

Dear Oregon City Historic Review Board,

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

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

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

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

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

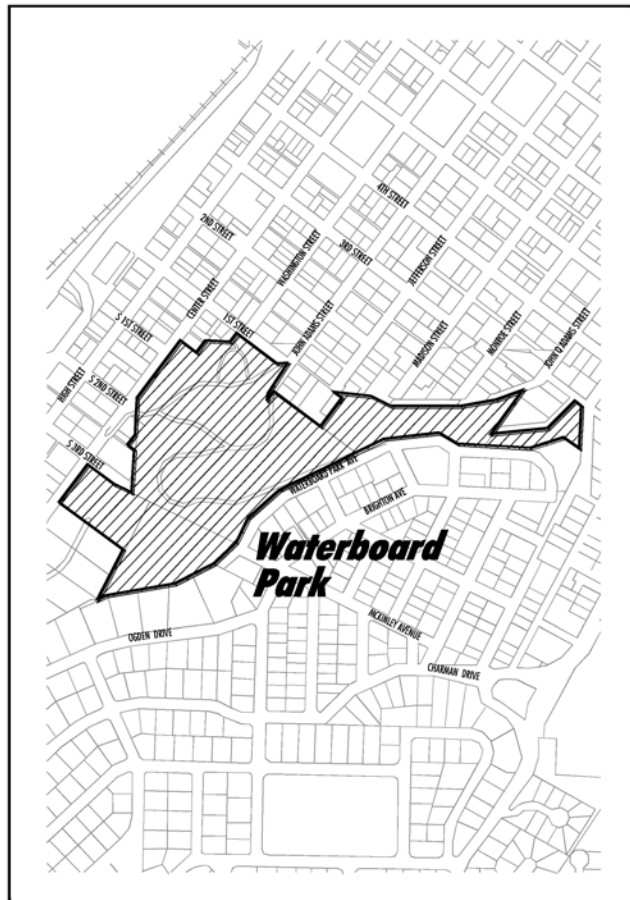
Waterboard Park has many LCDC Goal 5 resources that would be destroyed by the expansion of OCPW, namely Open Space, Scenic Views, and Natural Resources (White Oaks, Madrone, bird, wildflower habitat). Therefore, this expansion is in direct violation of "17.40.010 I. Carry out provisions of LCDC Goal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

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

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Waterboard Park

Location:	Clackamas County, within Oregon City city limits; located west of Waterboard Park Road.
Size:	19.30 Acres
Ownership:	City of Oregon City
Status:	Developed
Existing Facilities:	Natural area
Deficiencies:	Access; ADA accessibility
Planned Improvements:	Expand and upgrade trail system; install signage and picnic tables, tree/landscape evaluation
Comments:	This site consists of moderate to steep hillsides. This area is subject to severe erosion and landslides.

Site Location:





April 10, 2017

Re: The Oregon City Public Works Redevelopment Project

To: Trevor Martin, Planner
Oregon City Planning Division

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

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

trucks can use the main entrance.

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

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

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

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

Trent Premore
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cc: Denyse McGriff (MNA)