

Applicant's Response to HR 17-04 Public Comments- Trent Premore

AP 17-02- McLoughlin Neighborhood Association

AP 17-01 Charles Combs

Item	Issue	Resolution
Garage Doors	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	The West Truck Shed located below the rock bluff on Center Street is not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Setbacks, Center Street Building	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.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Main Entrance Gate, Center Street	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	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Using Commercial guidelines rather than residential design standards	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	It is assumed that the reference to the northern elevation of the north building is regarding the proposed phase II vehicle storage buildings along South Center Street. Improvements and development

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	<p>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.!</p>	<p>along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.</p> <p>In response to the use of commercial building styles outside the 7th Street Corridor. The guidelines indicate that commercial uses outside the 7th Street Corridor shall employ a residential style architecture such as Queen Anne, Vernacular and Foursquare. The guidelines suggest that these styles can be utilized for the following uses: retail, office or multifamily residential. It is the applicant's opinion that the approved development is an institutional use therefore the commercial building styles are more applicable, will be more efficient in terms of construction costs and future maintenance, and will better serve the needs of the Oregon City Public Works Department. The design guidelines also indicate that other commercial mixed use zoned areas exist outside the 7th Street Corridor such as Seventh Street east of John Q. Adams and north and south along Washington, Center and High. These areas have a mix of newer commercial buildings and historic residential styled structures. Therefore, the applicant agrees with the Historic Review Boards decision that the proposed development's architectural style is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.</p>
Garage door locations	<p>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</p>	<p>The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.</p>

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	Center street. This number of doors should be reduced to facilitate only their largest trucks. Other trucks can use the main entrance.	
Use of CMU Masonry	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	The applicant proposes ground face CMU with traditional jointing, color and pattern. The proposed ashlar pattern will provide rich texture, traditional color patterns and detailing. The intent of the guidelines is to forbid plain CMU in a manner that is typically used with industrial buildings. Therefore, the applicant agrees with the Historic Review Boards decision that the proposed use of CMU is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.
Construction in residential and park areas	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.	The Oregon City Public Works Master Plan was approved in 2009, reference CP-09-01. The subject parcels of the master plan are currently zoned "I" Institutional where P.W. uses are allowed and are not designated parkland.
Guidelines Framework	Page 2-A,B,C: This section establishes the frame work for district improvement and development standards.	The applicant understands that the frame work for district improvement and development standards can be found on page 2-A,B,C.
Purpose of Guidelines	Page 3-A,B: The guidelines were adopted by the HRB (Historic Review Board) to guide the HRB in the interpretation of the code standards.	The applicant understands that the guidelines were adopted by the Historic Review Board (HRB) to guide the HRB in the interpretation of the code standards.
Applicable to this application	Page 5 -A: The guidelines apply to new public works projects.	The applicant understands that the guidelines apply to the new public works project and agrees with the Historic Review Boards decision that the proposed development's architectural style is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.
Residential Styles	Page 7-A,B: "New construction shall complement one of these styles to support the historic context of the district". Vernacular and Bungalow styles appear appropriate of this area.	The applicant has elected to use the Commercial Building Style guidelines for the architectural design of the proposed development. Residential Vernacular

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		<p>and/or Bungalow styles are not appropriate for a public works facility within an "I" Institutional zone.</p> <p>Therefore, the applicant agrees with the Historic Review Boards decision that the proposed development's architectural style is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.</p>
Garage location and Safety	<p>Public Improvement Principles" addresses other regulatory requirements for the McLoughlin Historic District on public construction in a public right of way. The PW proposal of garage doors with a 32 inch setback from the sidewalk present a public safety issue. Before the truck driver exits the garage to look both directions to look for oncoming traffic and pedestrians, the truck is far out onto the sidewalk. The development of the Willamette Falls Project and the PW development of a passage to the upper Water Board Park will increase foot and bicycle traffic in this neighborhood. It should be noted that there may also be a conflict with the ADA (Americans with Disability Act) requirements for safe passage for the physically challenged.</p>	<p>The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.</p> <p>Americans with Disability Act (ADA) requirements are not reviewed by the Historic Review Board (HRB).</p>
Using Commercial guidelines rather than residential	<p>Page 19-A: The PW presentations repeatedly compare their proposal to buildings in the Seventh Street Commercial Corridor, however, the Historic District Guidelines specifically requires, "commercial uses shall employ a residential style architecture to better integrate into the neighborhood fabric".</p>	<p>The guidelines indicate that commercial uses outside the 7th Street Corridor shall employ a residential style architecture such as Queen Anne, Vernacular and Foursquare. The guidelines suggest that these styles can be utilized for the following uses: retail, office or multifamily residential. It is the applicant's opinion that the approved development is an institutional use therefore the commercial building styles are more applicable, will be more efficient in terms of construction costs and future maintenance, and will better serve the needs of the Oregon City Public Works Department. The design guidelines also indicate that other</p>

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Street Tree locations	Page 20-A: "Vehicle access and storage at the side or rear". "otherwise street trees". The PW proposal shows 4 street trees over a 350 ft frontage on Center St.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Garage location	Page 33-A: "Vehicle drive in front of primary facade". NOT ALLOWED. PW proposes 10 garage doors on the building frontage.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Setbacks	Page 34-A: "Buildings may be set back to better integrate with houses where adjacent and to facilitate grade change." Neighboring residences are setback greater than 10 feet. PW proposes a 32 inch front setback.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Setbacks	Page 37-A: "McLoughlin Commercial use buildings on Center and High: provide front setback of 6 ft or fit to existing historic and newer building context; provide side setbacks of 6 ft for buildings using a residential style." PW proposes a 32 inch setback along Center Street and zero setback from their north property line adjacent to an existing residence.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Height	Page 38-A: Under "Good Example"; "McLoughlin commercial use buildings in a residential style: maximum height similar to residential use." PW proposes 31 foot high walls along Center Street and adjacent to the residents to the north cutting off their access from the sun during the winter months.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.

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Wall Plane	Page 40-A: NOT ALLOWED: "Long uninterrupted wall planes facing the public way: utilize projections, recesses or wall elements to breakup such planes." PW does not follow this guideline.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Use of CMU Masonry	Page 50-A: "Materials". "Materials that through their nature are not historically appropriate" are NOT ALLOWED. PW needs to address this issue as it relates to the item above, (Page 7-A,B).	The applicant proposes ground face CMU with traditional jointing, color and pattern. The proposed ashlar pattern will provide rich texture, traditional color patterns and detailing. The intent of the guidelines is to forbid the use of CMU in a manner that is typically acceptable with industrial buildings. Therefore, the applicant agrees with the Historic Review Boards decision that the proposed use of CMU is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.
ROW Improvements	Page 52-A,B,C: Improvements in the public right of way are to support pedestrian use and fit the historic pattern and dimension of the district.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Garage Doors	Page 54-A: "Garage doors on front or forward side elevations." NOT ALLOWED. PW proposes 10 such garage doors.	The improvements and development below the rock bluff along Center Street are not part of this application and will be submitted to the Historic Review Board for review in a future phase.
Use of CMU Masonry	Page 58-A: Concrete block is not consistent with the Historic District and is NOT ALLOWED. PW is proposing concrete block. A material such as "Clay All Tile" with a smaller scale and fitting the recommended "brick" designation would be a conforming choice.	The applicant proposes ground face CMU with traditional jointing, color and pattern. The proposed ashlar pattern will provide rich texture, traditional color patterns and detailing. The intent of the guidelines is to forbid the use of CMU in a manner that is typically acceptable with industrial buildings. Therefore, the applicant agrees with the Historic Review Boards decision that the proposed use of CMU is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.

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Master Plan Process	Many of the HDGuidelines could have a profound effect to the Master Plan such as building setbacks and front elevation garage doors on Center St. Thus, these HD Guideline issues should be resolved prior or during be Phase One HRB Review.	The Oregon City Public Works Master Plan was approved in 2009, reference CP-09-01. The applicant agrees with the Historic Review Boards decision that the proposed development's architectural style is compatible with the McLoughlin Neighborhood Conservation District and is in compliance with the Historic Design Guidelines.
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