

Dear Oregon City Historic Review Board,

There are many reasons to disapprove issuance of the certificate of appropriateness for "HR 17-04 Construction of a new operations facility for the Oregon City Public Works Department in the McLoughlin Conservation District".

The number one livability complaint from neighbors on Center Street and High Street is traffic and large truck traffic and the associated noise and air pollution from this traffic, and with the expansion of OCPW in this area this traffic, noise and air pollution would increase not decrease, harming and decreasing the livability, health, prosperity, safety, welfare and quality of life in the McLoughlin Neighborhood Conservation District. Therefore, this expansion should be denied the Historic Review Board's certificate of appropriateness.

Numerous professional realtors are on record stating that an expansion of the OCPW in the Waterboard Park Open Space would destabilize and decrease property values in the McLoughlin Neighborhood Conservation District especially the closer the property is to the site, contradicting OCPW statement that its expansion would not have a significant effect on property values. I think we should value the experts (realtors) testimony more so than the non-experts (OCPW) in this instance. Therefore, this expansion would be in direct violation of "17.40.010 D. Stabilize and improve property values in such districts." and therefore, this project should be denied issuance of the certificate of appropriateness.

Many Oregon City residents are not happy about the idea of losing the Natural Open Space and Scenic Views that Waterboard Park provides to all of Oregon City's residents, and the fact that this open space would be fenced off, paved over and turned into a truck and gravel fuel yard would not foster civic pride, but would damage civic pride immensely. So, this expansion would be in direct violation of "17.40.010 E. Foster civic pride in the beauty and noble accomplishments of the past." and therefore, should be denied issuance of the H.R.B. certificate of appropriateness.

With the expansion of OCPW lowering property values around the site and the McLoughlin Conservation District in general this expansion would weaken, not strengthen the economy of the city and this violates "17.40.010 G. Strengthen the economy of the city." so being in violation this project should be denied issuance of the H.R.B. certificate of appropriateness.

Waterboard Park has many LCDC Goal 5 resources that would be destroyed by the expansion of OCPW, namely Open Space, Scenic Views, and Natural Resources (White Oaks, Madrone, bird, wildflower habitat). Therefore, this expansion is in direct violation of "17.40.010 I. Carry out provisions of LCDC Goal 5." and should be denied issuance of the H.R.B. certificate of appropriateness.

Upon examination one can clearly see that this expansion project violates almost every rule in Oregon City's Chapter 17.40 Historic Overlay District and therefore should be denied issuance of the H.R.B. certificate of appropriateness.

-Gordon Wilson
107 Jefferson Street
Oregon City, OR 97045
503-975-1956
gordon@gkwphoto.com

Waterboard Park

Location: Clackamas County, within Oregon City city limits; located west of Waterboard Park Road.

Size: 19.30 Acres

Ownership: City of Oregon City

Status: Developed

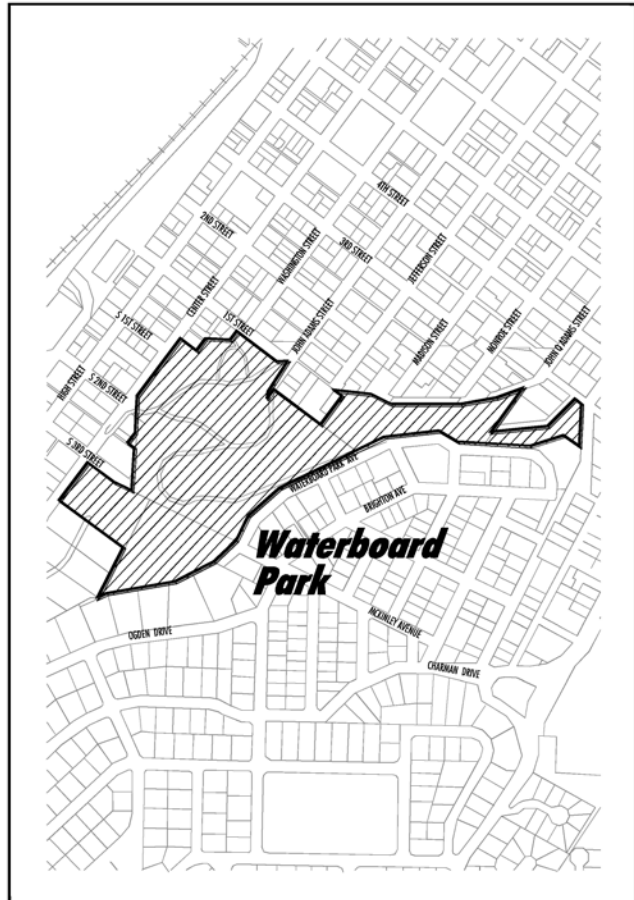
Existing Facilities: Natural area

Deficiencies: Access; ADA accessibility

Planned Improvements: Expand and upgrade trail system; install signage and picnic tables, tree/landscape evaluation

Comments: This site consists of moderate to steep hillsides. This area is subject to severe erosion and landslides.

Site Location:







April 10, 2017

Re: The Oregon City Public Works Redevelopment Project

To: Trevor Martin, Planner
Oregon City Planning Division

Around January 5th, 2017, Oregon City Public Works presented their proposals for development of their facility at the south end of Center Street to the McLoughlin Neighborhood Association (MNA). Later, they made a similar presentation to the Historic Review Board (HRB). After attending these proposals, I met with Martin Montalvo on February 2 and proposed some changes that would better integrate the redevelopment into the Historic Residential Neighborhood:

1. Eliminate all garage doors at the northern 60 feet of the north building thus reducing the noise and headlight impact upon the residences directly across the street.
2. Provide a 10' building setback to help provide a landscape buffer between the sidewalk and the building. The 2'8" setback proposed by P.W. is not safe for pedestrians. These trucks will be over the sidewalk before the driver clears the door to look each way for pedestrians or bicyclists. It is difficult for truck drivers to see kids and wheelchair users (I speak from the experience when we lost a wheelchair ridden family member when a pickup truck pulled out of a driveway on to a sidewalk hitting him). The latest (April 6) P.W. proposal has ten such occurrences. Having the building recessed 10' will help this situation. A request was also made for a 12' x 12' landscape buffer inside the 10' set back at the northern end of the building to buffer the residence next door.
3. The main entrance at the intersection of south 2nd and Center St. should have landscaping on each side to provide some visual relief. The entrance gate should be set back from the street to provide vehicle stacking and minimizing the interference with the traffic in the intersection. P.W. indicates that their drivers will have remote gate openers, however, vendors won't have them and may have to wait for the gate to be opened. P.W. indicated that recessing the gate will interfere with their internal truck turning radius, however, the turning radius templates sent to me by P.W. don't show this problem.
4. The building elevations dated 4/6/17, show no compliance to the "HRB Guidelines For New Construction" - as referenced by the Introduction Page 2. P.W. show commercial buildings along the 7th St. commercial corridor to support their design, however, "HRB", page 19 says specifically "outside of the 7th street commercial corridor, commercial uses shall employ a residential style architecture to better integrate into the neighborhood fabric." P.W. is not attempting to follow these Guidelines. Example; The northern elevation of the north building cuts off the winter sunlight to the neighboring residence and they should minimize that interference.
5. P.W. should address all the appropriate HRB "Character Guidelines" in particular: Page 54 doors, commercial, garage. "garage doors on front or forward sides of elevations are not allowed". In the April 6 MNA presentation, has ten such garage doors facing Center street. This number of doors should be reduced to facilitate only their largest trucks. Other

trucks can use the main entrance.

Page 58 "masonry". P.W. is proposing ground face Concrete Masonry Units (CMU) which is CMU and is "not allowed". I suggest a better choice is 'KLA-ALL Tile' which has many of the CMU properties but is a smaller scale, 4" high x 12" long with 4", 6", 8" widths. 'KLA-ALL Tile' meets the HRB 'brick' guideline standards and is more sensitive to the 'neighborhood fabric.

On April 6, P.W. presented to the MNA a revised site and building elevations proposal which for the most part did not address the above issues. Their response was to eliminate 2 garage doors on the northern end of the building and created a 5' x 36' building recess for landscaping.

The Master Plan should not be approved showing future expansion and construction in zones (Residential and Park) where P.W. uses are not currently allowed. If The City approves the Master Plan as shown (April 6, 2017), then the City Planning Dept is showing support for the change of these zones before the change of the zones go through the appropriate process.

Thank you for the opportunity to respond to the Public Works proposals to reconstruct their Operations Center

Trent Premore
Property Owner at 101 South Center St.
7710 SE Strawberry Ln.
Milwaukie, OR 97267
premorejt@gmail.com

cc: Denyse McGriff (MNA)

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Milwaukie, OR 97267
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cc: Denyse McGriff (MNA)

The Public Works Presentations one on April 6, 2017 to the MNA and the other on April 25, 2017 to the HRB did not conform to the HRB Guidelines as adopted by the Historic Review Board on September 18, 2006 as represented by the included highlighted sections of the guidelines and as indicated below.

When the OC Manager at the May 4, 2017 MNA meeting and was asked, "Is the PW Dept. exempt from the Historic District Guidelines?", he stated, "No, they are not exempt". Therefore, we expect the PW Department to address these and all issues in the Historic District Guidelines.

Page 2-A,B,C: This section establishes the frame work for district improvement and development standards.

Page 3-A,B: The guidelines were adopted by the HRB (Historic Review Board) to guide the HRB in the interpretation of the code standards.

Page 5 -A: The guidelines apply to new public works projects.

Page 7-A,B: "New construction shall complement one of these styles to support the historic context of the district". Vernacular and Bungalow styles appear appropriate of this area.

Page 8-A,B: "Public Improvement Principles" addresses other regulatory requirements for the McLoughlin Historic District on public construction in a public right of way. The PW proposal of 10 garage doors with a 32 inch setback from the sidewalk present a public safety issue. Before the truck driver exits the garage to look both directions to look for oncoming traffic and pedestrians, the truck is far out onto the sidewalk. The development of the Willamette Falls Project and the PW development of a passage to the upper Water Board Park will increase foot and bicycle traffic in this neighborhood. It should be noted that there may also be a conflict with the ADA (Americans with Disability Act) requirements for safe passage for the physically challenged.

Page 19-A: The PW presentations repeatedly compare their proposal to buildings in the Seventh Street Commercial Corridor, however, the Historic District Guidelines specifically requires, "commercial uses shall employ a residential style architecture to better integrate into the neighborhood fabric".

Page 20-A: "Vehicle access and storage at the side or rear". "otherwise street trees". The PW proposal shows 4 street trees over a 350 ft frontage on Center St.

Page 33-A: "Vehicle drive in front of primary facade". NOT ALLOWED. PW proposes 10 garage doors on the building frontage.

Page 34-A: "Buildings may be set back to better integrate with houses where adjacent and to facilitate grade change." Neighboring residences are setback greater than 10 feet. PW proposes a 32 inch front setback.

Page 37-A: "McLoughlin Commercial use buildings on Center and High: provide front setback of 6 ft or fit to existing historic and newer building context; provide side setbacks of 6 ft for buildings using a residential style." PW proposes a 32 inch setback along Center Street and zero setback from their north property line adjacent to an existing residence.

Page 38-A: Under "Good Example"; "McLoughlin commercial use buildings in a residential style: maximum height similar to residential use." PW proposes 31 foot high walls along Center Street and adjacent to the residents to the north cutting off their access from the sun during the winter months.

Page 40-A: NOT ALLOWED: "Long uninterrupted wall planes facing the public way: utilize projections, recesses or wall elements to breakup such planes." PW does not follow this guideline.

Page 50-A: "Materials". "Materials that through their nature are not historically appropriate" are NOT ALLOWED. PW needs to address this issue as it relates to the item above, (Page 7-A,B).

Page 52-A,B,C: Improvements in the public right of way are to support pedestrian use and fit the historic pattern and dimension of the district.

Page 54-A: "Garage doors on front or forward side elevations." NOT ALLOWED. PW proposes 10 such garage doors.

Page 58-A: Concrete block is not consistent with the Historic District and is NOT ALLOWED. PW is proposing concrete block. A material such as "Clay All Tile" with a smaller scale and fitting the recommended "brick" designation would be a conforming choice.

Many of the HD Guidelines could have a profound effect to the Master Plan such as building setbacks and front elevation garage doors on Center St. Thus, these HD Guideline issues should be resolved prior or during the Phase One HRB Review.

The PW design team should provide a written response to all PW issues within the Historic District Guidelines including these highlighted issues. The HRB should provide the City Planner and the MNA a written response to the PW proposal indicating areas of conformance and areas of non-conformance, and areas of acceptable mediation. This would provide transparency for the review process and indicate the city's commitment to the Historic District designation.

Trent Premore
101 S. Center St.
premorejt@gmail.com
503.319-7904 (after June 10)

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