's Transportation System Plan, an adopted Ancillary Document to the Oregon City Comprehensive Plan. The TSP is both a technical document and a conceptual guide that requires regular review in order to maintain and update it. The applicant, Oregon City Public Works Department, has presented the update for input by the residents, affected agencies, property owners, the Transportation Technical Advisory Committee, Neighborhood Associations, Planning Commission and City Commission in accordance with the recommended method described in the Comprehensive Plan and pursuant to the applicable process described in Oregon City Municipal Code section 17.50.170. The plan implementation process is consistent with the Comprehensive Plan.

- ***Adequacy of the Plan to guide land use actions, including an examination of trends.***

Finding: The Meyers Road Extension Corridor Plan provides an analysis of existing conditions and provides direction for future development, funding and needs. The plan provides a comprehensive review of the corridor system for all modes of transportation and provides an adequate guide for future land use actions and the development of criteria to be utilized in land use actions. A review of the Natural Resources Overlay District and reconnaissance level wetlands review has shown that the roadway extension is likely to impact regulated natural resources and will be required to follow permitting requirements. The plan includes phased construction cost estimates and contingencies for the planning and design of recommended system facilities for the corridor (See Chapter VI, Implementation).

- ***Whether the Plan still reflects community needs, desires, attitudes and conditions. This shall include changing demographic patterns and economics.***

Finding: The 2013 Transportation System Plan identified the Meyers Road Extension Corridor Plan as a necessary planning document for addressing the need to accommodate access to key facilities by multiple modes (vehicles, pedestrian, bicycles, freight, transit and motorcycles), and to accommodate future growth in southern Oregon City. As part of this planning effort, the consultant conducted existing conditions analysis (Chapter II) of the existing transportation system, a future needs assessment (Chapter III), and an analysis of alternatives (Chapter IV), within the planning area. The City completed an update in 2013 to the Transportation System Plan (TSP). The TSP projected motor vehicle travel growth for year 2035 and the corridor plan identifies roadway geometry and safety needs, vehicle capacity needs, pavement needs, multi-modal capacity needs, and project needs initially identified in the TSP and also the City's Trails Master Plan. The TSP includes an analysis of changing demographic patterns and economics (using TAZ methodology or Transportation Area Zone modeling) to account for changing community conditions within and outside of the city's Urban Growth Boundary which affect the city's transportation system. In addition, the Meyers Road Extension Corridor Plan reflects the City and region's desire to foster job growth in the Enterprise Zone which the roadway extension will directly serve.

- ***Addition of updated factual information including that made available to the City by regional, state and federal governmental agencies.***

Finding: The Meyers Road Extension Corridor Plan provides updated factual information from a traffic impact analysis including demonstrating the current and forecast traffic operations at the key intersections in the corridor area. It includes projected traffic counts (conservatively estimated on the high end) to demonstrate the necessary design for the Meyers Road extension to serve the travel

demand anticipated in 2035. It also includes cost estimates for extension of the facility. These items are included in the technical appendix (Exhibit 1a).

In addition, as part of the extension corridor plan analysis, the consultant team conducted research of publically-available documentation and a reconnaissance level review of the environmental constraints in the corridor. Mapping of the site was intended to help designers understand where they could avoid and minimize impacts to natural resources. The extension is anticipated to impact some regulated resources based on this analysis. The reconnaissance-level environmental analysis information is mapped and included in technical appendix (Exhibit 1a).

Consistency with Oregon City Comprehensive Plan Goals and Policies

Section 1 Citizen Involvement

Goal 1.2 Community and Comprehensive Planning

Ensure that citizens, neighborhood groups, and affected property owners are involved in all phases of the comprehensive planning program.

Policy 1.2.1 - Encourage citizens to participate in appropriate government functions and land-use planning.

Goal 1.3 Community Education - Provide education for individuals, groups, and communities to ensure effective participation in decision-making processes that affect the livability of neighborhoods.

Goal 1.4 Community Involvement - Provide complete information for individuals, groups, and communities to participate in public policy planning and implementation of policies.

Policy 1.4.1 - Notify citizens about community involvement opportunities when they occur.

Goal 1.5 Government/Community Relations -Provide a framework for facilitating open, two-way communication between City representatives and individuals, groups, and communities.

Finding: Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

Section 2: Land Use

Goal 2.1 Efficient Use of Land

Ensure that property planned for residential, commercial, office, and industrial uses is used efficiently and that land is developed following principals of sustainable development

Policy 2.1.3 Encourage sub-area master planning for larger developments or parcels, including re-development, where it may be feasible to develop more mixed uses, or campus-style industrial parks, with shared parking and landscaping areas. Allow development to vary from prescriptive standards if planned and approved under this provision.

Policy 2.1.4 Use redevelopment programs such as urban renewal to help redevelop underutilized commercial and industrial land.

Goal 2.6 Industrial Land Development

Ensure an adequate supply of land for major industrial employers with family-wage jobs.

Policy 2.6.7 Establish priorities to ensure that adequate public facilities are available to support the desired industrial development.

Finding: The Meyers Road Extension Corridor Plan will provide a new multimodal connection to Campus Industrial lands that are located in an Enterprise Zone intended to foster development of family-wage jobs. The roadway extension will support future development of the large parcels of infill development on underdeveloped and vacant land.

Section 5: Natural Resources

Goal 5.4 Natural Resources

Identify and seek strategies to conserve and restore Oregon City's natural resources, including air, surface and subsurface water, geologic features, soils, vegetation, and fish and wildlife, in order to sustain quality of life for current and future citizens and visitors, and the long-term viability of the ecological systems.

Policy 5.4.1 - Conserve and restore ecological structure, processes and functions within the city to closely approximate natural ecosystem structure, processes, and functions.

Policy 5.4.2 - Cooperate with Clackamas County, Metro and other agencies to identify and protect wildlife habitat, distinctive natural areas, corridors and linkages and other ecological resources within the Urban Growth Boundary and incorporate the information into the Urban Growth Management Agreement with Clackamas County.

Policy 5.4.4- Consider natural resources and their contribution to quality of life as a key community value when planning, evaluating and assessing costs of City actions.

Policy 5.4.8 - Conserve natural resources that have significant functions and values related to flood protection, sediment and erosion control, water quality, groundwater recharge and discharge, education, vegetation and fish, and wildlife habitat.

Policy 5.4.9 - Protect and enhance riparian corridors along streams in Oregon City to increase shade, reduce streambank erosion and intrusion of sediments, and provide habitat for a variety of plants, animals, and fish.

Policy 5.4.12 - Use a watershed-scale assessment when reviewing and planning for the potential effects from development, whether private or public, on water quality and quantity entering streams.

Finding: Portions of the Meyers Road Extension Corridor Plan area fall within the Natural Resource Overlay District. There are regulated wetlands that are anticipated to be impacted by the roadway extension. The design of the roadway extension was configured to avoid and minimize the amount of wetlands and other natural resources affected. If any extensions / expansions or the right-of-way are proposed within a an adopted City overlay district such as a Natural Resource Overlay District then applicable overlay review processes will apply when the construction of those facilities is proposed. Within each of these overlay districts, the review process for public roads currently codified in the Oregon City Municipal Code is as follows:

Code Title	OCMC	Subsection
Natural Resource Overlay District	17.49	17.49.150 Standards for vehicular or pedestrian paths and roads.
Tree Protection	17.41	Applies to removal of trees on private property, if applicable – permit may be required

Additionally, the City's stormwater standards in Chapter 13.12 and erosion control standards in Chapter 17.47 apply to construction activities in the public ROW to the extent applicable. The extension was designed with two large (ten-foot-wide) swales to help treat stormwater runoff. The above review

processes mandated within the Oregon City Municipal Code provide means for assessing impacts to and mitigating for the impacts of city projects on identified natural resources, when the specific design for these projects is developed.

Section 6: Quality of Air, Water and Land Resources

Goal 6.1 Air Quality -Promote the conservation, protection and improvement of the quality of the air in Oregon City.

Policy 6.1.2 -Ensure that development practices comply with or exceed regional, state, and federal standards for air quality.

Finding: See also findings above for Section 5. The installation of sidewalks and bike lanes and a complete segment of the facilities will encourage travel via walking and bicycle and thus reduce automobile trips. The construction of the intersection improvements at the OR 213/Meyers Road intersection will increase capacity and reduce idling vehicles thus improving air quality. The Meyers Road extension may reduce congestion associated with Glen Oak Road by providing an alternative parallel route. The intersection of Meyers Road/High School Avenue will include a four-way stop sign control and crosswalks. The plan includes provisions to establish paths as well as pedestrian and bicycle crossings.

Section 11: Public Facilities

Goal 11.1 Provision of Public Facilities

Serve the health, safety, education, welfare, and recreational needs of all Oregon City residents through the planning and provision of adequate public facilities.

Finding: Goal 11 requires that public facilities and services be provided in a timely, orderly and efficient manner. The goal's central concept is that local governments should plan public services in accordance with the community's needs as a whole rather than be forced to respond to individual developments as they occur. The Meyers Road Extension Corridor Plan will provide a design for public facilities as well as a means to obtain future funding.

Policy 11.1.1

Ensure adequate public funding for the following public facilities and services, if feasible:

- *Transportation infrastructure*

Finding: Meyers Road Extension Corridor Plan will provide a design for public facilities as well as a means to obtain future funding.

Policy 11.1.2

Provide public facilities and services consistent with the goals, policies and implementing measures of the Comprehensive Plan, if feasible.

Finding: As demonstrated within this report the Meyers Road Extension Corridor Plan provides guidance for transportation facilities within the existing city consistent with the relevant goals, policies and implementing measures of the Comprehensive Plan. The proposed TSP update is consistent with this policy.

Policy 11.1.5

Design the extension or improvement of any major public facility and service to an area to complement other public facilities and services at uniform levels.

Finding: The Meyers Road Extension Corridor Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility.

Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. In addition, the extension of Meyers Road will continue bicycle and pedestrian improvements constructed on the eastern segment of Meyers Road today. In addition, the provision of the northbound through lane on OR 213 discussed under the TSP section below will be consistent with the configuration of OR 213 north and south of the area.

Policy 11.1.7

Develop and maintain a coordinated Capital Improvements Plan that provides a framework, schedule, prioritization, and cost estimate for the provision of public facilities and services within the City of Oregon City and its Urban Growth Boundary.

Finding: The Meyers Road Extension Corridor Extension Plan refines the design and provides a cost estimate for provision of public facilities. The street section will be used to direct new development along the corridor as well as allow the City to pursue grants to construction the improvements. The plan includes cost estimates to complete the construction of the corridor plan.

Goal 11.6 Transportation Infrastructure

Optimize the City's investment in transportation infrastructure.

Finding: The Meyers Road Extension Corridor Plan helps provide additional specificity related to the implementation of Meyers Road as a minor arterial as specified in the TSP. Consistent with the TSP's focus on multi-modal streets, the concept plan specifies the configuration of the roadway and intersections and includes bike lanes and sidewalks. The planned configuration of Meyers Road provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The Meyers Road Extension Corridor Plan also provides for the planned local street connection to the Clackamas Community College as specified in the college's master plan and the TSP.

Policy 11.6.1

Make investments to accommodate multi-modal traffic as much as possible to include bike lanes, bus turnouts and shelters, sidewalks, etc., especially on major and minor arterial roads, and in regional and employment centers.

Finding: The Meyers Road Extension Corridor Plan includes solutions related to walking, biking, shared-use paths, family-friendly facilities, transit, and crossings along an arterial street.

Policy 11.6.2

Advocate for local, state, and regional cooperation in achieving an integrated connected system such as for the Amtrak station, light rail, and bus transit.

Finding: TriMet, as the city's only public transportation provider, was consulted and their comments were incorporated into the plan.

Section 12: Transportation

Goal 12.1 Land Use-Transportation Connection

Ensure that the mutually supportive nature of land use and transportation is recognized in planning for the future of Oregon City.

Policy 12.1.1 - Maintain and enhance citywide transportation functionality by emphasizing multi-modal travel options for all types of land uses.

Policy 12.1.4 - Provide walkable neighborhoods. They are desirable places to live, work, learn and play, and therefore a key component of smart growth.

Finding: The Meyers Road Corridor Extension Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options.

Goal 12.2 Local and Regional Transit

Promote regional mass transit (South Corridor bus, Bus Rapid Transit, and light rail) that will serve Oregon City.

Finding: The proposed plan supports mass transit by providing a complete transportation facility with pedestrian and bicycle infrastructure which will allow safe access for mass transit users that start their trips as pedestrians or bicyclists.

Goal 12.3 Multi-Modal Travel Options

Develop and maintain a transportation system that provides and encourages a variety of multi-modal travel options to meet the mobility needs of all Oregon City residents.

Policy 12.3.1 -Provide an interconnected and accessible street system that minimizes vehicle miles traveled and inappropriate neighborhood cut through traffic.

Policy 12.3.2 -Provide an interconnected and accessible pedestrian system that links residential areas with major pedestrian generators such as employment centers, public facilities, and recreational areas.

Policy 12.3.3 - Provide a well-defined and accessible bicycle network that links residential areas, major bicycle generators, employment centers, recreational areas, and the arterial and collector roadway network.

Policy 12.3.4 -Ensure the adequacy of pedestrian and bicycle connections to local, county, and regional trails.

Policy 12.3.5 -Promote and encourage a public transit system that ensures efficient accessibility, mobility, and interconnectivity between travel modes for all residents of Oregon City.

Policy 12.3.6 -Establish a truck route network that ensures efficient access and mobility to commercial and industrial areas while minimizing adverse residential impacts.

Policy 12.3.8 -Ensure that the multi-modal transportation system preserves, protects, and supports the environmental integrity of the Oregon City community.

Policy 12.3.9 -Ensure that the city's transportation system is coordinated with regional transportation facility plans and policies of partnering and affected agencies.

Finding: The Meyers Road Extension Corridor Plan provides opportunities to facilitate increased travel opportunities for vehicles, pedestrians and bicyclists by providing a complete travel facility. Implementation of the plan will result in a more complete transportation system with a variety of multi-modal travel options. The street extension connects important destinations (schools, residences, and employment) with multiple modal options. It also provides freight access to vacant and underdeveloped Campus Industrial lands. The plan was created in conjunction with other affected agencies.

Goal 12.5 Safety

Develop and maintain a transportation system that is safe.

Policy 12.5.1 -Identify improvements that are needed to increase the safety of the transportation system for all users.

Policy 12.5.2 -Identify and implement ways to minimize conflict points between different modes of travel.

Policy 12.5.3 -Improve the safety of vehicular, rail, bicycle, and pedestrian crossings.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial.

Goal 12.6 Capacity

Develop and maintain a transportation system that has enough capacity to meet users' needs.

Policy 12.6.1 - Provide a transportation system that serves existing and projected travel demand.

Policy 12.6.2 - Identify transportation system improvements that mitigate existing and projected areas of congestion.

Policy 12.6.3 - Ensure the adequacy of travel mode options and travel routes (parallel systems) in areas of congestion.

Policy 12.6.4 - Identify and prioritize improved connectivity throughout the city street system.

Finding: The suggested improvements will serve existing and projected travel demands projected by the TSP and through an additional analysis of travel demand with a more conservative estimate (more employment) in the future. The Meyers Road Extension Corridor Plan includes a compilation of projects identified in the TSP. This plan identified capacity improvements that meet the needs of pedestrians and bicyclists by completing sidewalks and bicycle lanes throughout the corridor, and a multi-use path in the northwest corner of the corridor. The extension connects to existing sidewalks, paths and bicycle lanes in the surrounding areas of the corridor, linking parks, schools, churches and other destination locations. It will provide a major connection to the new Glen Oak Park being planned. In addition, the plan will improve the intersection of Meyers/OR 213 by including capacity improvements for the intersection and a four way signal improvement with crosswalks. The intersection improvements will ease delays and increase the capacity of the intersection for vehicles as well as pedestrians and bicyclists. The concept plan specifies that the Meyers Road/High School Avenue intersection will have four-way stop control and painted crosswalks. The new intersection with the connector street to CCC and Meyers will include a stop sign on the connector street.

Goal 12.7 Sustainable Approach

Promote a transportation system that supports sustainable practices.

Policy 12.7.4 - Promote multi-modal transportation links and facilities as a means of limiting traffic congestion.

Finding: The proposed plan will allow for a complete transportation network for all modes of transportation. The improved intersection will also improve air quality by reducing the number of vehicles that sit at the intersection idling while waiting for the traffic signal to change, and promoting alternative transportation through excellent design.

Goal 12.8 Implementation/Funding

Identify and implement needed transportation system improvements using available funding.

Policy 12.8.1 - Maximize the efficiency of the Oregon City transportation system, thus minimizing the required financial investment in transportation improvements, without adversely impacting neighboring jurisdictions and facilities.

Finding: The proposed projects in the corridor plan will maximize the efficiency of the transportation system by providing multi-modal connectivity throughout the corridor and the surrounding areas. By combining several projects into a more detailed analysis and study, the plan, when adopted, leverages developer requirements, grant funds and local funds for more comprehensive and planned projects.

CONSISTENCY WITH STATEWIDE PLANNING GOALS

STATEWIDE PLANNING GOAL 1:

To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding: This goal is implemented through the applicable Goals and Policies in Section 1 of the Oregon City Comprehensive Plan: Citizen Involvement. Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District Board, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

STATEWIDE PLANNING GOAL 2:

To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding: This goal is implemented through the applicable Goals and Policies in Section 2 of the Oregon City Comprehensive Plan: Land Use. Because the plan is an ancillary document to the City's Transportation System Plan and Comprehensive Plan, the application was processed pursuant to the legislative hearing process outlined in Section 17.50.170 of the Oregon City Municipal Code.

STATEWIDE PLANNING GOAL 5:

To protect natural resources and conserve scenic and historic areas and open spaces.

Finding: This goal is implemented through the applicable Goals and Policies in Section 5 of the Oregon City Comprehensive Plan: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Oregon City Municipal Code contains review criteria for uses within overlay districts to assure that designated Goal 5 resources are appropriately considered when development is proposed. In particular, the Natural Resource Overlay District designation: "provides a framework for protection of Metro Titles 3 and 13 lands, and Statewide Planning Goal 5 resources within Oregon City. The Natural Resource Overlay District (NROD) implements the Oregon City Comprehensive Plan Natural Resource Goals and Policies, as well as Federal Clean Water Act requirements for shading of streams and reduction of water temperatures, and the recommendations of the Metro ESEE Analysis. Trails, paths, and roads are permitted either outright or with restrictions in the Natural Resource Overlay District as identified in OCMC 17.49.150 as part of a Type II or Type III review process.

Individual construction projects to implement the Meyers Road Extension Corridor Plan will be reviewed through the land use process pursuant to the above resource protection guidelines.

STATEWIDE PLANNING GOAL 6:

To maintain and improve the quality of the air, water and land resources of the state.

Finding: This goal is implemented through the applicable Goals and Policies in Section 6 of the Oregon City Comprehensive Plan: Quality of Air, Water and Land Resources. By planning system improvements based on projected demand and land use patterns, the plan will ensure that land suited for development will be served efficiently.

The improvements recommended in the plan will result in less pollution by providing a safe opportunity for pedestrian and bicycle travel. The new sidewalk construction will incorporate the use of curb cuts and ten-foot wide landscaped swales to treat stormwater runoff. The intersection improvements will

also improve air quality by greatly reducing the number of vehicles that sit at the intersection idling while waiting for the traffic signal to change.

STATEWIDE PLANNING GOAL 11:

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding: This goal is implemented through the applicable Goals and Policies in Section 11 of the Oregon City Comprehensive Plan: Public Facilities. As stated in Section 11, the transportation infrastructure in Oregon City is governed by the Oregon City Transportation System Plan (Oregon City TSP). The relevant Public Facilities goals and policies and findings are discussed in greater detail above.

STATEWIDE PLANNING GOAL 12:

To provide and encourage a safe, convenient and economic transportation system.

Finding: This goal is implemented at the local level through the applicable Goals and Policies in the updated TSP, Section 2 (The Vision). This goal is also implemented at the state level through the Transportation Planning Rule (TPR), OAR 660-012. The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor, a 30 mile per hour design, and context sensitive on-street parking. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial.

STATEWIDE PLANNING GOAL 13: To conserve energy.

Land and uses developed on the land shall be managed and controlled so as to maximize the conservation of all forms of energy, based upon sound economic principles.

Finding: This goal is implemented through the applicable Goals and Policies in Section 13 of the Oregon City Comprehensive Plan: Energy Conservation. The multimodal transportation system and improvements proposed will support efficient use of land and encourage walking and biking by providing a cohesive transportation system for a variety of modes.

Oregon Transportation Plan (2006)

The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan. The OTP is the overarching policy document among a series of plans that together form the state transportation system plan (TSP). A TSP must be consistent with applicable OTP goals and policies. Findings of compatibility will be part of the basis for TSP approval. The most pertinent OTP goals and policies for city transportation system planning are provided below.

POLICY 1.2 – Equity, Efficiency and Travel Choices

It is the policy of the State of Oregon to promote a transportation system with multiple travel choices that are easy to use, reliable, cost-effective and accessible to all potential users, including the transportation disadvantaged.

Finding: The plan will increase safety along the corridor by providing a safe place for bicyclists and pedestrians to travel along the corridor. The plan also includes crossings to assist pedestrians and bicyclists in crossing the Minor Arterial and improvements associated with transit stops.

POLICY 2.1 - Capacity and Operational Efficiency

It is the policy of the State of Oregon to manage the transportation system to improve its capacity and operational efficiency for the long term benefit of people and goods movement.

Finding: The plan will improve capacity by providing safe routes for pedestrians and bicyclists along the corridor as well as interconnectivity of sidewalks, paths and bicycle lanes to features surrounding the

corridor. Capacity and operational efficiency of the Meyers/OR 213 and the Meyers/High School Avenue intersections will also be increased by the construction of intersection improvements.

POLICY 2.2 – Management of Assets

It is the policy of the State of Oregon to manage transportation assets to extend their life and reduce maintenance costs.

Finding: The construction of sidewalks and bicycle lanes along the corridor and surrounding facilities will encourage usage of these facilities thus reducing traffic which can increase the life of the roadway which will decrease operation and maintenance costs. All plans for new infrastructure will include the city's latest design standards.

POLICY 4.1 - Environmentally Responsible Transportation System

It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation and protection of natural resources.

Finding: The construction of sidewalks and bicycle lanes along the corridor and surrounding facilities will encourage usage of these facilities thus reducing traffic which will improve air quality by reducing vehicle exhaust. The design will allow for curb side stormwater treatment by usage of landscaped swales which will improve water quality in the area's streams. In addition, the construction of an intersection improvement at the Meyers Rd/OR 213 intersection will allow vehicles to move through the intersection quicker, thus reducing the amount of vehicle idling.

POLICY 5.1 – Safety

It is the policy of the State of Oregon to continually improve the safety and security of all modes and transportation facilities for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.

Finding: The Meyers Road Extension Concept Plan was designed to improve the safety of pedestrians and bicyclists by providing safe routes through the corridor connecting safe bicycle and pedestrian routes to major destinations including CCC and Oregon City High School. The design includes a multi-use path in the northwest section of the extension, sidewalks the whole length of the project, and bicycle lanes the whole length of the project. In addition, the Minor Arterial was designed with a 30 mile per hour design to slow traffic, and parking was restricted on the north side of the extension near the bus facility to protect site distance for buses and to discourage jaywalking by people parking on the roadway extension and then crossing to access the new Glen Oak Park. The construction of the intersection improvements at the Meyers/OR 213 intersection will improve the safety of pedestrians, bicyclists and vehicles with signals and painted crosswalks. The construction of the Meyers/High School Ave intersection will provide a four-way stop sign control and painted crosswalks improving pedestrian and bicycle crossing of the Minor Arterial.

POLICY 7.1 – A Coordinated Transportation System

It is the policy of the State of Oregon to work collaboratively with other jurisdictions and agencies with the objective of removing barriers so the transportation system can function as one system.

Finding: Staff from the Oregon City Public Works Department meet with representatives from OC School District and consulted with TriMet to present the project and gather feedback. The OC School District was an active member of the Project Management Team and was consulted throughout the project.

POLICY 7.3 – Public Involvement and Consultation

It is the policy of the State of Oregon to involve Oregonians to the fullest practical extent in transportation planning and implementation in order to deliver a transportation system that meets the diverse needs of the state.

Finding: Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process.

POLICY 7.4 – Environmental Justice

It is the policy of the State of Oregon to provide all Oregonians, regardless of race, culture or income, equal access to transportation decision-making so all Oregonians may fairly share in benefits and burdens and enjoy the same degree of protection from disproportionate adverse impacts.

Finding: Development of the plan included an extensive public involvement effort. Oregon City Public Works Department has presented the project to the public at a series of meetings including the Traffic Advisory Committee, Neighborhood Associations, Oregon City School District, Planning Commission and City Commission. Documentation produced with the corridor plan has been posted on the project website throughout the duration of the project and comments have been integrated into the final product. The product will be reviewed through the Legislative approval process. The improvements to the pedestrian and bicycle facilities as well as the intersection improvements and multiuse path will aid all citizens of Oregon City and any other individual(s) that travel through the corridor regardless of their race, sex, color, national origin or income level.

The product will be reviewed through the Legislative approval process.

Oregon Highway Plan

The 1999 Oregon Highway Plan (OHP) establishes policies and investment strategies for Oregon's state highway system over a 20-year period and refines the goals and policies found in the OTP. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies applicable to the Oregon City TSP are addressed below.

Policy 1G (Major Improvements) requires maintaining performance and improving safety by improving efficiency and management before adding capacity. ODOT works with regional and local governments to address highway performance and safety.

Finding: The Meyers Road Extension Corridor Plan will improve both safety and efficiency of the corridor by addressing the needs of alternative transportation users with paths, sidewalks and bicycle lanes and construction of intersection improvements at the Meyers/OR 213 and Meyers/High School Avenue intersections.

Policy 2B (Off-System Improvements) helps local jurisdictions adopt land use and access management policies.

Finding: Complies. Improvements recommended in the Meyers Road Extension Corridor Plan include installation of turn lanes and intersection improvements, sidewalk construction, bike lane striping,

installation of crossings and curb ramps, and Safe Routes to Schools. These local system improvements will help to reduce traffic and improve conditions on State roadways in the city.

Policy 2F (Traffic Safety) *improves the safety of the highway system.*

Finding: The addition of the northbound through lane for approximately 600 feet north and 600 feet south of Meyers Road on OR 213 will improve the transition for motorists. In addition, the addition of the complete (four-way) traffic signal, additional right turn lane from Meyers Road onto OR 213, and four crosswalks at the intersection of OR 213 and Meyers Road will improve safety for motorists, pedestrians, and bicyclists using and crossing the highway.

Policy 4B (Alternative Passenger Modes) *It is the policy of the State of Oregon to advance and support alternative passenger transportation systems where travel demand, land use, and other factors indicate the potential for successful and effective development of alternative passenger modes.*

Finding: The Meyers Road Extension Corridor Plan supports alternative passenger transportation systems by recommending solutions related to walking, biking, shared-use paths, family-friendly facilities, safe routes to schools, transit and crossings.

OAR 660 Division 12 Transportation Planning Rule (TPR)

The purpose of the TPR is "to implement Statewide Planning Goal 12 (Transportation) and promote the development of safe, convenient and economic transportation systems that are designed to reduce reliance on the automobile so that the air pollution, traffic and other livability problems faced by urban areas in other parts of the country might be avoided." A major purpose of the Transportation Planning Rule (TPR) is to promote more careful coordination of land use and transportation planning, to ensure that planned land uses are supported by and consistent with planned transportation facilities and improvements.

Finding: Complies. The Meyers Road Extension Corridor Plan is in compliance with the TPR.

Regional Transportation Plan

The Regional Transportation Functional Plan (RTFP) directs how Oregon City should implement the RTP through the TSP and other land use regulations. The RTFP codifies existing and new requirements which local plans must comply with to be consistent with the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP.

Finding: The Meyers Road Extension Corridor Plan has identified projects listed in the TSP. The TSP is consistent with the RTFP.

Transportation System Plan

Finding: The Transportation System Plan was used as the source to identify the improvement projects recommended in the Meyers Road Extension Corridor Plan.

The Meyers Road Extension Corridor Plan affects eight projects identified in the 2013 TSP as shown in the following table.

Project #	Project Name	Location	Description	How Proposed Corridor Plan
				Impacts Project
D46	Meyers Road West extension	OR 213 to High School Avenue	Extend Meyers Road from OR 213 to High School Avenue as an Industrial Minor Arterial.	Refines project design with multimodal features.

			Create a local street to Douglas Loop	
D45	Meyers Road Extension/ Loder Road Extension Operational Enhancement	Meyers Road Extension/ Loder Road Extension	Install a single-lane roundabout	Removes roundabout from TSP. Proposed intersection is 4-way stop.
D64	Loder Road Extension	Beavercreek Road to Glen Oak Road	Extend Loder Road from Beavercreek Road to Glen Oak Road as an Industrial Collector. Add a sidewalk and bike lane to the west side of the street, with a shared-use path to be added on east side per project S18. Create a local street connection to Douglas Loop. Install a roundabout at Meyers Road (per project D45).	The concept refines the location of the Loder Road corridor identified in the TSP. Instead of Loder Road intersecting with Meyers Road approximately midway between OR 213 and High School Avenue, the concept proposes that Loder Road intersect with Meyers Road where Meyers Road and High School Avenue currently intersect. The original TSP proposal for a roundabout is replaced with a four-way stop (per project D45.)
W31	OR 213 Sidewalk Infill	Molalla Avenue to Conway Drive	Complete sidewalk gaps on both sides of the street (included in project D77)	The concept will improve the multi-use path adjacent to OR 213, and include sidewalk ramps at the Meyers Road intersection. It will not preclude the development of sidewalks on OR 213 as part of future projects.
S23	Meyers Road Shared-Use Path	Meyers-Beavercreek Shared-Use Path to OR 213	Add a shared-use path on the south side of Meyers Road between the Meyers-Beavercreek Shared-Use Path and the Clackamas Community College Shared-use Path	The concept will add a shared use path on the north side of the Meyers Road extension through part of the CCC property. It will provide bike lanes and sidewalks the length of the Meyers Road extension and will not preclude a future multi-use

				path in the area.
D77	OR 213 Safety Improvement	Molalla Avenue to Conway Drive	Widen to five lanes (two travel lanes in each direction, with a center turn lane/median) with bike lanes and sidewalks	The concept includes adding a northbound lane on OR 213 from approximately 600 feet south of the Meyers Rd. to approximately 600 feet north of Meyers Rd, where it currently transitions to two northbound through lanes and a left-turn lane for the intersection OR 213 with Molalla Ave.
C13	Meyers Road Extension/Loder Road Extension Shared Use Path Crossing	Meyers Road Extension/Loder Road Extension intersection	Install crosswalk and pedestrian activated flasher on Meyers rd.	The concept includes Loder Road connecting into High School Road, rather than Meyers Rd. The intersection of Meyers and High School Road would include a four-way stop sign and crosswalk.

From: [Martin Montalvo](#)
To: [Laura Terway](#); [John M. Lewis](#)
Cc: [Aleta Froman-Goodrich](#); Mjhi@deainc.com; [Tony Konkol](#)
Subject: Planning Commission Comments and Response
Date: Monday, August 17, 2015 12:14:22 PM
Attachments: [image001.jpg](#)
[bike buffer.png](#)

Laura,

During the Planning Commission Workshop on Aug 10th the following items were requested by members of the commission:

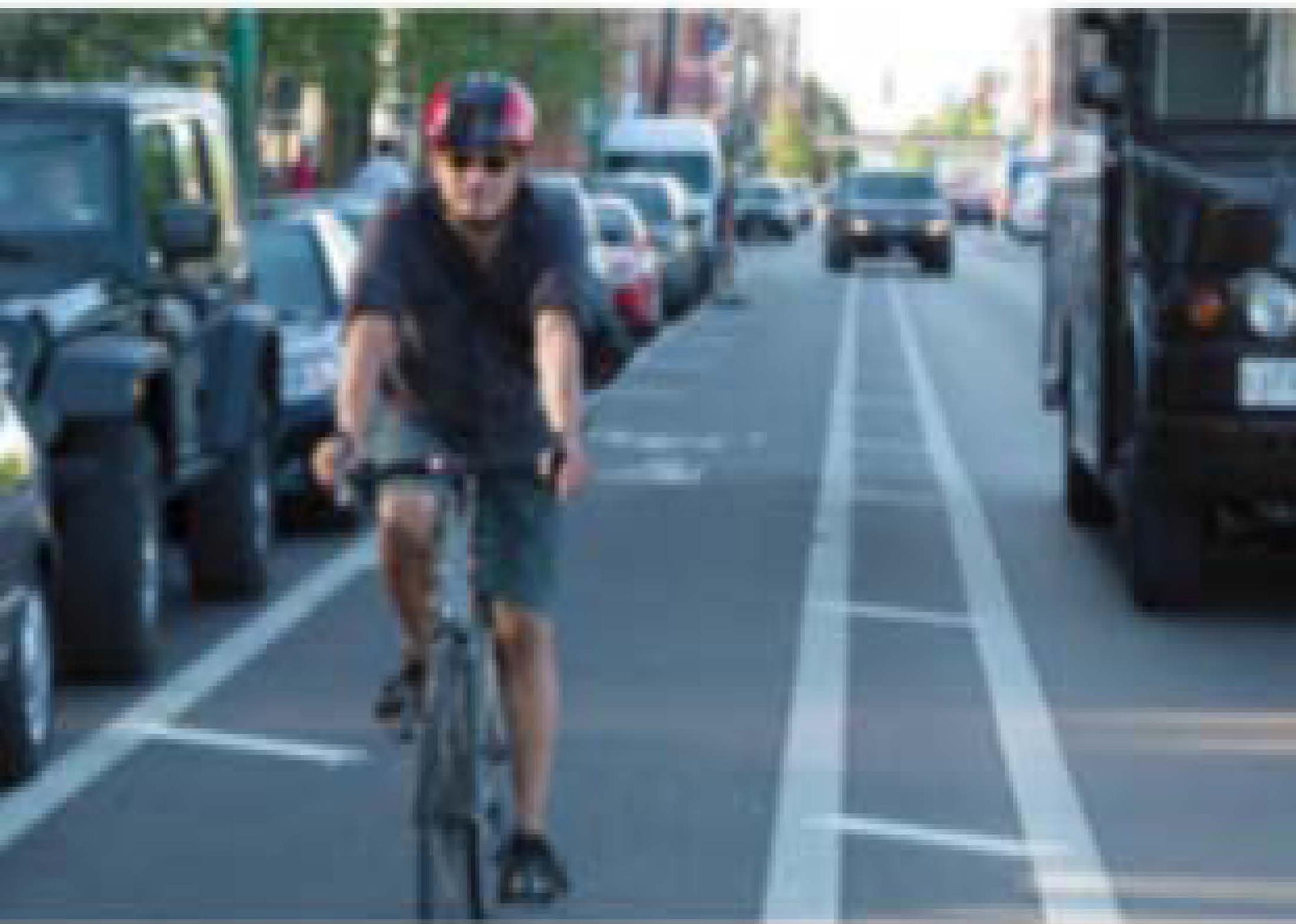
1. Planning Commission had requested that the sidewalk section on the street profile be extended from 5 feet to 6 feet. PC felt the additional area for the sidewalk widening could be taken from the proposed width of the bike lane buffer. That is currently depicted at 3 feet in width.
 - a. Response: OCPW does not object to this request but must coordinate with an existing land use approval for the adjacent Bus Barn Facility. The Oregon City School district currently has an approved road profile section that incorporates the 5 foot sidewalk section and the bike 3 foot buffer section. This profile is codified under COA #22 of the project. That document is currently in final engineering review. OCPW will attempt to coordinate with the applicant to determine if this modification can be incorporated into their final plan set. For continuity purposes we would hope to have one consistent road profile for the project.
2. Planning Commission had requested that the interior 8 inch stripe between the travel lane and bike buffer incorporate raised turtle bumps or Reflective Pavement Markers (RPM) to advise motorist that they have left the travel lane and are encroaching on the bike buffer/lane.
 - a. Response: OCPW has concerns with implementing the requested as it was stated in the meeting. Under the current guidance from the 2011 ODOT Bicycle and Pedestrian Design Guide, *"Reflectors and raised markings in bike lanes are discouraged as they can deflect a bicycle wheel, causing the cyclist to lose control. If pavement markers are needed for motorists, they should be installed on the motorist's side of the bike lane stripe, and have beveled edges."* Additionally, the raised devices become maintenance concerns for the City's Street Sweeping and Snow Plowing operations. These devices can easily be sheered from the road service and compromise the integrity of the underlying asphalt and striping leading to additional maintenance issues. Understanding the PC concern for safety, the project team would like to point out that the initial attempt at the bike buffer is a design element that the City has not previously implemented in any City road projects. We would consider adding additional striping across the buffer to more clearly define the buffer (see attached photo).



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PA 15-21 Meyers Rd Extension Corridor Plan

Legislative File

Pre-Application Conference Date: July 6, 2015

Planning Staff Comments / Questions

- The application will be submitted as one legislative file.
- The Corridor Plan is an amendment to the City's Transportation System Plan (TSP), which is an "Ancillary Plan" to the City Comprehensive Plan.
- Planning will review the L file and prepare the staff report based on applicant's application responses.
- The public hearing schedule needs to take into account the necessary notices:
 - *Notice posted in paper 20 days prior to first evidentiary hearing
 - *DLCD and Metro notice 35 Days prior to first evidentiary hearing

Public Involvement

- Document the project website
- Document TAC, N.A. meeting dates, minutes
- Property Owner Meetings
- School District Meeting
- PC / CC Work Sessions
- Public Hearings
- Document other outreach efforts as process moves forward.

Natural Resource Overlay District Review

- Review per OCMC 17.49 may be required if future design creates new impervious surfaces, bridge crossings, utility connections or roadways. NROD review standards and conditions may impact the design.

Geologic Hazard Overlay District Review

- May be required if future design creates cuts and fills within overlay or requires construction of retaining walls. Geologic Hazard Review may impact the design.



Meeting Discussion Points

- Intersections and other standards in the corridor plan are different from TSP, future application for development will be required to request modification to the TSP that is consistent with the Corridor Plan per OCMC 12.04.007 Modifications.
- Implementation plan
- Useful to know what the standard in TSP / OCMC 12.04 is and how the corridor plan modifies this.
- What exactly is proposed in the legislative amendment, and what is left to future decisions?
- What are the side boards for public meeting topics – alignment is set, but design/intersections/shared use path are up for discussion?