

OREGON CITY SCHOOL DISTRICT

MASTER PLAN

OREGON CITY HIGH SCHOOL AND TRANSPORTATION MAINTENANCE FACILITY CAMPUS

Project Site

The Oregon City High School and Transportation Maintenance Campus consists of the following properties:

Oregon City High School and Associated Playfields (Existing)

Clackamas County Tax Assessor Map 3 2E 09D

Tax Lots 1100, 1200, 1300, 1301, 1302, and 1380

Transportation Maintenance Facility (Proposed)

Clackamas County Tax Assessor Map 3 2E 09D

Tax Lot 1400

(Title Reports with Property Descriptions are found in Exhibit A at end of this Narrative.)

17.65.050 General Development Plan

A. Existing Conditions Submittal Requirements; 1. Narrative Statement

a. Current uses of and development on the site, including programs or services

A portion of the site (east of High School Avenue) includes the existing Oregon City High School and associated site improvements, including parking and playfields, fenced tennis courts, and minor support buildings including a greenhouse, 1 playfield concession stand, a pump house, announcer's shed, portable bleachers, backstops and dugouts at baseball and softball fields. A house, garage and barn located at the south soccer fields are planned for future demolition.

The vacant 10.5 acre portion of the site (located west of High School Avenue) is proposed to accommodate the School District's Transportation and Maintenance Facility and associated parking areas for buses, vans, maintenance vehicles (e.g. lawn mowers), and Transportation and Maintenance Staff (and visitor) parking.

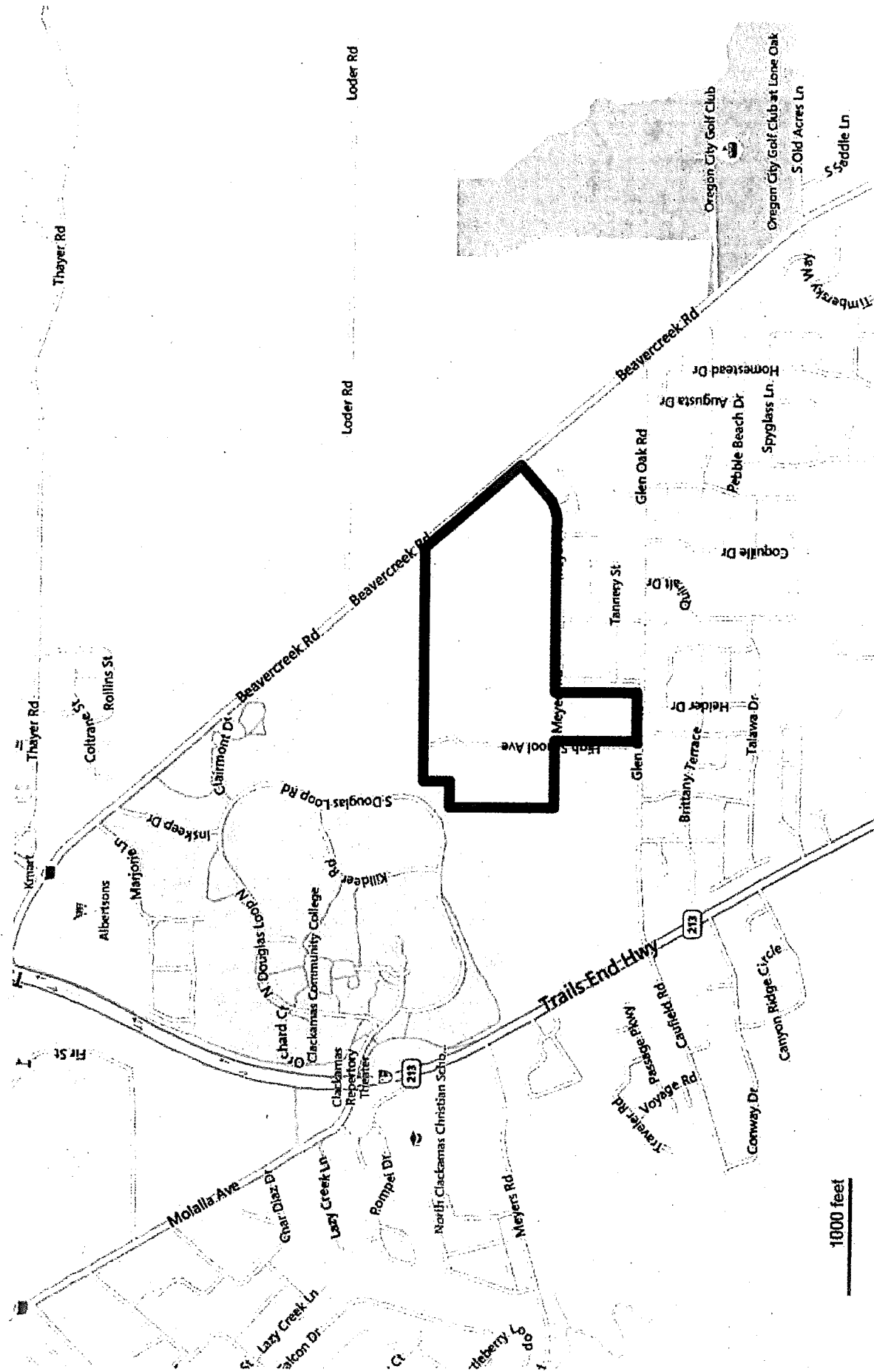
b. History or background information about the mission and operational characteristics of the institution that may be helpful in the evaluation of the general development plan

The current Oregon City High School Campus was originally designed and built in 1976 as a Junior High School and converted to Ninth grade use with minimal physical change. Prior to construction build-out of the high school campus in 2001 and 2002 the students were generally bused into the campus from the Jackson Campus. The High School build-out project renovated existing building systems and infrastructure that were aging. The project also replaced most of the obsolete mechanical and electrical systems with new energy efficient ones and structural systems were supplemented to comply with current earthquake code at the time. The High School Build-Out included demolishing some portions of current buildings and remodeling the remainder as well as some significant square footage additions.

The School District also owns Tax Lot 1400 located west of High School Avenue. Its intended use is for a new Transportation Maintenance Facility to replace existing facilities currently located at 14268 Maple Lane Court.

c. A vicinity map showing the location of the General Development Plan boundary relative to the larger community, along with affected major transportation routes, transit, and parking facilities. At least one copy of the vicinity map must be eight and one-half inches × eleven inches in size, and black and white reproducible.

See Vicinity Map and Aerial on the following pages.



VICINITY MAP





AERIAL PHOTO



200 0 250

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- d. Non-institutional uses that surround the development site. May also reference submitted maps, diagrams or photographs.

The site is bounded on the north by the Clackamas Community College Campus, on the east by private mostly farm land zoned County FU10, some C1 and MUC-1 zoned properties, on the south by housing and a future City park currently being master planned by the City Parks Department, and on the west by undeveloped property zoned Campus Industrial.

- e. Previous land use approvals within the General Development Plan boundary and related conditions of approval.

A Conditional Use Permit was approved in 2001 by the City for the portion of the site occupied by the High School and its associated playfields. A copy of the draft of the Conditional Use Application is attached as Exhibit A.

- f. Existing utilization of the site. May also reference submitted maps, diagrams or photographs.

As noted earlier, the Oregon City High School is the only current occupant of the existing site. See attached Sheet LUA0.1 – Existing Conditions Site Plan.

- g. Site description, including the following items. May also reference submitted maps, diagrams or photographs.

1) Physical characteristics

The site terrain gently slopes from its east side downward to the west. A wetland has been identified and delineated at the northern portion of Tax Lot 1400 located west of High School Avenue. See attached Survey for Wetlands Delineation.

2) Ownership patterns

The site is owned by the Oregon City School District.

3) Building inventory

The site currently includes the following structures:

Oregon City High School

Pump house

Greenhouse

2 Playfield concessions buildings

Announcers shed

Baseball/Softball backstops and dugouts

Portable Bleachers

Tennis courts and fencing

House, garage and barn at south soccer fields (to be demolished in future)

Existing shed/pole building to be removed at Transportation Maintenance portion of site

Refer to attached LUA0.1 – Existing Conditions Site Plan for locations/footprints of buildings and structures.

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4) Vehicle/bicycle parking

Currently, there is a total of 1,038 vehicle parking spaces of which 25 are ADA compliant accessible spaces at the High School and associated Playfields.

At the High School, there are parking spaces for a total of 96 bicycles; none of these spaces are currently covered. Because of the underutilization of these bicycle parking spaces by students and staff, the provision of additional spaces is not proposed. Furthermore, Applicant proposes to not cover any spaces.

5) Landscaping/usable open space

Associated open space adjacent to the High School is either landscaped areas or grassy play fields or wetlands including portions of the 10.5 acre proposed development east of High School Avenue. Play fields include 4 baseball/softball fields, 3 soccer fields, and one football field.

See attached LUA0.1 – Existing Conditions Site Plan for locations of landscaping and play fields.

Note: Landscaping at parking lot interior (islands) generally conforms to zoning requirements at the existing High School except at 2 non-conforming locations:

North Portion of parking lot besides Baseball fields

Southwestern portion of main parking lot by Gymnasium

Installation of new planting islands at these two parking lots will occur in future phase of work.

6) FAR/lot coverage

Proposed HS Building Areas

<i>Building 1: Main High School Building</i>	<i>218,321 SF</i>
<i>Building 2: Existing ROTC/Shop</i>	<i>9,280 SF</i>
<i>Building 3: Announcer Shed</i>	<i>100 SF</i>
<i>Building 4: Greenhouse (Phase 4 Removal)</i>	<i>1,420 SF</i>
<i>Building 5: Baseball Hitting Facility</i>	<i>12,800 SF</i>
<i>Building 6: Concessions #1</i>	<i>288 SF</i>
<i>Building 7: Shed Near Hitting Facility</i>	<i>120 SF</i>
<i>Building 8: Irrigation Pump House</i>	<i>154 SF</i>
<i>Building 9: Pole Barn (Phase 1 Removal)</i>	<i>1,300 SF</i>
<i>Building 10: House (Phase 4 Removal)</i>	<i>947 SF</i>
<i>Building 11: Garage (Phase 4 Removal)</i>	<i>225 SF</i>
<i>Building 12: Barn (Phase 4 Removal)</i>	<i>1,029 SF</i>
<i>Proposed Building 13: Transportation Maintenance Facility (Phase 1)</i>	<i>25,691 SF</i>
<i>Proposed Building 14: Softball Hitting Facility (Phase 2)</i>	<i>12,800 SF</i>
<i>Total Phase 1 Floor Area</i>	<i>270,941 SF</i>
<i>Total Phase 4 Floor Area</i>	<i>279,554 SF</i>

Existing HS Site Areas

<i>Site 1 (3-2E-09D-01300): Main High School</i>	<i>2,032,945 SF (46.7 Acres)</i>
<i>Site 2 (3-2E-09D-01380): Athletic “Sliver”</i>	<i>13,939 SF (0.3 Acres)</i>
<i>Site 3 (3-2E-09D-01200): West Athletic Area</i>	<i>635,540 SF (14.6 Acres)</i>
<i>Site 4 (3-2E-09D-01400): Transportation Maintenance</i>	<i>441,785 SF (10.1 Acres)</i>
<i>Total</i>	<i>3,141,667 SF (72.1 Acres)</i>

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Total Site FAR

Phase 1: 270,375 SF / 3,124,209 SF = 8.65%

Phase 2: 279,554 SF / 3,124,209 SF = 8.95%
(No FAR Requirements for CI Zone)

7) Natural resources that appear on the City's adopted Goal 5 inventory

The City's Goal 5 inventory identifies a Natural Resource Overlay that is partially located on the very north end of the portion of the High School Campus located west of High School Avenue. This area is completely within the delineated wetlands area and will not be impacted by any proposed development.

See attached map of Natural Resources Overlay Zone (Exhibit D) at the end of this narrative document.

See Addendum A - NROD APPLICATION AND RESPONSES TO CHAPTER 17.49 for additional information.

8) Cultural/historic resources that appear on the City's adopted Goal 5 inventory

None identified by City as of the date of this Application.

9) Location of existing trees six inches in diameter or greater when measured four feet above the ground. The location of single trees shall be shown. Trees within groves may be clustered together rather than shown individually.

Refer to attached Drawings (Sheets LUA0.1 – Existing Conditions Site Plan and LUA0.2 – Proposed Campus Site Plan) of High School Portion of Site. No tree removal is proposed at this portion of the Site.

Refer to attached Site Survey of portion of site west of High School Avenue A great many trees will be removed to allow for construction of the proposed Transportation Maintenance Facility and it associated parking and bus/van storage areas. Refer to attached Arborist Report/Tree Inventory for species, sizes and conditions of existing trees. See concurrent Site and Design Review Application for mitigation requirements and measures.

h. Existing transportation analysis, including the following items. May also reference submitted maps, diagrams or photographs

- 1) Existing transportation facilities, including highways, local streets and street classifications, and pedestrian and bicycle access points and ways
- 2) Transit routes, facilities and availability
- 3) Alternative modes utilization, including shuttle buses and carpool programs
- 4) Baseline parking demand and supply study (may be appended to application or waived if not applicable).

Refer to Exhibit C – Traffic Impact Study prepared by Lancaster Engineering (dated November 10, 2014). Note: Exhibit C has been replaced with new Exhibit C – Final Traffic Impact Study (Addendum D) prepared by Lancaster Engineering (dated xx February 2015).

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i. Infrastructure facilities and capacity, including the following items.

1) Water

A 16 inch water main exists in Beavercreek Road, an 8 inch main exists in Meyers Road and 8 and 12 inch water mains loop around the High School building itself. The 8 inch main in Meyers is well looped to the 16 inch main in Glen Oak Road via 8 inch lines in High School Lane, Quaking Aspen Avenue and Coast Redwood Avenue. There is good capacity in the system in vicinity of the High School site.

2) Sanitary sewer

There is no sanitary sewer at the present time in Beavercreek Road near the High School. There is a short section of 8 inch sanitary sewer in Meyers Road near the High School Building and some sewer extensions up Coast Redwood Avenue and Quaking Aspen Avenue. The main sewer truck line in the area exists in Glen Oak Road to the south. We expect for the proposed Transportation Facility, that either a sewer extension to the site or pumping the new facilities waste to the existing sewer line or a combination of both will be needed.

3) Storm water management

There are storm drainage facilities existing on the High School campus and storm drain facilities in adjoining streets. However, all existing facilities are likely to high in elevation to be able to be put to use in for the proposed Transportation facility and therefore new storm water facilities will be necessary for the Transportation facility. Fortunately the northerly portion of the site is crossed by a wetland and drainage way and the Transportation facility will be directed towards the existing wetland and drainage way with water quality and detention facilities incorporated into the site improvements upstream of drainage way outlet.

The storm water management for the Meyers Road extension and if the Loder Road extension to High School Lane were required, could be more problematic. The Meyers Road extension should have a single facility for all of the extension that still is to be constructed east of the unnamed tributary that crosses the Meyers Road extension, but as the most logical location facility would be on a parcel beyond the boundaries of the School or City parcels in the area, some form of temporary facility may be necessary. A Loder extension to High School Lane would compound problems by not only needing additional storm water management problems but also cutting through existing storm water management facilities on the High School site.

4) Easements

See Exhibit A – Title Reports:

At Tax Lot 1100:

Portland General Electric Company – recorded June 10, 1958, Fee No. 8426, Deed Records

Pacific Northwest Pipeline Corporation – recorded October 27, 1959, Fee No. 19705, Deed Records (Corrected August 10, 1960, Fee No. 14286, Deed Records)

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At Tax Lot 1200:

W.V.S. Railroad Right of Way (affects Parcel V)

Clackamas Southern Railway Company, an Oregon Corporation – recorded March 16, 1914, Book 134, Page 389 for Railroad (affects Parcel IV)

Portland General Electric Company – recorded May 1, 1956, Book 510, Page 206 for electric power lines and poles and appurtenant equipment (affects Parcel III)

Portland General Electric Company – recorded June 2, 1958, Book 540, Page 673 for electric power transmission lines (affects Parcel IV)

Portland General Electric Company – recorded May 26, 1958, Book 541, Page 268 for electric transmission lines and appurtenances (affects Parcel VIII)

Portland General Electric Company – recorded July 3, 1958, Book 542, Page 292 to erect, maintain, repair, rebuild, operate and patrol electric power transmission lines, structures and appurtenant signal lines (affects Parcel III)

Portland General Electric Company – recorded March 6, 1959, Book 552, Page 133 (affects Parcels V, VI and VII)

Pacific Northwest Pipeline Corporation (El Paso Natural Gas Company, successor) – recorded October 15, 1959, Book 563, Page 54 – for Right-of-Way [Corrected by Agreement recorded August 10, 1960, Book 575, Page 275] (affects Parcel VIII)

Portland General Electric Company – recorded June 30, 1975, Recorder's Fee No. 75 21417 for underground electric power lines and appurtenances (affects Parcel VIII)

Waiver of Remonstrance – recorded June 17, 1993, Recorder's Fee No. 93 41874 (affects Parcel VI)

Boundary Line Agreement – recorded April 22, 1994, Recorder's Fee No. 94-050084 and by Instrument recorded June 17, 1994, Recorder's Fee No. 94-050228 between Oregon City School District No. 62; Pearl R. Hunt, Trustee of the Hunt Family Revocable Living Trust under instrument dated September 27, 1993; Edgar L. Hunt and Pearl Hunt; and James C. Ventura and Dyan L. Ventura (affects Parcel VIII and others)

City of Oregon City – recorded November 28, 1994, Recorder's Fee No. 94091440, slope easement (affects northerly of and adjacent to the centerline of relocated Glenn Oaks Road Variable in width of Parcel IV)

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At Tax Lot 1300:

Portland General Electric Company – recorded March 6, 1959; Book 552, page 133, Fee No. 3742, Deed Records

W.V.S Railroad Right of Way

At Tax Lot 1301:

Portland General Electric Company – recorded March 6, 1959; Book 552, page 133, Fee No. 3743, Deed Records

At Tax Lot 1302:

Portland General Electric Company – recorded March 6, 1959; Book 552, page 133, Deed Records

At Tax Lot 1380:

Portland General Electric Company – recorded September 2, 1950; Book 436, page 503 for erection, construction, maintenance, operation, and electric transmission line or lines

Portland General Electric Company – recorded May 1, 1956; Book 510, page 206 for electric power lines and poles and appurtenant equipment

*Portland General Electric Company – recorded July 3, 1958
To erect, maintain, repair, rebuild, operate and patrol electrical power transmission lines, structures, and appurtenant signal lines*

At Tax Lot 1400:

City of Oregon City – October 06, 2003; Fee No. 2003-134815 for “slope”

City of Oregon City – December 15, 2006; Fee No. 2006-115524 for permanent traffic barricade

Note: Potential utility easement through the City’s future park site to the south of the proposed Transportation Maintenance Facility is currently being discussed with City of Oregon City Parks Department.

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Existing Conditions Submittal Requirements; 2. Maps and Plans:

- a. Existing conditions site plan. Drawn at a minimum scale of one-inch equals one hundred feet (one inch=one hundred feet) that shows the following items. At least one copy must be eight and on-half inches × eleven inches in size, and black and white reproducible.
- 1) Date, north point, and scale of drawing.
 - 2) Identification of the drawing as an existing conditions site plan
 - 3) Proposed development boundary
 - 4) All parking, circulation, loading and service areas, including locations of all carpool, vanpool and bicycle parking spaces as required in Chapter 52 of this title.

At Existing High School: Only 96 bicycle spaces currently exist at the High School Campus. None are covered. Because of the underutilization of these bicycle parking spaces, the Applicant is requesting a relaxation of the bicycle parking requirements at this facility. Furthermore, the required 43 vanpool parking areas are not marked; Applicant proposes marking in a future phase of development.

At Proposed New Transportation Maintenance Facility: See attached Site Plans for compliance with Chapter 52. Note that, in calculating required bicycle parking at the proposed new Transportation Maintenance Facility, we have exempted the spaces for school district vehicles, since trips with these vehicles cannot be converted to bicycle trips. Only the staff/visitor parking area (150 cars) has been used to calculate bicycle parking at the Transportation Maintenance portion of the Site.

Refer also to Exhibit I – Vehicular Circulation Routes.

- 5) Contour lines at two-foot contour intervals for grades zero to ten percent, and five-foot intervals for grades over ten percent.

See attached Site Plans.

- 6) A site plan or plans, to scale, for the General Development Plan site and surrounding properties containing the required information identified in:
- a) Chapter 17.62.040.A(1), (2), (3), (4), (5), (6), (7), (9), (11), (12), (13), (14), and (15)

See attached Site Plans:

LU0.1 – Existing Conditions Site Plan

LU0.2 – Proposed Campus Site Plan

LU0.3 – Detail Development Site Plan

C1.2 - Existing Conditions

C2.1 - On Site Wateline & Sanitary Sewer Plan

C2.2 - Public Waterline Plan

C2.3 - Public Sanitary Sewer Plan

C3.1 - On Site Storm Drain Plan

C4.1 - On Site Parking Lot Grading & Erosion Control Plan

C5.1 - Public Street & Storm Drain Plan

C5.2 - Public Street & Storm Drain Plan

C7.3 - Late Construction Erosion & Sediment Control Plan

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b) Chapter 17.62.040.B

See attached Sheets LUL1.0 – Planting Schedule and Notes and LUL1.1 – Planting Plan.

See attached Sheet L1.2 - Tree Mitigation Plan – High School Site for proposed planting of trees at the High School as partial mitigation for trees being remove at Transportation Maintenance Facility Site.

See attached L1.3 - Tree Mitigation Plan – Holcomb Elementary Site for proposed planting of trees at the High School as partial mitigation for trees being remove at Transportation Maintenance Facility Site.

c) Chapter 17.62.040.F

Legal Descriptions; High School & Associated Playfields:

Tax Lot # 1100 - Tax Assessor Map Number: 3-2E-09D-01100:

In the County of Clackamas and State of Oregon

Parcel A: Part of the Andrew Hood D. L. C. in T. 3 S., R. 2 E., of the W.M., described as follows:

Beginning at a point North 7.09 chains from a point North 89° 24' West 8.89 chains from the common corner of Sections 9, 10, 15, and 16, T. 3 S., R. 2 E., of the W.M.; thence North 275.22 feet to the South boundary of that certain tract conveyed by Thomas Blackburn and wife, to Charles A. Baxter and wife, by deed recorded in Book 224, page 304, Deed Records; thence tracing the South line of said Gilbert tract South 89° 24' East a distance of 1092.3 feet to the center of the County Road; thence tracing the center of the County Road South 40° 45' East 130.54 feet; thence North 89° 24' West 321.26 feet; thence South 175 feet to the South Boundary of that certain tract described in Deed from Charles Derrick and wife, to Raymond Rilance and wife by deed recorded in Book 242, page 302, Deed Records; thence tracing said South boundary of the Rilance tract North 89° 24' West a distance of 836.82 feet to the place of beginning.

EXCEPT that part lying within the boundary of the County Roads.

ALSO EXCEPT a tract of land conveyed to William F. Essig, et us, by deed recorded March 16, 1955, in Clackamas County Deed Book 493, page 184.

Parcel B: A part of the D.L.C. of Andrew Hood and wife, in T. 3 S., R. 2 E., of the W.M., described as follows:

Beginning at the Southwest corner of a certain 5 acre tract of land deeded by Christian Muralt and Erma Muralt, his wife, to E. W. Hornshuh on March 4, 1908 and which deed is recorded in Book 102, page 516, Deed Records of Clackamas County, Oregon, running thence South 6/34 chains; thence East 34.31 chains to the middle of the County Road known as the Oregon City and Ringo Road; thence Northwesterly along the center or the said road 8.37 chains to the Southeast corner of the above tract of land; thence West 28.95 chains to the place of beginning.

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EXCEPT that parcel described in deed from Thomas Blackburn and wife to Clackamas Southern Railway Company recorded in Book 134, page 394, Deed Records.

ALSO EXCEPT a tract of land conveyed to William F. Essig, et ux, by deed recorded March 16, 1955 in Clackamas County Deed Book 493, page 184.

FURTHER EXCEPTING THEREFROM that portion in County Road.

Tax Lot # 1200 - Tax Assessor Map Number: 3-2E-09D-01200:

Parcel I:

A tract of land situated in the Andrew Hood Donation Land Claim, in Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the Southeast corner of Section 9, Township 3 South, Range 2 East, of the Willamette Meridian; thence South 89° 45' 45" West along the South line of said Section 9, a distance of 1773.94 feet to a point; thence North 0° 50' 15" West a distance of 1164.10 feet to the Southwest corner of a certain 5 acre tract of land deeded to E.W. Hornshuh on March 4, 1908 in Book 102, Page 516 Deed Records; thence North 89° 45' 45" East along the South line of said Hornshuh Tract, a distance of 1572.97 feet to the Southwest corner of that certain tract of land conveyed to Lanora L. Parker on June 3, 1964 and recorded in Book 33, Page 657, Miscellaneous Records; thence North 0° 50' 15" West along the West line of said Parker Tract a distance of 16.5 feet to the most Southerly corner of that certain tract of land conveyed to James C. Lee and Helen M. Lee, husband and wife, on July 12, 1966, recorded in Book 676, Page 538, Deed Records; thence South 46° 53' 00" West along the Southwesterly extension of the Southeasterly line of said Lee Tract 11.00 feet to an existing fence line and the most Westerly corner of that tract of land described in document recorded November 3, 1975 as Recorder's Fee No. 75-32201, Film Records, and the true point of beginning of the tract of land herein to be described; thence South 42° 32' East along the existing fence line 6.39 feet, more or less, to an iron pipe at a fence corner; thence North 46° 45' East along an existing fence 203.00 feet, more or less, to the Southwesterly right of way line of Beavercreek Road, also known as Market Road No. 11, passing over an iron pipe 0.49 feet back; thence South 46° 45' East 30.00 feet to the center of Beavercreek Road; thence North 40° 45' West along said road 236.00 feet to the most Northerly corner of the Lee Tract; thence South 49° 00' West along the Northwesterly boundary of the Lee Tract 233.00 feet to an iron pipe as disclosed by land surveys filed with the County Surveyor as Nos. 218 and 12168, being the most Westerly corner of the Lee Tract and the most Northerly corner of that tract of land described in document recorded November 3, 1975 as Recorder's Fee No. 75-32200, Film Records; thence South 42° 32' 20" East 228.78 feet to a point that bears South 46° 53' West 0.50 feet from the true point of beginning; thence North 46° 53' East 0.50 feet to the true point of beginning.

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Parcel II:

A part of the Andrew Hood Donation Land Claim No. 44 in Section 9, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Commencing at a stone, scribed with an "X", marking the section corner common to Sections 9, 10, 15 and 16, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon; thence along the line common to said Section 9 and 16, North 89° 52' 19" West, 1758.90 feet to a point; thence leaving said line, North 00° 26' 02" West, 744.10 feet to 1-1/4 inch iron pipe; thence North 89° 49' 28" East, 110.16 feet to a 1-1/4 inch iron pipe; thence running along the exiting chain link fence line North 89° 59' 28" East, 1076.76 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "Mason"; thence running along a wire fence line the following 2 courses: South 89° 41' 43" East 457.08 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "Compass Corp."; thence North 49° 27' 44" East, 412.18 feet to a 5/8" iron rod with yellow plastic cap stamped "Compass Corp" (on the Southwesterly right-of-way of Beaver Creek Road (Market Road No. 11, 30 feet from centerline), from which a 1/2 inch diameter iron pipe at Station 108+74.97 bears South 40° 27' 34" East, 588.32 feet; thence along said right-of-way North 40° 27' 34" West, 182.59 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "Compass Corp.", and being the point of beginning of Boundary Line Agreement recorded June 17, 1994, Fee No. 94-050227 and the point of beginning of the herein described premises; thence running along the existing chain link fence line South 88° 48' 00" West, 259.09 feet to a 5/8 inch iron rod with yellow plastic cap stamped "Compass Corp."; thence North 41° 12' 32" West, 28.89 feet to a 1/4 inch iron pipe at the most Southerly corner of that tract of land described in Deed to Kyle R. Kaser and Stella M. Kaser, recorded in Deed Fee No. 75-32201, Clackamas County Deed Records, and also being the terminus of said Boundary Agreement Line; thence Northeasterly along the Southeasterly line of said Kaser tract 203 feet, more or less, the Southwesterly right-of-way line of Beaver Creek Road; thence Southeasterly along said Southwesterly right-of-way of Beaver Creek Road to the place of beginning.

Parcel III:

A part of A. Hood Donation Land Claim, situated in Sections 9 and 10, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon:

Beginning at the Northwest corner of a tract of land deeded by C. Muralt and wife to E.W. Honshuh, on March 4, 1908, which deed is recorded in Book 102, Page 516 of records of Clackamas County, Oregon; running thence South 442.2 feet; thence East 2161.5 feet to center of Oregon City and Ringo County Road; thence Northwesterly along center of said County Road to Northeast corner of above Hornshuh Tract of land; thence West 1787.28 feet to the place of beginning.

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The strip of land intended to be conveyed is more particularly described as follows:

Beginning at the Southwest corner of the above mentioned property; thence North along West boundary of said property a distance of 166.8 feet, more or less; thence Southeasterly and 30 feet parallel with the center line of said Railway as the same is now surveyed, located and marked with stakes, over, upon and across said land a distance of 181.2 feet, more or less, to a point in the South line of said property; thence along South boundary of said property a distance of 70.6 feet, more or less, to point of beginning.

Parcel IV:

That portion of the Andrew Hood Donation Land Claim No. 44 in Section 9, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a stone on the line between Sections 9 and 16 in Township 3 South, Range 2 East, of the Willamette Meridian, 5.67 chains East of the one-quarter corner between said Sections; said point being the Southeast corner of that tract conveyed to John T. Russell by Deed Recorded April 24, 1906 in Book 95, Page 396, Deed Records; Thence North $89^{\circ} 45'$ East along the Section line 8 chains to a stone 13.67 chains East along the Section line from the one-quarter corner between said Sections 9 and 16; thence North, parallel with the West boundary of the Andrew Hood Donation Land Claim No.44, a distance of 25 chains to a stone, thence South $89^{\circ} 45'$ West parallel with the Section line 8 chains to a stone; said point being the Northeast corner of the aforementioned Russell Tract; thence South along the East line of said Russell Tract 25 chains to the point of beginning;

EXCEPTING THEREFROM that portion lying North and East of the Easterly right-of-way conveyed to Clackamas Southern Railway Company by Deed Recorded March 6, 1914 in Book 134, page 389, Deed Records.

Parcel V:

Part of the Andrew hood and wife Donation Land Claim in Section 9, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as:

Beginning at a point of the one-quarter section line of Section 9, said Township and Range, 10.70 chains South of the North line of said Hood Donation Land Claim, running thence South 3.24 chains; thence South $89^{\circ} 24'$ East 628.10 feet, more or less, to the Easterly line of the Willamette Valley Southern Railway Company right of way; running thence South $24^{\circ} 36'$ East along said Easterly line a distance of 712.94 feet, more or less, to an iron pipe 155.8 feet South of the Southwest corner of that tract of land conveyed to E. W. Hornshuh by Deed Recorded March 4, 1908, in Deed Book 102, Page 156, Deed Records of Clackamas County; running thence North 155.8 feet to the Southwest corner of E.W. Hornshuh Tract; running thence South $89^{\circ} 24'$ East along the South line of said Hornshuh Tract 1599.00 feet, more or less, to the Southwest corner of that tract conveyed to George Coleman and Irma Coleman, husband and wife, by Deed Recorded July 23, 1938 in Deed Book 249, page 11; said Records; running thence North 1 rod; running thence North $44^{\circ} 15'$ West a distance of 235.00 feet to an iron pipe; running thence North $49^{\circ} 30'$ East 233.00 feet to the center of the County Road; running thence North $40^{\circ} 45'$ West along the center of the

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County Road a distance of 494.7 feet, more or less, to the Northeast corner of that tract of land conveyed to E.W. Hornshuh by Deed Recorded January 7, 1910, in Deed Book 114, Page 12; running thence North 89°24' West along the North line of the last mentioned Hornshuh Tract, a distance of 33.15 chains, more or less, to the point of beginning.

EXCEPTING THEREFROM part of the Andrew Hood Donation Land Claim No. 44, in Section 9, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at a point on the Easterly line of the Willamette Valley Southern Railway Companys right of way, being South 89° 24' East 628.10 feet and South 920.04 feet from the Northwest corner of said claim; thence South 23° 23' 20" East 712.94 feet to an iron pipe South 0° 50' 15" East 155.8 feet from the Southwest corner of that tract of land conveyed to E.W. Hornshuh by Deed Recorded March 14, 1908, in Book 102, Page 156, Deed Records and the true point of beginning of the tract herein described; thence North 0° 50' 15" West 155.8 feet to the Southwest corner of said Hornshuh Tract; thence North 89° 45' 45" East along the South line of said Hornshuh Tract 1572.97 feet to a point South 0° 50' 15" East 16.5 feet from the most Southerly corner of that tract of land conveyed to Kyle R. Kaser, et ux, by Deed Recorded October 30, 1970, Fee No. 70-24574; thence North 0° 50' 15" West 16.5 feet to the most Southerly corner of said Kaser Tract; thence North 45° 25' 10" West along the Westerly line of said Kaser Tract 235.00 feet to the Northwest corner thereof; thence North 49° 03' 30" East along the Northerly line of said Kaser Tract 34.09 feet to a point; thence South 89° 45' 45" West parallel with the South line of said Hornshuh Tract 1586.00 feet to the Easterly line of the Willamette Valley Southern Railway Companys right of way; thence South 23° 23' 20" East along said right of way line to the true point of beginning.

AND FURTHER EXCEPTING part of the Andrew Hood Donation Land Claim, in Section 9, Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point on the North-South one-quarter section line of said Section 9, a distance of 706.2 feet South of the North line of said Hood Donation Land Claim; thence South 89° 24' East to the Southwesterly right of way line of Market Road No. 11, said point being on the South line of that tract of land conveyed to Virgil D. Webb, et ux, by Deed Recorded August 9, 1965, in Book 661, Page 216, Fee No. 13239, Deed Records; said point further being the true pace of beginning of that tract herein; thence Southeasterly along the Southwesterly right of way line of Market Road No. 11, a distance of 220 feet to a point; thence North 89° 24' West, parallel with the South line of said Webb Tract, a distance of 670 feet to a point; thence Northwesterly parallel with the Southwesterly right of way line of Market Road No. 11, a distance of 220 feet to the South line of said Web Tract; thence South 89° 24' East along said South line a distance of 670 feet to the true place of beginning.

Parcel VI:

Part of the Andrew Hood Donation Land Claim in Section 9, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

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Beginning at a point on the North-South one-quarter section line of said Section 9, a distance of 706.2 feet South of the North line of said Hood Donation Land Claim; thence South 89° 24' East to the Southwesterly right of way line of Market Road No. 11, said point being on the South line of that tract of land conveyed to Virgil D. Webb, et ux, by Deed Recorded August 9, 1965, Book 661, Page 216, Fee No. 13239, Deed Records; said point further being the true place of beginning of the tract herein; thence Southeasterly along the Southwesterly right of way of Market Road No. 11, a distance of 220 feet to a point; thence North 89° 24' West, parallel with the South line of said Webb Tract, a distance of 670 feet to a point; thence Northwesterly parallel with the Southwesterly right of way line of Market Road No. 11, a distance of 220 feet to the South line of said Webb Tract; thence South 89° 24' East along the South line a distance 670 feet to the true point of beginning.

Parcel VII:

Part of the Andrew Hood Donation Land Claim No. 44 in Section 9, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at a point on the Easterly line of the Willamette Valley Southern Railway Companys right of way, being South 89° 24' East 628.10 feet and South 920.04 feet from the Northwest corner of said claim; thence South 23° 23' 20' East 712.94 feet to an iron pipe South 0° 50' 15" East 155.8 feet from the Southwest corner of that tract of land conveyed to E. W. Hornshuh by Deed Recorded March 14, 1908, Book 102, Page 156, Deed Records and the true point of beginning of the tract herein described; thence North 0° 50' 15" West 155.8 feet to the Southwest corner ;of said Hornshuh Tract; thence North 89° 45' 45" East along the South line of said Hornshuh Tract 1572.97 feet to a point South 0° 50' 15" East 16.5 feet from the most Southerly corner of that tract of land conveyed to Kyle R. Kaser, et ux, by Deed Recorded October 30, 1970, Fee No. 70-24574; thence North 0° 50' 15" West 16.5 feet to the most Southerly corner of said Kaser Tract; thence North 45° 25' 10" West along the Westerly line of said Kaser Tract 235.00 feet to the Northwest corner thereof; thence North 49° 03' 30" East along the Northerly line of said Kaser Tract 34.09 feet to a point; thence South 89° 45' 45" West parallel with the South line of said Hornshuh Tract 1586.99 feet to the Easterly line of the Willamette Valley Southern Railway Companys right of way; thence South 23° 23' 20" East along said right of way line to the true point of beginning.

Tract VIII:

A part of the Donation Land Claim of Andrew Hood and wife, in Township 3 South, Range 2 East, of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the Southwest corner of a certain 5 acre tract of land deeded by Christian Muralt and Erma Muralt, his wife, to E.W. Hornshuh on March 4, 1908 and which deed is recorded in Book 102, page 516, Deed Records of Clackamas County, Oregon, running thence South 6.34 chains; thence East 34.31 chains to the middle of the County Road known as the Oregon City and Ringo Road; thence Northwesterly along the center of said road 8.37 chains to the Southeast corner of the above tract of land; thence West 28.82 chains to the place of beginning.

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EXCEPT that parcel described in Deed from Thomas Blackburn and wife to Clackamas Southern Railway Company Recorded in Book 134, Page 394, Deed Records.

ALSO EXCEPT a tract of land conveyed to William F. Essig et ux, by Deed Recorded March 16, 1955 in Clackamas County Deed Book 493, Page 184.

ALSO EXCEPTING THEREFROM:

A Tract of land in Sections 9 and 10, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, described as follows:

Beginning at the Northwest corner of GLEN OAKS CREST ADDITION NO. 2, a duly recorded town plat in Clackamas County; thence South 89° 47' 03" East tracing the North line of said plat, 598.04 feet to a 5/8 inch x 30 inch iron rod; thence North 2° 17' 20" East 177.93 feet to the Southwest corner of that tract conveyed to Milton O. Essig and O. Natalie Essig, husband and wife, by Deed recorded in Book 493, Page 184, Deed Records; thence continuing North 2° 17' 20" East 72.89 feet (called North 2° 08' East 73.00 feet in Deed to Essig) to a 3/4 inch pinched pipe; thence North 49° 24' 20" East deflecting 47° 07' right from the previous course (as called in the Deed to Essig) and running a distance of 159.83 feet to the Southwest right-of-way line of Beaver Creek Road; thence tracing said right-of-way line North 40° 30' 40" West 250.00 feet to a 5/8 inch x 30 inch iron rod; thence South 49° 24' 20" West 412.18 feet to a 5/8 inch x 30 inch iron rod; thence North 89° 47' 03" West 437.08 feet to a 5/8 inch x 30 inch iron rod; thence South 00° 38' East 275.22 feet to a 5/8 inch x 30 inch rod in the Westerly projection of the North line of GLEN OAKS CREST ADDITION NO. 2; thence South 89° 47' 03" East along the Westerly projection of said North line 200.00 feet to the Northwest corner of GLEN OAKS CREST ADDITION NO. 2, and the place of beginning.

Tax Lot # 1300 - Tax Assessor Map Number: 3-2E-09D-01300:

In the County of Clackamas and State of Oregon

Part of the Andrew Hood and wife D. L. C. in Section 9, Township 3 South, Range 2 East, of the W.M., described as:

Beginning at a point on the one-quarter section line of Section 9, said Township and Range, 10.70 chains south of the north line of said Hood D. L. C., running thence South 3.24 chains; thence South 89° 24' East 628.10 feet, more or less, to the easterly line of the Willamette Valley Southern Railway Company right of way; running thence South 24° 36' East along said easterly line a distance of 712.94 feet, more or less, to an iron pipe 155.8 feet south of the southwest corner of that tract of land conveyed to E.W. Hornshuh by Deed recorded March 14, 1908, in Deed Book 102, page 156, Deed Records of Clackamas County, Oregon; running thence North 155.8 feet to the southwest corner of E. W. Hornshuh tract; running thence South 89° 24' along the south line of said Hornshuh tract 1599.00 feet, more or less, to the southwest corner of that tract conveyed to George Coleman and Irma Coleman, husband and wife, by Deed recorded July 23, 1938 in Deed Book 249, page 11; said Records; running thence North 1 rod; running thence North 44° 45' West a distance of 235.00 feet to an iron pipe; running thence North 49° 30' East 233.00 feet to the center of the County Road;

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running thence North 40° 45' West along the center of the County Road a distance of 494.7 feet, more or less, to the northeast corner of that tract of land conveyed to E. W. Hornshuh by Deed recorded January 7, 1910, in Deed Book 114, page 12; running thence North 89° 24' West along the north line of the last mentioned Hornshuh tract, a distance of 33.15 chains, more or less, to the point of beginning.

EXCEPTING THEREFROM part of the Andrew Hood D.L.C. No. 44, in Section 9, Township 3 South, Range 2 East, of the W.M., described as follows:

Beginning at a point on the easterly line of the Willamette Valley Southern Railway Company's right of way, being 89° 24' East 628.10 feet and South 920.04 feet from the northwest corner of said claim; thence South 23° 23' 20" East 712.94 feet to an iron pipe South 0° 50' 15" East 155.8 feet from the southwest corner of that tract of land conveyed to E. W. Hornshuh by Deed recorded March 14, 1908, in Book 102, page 156, Deed Records and the true point of beginning of the tract herein described; thence North 0° 50' 15" West 155.8 feet to the southwest corner of said Hornshuh tract; thence 89° 45' 45" East along the south line of said Hornshuh tract 1572.97 feet to a point South 0° 50' 15" East 16.5 feet from the most southerly corner of that tract of land conveyed to Kyle R. Kaser, et ux, by Deed recorded October 30, 1970, Fee No. 70 24574; thence North 0° 50' 15" West 16.5 feet to the most southerly corner of said Kaser tract; thence North 45° 25' 10" West along the westerly line of said Kaser tract 235.00 feet to the northwest corner thereof; thence North 49° 03' 30" East along the northerly line of said Kaser tract 34.09 feet to a point; thence South 89° 45' 45" West parallel with the south line of said Hornshuh tract 1586.00 feet to the easterly line of the Willamette Valley Southern Railway's right of way; thence South 23° 23' 20" East along said right of way line to the true point of beginning.

AND FURTHER EXCEPTING part of the Andrew Hood D.L.C. in Section 9, Township 3 South, Range 2 East, of the W.M., more particularly described as follows:

Beginning at a point on the north-south one-quarter section line of said Section 9, a distance of 706.2 feet south of the north line of said Hood D.L.C.; thence South 89° 24' East to the southwesterly right of way line of Market Road No. 11, said point being on the south line of that tract of land conveyed to Virgil D. Webb, et ux, by Deed recorded August 9, 1965, in Book 661, page 216, Fee No. 13239; Deed Records; said point further being the true place of beginning of the tract herein; thence Southwesterly along the southwesterly right of way line of Market Road No. 11, a distance of 220 feet to a point; thence North 89° 24' West, parallel with the South line of said Webb tract, a distance of 670 feet to a point; thence Northwesterly parallel with the southwesterly right of way line of Market Road No. 11, a distance of 220 feet to the south line of said Webb tract; thence South 89° 24' East along said south line a distance of 670 feet to the true place of beginning.

Tax Lot # 1301 Tax Assessor Map Number: 3-2E-09D-01301:

In the County of Clackamas and State of Oregon:

Part of the Andrew Hood and wife D. L. C. in Section 9, Township 3 South, Range 2 East, of the W.M., described as:

Beginning at a point on the easterly line of the Willamette Valley Southern Railway Company's right of way, being 89° 24' East 628.10 feet and South 920.04 feet from the northwest corner of said claim; thence South 23° 23' 20" East 712.94 feet to an iron

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pipe South 0° 50' 15" East 155.8 feet from the southwest corner of that tract of land conveyed to E. W. Hornshuh by Deed recorded March 14, 1908, in Book 102, page 156, Deed Records and the true point of beginning of the tract herein described; thence North 0° 50' 15" West 155.8 feet to the southwest corner of said Hornshuh tract; thence 89° 45' 45" East along the south line of said Hornshuh tract 1572.97 feet to a point South 0° 50' 15" East 16.5 feet from the most southerly corner of that tract of land conveyed to Kyle R. Kaser, et ux, by Deed recorded October 30, 1970, Fee No. 70 24574; thence North 0° 50' 15" West 16.5 feet to the most southerly corner of said Kaser tract; thence North 45° 25' 10" West along the westerly line of said Kaser tract 235.00 feet to the northwest corner thereof; thence North 49° 03' 30" East along the northerly line of said Kaser tract 34.09 feet to a point; thence South 89° 45' 45" West parallel with the south line of said Hornshuh tract 1586.00 feet to the easterly line of the Willamette Valley Southern Railway's right of way; thence South 23° 23' 20" East along said right of way line to the true point of beginning.

Tax Lot # 1302 - Tax Assessor Map Number: 3-2E-09D-01302:

Part of the Andrew Hood D.L.C in Section 9, Township 3 South, Range 2 East of the Willamette Meridian, in the County of Clackamas and State of Oregon, more particularly described as follows:

Beginning at a point on the North-south one-quarter section line of said Section 9, a distance of 706.2 feet South of the North line of said Hood D.L.C.; thence South 89°24' East to the Southwesterly right of way line of Market Road No. 11, said point being on the South line of that tract of land conveyed to Virgil D. Webb, et ux, by deed recorded August 9, 1965, Book 661, Page 216, Fee No. 13239, Deed Records; said point further being the true place of beginning of the tract herein; thence Southeasterly along the Southwesterly right of way line of Market Road No. 11, a distance of 220 feet to a point; thence North 89°24' West, parallel with the South line of said Webb tract, a distance of 670 feet to a point; thence Northwesterly parallel with the Southwesterly right of way line of Market Road No. 11, a distance of 220 feet to the South Line of said Webb tract; thence South 89°24' East along said South line a distance of 670 feet to the true point of beginning.

Tax Lot # 1380 (40 Foot Strip Including Triangle – Hunt Property – Between Tax Lots 900 and 1300):

A tract of land situated in the Southeast one-quarter of Section 9, Township 3 South, Range 2 East, Western Meridian, Clackamas County, Oregon, being more particularly described as follows:

*Commencing at a 3-1/4" brass disc stamped "Land Dev Consultants" at the Southeast corner of said Section 9; thence along the south line thereof, North *89° 52' 19" West, 578.00 feet; thence North 00° 32' 00" West, 706.93 feet to the true point-of-beginning; thence running 40.00 feet South of and parallel with that line described in a Boundary Line Agreement recorded in Fee No. 94-050228, Clackamas County Records, South 89° 59' 28" West, 1179.65 feet to the west line of that tract of land described as Parcel I to Pearl R. Hunt, Trustee of the Hunt Family Revocable Living Trust, recorded October 16, 1997, Clackamas County Records Fee No. 97-081187; thence along said West line, North 00° 26' 02" West, 40.00 feet to a 1-1/4 inch iron pipe; thence North 00° 31' 40" West, 264.20 feet to a 1/4-inch iron pipe on the Southwesterly line of that*

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tract of land described in Deed to the Oregon City School District, recorded in Fee No. 73-19139, Clackamas County Deed Records; thence along said line, South 23° 05' 05" East, 287.17 feet to a 1-1/4 inch iron pipe on that line described in the aforementioned Boundary Line Agreement (Fee No. 94-050228); thence along said line, North 89° 59' 28" East, 1069.42 feet to a 5/8 inch iron rod with a yellow plastic cap stamped "Compass Engineering"; thence South 00° 32' 00" East, 40.00 feet to the point-of-beginning, containing 61,737 square feet (1.42 acres) more or less.

Legal Description; Recently Acquired Property for Proposed New Transportation Maintenance Facility:
Tax Assessor Map Number: 3-2E-09D-01400 (No street address assigned)

Legal Description of subject property- Tax Lot 1400:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE COUNTY OF CLACKAMAS, STATE OF OR, AND IS DESCRIBED AS FOLLOWS:

A TRACT OF LAND IN THE SOUTHEAST AND SOUTHWEST QUARTER OF SECTION 9, TOWNSHIP 3 SOUTH, RANGE 2 EAST OF THE WILLAMETTE MERIDIAN, IN THE CITY OF OREGON CITY, IN THE COUNTY OF CLACKAMAS AND STATE OF OREGON. BEING ALL OF PARCEL I AND II OF THAT PROPERTY DESCRIBED IN DOCUMENT NO. 2000-009206, CLACKAMAS COUNTY DEED RECORDS TO JOSEPH F. AND PENNEY J. SPAZIANI AND TIMOTHY J. KOTZ,

EXCEPT THEREFROM THE FOLLOWING DESCRIBED PORTION:

BEGINNING AT THE SOUTHEAST CORNER OF SAID TRACT OF LAND, A POINT ON THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 9, 374.22 FEET EASTERLY OF THE SOUTH ¼ CORNER THEROF; THENCE NORTH 00°26'46" WEST ALONG THE EAST LINE OF SAID SPAZIANI PROPERTY A DISTANCE OF 627.81 FEET TO THE CENTER LINE OF MEYERS ROAD; THENCE, SOUTH 89°59'09" WEST ALONG THE WESTERLY EXTENSION OF SAID CENTER LINE A DISTANCE OF 64.00 FEET; THENCE, NORTH 00°26'46" WEST A DISTANCE OF 49.00 FEET; THENCE SOUTH 89°59'09" WEST A DISTANCE OF 199.90 FEET TO THE SOUTHERLY WEST LINE OF SAID SPAZIANI TRACT; THENCE, SOUTH 00°26'19" EAST ALONG SAID LINE 726.15 FEET TO THE SOUTHWEST CORNER OF SAID SPAZIANI TRACT ON THE SOUTH LINE OF THE SOUTHWEST ¼ OF SAID SECTION 9; THENCE, 89°52'19" EAST ALONG SAID LINE 264.00 FEET TO THE POINT OF BEGINNING.

***Note: This legal description was created prior to January 1, 2008.**

d) Chapter 17.62.040.G.

Existing High School – No changes to existing campus lighting are anticipated.

Proposed New Transportation Maintenance Facility - See attached Site Lighting Plans:

EL0.2 - Site Plan – Lighting

LU ELO.2P - Site Plan – Lighting Photometrics

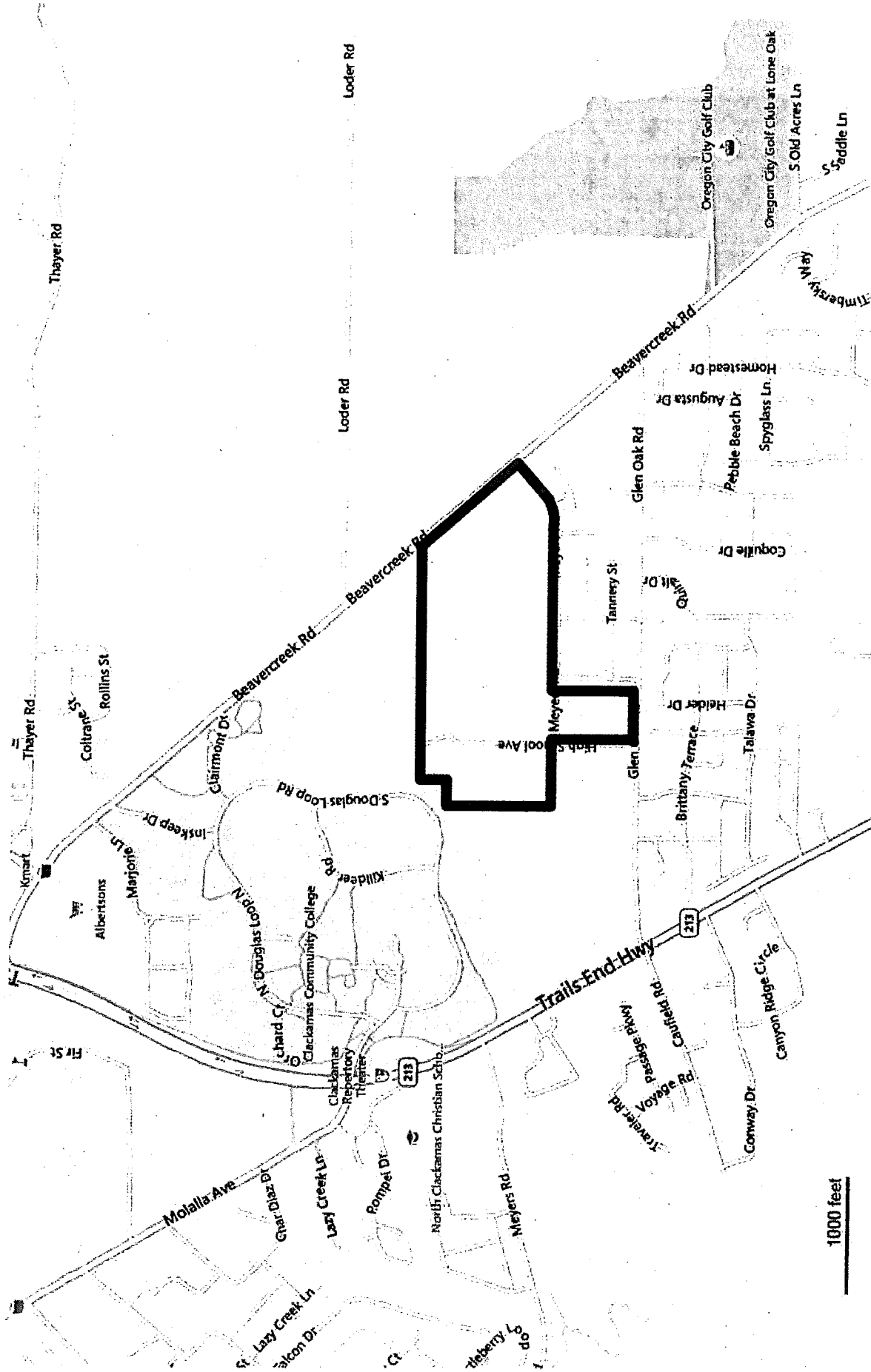
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- b. **Vicinity map. Depicting the location of the site sufficient to define its location, including identification of nearest cross streets. At least one copy of the vicinity map must be eight and one-half inches × eleven inches in size, and black and white reproducible.**

See attached Vicinity Map on next page.



VICINITY MAP



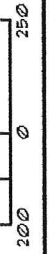
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- c. Aerial photo. Depicting the subject site and property within two hundred fifty feet of the proposed development boundaries. At least one copy of the aerial photo must be eight and one-half inches × eleven in size, and black and white reproducible.

See attached Aerial Photo on next page.



AERIAL PHOTO



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B. Proposed Development Submittal Requirements; 1. Narrative Statement

- a. The proposed duration of the general development plan.

10 years.

- b. The proposed development boundary. May also reference submitted maps or diagrams.

Northern Boundary: As shown on attached Sheet LUA0.2 – Proposed Campus Site Plan.

Eastern Boundaries: As shown on attached Sheet LUA0.2 – Proposed Campus Site Plan.

Southern Boundary: As shown on attached Sheet LUA0.2 – Proposed Campus Site Plan.

Western Boundary: As shown on attached Sheet LUA0.2 – Proposed Campus Site Plan.

- c. A description, approximate location, and timing of each proposed phase of development, and a statement specifying the phase or phases for which approval is sought under the current application. May also reference submitted maps or diagrams.

*First Phase of New Development (Phase 1): Transportation Maintenance Facility and associated site work on currently vacant portion of the site located west of High School Avenue. Anticipated Completion Date of Construction: **June 2016**. See Drawings for Site Layout, Building Floor Plans, and Elevations.*

Future Additional Phases of Development:

*Phase 2: Corrective actions to bring non-conforming conditions at High School into compliance:
3 years*

- *Landscaping at parking lot interior (islands) generally conforms to zoning requirements at the existing High School except at 2 non-conforming locations:
North Portion of parking lot besides Baseball fields
Southwestern portion of main parking lot by Gymnasium
(Installation of new planting islands at these two parking lots will occur in future phase of work.)*
- *Additional bicycle parking spaces; cover 50% of the spaces (if City rejects request to relax requirements given underutilization of existing spaces)*
- *Screening at electrical transformers and gas meters if/as required by City.*
- *Designate carpool/vanpool parking spaces at High School (43 required; only one currently designated)*

Phase 3: Softball hitting facility construction: 3 years

Phase 4: Demolition of old house, garage and barn demolition of existing greenhouse near soccer fields: 3 to 5 years

Phase 5: Tenant improvements to unfinished areas at 2nd floor of new Transportation Maintenance Facility: 5 to 10 years

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- d. An explanation of how the proposed development is consistent with the purposes of Section 17.65, the institutional zone, and any applicable overlay district.

The Existing High School and Associated Playfields

Construction of the existing High School after the City's approval of a Conditional Use Permit in 2001.

No Master Plan was required at that time.

Proposed New Transportation Maintenance Facility

The District's desire to construct a new Transportation Maintenance Facility on an adjoining parcel of property to the west of High School Avenue has triggered the preparation of this Master Plan.

The 10.5 acre site, zoned Campus Industrial (CI) with natural resource overlay due to existing wetland at north portion of the site. Proposed building is considered to be an ancillary educational facility/institutional or industrial use and is a permitted use per Section 17.37.020.

Existing wetland with 50'-0" buffer is to be retained in its existing condition. Site water detention and fencing will be provided per Civil Drawings.

- e. A statement describing the impacts of the proposed development on inventoried Goal 5 natural, historic or cultural resources within the development boundary or within two hundred fifty feet of the proposed development boundary.

The only known inventoried Goal 5 resource is the Natural Resources Overlay Zone that runs along the west and north sides of the portion of the High School Campus located west of High School Avenue. (See attached mapping of the Natural Resources Overlay Zone.) The proposed development of a new Transportation Maintenance Facility on that portion of the site should have no impact on the Natural Resource Overlay Zone since all development is located outside the Zone's boundaries. No work is envisioned to "trespass" into the wetlands on the north end of the site (which are a part of the Overlay Zone.)

See Addendum A - NROD APPLICATION AND RESPONSES TO CHAPTER 17.49 for additional information.

- f. An analysis of the impacts of the proposed development on the surrounding community and neighborhood, including:

- 1) Transportation impacts as prescribed in subsection g. below

See Subsection g below.

- 2) Internal parking and circulation impacts and connectivity to sites adjacent to the development boundary and public right-of-ways within two hundred fifty feet of the development boundary

See Exhibit C – Final Traffic Impact Study Addendum D).

Refer also too Exhibit H- Pedestrian and Bicycle Circulation Routes and Exhibit I – Vehicular Circulation Routes.

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- 3) Public facilities impacts (sanitary sewer, water and storm water management) both within the development boundary and on city-wide systems

Water system extensions will follow to the public street extensions that may be required. A sanitary sewer extension across the park parcel may be one option to serve the Transportation facility or a sewer extension of the sewer line at Quaking Aspen Avenue across Meyers Road may be the more likely scenario. Storm water management facilities will be limited to those to serve public street extensions, and some coordination between the School District, City Parks and City Public Works will be needed to finalize City facilities.

- 4) Neighborhood livability impacts

The proposed new Transportation Maintenance Facility will generate some noise, but the site is located with significant separation to neighboring residential areas. (The proposed facility is bounded on the north by the in situ wetland, on the east by High School playfields, on the south by a future City park, and on the west by vacant land zoned Campus Industrial (CI).

The attached Traffic Impact Study indicates no adverse impact due to the proposed new Transportation Maintenance Facility:

“Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no specific mitigations are recommended.”

“Based on the detailed review of crash history at the study area intersections, no significant safety hazards were identified and no specific mitigations are recommended.”

As designed, a benefit of the proposed new Transportation Maintenance Facility to the neighborhood will be the reduction in demand for on street parking. The staff/visitor parking lot being provided at the southeast corner of the Transportation Maintenance Facility portion of the High School Campus will be available for after-hours use by the public using both the High School playfields and the future City Park.

- 5) Natural, cultural and historical resource impacts within the development boundary and within two hundred fifty feet of the development boundary.

The wetlands on the northern area of the Transportation Maintenance Facility portion of the site has been delineated and no construction is planned within 50 foot buffer surrounding the wetlands.

Natural Resource Overlay Zone: As indicated on attached Map a Natural Resource Overlay Zone abuts the west edge of the property where the new Transportation Maintenance Facility is to be located and the zone overlaps into the northern wetland area of the site. No development will occur in the Overlay Zone.

See Addendum A - NROD APPLICATION AND RESPONSES TO CHAPTER 17.49 for additional information.

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- g. A summary statement describing the anticipated transportation impacts of the proposed development. This summary shall include a general description of the impact of the entire development on the local street and road network, and shall specify the maximum projected average daily trips, projected AM and PM peak hour traffic and the maximum parking demand associated with build-out each phase of the master plan.

Refer to attached Traffic Impact Study prepared by Lancaster Engineering.

- h. In addition to the summary statement of anticipated transportation impacts, an applicant shall provide a traffic impact study as specified by city requirements. The transportation impact study shall either:

- 1) Address the impacts of the development of the site consistent with all phases of the general development plan; or

See attached Traffic Impact Study prepared by Lancaster Engineering.

- 2) Address the impacts of specific phases if the city engineer determines that the traffic impacts of the full development can be adequately evaluated without specifically addressing subsequent phases.

See attached Traffic Impact Study prepared by Lancaster Engineering regarding proposed new Transportation Maintenance Facility.

- 3) If an applicant chooses to pursue option 2, the applicant may choose among three options for implementing required transportation capacity and safety improvements:

- a) The General Development Plan may include a phasing plan for the proposed interior circulation system and for all on-site and off-site transportation capacity and safety improvements required on the existing street system as a result of fully implementing the plan. If this option is selected, the transportation phasing plan shall be binding on the applicant.

- b) The applicant may choose to immediately implement all required transportation safety and capacity improvements associated with the fully executed general development plan. If this option is selected, no further transportation improvements will be required from the applicant. However, if a general development plan is later amended in a manner so as to cause the projected average daily trips, the projected AM or PM peak hour trips, or the peak parking demand of the development to increase over original projections, an additional transportation impact report shall be required to be submitted during the detailed development plan review process for all future phases of the development project and additional improvements may be required.

Traffic Impact Study does not identify any needed capacity and/or safety improvements.

- i. The applicant may defer implementation of any and all capacity and safety improvements required for any phase until that phase of the development reaches the detailed development plan stage. If this option is selected, the applicant shall submit a table linking required transportation improvements to vehicle trip thresholds for each development phase.

Not Applicable

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j. The applicant or city staff may propose objective development standards to address identified impacts that will apply within the proposed development on land that is controlled by the institution. Upon approval of the general development plan, these standards will supersede corresponding development standards found in this code. Development standards shall address at least the following:

1) **Pedestrian, bicycle and vehicle circulation and connectivity;**

Proposed extension of Meyers Road along south boundary of site shall include sidewalks and bicycle lanes per City Street Standards. See discussions within this narrative re: width of Meyers Road extension.

2) **Internal vehicle and bicycle parking;**

High School Vehicle Parking: 1,038 parking spaces exist on site; 25 of which are ADA accessible spaces. Exceeds parking required by Zoning Code.

High School Bicycle Parking: 96 bicycle parking spaces exist; due to underutilization of these bicycle parking spaces, applicant proposes providing no additional bicycle parking spaces.

Proposed New Transportation Maintenance Facility Vehicle Parking: 138 parking spaces are proposed for staff and visitors. (5 of the spaces would be ADA compliant accessible spaces.)

Proposed New Transportation Maintenance Facility Bicycle Parking: 8 spaces are proposed. 4 spaces to be covered at exterior of building, adjacent to Drivers Break 119.

See Exhibit H- Pedestrian and Bicycle Circulation Routes and Exhibit I – Vehicular Circulation Routes for routing of pedestrians, bicycles and vehicle traffic on the campus.

3) **Building setbacks, landscaping and buffering;**

Setbacks of existing and proposed buildings are indicated on attached Sheets LUA0.2 – Proposed Campus Site Plan and LUA0.3 – Detail Development Site Plan.

See attached Sheets LUL1.0 – Planting Schedule and Notes and LUL1.1 – Planting Plan for landscaping and buffering.

4) **Building design, including pedestrian orientation, height, bulk, materials, ground floor windows and other standards of Chapter 17.62; and**

To illustrate intended conformance with standards of Chapter 17.62, we have attached the following pertinent Drawings:

Overall High School Campus

LUA0.1 – Existing Conditions Site Plan

LUA0.2 – Proposed Campus Site Plan

Proposed New Transportation Maintenance Facility

LUA0.3 – Detail Development Site Plan

LUA1.1 – First Floor Plan

LUA1.2 – Second Floor Plan

LUA2.1 – Exterior Elevations

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C1.2 - Existing Conditions

C2.1 - On Site Wateline & Sanitary Sewer Plan

C2.2 - Public Waterline Plan

C2.3 - Public Sanitary Sewer Plan

C3.1 - On Site Storm Drain Plan

C4.1 - On Site Parking Lot Grading & Erosion Control Plan

C5.1 - Public Street & Storm Drain Plan

C5.2 - Public Street & Storm Drain Plan

C7.3 - Late Construction Erosion & Sediment Control Plan

Meyers Road Extension

Exhibit G - Preliminary Meyers Road Improvements and Related Utility Extensions

Conformance with 17.62.050 Standards

Landscaping; Conformance with 17.62.050 Standards 1 a, b, c, d, e, and f: As illustrated on accompanying Site Plans of the Campus and Sheets LUL1.0 – Planting Schedule and Notes and LUL1.1 – Planting Plan (for the proposed new Transportation Maintenance Facility); landscaped areas and open playfields occupy a large percentage of the overall High School Campus.

Vehicular Access and Connectivity; Conformance with 17.62.050 Standards 2a, b, c, d, e, f, g, h, i, j, k, l and m:

See Drawings for vehicular access, parking, etc.

Sheet LUA0.1 – Existing Conditions Site Plan

Sheet LUA0.2 – Proposed Campus Site Plan

Sheet LUA0.3 – Detail Development Site Plan

Building Structures; Conformance with 17.62.050 Standard 3: Existing buildings on the High School Campus conform to this standard. The new proposed Transportation and Maintenance Facility is complementary in appearance and employs a variety of exterior materials to provide an attractive and welcoming look. A combination of painted concrete, smooth and textured colored concrete masonry, metal siding in 3 surface profiles, aluminum framed storefronts and windows, and glazed overhead doors (at shop areas) will be used to provide an engaging composition and a finished appearance.

*Grading; Conformance with 17.62.050 Standard 4: Compliance with Chapter 15.48 and the Public Works Stormwater and Grading Design Standards. See attached **Civil Drawings** and attached Exhibit G - Preliminary Storm Drain Detention & Water Quality Calculations.*

Geological Hazard Overlay District; Conformance with 17.62.050 Standard 5: This property is not known to be within the Geological Hazard Overlay District.

*Drainage; Conformance with 17.62.050 Standard 6: Compliance with City's Drainage Master Plan (Chapter 13.12) and the Public Works Stormwater and Grading Design Standards. **Civil Drawings** and attached Exhibit G - Preliminary Storm Drain Detention & Water Quality Calculations.*

Parking; Conformance with 17.62.050 Standard 7; Parking areas are designed to comply with City's Off-Street Parking Standards (Chapter 17.52). See Sheet LUA0.3 – Detail Development Site Plan.

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Sidewalks and Curbs; Conformance with 17.62.050 Standard 8: Refer to Sheets LUA0.2 – Proposed Campus Site Plan and LUA0.3 – Detail Development Site Plan.

On-Site Pedestrian Circulation System; Conformance with 17.62.050 Standards 9 a, b, c, d, e, and f: Refer to Sheets LUA0.2 – Proposed Campus Site Plan and LUA0.3 – Detail Development Site Plan for pedestrian circulation routes. (See also Exhibit H- Pedestrian and Bicycle Circulation Routes.)

Maintenance and Replacement; Conformance with 17.62.050 Standard 10: The Oregon City School District is committed to on-going maintenance and replacement of all elements of their property. Locating the District's Maintenance Facility in the new proposed Transportation Maintenance Facility on the High School Campus can only enhance their attention to the Campus facilities.

Tree Protection; Conformance with 17.62.050 Standard 11: Chapter 17.41: The function of the proposed new Transportation Maintenance Facility requires sufficient open space to accommodate bus, van and other vehicle parking areas free of obstructions. As a result, tree removal on the site will be extensive. 818 trees with a caliper size of 6" or greater will be removed within the construction area. New trees will be planted (Mitigation Option 1 per 17.41.060):

190 trees at new staff/visitor parking lot. (See Sheets LUL1.0 – Planting Schedule and Notes and LUL1.1 – Planting Plan).

A maximum of 104 trees along east property line to buffer the adjoining residential area from the south soccer fields. (See Sheets LUL1.0 – Planting Schedule and Notes and LUL1.1 – Planting Plan.)

Offsite tree replacement planting locations will be explored (including perhaps some trees at the future City Park located to the south of the site).

Cash-in-lieu of planting trees (tree bank/fund) (Option 4) per 17.41.1[25] will need to be employed to meet City requirements.

Protection of Water Resources and Habitat Conservation; Conformance with 17.62.050 Standard 12; Chapter 17.49 addresses Natural Resources Overlay Zone: No construction will occur within the boundaries of the Natural Resources Overlay Zone.

See Addendum A - NROD APPLICATION AND RESPONSES TO CHAPTER 17.49 for additional information.

Standards and Regulations; Conformance with 17.62.050 Standard 13: Development shall comply with Standard 13.

Public Water and Sewer Facilities; Conformance with 17.62.050 Standard 14: Refer to earlier discussion re: Infrastructure facilities and capacity (Water, Sanitary Sewer, and Stormwater Management). Refer also to the following:

Attached Civil Drawings

Exhibit G - Preliminary Storm Drain Detention & Water Quality Calculations

Conformance with 17.62.050 Standard 15: See Civil Drawings for Meyers Road Improvements and Related Utility Extensions:

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Conformance with 17.62.050 Standard 16: Not applicable; property owner is not a transit agency.

Underground Utility Lines; Conformance with 17.62.050 Standard 17: All utility lines will be placed underground.

Access for Physically Handicapped People; Conformance with 17.62.050 Standard 18: Existing facilities were designed to meet ADA accessibility standards. New proposed facilities will also be designed in compliance with ADA Guidelines.

Residential Development; Conformance with 17.62.050 Standard 19: Not applicable; a single residence on the Campus (adjacent to the south soccer fields) is slated for future demolition.

Screening of Mechanical Equipment; Conformance with 17.62.050 Standards 20 a, b, c and d: Proposed new Transportation Maintenance Facility will employ roof top units screened by building wall parapets. An emergency generator will be screened from view from Meyers Road by fencing and landscaping.

Building Materials; Conformance with 17.62.050 Standards 21 a, b, and c:

21 a. High quality, durable building materials have been used in the construction of the existing High School. The proposed new Transportation Maintenance Facility will employ a combination of exterior building materials including painted tilt-up concrete, colored concrete masonry (in a composition of split faced and ground faced textures), pre-finished flat and patterned metal panels.

21 b. Prohibited materials listed will not be used except for the inclusion of black vinyl coated chain link fencing required for security of the bus/van/equipment vehicle storage area.

21 c. Concrete masonry, as noted above will be a combination of split faced and ground faced colored units. At the front façade (facing Meyers Road) the building exterior is a combination of 2 patterns of pre-finished metal siding and aluminum storefront. No EIFS is being used at the new Transportation Maintenance Facility.

Conditions of Approval; Conformance with 17.62.050 Standard 22: Conditions of approval to be addressed once identified.

Conformance with 17.62.055 Institutional and Commercial Building Standards Requirements; Conformance with 17.62.055 Standards C 1, 2, 3, 4 and 5:

CI. Building design shall contribute to the uniqueness of the underlying zoning district by applying appropriate materials, elements, features, color range and activity areas tailored specifically to the site and its context.

High School: The existing high school building design was previously approved by the City of Oregon City.

Transportation Maintenance Facility: The proposed Transportation Maintenance Facility is located on property with underlying Campus Industrial (CI) zoning. Its design is in keeping with the industrial nature of the zone. It will be constructed of a combination of durable materials often found on industrial campuses, including tilt-up concrete, concrete masonry, and metal siding (in 3 patterns). These materials are compatible with building materials used at the existing High School portion of the Site. See accompanying Materials Board for material/color selections.

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- C2. *A standardized prototype or franchise design shall be modified if necessary to meet the provisions of this section.*

Not applicable. Both the High School and the Transportation Maintenance Facility are unique facilities, specifically designed for the site.

- C3. *In the case of a multiple building development, each individual building shall include predominant characteristics, architectural vocabulary and massing shared by all buildings in the development so that the development forms a cohesive place within the underlying zoning district or community.*

Because the function of the existing High School facility and the function of the proposed new Transportation Maintenance Facility differ and because the two facilities are not in close proximity, the characteristics, architectural vocabulary and massing are not completely shared. Each is designed to suitably reflect its function. Both the High School and the proposed Transportation Maintenance Facility do employ certain shared elements:

*Split faced colored concrete masonry (albeit different colors)
Aluminum storefront systems
Metal siding panels*

- C4. *With the exception of standards for building orientation and building front setbacks, in the event of a conflict between a design standard in this section and a standard or requirement contained in the underlying zoning district, the standard in the zoning district shall prevail.*

Refer to proposed modifications to building front setbacks below.

- C5. *On sites with one hundred feet or more of frontage at least sixty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line, unless a greater setback is accepted under the provisions of Section 17.62.055D. For sites with less than one hundred feet of street frontage, at least fifty percent of the site frontage width shall be occupied by buildings placed within five feet of the property line unless a greater setback is accepted under the provisions of Section 17.62.055D.*

As a part of the Site and Design Review application, the applicant proposes exemption from this standard given the non-institutional use of the Transportation Maintenance Facility. The facility is not a predominately pedestrian destination. Functionally, a staff/visitor parking lot is required to be positioned outside the secured vehicle compound at the entry side of the facility. (See below.)

Relationship of Buildings to Streets and Parking; Conformance with 17.62.055 Standards D 1, 2, 3, 4 and 5:

- D1. *Buildings shall be placed no farther than five feet from the front property line. A larger front yard setback may be approved through site plan and design review if the setback area incorporates at least one element from the following list for every five feet of increased setback requested:*

- a. Tables, benches or other approved seating area.*
- b. Cobbled, patterned or paved stone or enhanced concrete.*

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- c. *Pedestrian scale lighting.*
- d. *Sculpture/public art.*
- e. *Fountains/Water feature.*
- f. *At least twenty square feet of landscaping or planter boxes for each tenant facade fronting on the activity area.*
- g. *Outdoor café.*
- h. *Enhanced landscaping or additional landscaping.*
- i. *Other elements, as approved by the community development director, which can meet the intent of this section.*

The proposed new Transportation Maintenance Facility is located with a front setback of approximately 262 feet in order to respond to the need to separate public (staff and visitor) parking areas from the secured bus/van and maintenance equipment compound. To offset the City's setback requirements and to provide enhancements of value to the City, the applicant proposes to:

- 1) *Provide enhanced landscaping within the setback area.*
- 2) *Offer public access to the staff/visitor parking lot for after-hour use as public parking for City Park visitor/users. This enhanced parking area will reduce on-street parking demand and will reduce the Park's on-site parking needs.*

- D2. *The front most architecturally significant facade shall be oriented toward the street and shall be accessed from a public sidewalk. Primary building entrances shall be clearly defined and recessed or framed by a sheltering element such as an awning, arcade or portico in order to provide shelter from the summer sun and winter weather.*

The main public entrance to the proposed new Transportation Maintenance Facility faces Meyers Road. Formal and nearly symmetrical, the entrance is highly visible, clearly defined, and marked by a vertical expansion of glass storefront running the full height of the facility.

- D3. *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.*
- a. *Canopies or porticos;*
 - b. *Overhangs;*
 - c. *Recesses/projections;*
 - d. *Arcades;*
 - e. *Raised corniced parapets over the door;*
 - f. *Peaked roof forms;*
 - g. *Arches;*
 - h. *Outdoor patios;*
 - i. *Display windows;*

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- j. Architectural details such as tile work and moldings which are integrated into the building structure and design;*
- 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.*

The primary entranceway is clearly defined and framed by a sheltering element and:

- 1) Is glazed full height to offer full view into the entry lobby.*
- 2) Is taller than other portions of the building.*
- 3) Is comprised of a tower-like element with its glass storefront recessed below sheltering roof element.*
- 4) Is flanked by high quality planting beds at each side of sidewalk leading to the entrance doors.*

- D4. Where additional stores will be located in the large retail establishment, each such store shall have at least one exterior customer entrance, which shall conform to the same requirements. (Ord. 01-1002 §2, 2001)*

Not applicable to this facility.

- D5. Trellises, canopies and fabric awnings may project up to five feet into front setbacks and public rights-of-way, provided that the base is not less than eight feet at the lowest point and no higher than ten feet above the sidewalk. Awnings shall be no longer than a single storefront.*

Not applicable. No trellises, canopies and fabric awnings will project into the setback.

Corner Lots; Conformance with 17.62.055 Standards E 1 and 2:

- E. For buildings located at the corner of intersections, the primary entrance of the building shall be located at the corner of the building or within twenty-five feet of the corner of the building. Additionally, one of the following treatments shall be required:*

The proposed new Transportation Maintenance Facility fronts along Meyers Road. While the project is bounded by High School Avenue, this is currently a private drive, not a public street.

- E1. Incorporate prominent architectural elements, such as increased building height or massing, cupola, turrets, or pitched roof, at the corner of the building or within twenty-five feet of the corner of the building.*

Not applicable; Site is not a corner lot.

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- E2. *Chamfer the corner of the building (i.e. cut the corner at a forty-five-degree angle and a minimum of ten feet from the corner) and incorporate extended weather protection (arcade or awning), special paving materials, street furnishings, or plantings in the chamfered area.*

Not applicable; Site is not a corner lot.

Commercial First Floor Frontage; Conformance with 17.62.055 Standard F:

Not applicable; no commercial use envisioned to occur at this site.

Variation in Massing; Conformance with 17.62.055 Standards G 1, 2 and 3:

- G1. *A single, large, dominant building mass shall be avoided in new buildings and, to the extent reasonably feasible, in development projects involving changes to the mass of existing buildings.*

The existing High School employs varying massing shapes in its design.

See Floor Plans and Building Elevations for the proposed new Transportation Maintenance Facility which illustrates its massing variations which are reflect the needs and useage of the spaces being enclosed.

- G2. *Horizontal masses shall not exceed a height: width ratio of one-to-three without substantial variation in massing that includes a change in height and projecting or recessed elements.*

The longest horizontal mass of the proposed new Transportation Maintenance Facility is at the East and West Elevations (concrete tilt-up walls) and conforms to the height:width ratio (24'-6" high x 70 feet wide; less than 1:3).

- G3. *Changes in mass shall be related to entrances, the integral structure and/or the organization of interior spaces and activities and not merely for cosmetic effect.*

Massing variations at the proposed new Transportation Maintenance Facility are the product of differentiation between office and meeting uses at the south end of the building versus the shop activities to the north. The main entrance at the south end of the building effectively dominates the façade by virtue of its fully glazed tower-like presence.

Minimum Wall Articulation; Conformance with 17.62.055 Standard H 1, 2, 3, 4, 5, and 6:

- H1. *Facades shall add architectural interest and variety and avoid the effect of a single, long or massive wall with no relation to human size. No wall that faces a street or connecting walkway shall have a blank, uninterrupted length exceeding thirty feet without including, but not be limited to, at least two of the following:*

- i. Change in plane,*
- ii. Change in texture or masonry pattern or color,*
- iii. Windows, treillage with landscaping appropriate for establishment on a trellis.*
- iv. An equivalent element that subdivides the wall into human scale proportions.*

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Existing High School: See Photos of High School which illustrate its Architectural character.

Proposed New Transportation Maintenance Facility: See attached Building Elevations for building appearance. While building massing changes do occur, the differing exterior building materials and windows/storefront provide the major visual interest and variation.

- H2.** *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.*

Existing High School: Refer to Photos of existing High School.

Proposed New Transportation Maintenance Facility: The east and west facades are greater than 100 feet in length, but exhibit variations in treatment and changes in plane. Visual interest is enhanced by the variation in wall materials and by the inclusion of canopies sheltering shop doors.

- H3.** *Ground floor facades that face public streets shall have arcades, display windows, entry areas, awnings or other such features along no less than sixty percent of their horizontal length.*

Existing High School: Refer to photos of existing High School.

Proposed New Transportation Maintenance Facility: Sunshades at the south (Meyers Road frontage) are employed over upper and lower windows. Length of sunshades on each floor level equals 61% of the facade length. The main entrance is fully glazed tower-like element.

- H4.** *Building facades must include a repeating pattern that includes any one or more of the following elements:*
- a. Color change;*
 - b. Texture change;*
 - c. Material module change.*

Existing High School: Refer to Photos of existing High School.

Proposed New Transportation Maintenance Facility: Building facades will employ a variety of colors and textures (including flat and patterned metal panels, smooth painted tilt-up concrete, and ground faced and split faced concrete masonry). See Materials Board.

- H5.** *Facades shall have an expression of architectural or structural bays through a change in plane no less than twelve inches in width, such as an offset, reveal or projecting rib.*

Existing High School: Refer to photos of building.

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Proposed New Transportation Maintenance Facility: Glazed aluminum sectional overhead doors reflect the regularity of shop bays within the building. Vertical glazing treatment further identifies shop bays at east and west facades.

- H6. Facades shall have at least one of elements subsections H.4. or H.5. of this section repeat horizontally. All elements shall repeat at intervals of no more than thirty feet, either horizontally or vertically.*

Existing High School: Refer to photos of existing High School.

Proposed New Transportation Maintenance Facility: Color, texture and material changes occur horizontally along the facades; see Building Elevations (Sheet LUA2.1 – Exterior Elevations).

Facade Transparency; Conformance with 17.62.055 Standards I 1 and 2:

- I1. Transparent windows or doors facing the street are required. The main front elevation shall provide at least sixty percent windows or transparency at the pedestrian level. Facades on corner lots shall provide at least sixty percent windows or transparency on all corner-side facades. All other side elevations shall provide at least thirty percent transparency. The transparency is measured in lineal fashion. For example, a one hundred-foot long building elevation shall have at least sixty feet (sixty percent of one hundred feet) of transparency in length. Reflective, glazed, mirrored or tinted glass is limited to ten percent of the lineal footage of windows on the street facing facade. Highly reflective or glare-producing glass with a reflective factor of one-quarter or greater is prohibited on all building facades. Any glazing materials shall have a maximum fifteen percent outside visual light reflectivity value. No exception shall be made for reflective glass styles that appear transparent when internally illuminated.*

Only the south façade of the proposed new Transportation and Maintenance Facility faces a public street (an extension of Meyers Road). 61% of the bottom floor façade is comprised of windows and storefront assemblies, thus meeting the 60% requirement.

- I2. Side or rear walls that face walkways may include false windows and door openings only when actual doors and windows are not feasible because of the nature of the use of the interior use of the building. False windows located within twenty feet of a right-of-way shall be utilized as display windows with a minimum display depth of thirty-six inches.*

Existing High School: Not required or applicable; refer to photos of existing High School.

The proposed new Transportation Maintenance Facility No false window or door openings are required or proposed at side or rear elevations facing walkways.

Roof Treatments; Conformance with 17.62.055 Standard J 1, 2 and 3:

- J1. All facades shall have a recognizable "top" consisting of, but not limited to:*
- a. Cornice treatments, other than just colored "stripes" or "bands," with integrally textured materials such as stone or other masonry or differently colored materials; or*
 - b. Sloping roof with overhangs and brackets; or*

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- c. *Stepped parapets;*
- d. *Special architectural features, such as bay windows, decorative roofs and entry features may project up to three feet into street rights-of-way, provided that they are not less than nine feet above the sidewalk.*

Existing High School: Refer to existing photos of High School.

Proposed New Transportation Maintenance Facility: As shown on accompanying Building Elevations, a variety of features are proposed including sunshades at south, east and west office windows. Coping height at the main entry to the building is raised to make entrance more prominent.

- J2. *Mixed use buildings: For flat roofs or facades with a horizontal eave, fascia, or parapet, the minimum vertical dimension of roofline modulation is the greater of two feet or 0.1 multiplied by the wall height (finish grade to top of wall). The maximum length of any continuous roofline shall be seventy-five feet.*

Existing High School: This is an educational facility – not mixed use.

Proposed new Transportation Maintenance Facility: This facility provides shops for maintenance and associated support storage, office and meeting space. No mixed uses occupied by the public.

- J3. *Other roof forms consistent with the design standards herein may satisfy this standard if the individual segments of the roof with no change in slope or discontinuity are less than forty feet in width (measured horizontally).*

Drive-Through Facilities; Conformance with 17.62.055 Standard K 1 and 2: No drive-through facilities are proposed.

- 5) **Other standards that address identified development impacts:**

None identified.

B. Proposed Development Submittal Requirements; 2. Maps and diagrams

- a. **A preliminary site circulation plan showing the approximate location of proposed vehicular, bicycle, and pedestrian access points and circulation patterns, parking and loading areas or, in the alternative, proposed criteria for the location of such facilities to be determined during detailed development plan review.**

See attached Sheet LUA0.2 – Proposed Campus Site Plan. (See also attached Exhibit H- Pedestrian and Bicycle Circulation Routes and Exhibit I – Vehicular Circulation Routes.)

- b. **The approximate location of all proposed streets, alleys, other public ways, sidewalks, bicycle and pedestrian access ways and other bicycle and pedestrian ways, transit streets and facilities, neighborhood activity centers and easements on and within two hundred fifty feet of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within two hundred fifty feet may be extended to and/or through the proposed development.**

See attached Sheet LUA0.2 – Proposed Campus Site Plan.

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- c. The approximate location of all public facilities to serve the proposed development, including water, sanitary sewer, stormwater management facilities.

See attached Civil Plans.

- d. The approximate projected location, footprint and building square footage of each phase of proposed development.

See attached Sheet LUA0.2 – Proposed Campus Site Plan.

- e. The approximate locations of proposed parks, playgrounds or other outdoor play areas; outdoor common areas and usable open spaces; and natural, historic and cultural resource areas or features proposed for preservation. This information shall include identification of areas proposed to be dedicated or otherwise preserved for public use and those open areas to be maintained and controlled by the owners of the property and their successors in interest for private use.

See attached Site Plans for play fields and other outdoor recreational areas, preserved wetland area, and location of future neighboring City Park.

17.65.60 Detailed development plan

A. Submittal Requirements

1. A transportation impact study documenting the on- and off-site transportation impacts, as specified in Section 17.65.050.B.1.h(1). If such an analysis was submitted as part of the general development plan process, the scope of the report may be limited to any changes which have occurred during the interim and any information listed below which was not a part of the initial study.

*See Exhibit C – **Final Traffic Impact Study (Addendum D)**.*

The on-site portion of the analysis shall include the location, dimensions and names of all proposed streets, alleys, other public ways, sidewalks, bike routes and bikeways, pedestrian/bicycle access ways and other pedestrian and bicycle ways, transit streets and facilities, neighborhood activity centers, and easements on and within two hundred fifty feet of the boundaries of the site. The map shall identify existing subdivisions and development and un-subdivided or unpartitioned land ownerships adjacent to the proposed development site and show how existing streets, alleys, sidewalks, bike routes, pedestrian/bicycle access ways and utilities within two hundred fifty feet may be extended to and/or through the proposed development.

A partial westward extension of Meyers Road between the south edge of the Transportation Maintenance Facility portion of the site and the north edge of the City's future park is proposed to provide appropriate access and egress of buses and vans.

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2. The location within the development and in the adjoining streets of existing and proposed sewers, water mains, culverts, drain pipes, underground electric, cable television and telephone distribution lines, gas lines, and the location of existing aerial electric, telephone and television cable lines, if any, to be relocated within the development.

Only those franchise utilities located at the present end of Meyers Road could possibly be need to be relocated, although since ever since Meyers Road was originally constructed is was known that it would be extended and it appears that the franchise utility providers have taken that into account. If Loder Road is to be extended through to High School Lane that will create disruption to a number of existing private facilities that presently exist in that alignment.

- 3.. A site plan or plans, to scale, containing the required information identified in:

- a. Chapter 17.62.040.A.(8), (10), (11), (12), (13), (14), and (15);

See attached Drawings:

LU0.1 – Existing Conditions Site Plan

LU0.2 – Proposed Campus Site Plan

LU0.3 – Detail Development Site Plan

Preliminary Utility Plan (Sewer, Domestic Water and Fire Water)

Preliminary Meyers Road Improvements and Related Utility Extensions

- b. Chapter 17.62.040.B;

See the following attached Sheets:

Transportation Maintenance Portion of the Site:

LI.0 PLANTING SCHEDULE AND NOTES

LI.1 PLANTING PLAN

High School Portion of the Site:

LI.2 TREE MITIGATION PLAN – HIGH SCHOOL SITE

Off-Site Tree Mitigation at Holcomb Elementary Site:

LI.3 TREE MITIGATION PLAN – HOLCOMB ELEMENTARY SITE

- c. Chapter 17.62.040.C;

See attached Drawings for proposed new Transportation Maintenance Facility:

LU1.1 – First Floor Plan

LU1.2 – Second Floor Plan

LU2.1 – Exterior Elevations

- d. Chapter 17.62.040.D;

A Materials Board for the proposed new Transportation Maintenance Facility accompanies this Master Plan submittal.

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e. Chapter 17.62.040.E;

*See attached **Civil Drawings** and attached Exhibit G - Preliminary Storm Drain Detention & Water Quality Calculations.*

f. Chapter 17.62.040.G;

See attached Site Lighting Plans for the proposed new Transportation Maintenance Facility:

EL0.2 - Site Plan – Lighting

LU ELO.2P - Site Plan – Lighting Photometrics

g. Chapter 17.62.040.H; and

The Oregon State Historic Preservation Office Archeological Division recommends on-site archeological monitoring.

h. Chapter 17.62.040.J.

No waivers or requirements for additional information have been identified or requested to date.

4. Any other information the community development director deems necessary to show that the proposed development will comply with all of the applicable Chapter 17 requirements.

The community development director has not notified the School District or its consultants of any required additional information to comply with Chapter 17.

17.65.070 Adjustments to development standards.

- A. Purpose. In order to implement the purpose of the city's master plan process, which is to foster the growth of major institutions and other large-scale development, while identifying and mitigating their impacts on surrounding properties and public infrastructure, an applicant may request one or more adjustments to the applicable development regulations as part of the master planning process. These include, but are not limited to, items such as: dimensional standards of the underlying zone, site plan and design review criteria, residential design standards, and standards for land division approval.

Adjustments to the Development Standards are being requested/proposed by the School District; they include the following:

- 1) *Allow installation of 30 foot high light poles in bus storage area in order to provide sufficient lighting with minimal shading between buses.*
- 2) *Allow use of modified (vinyl coated) chain link fencing at north, east and west perimeters of the developed Site area. Consider modified chain link fencing fronting Meyers Road with suitable landscape screening.*

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- 3) *Allow building to be set back from Street frontage/Meyers Road as shown on accompanying site plan.*

Code requires 5 foot maximum setback per 17.62.050 D. 1. The existing High School was constructed with greater setbacks and is a pre-existing condition. The proposed new Transportation Maintenance Facility requires secure separation of staff/visitor parking from bus and van parking areas. This requires locating the building and its 2 distinct parking areas on the site in a manner that precludes locating the building this close to Meyers Road. Furthermore, the transportation and maintenance shops enfronting High School Avenue (a private driveway) require sufficient maneuvering space far exceeding a 5 foot setback. It should be noted that although this facility is part of an educational facility, its usage is more closely aligned to those more typically found in a Campus Industrial zone than it is commercial or institutional. Being in a Campus Industrial (CI) zone means that most of its future neighbors will not be considered “commercial or institutional” and will not be required to meet this setback requirement.

Required setback within typical CI zone is 20’-0” minimum per 17.37.040.c.

- 4) *Due to shop functions, relax any building façade transparency requirements to frontage along Meyers Road only.*

While compliance with building transparency requirements at the south façade of the proposed Transportation Maintenance Facility is envisioned, and is currently 61%, the transparency along High School Avenue (currently a private drive) is limited due to the shop use of that portion of the building.

- 5) *Allow one bus entrances/exit and one bus exit only off Meyers Road as illustrated on accompanying Site Plan. See attached Site Plans for bus traffic patterns.*

- 6) *Meyers Road Extension to match existing Meyers Road ROW width.*

- 7) *Given underutilization of the existing bicycle parking spaces at the High School, do not require provision of additional spaces to meet Zoning Code requirements.*

- 8) *Allow maximizing number of vehicle parking spaces to better satisfy parking demand at the Site(s). See Addendum G – NEIGHBORHOOD ASSOCIATION CONCERNS/SIGN-IN SHEET.*

- 9) *Permit adjustment to Section 17.49.155. as discussed in Addendum A - NROD APPLICATION AND RESPONSES TO CHAPTER 17.49.*