

5/10/16

## **Proposed Revisions & updated drawings in response to Pre-Application Conference Notes from meeting on 3/29/2016.**

The outline below is a summary of modifications made to the original plan set for the proposed development at 922 main related to the site plan and building mass issues. Given the constraints of the site some of the design elements within the proposal are presented as alternatives to the standards in the planning code. Hopefully what we have proposed, as an alternative, will meet the intent of the code and found to be acceptable by the planning staff.

### **Proposed Project;**

922 Main Street

Three story mixed use building approximately 16000 S.F.

First Story is Retail

Second & Third Story Multi-family with 6 units on each floor

Twelve onsite parking spaces.

### **Parking**

The number of parking spaces required, 26, will need to be reduced using the downtown overlay reduction of 50% and we'll also need to look at 17.52.020 C.-#3, alternative modes of transportation, for relief per a traffic study. The parking plan proposed does not meet the standards for number of standard size vs. compact size vehicles in width. Although it does meet the requirements in depth.

### **Bicycle parking**

We are providing two spaces for the residential tenants in the Galleria and two spaces for the retail area under the building overhang on Main Street.

### **Parking Landscaping**

Perimeter parking lot landscaping has been added to the extent possible in the form of a bio-swale with tree planting. It will be designed to collect the parking lot storm drainage and the roof storm water. To meet the interior landscape parking lot requirement, we're proposing interior open cell pavers in the drive isles.

### **Loading**

Per 17.52.090, #3 we're proposing a loading zone parking space in front of the main entrance on 10<sup>th</sup> Street.

## **Site Area Landscaping**

Based on our zero lot line building proposal it will not be possible to utilize 15% of the Site to meet the landscaping requirements at grade level. As an alternative we are proposing a roof garden, for residential tenants.

## **Pedestrian Circulation**

A clear network of public and private circulation has been provided for the residential tenants.

## **Provide access to adjoining properties**

In the pre application conference notes OCMC is referenced at 17.62.050.A.2 stating: "Requires adjoining properties provide access to each other and that properties are accessed from alleys"

### **Relating OCMC:**

17.62.050.A

2. Vehicular Access and Connectivity.

b. Ingress and egress locations on thoroughfares shall be located in the interest of public safety. Access for emergency services (fire and police) shall be provided.

c. Alleys or vehicular access easements shall be provided in the following Districts: R-2, MUC-1, MUC-2, MUD and NC zones unless other permanent provisions for access to off-street parking and loading facilities are approved by the decision-maker. The corners of alley intersections shall have a radius of not less than ten feet.

d. Sites abutting an alley shall be required to gain vehicular access from the alley unless deemed impracticable by the community development director.

g. Development shall be required to provide existing or future connections to adjacent sites through the use of vehicular and pedestrian access easements where applicable. Such easements shall be required in addition to applicable street dedications as required in [Chapter 12.04](#).

### **Understood/Related Intent of 17.62.050.A.2:**

1. Provide safe access located in the interest of public safety to off street parking for downtown employees and visitors.
2. Site planning in advance of future construction on adjacent lots.

**Proposed Modification:**

Create RIGHT TURN-in RIGHT TURN-out scenario, per development services, into and out of the 922 Main parking lot with a median on 10<sup>th</sup> Street prohibiting left turns back on to 10<sup>th</sup> street; **without** alley access to adjoining properties.

**Modification Reasoning:**

Based on the current congestion at the 4-way stop on 10<sup>th</sup> and Main Street, creating an adjoining alleyway with new access to 10<sup>th</sup> street would create a shortcut for any commuter heading North on Main Street or heading up Singer Hill from the West side of downtown. This short cut created by a new alleyway has the potential to generate more congestion on 10<sup>th</sup> Street/Singer Hill Road.

During the peak traffic times traffic on Railroad Ave and traffic heading East from the Oregon City Arch Bridge up Singer Hill Rd can be congested from the 4-way stop at 10<sup>th</sup> back to the 7<sup>th</sup> and Main stop light.

The new alleyway access will create an alternative route for those commuters to get to 10<sup>th</sup> street without waiting in line at the 10<sup>th</sup> & Main 4-way stop.

This new access will add to the traffic congestion on 10<sup>th</sup>, which is already a problem created by the curb cut on 10<sup>th</sup> to Dutch Bros. at 1002 Main Street.

The intent of the standard is to provide access to the alley with the interest of public safety in mind. Creating the new alleyway access on the 922 lot would actually increase traffic in the alley, which is a sub standard road, potentially creating a hazardous vehicular route and could also restrict emergency access at peak traffic events.

**Primary Building Entrances**

We have modified the plan to include a primary entrance on the corner of 10th and Main to meet the requirements for corner lots.

A main entrance on 10th Street is still in place but we have not placed an entrance on Main Street as required for arterials. Our reasoning is we believe an entrance on Main and the corner of 10th & Main is not necessary for a building elevation that is only 66' in length. We also believe there will only be one tenant along the Main Street building façade. Adding a pronounced entrance on Main Street would diminish the prominent entrance on the corner of Tenth and Main which seems to contradict the intent of the code for corner lots.

**Screening Mechanical Equipment**

We will provide parapet screening for the mechanical equipment.

**Minimum Setbacks**

We have adjusted the first floor building setback to 5' to meet the minimum setback.

### **Minimum floor to floor height for the first floor.**

The first floor to the second floor is currently 15'.

### **Compliance with Building Façade Standards**

Please see revised building facades.

### **Compliance with Lighting Standards**

We will address this in the design development phase.

### **Refuse and Recycling Standards.**

A trash enclosure, made of concrete masonry units, has been located in the parking area.

### **Fences**

Perimeter walls shown in the initial plan set have been removed along the East and North property lines.

Please see revised documents for details on this change.

### **Reconstruction of 10<sup>th</sup> Street including new median**

The added expense to reconstruct 10<sup>th</sup> street will be difficult without financial assistance from the City and the use of the Transportation SDC charges levied against this project. Without this financing, in addition to our hard cost for construction, our project will not be feasible under the current market conditions. I would also like to add our preliminary pricing and construction study of 10<sup>th</sup> street reconstruction will be far less expensive if we can close the street, and redirect traffic, for one to two weeks.

### **In Summary**

We are very excited about this project and hopeful we can work together to finalize a preliminary site plan and building mass acceptable by the planning staff. We are also hopeful we can find a solution to the additional funding needed to finance the reconstruction of 10<sup>th</sup> street.

We have until May 24<sup>th</sup>, per our 90day due diligence period, to make a decision on whether or not to move forward with the sale agreement. This may be difficult for you to review and comment without additional time. If you would like to extend our 90day due diligence period, please contact me.

Gary Eckelman, Architect/Developer  
c. 503-572-1247  
[gary@eckco.net](mailto:gary@eckco.net)