

Supplemental Narrative
Oregon City School District Transportation Maintenance Facility
08 May 2015

Introduction

The Oregon City School District is planning to construct a new state-of-the-art facility to house and maintain buses and other transportation service and district maintenance vehicles. The facility will house related supervisory and maintenance staff, and bus drivers. This modern facility is envisioned to address the District's needs for at least the next 30 years. The goal is to provide a building that is functional, durable, constructed of low maintenance materials, and modern in its appearance.

Site Layout and Function

The new facility will provide shop areas (with support spaces) that need to be secured within a fenced compound. Bus parking and other District vehicles need to also be within the fenced compound. On the other hand, staff and visitor parking needs to be outside the bounds of the fenced compound with its own separate direct access to office areas (and Drivers Lounge) of the facility. Site geometry is not adequate in size or shape to accommodate these requirements if the building were positioned close to the Meyers Road frontage.

The placement of the staff/visitor parking lot at the Southeast corner of the property (at the intersection of Meyers Road and High School Avenue) also provides beneficial access for public use given its proximity to the High School play fields on the East side of High School Avenue and the proposed City park being planned on the South side of Meyers Road.

Functionally, the Bus Maintenance and Facility Maintenance shops need direct access to service yards and bus parking areas which occupy the West and East sides of the facility. Bus Maintenance shops are most efficient and safe with a "drive-through" layout requiring circulation and bus wash areas occupying the third (North) side of the facility. These functional requirements leave only the fourth (South) side of the facility available for staff and driver parking, making it impossible to locate the building closer to the street.

The site layout, as designed, fulfills the need for separate bus parking and staff parking access/egress off Meyers Road. It also allows for drive through bus service bays. In essence, there is a formal public side of the facility to the South (with staff/visitor parking) and a less formal, more utilitarian, private side of the facility to the North and with buses and other district vehicles stored to the West, North and East of the building.) In particular, the bus parking and circulation have been laid out to allow bus movement that avoids the need for buses to back up.

Architectural Style

Modern and clean in its appearance, the architectural style is modest and straightforward with enough variety in its shape and wall materials to provide visual interest and detail.

Tree Removal

The nature of the facility requires open expanses of paved storage areas for buses and other transportation and maintenance vehicles. Opportunities to retain trees outside of the wetland and its buffer zone were extremely limited.

As noted in previous narratives, the District has exhausted all available locations for planting new trees. The district will opt to pay the fee-in-lieu for many of the needed trees.

It is our position that the paved fenced compound area should be considered a part of the "construction zone" when determining tree counts for mitigation since a main function of the proposed facility is the storage of the District's vehicle fleet. The means to construct this parking compound requires grading and activities which prohibited saving perimeter trees at the west boundary.

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Covered Storage Area

Paved areas within the fenced compound are storage areas for various vehicles, materials, and equipment, some requiring cover for protection from the elements (such as lawn mowers, fork lifts, and other maintenance equipment. Covered storage needs for vehicle equipment and materials can vary from year to year and covered areas can change in area and height, depending on need and what needs protection. Therefore, a portion of the paved storage areas has been identified as a zone for covered storage to consolidate those areas on the site rather than occurring in scattered locations.

17.62 Standards

17.62.055.H.2. Facades greater than one hundred feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three percent of the length of the facade and extending at least twenty percent of the length of the facade. No uninterrupted length of any facade shall exceed one hundred horizontal feet.

The front façade (facing Meyers Road to the South) is designed to present a modern, clean appearance. (Refer to attached colored rendering of view from Meyers Road.) The façade is faced with two metal panel types, and the projections and recesses from the main plane of the wall include:

- Projecting sunshades at windows
- Projected entrance element clad in a third metal panel type (a flat, smooth textured metal) to differentiate the public building entry from the main façade
- Windows and the metal panels below them are recessed from the plane of the façade
- Trees which may be required as a condition of approval in planter beds between the sidewalk and building face further break up the appearance of the building façade.

The 119' – 1 ½" long façade is interrupted by the entrance projection which is 11 feet in width. (The minimum required 3% projection depth is therefore 3.57 feet; the actual entrance projection equals 4 feet.)

17.62.050.A.21.c. Special material standards: The following materials are allowed if they comply with the requirements found below:

Metal siding. Metal siding shall have visible corner moldings and trim and incorporate masonry or other similar durable/permanent material near the ground level (first two feet above ground level).

To help meet the District's desire for low maintenance materials, 3 types of metal siding have been juxtaposed on the building's front façade to introduce variety in lieu of moldings and trim that would be inconsistent with the clean look of the building.

The introduction of masonry at the ground level would be inconsistent with that clean look and would provide no additional durability or permanence. Instead, the general metal wall panel type has been interrupted with a second type of metal panel at the base of window to add an alternative form of visual interest. (These panels and the windows are recessed from the plane of the main wall panels.)

The material selections at the various portions of the building define use. Metal siding was selected at office areas. Concrete and concrete masonry are being used at high impact maintenance portions of the building.

17.62.055.D.3. Entryways. The primary entranceway for each commercial or retail establishment shall face the major street. The entrance may be recessed behind the property line a maximum of five feet unless a larger setback is approved pursuant to Section 17.62.055.D.1 and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined, highly visible and recessed or framed by a sheltering element including at least four of the following elements, listed below.

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The primary entranceway faces Meyers Road. As discussed above, the location is greater than 5 feet from the property line because of the placement of staff/visitor (public) parking which serves not only the Transportation Maintenance Facility but also the High School Play Fields and the future City Park. Six of the following elements have been included to clearly define the entry:

- a. *Canopies or porticos;*
Included; refer to discussion below re: vertical and horizontal portico-like entrance canopy element.
- b. *Overhangs;*
Included; refer to discussion below re: horizontal portion of the portico-like entrance element and to description of overhanging sunshades at windows.
- c. *Recesses/projections;*
Included; see discussion above and below re: projecting vertical and horizontal entrance element. See discussions below re: projecting sunshades at windows, recessed window (and siding panels below).
- d. *Arcades;*
- e. *Raised corniced parapets over the door;*
- f. *Peaked roof forms;*
- g. *Arches;*
- h. *Outdoor patios;*
Included; see discussion below re: paved area at entrance
- i. *Display windows;*
Included; see discussion below re: windows at entrance and offices.
- j. *Architectural details such as tile work and moldings which are integrated into the building structure and design;*
Included: see discussion below re: contrasting metal siding treatment.
- k. *Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.*
- l. *Planter boxes and street furniture placed in the right-of-way shall be approved for use according to materials, scale and type.*
Included: See discussion below re: bicycle parking rack and flagpole.

The main entryway on the South façade is clearly defined by elements differing from those listed above. Nonetheless, these elements are as effective in clearly defining the entrance location. These elements include:

- a. Canopies or Porticos & Overhangs: A vertical and horizontal portico-like entrance canopy element, clad in smooth metal panels and modestly projecting from the front plane of the building, to “announce” the main entrance to the facility. The horizontal element represents a modern geometric alternative to corniced parapets. (Peaked roof forms or arches are not necessary to add emphasis to this entrance element. Its smooth texture is in obvious contrast to the surrounding textured metal panel wall plane and adequately and clearly defines the front entrance.)
- b. Recesses/Projections & Display Windows: Window shapes have been carefully employed to differentiate the office areas from the horizontal entrance element. The recessed office windows run in horizontal bands and have projecting sun shades, whereas the entrance element glazing is vertical in shape. (First and second floor glazing at the entrance is less interrupted by metal wall panels as they are in other areas and clearly display entrance and stairway.)
- c. Projections: A series of projecting sun shades at the generous windows at the office areas that are aligned along the building frontage provide a visual break in the plane of the building facades.
- d. Architectural Details: The selection and detailing of varied metal panel types along the front building plane, interrupted by the vertical and horizontal entrance element serves as a strong contrast to better focus one’s attention to the main entrance.

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- e. Outdoor Patios & Street Furniture: Outdoor paved area at entrance with bicycle parking and lit flagpole.

Draft Condition of Approval Item 27

“27. There shall be two driveways on the Meyer Road extension for the bus parking area, which shall be approximately 200 feet apart. The driveway nearest to the Meyers Road and High School Avenue intersection shall be for “entrance” only.

For buses to safely circulate and avoid the need to back up, it is imperative that buses can exit both driveways. There should be no conflict between entering and exiting buses, since they enter and exit at different times of the day. It should also be remembered that these two driveways serve District vehicles only and are not accessible by the public. Site geometry does not offer opportunities for alternative bus parking layouts that would maintain safe circulation to and from and within the bus parking areas.

