

THE CITY OF OREGON CITY OPERATIONS FACILITIES PLAN

Prepared for:
City of Oregon City Public Works Department

December 14, 2005



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1.0 PROJECT TEAM

Client: City of Oregon City Public Works Department (OCPWD)
Nancy Kraushaar – Public Works Director
John Lewis – Operations Manager
Fran Shafer – Project Manager
Peter Irving – Street Operations Supervisor
Eli Deberry – Water Operations Supervisor
Chuck Carter – Sewer & Storm Operations Supervisor
Larry Ostermiller – Lead Mechanic
Shawn Tallman – Utility worker
Kevin Horace – Utility worker

Architect: DECA Architecture, Inc.
David Hyman, AIA, Principal
Chris Spurgin, AIA
Tonie Esteban

Cost Estimator: Architectural Cost Consultants, LLC
James A. Jerde, AIA



2.0 INTRODUCTION

2.1 Background

In December 2003, the City of Oregon City retained the services of DECA Architecture, Inc. to prepare a Facilities Plan for their Oregon City Public Works Operations Division (OCPW). The purpose of the study is to analyze and evaluate the strengths and weaknesses of the current facilities and project their needs over the next ten years. The study examines the suitability of consolidating the fragmented facilities into one location, either on or around the current site.

The last Facilities Plan to address the needs of the OCPW Global Operations Department was completed in July 1990. It was called the Oregon City Facilities Plan, and it analyzed the needs of all of the City's departments. At the time, the Public Works Operations Facilities were deemed to be "fairly adequate in square footage but somewhat inefficient in organization" and not a high priority. With the rapid growth of Oregon City over the last thirteen years, the need to re-address the deficiencies of the Operations Facilities has become a greater priority. The number of staff and equipment has increased and is projected to continue to grow over the next ten years. The City of Oregon City is the 16th largest city in Oregon and grew from 14,673 in 1980 to 27,775 in 2002, a 47% increase. The population is expected to increase at a rate of approximately 20% over the next decade.

OCPW Operations includes four divisions and Fleet Management: Streets, Stormwater, Wastewater and Water. The Facilities Plan identifies site, building needs, phasing and costs for the immediate future (five years) and for the next ten years.

2.2 Project Goals

- Guide facility development over the next ten years to meet demand and allow for future expansion.
- Increase operation efficiency through organization and proximity of related tasks.
- Provide efficient circulation of vehicles and workflow.
- Ensure site security.
- Provide a centralized location for vehicle, equipment and material storage.
- Estimate costs to make the necessary improvements and evaluate phasing options.

2.0 INTRODUCTION

2.3 Process

The planning process included the following:

- DECA met initially with Nancy Kraushaar, Public Works Director, and Fran Shafer, Project Manager, to discuss the overall goals of the study.
- DECA met three times with Division Supervisors; twice to discuss program needs for each division and once to tour Operations Facilities in Tualatin and Milwaukie.
- DECA then developed a comprehensive program document with an equipment inventory and current building and site utilization. They projected future needs over periods of five and ten years.
- Using that information, DECA developed a series of non-site specific conceptual diagrams that could be used to identify the optimum size and shape of building sites in the event that the Department decided to search for a new location.
- During the course of the study, the City decided not to pursue relocation of the facilities to a new site. The decision was made for the following reasons:

Cost Effectiveness

By maintaining the facilities on the current site, the City will save the cost of purchasing additional land and the cost of installing new utilities infrastructure on a new site. This promotes responsible stewardship of public funds.

Sustainability

By preserving the existing infrastructure on the current site, the City will use fewer materials and natural resources, promoting responsible environmental policy.

Neighborhood Support

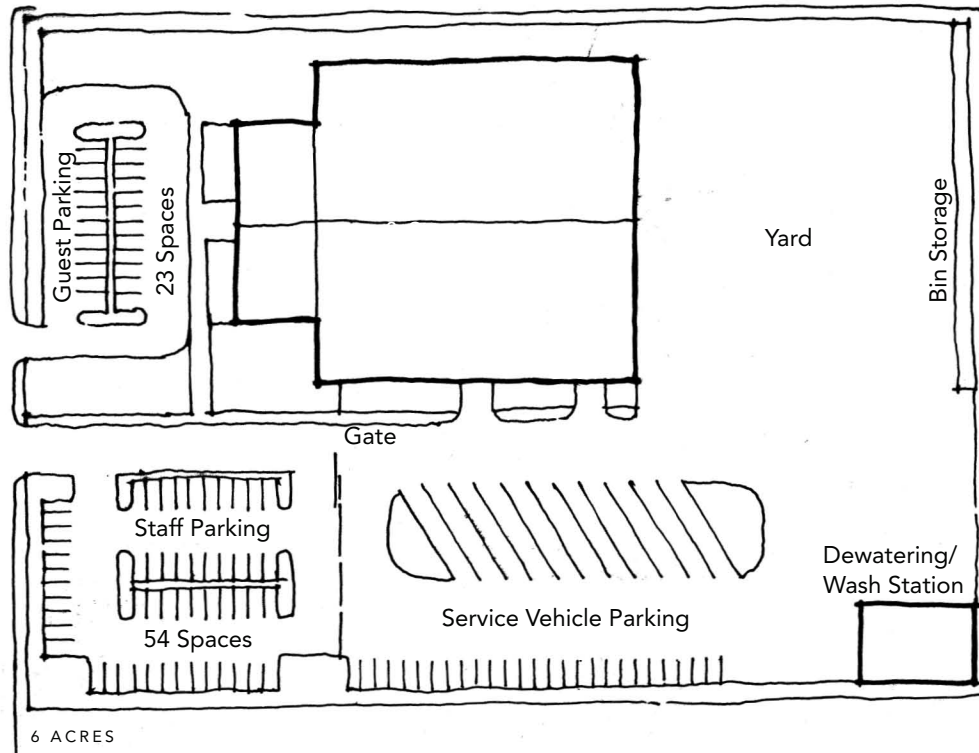
By maintaining its presence in the neighborhood and planning for future growth, the Operations Facility supports jobs and activities in the Central City.

Zoning

The site of the current Operations Facility is zoned "Institutional" to accommodate its current use. Any new site would likely require a lengthy re-zoning process.

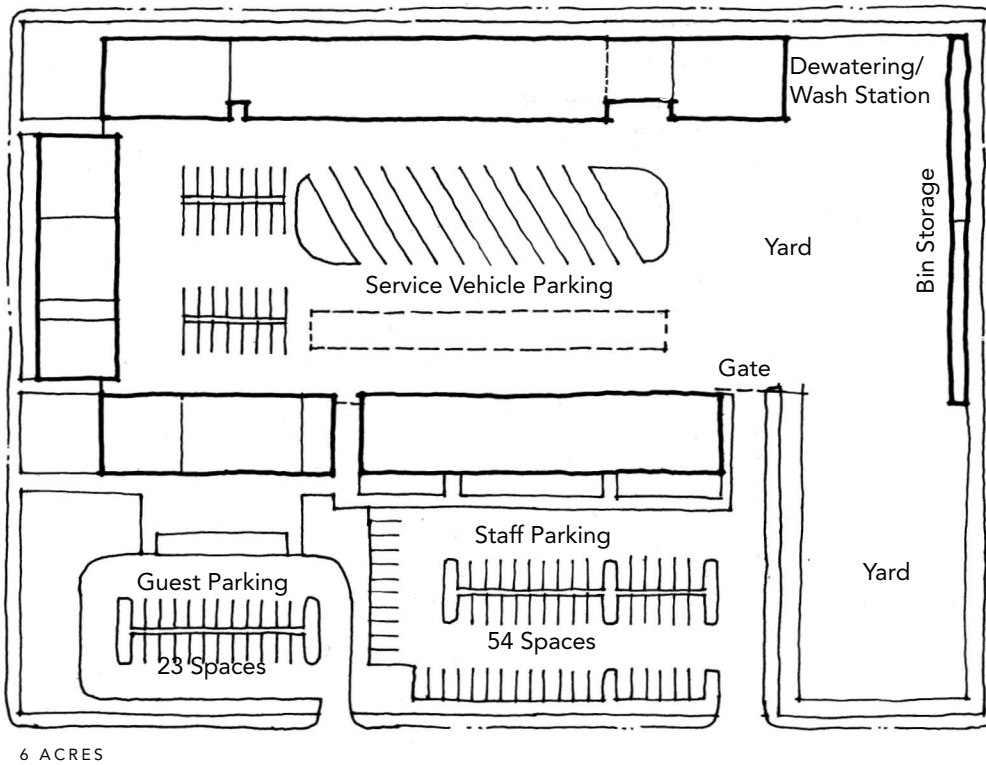
After the decision was made, the study shifted to exploring ways to expand the Department in its present location and onto adjacent properties. DECA prepared five conceptual designs for expansion in its present location on South First and Center Street and the site above it on South John Adams Street. They reviewed the designs with the Division Heads and narrowed the choices to one preferred site plan with phasing options. Since the preferred site plan requires purchasing additional property as it becomes available, some of the projected costs remain uncertain.

2.0 INTRODUCTION



SINGLE BUILDING SCHEME

0' 60' 120'



COURTYARD SCHEME

0' 30' 160'

3.0 EXECUTIVE SUMMARY



AERIAL OF EXISTING PUBLIC WORKS SITE

0' 70' 140'

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3.1 Executive Summary

The Facilities Plan examines the current and future needs of the Operations Division of the Public Works Department. The other OCPW divisions are located across town in the City Hall, separate from Operations. The decision was made early in the process not to unify the two divisions into one location, partly because of space limitations, but also because of the need for a close working relationship between these divisions and City Hall functions. The study identifies the following primary deficiencies of the current Operations Facilities:

1. Shops, storage buildings and yards are scattered throughout the City. Office staff is too remote from these functions.
2. Yard space for equipment and bulk storage is inadequate.
3. Fleet Shop for maintaining City vehicles is outdated and inadequate in size.
4. Operations' Office Building is inefficiently laid out with no room to accommodate future growth.
5. Vehicular access from Center Street to the upper site is difficult for large vehicles, especially during icy weather conditions.

After analyzing the future needs of the Operations Division and touring similar facilities, the study concluded that to consolidate the shops and offices for all the Divisions and provide adequate vehicle, equipment and bulk storage for the next ten years, the Department will require at least a six-acre site. The current core site at 122 S. Center Street, where most of the divisions and offices are located, occupies approximately 4.5 acres, including the area on the hillside above the offices. Given the steep terrain, the actual usable area is 2.2 acres. After exploring several new sites within the City limits, the City concluded that it would be politically and financially more responsible to not consider relocating the entire Operations Division to another site. Therefore, the study focuses on ways to accommodate and expand most of the facilities on and around the current site. The report recommends the following phased steps to achieve these goals:

PHASE I

(Note: Phase I can be sub-divided into additional phases if full funding is not available.)

Upper Site (on South John Adams Street)

1. Acquire the Armory Building (see Section 7.2 for clarification).
2. Purchase and demolish the house on the north end of the site.
3. Level the rock outcroppings. (Maintain, to the extent possible, the large oak trees on the northern edge of the site.)
4. Build new covered parking and bulk storage sheds.
5. Close South John Adams Street to public traffic between the Armory and Center Street. Provide security fencing around entire Upper Site.
6. Move off-site or demolish the existing wood-frame warehouses.
7. Build a new Fleet Shop and De-watering/Wash Facility.
8. Move other Division's shops and storage into the Armory Building.

3.0 EXECUTIVE SUMMARY

Lower Site (on S. Center Street)

1. Purchase the warehouse building adjacent to the current Operations Office Building (to the northeast).
2. Purchase one or both houses on S. John Adams Street, widen the street and increase the turning radius at the S. Center Street intersection.
3. Build new four-story office building south of the existing Operations Offices. Extend elevator to the level of the Upper Site to facilitate access and communication between levels. Although the proposed building exceeds the projected space requirements of the Operations Offices, the report recommends that it be built to that size to maintain the highest and best use of available land. The additional space could be used by other municipal departments or be leased as private offices to generate revenue for the City. The Operations offices would be able to grow into them over time.
4. Purchase additional houses and lots across Center Street as they become available for future buildings and/or parking.

Estimated Phase I Costs:

Direct construction cost:	\$10,278,998
Soft costs (permits, fees, etc.):	\$ 5,062,790
Total project cost:	\$15,341,788

PHASE II

Lower Site

1. Demolish existing Operations' Office Building. Build new office building in its place.

Estimated Phase II Costs:

Direct construction cost:	\$ 6,875,625
Soft costs (permits, fees, etc.):	\$ 3,386,502
Total project cost:	\$10,262,127

3.2 Assumptions for Future Development (see Section 8.0 for phasing plans)

- Operations Facility will remain at the current site. No significant off-site facilities are anticipated within the next ten years other than storage at the Mountain View site.
- There is no need for the Facility to function as an Emergency Operations Center.
- The current facility is undersized with regards to parking, storage, office space, yard space and shop space.
- The Operations Facility shall comply with the intent of the Americans with Disabilities Act (ADA).
- Contracting services will remain at a minimum over the next ten years.



4.0 OPERATIONS DEPARTMENT OVERVIEW

Mission Statement

The Oregon City Public Works Department will operate and maintain existing infrastructure; plan and construct capital improvements; and enforce the municipal code to assure that the community is provided with safe, environmentally protective, and financially sound systems for water distribution; wastewater collection; management; and multi-modal transportation.

The entire staff consists of 27 full time employees with approximately ten additional part-time employees during the summer months.

Administrative Division

The Administrative Division is currently located in the main Administrative Building on S. Center Street. It provides management and clerical support to the four other divisions. The staff consists of 2 Full Time Equivalent Employees (FTE): an Administrative Assistant (1.0, shared with Stormwater) and an Office Specialist (1.0).

Streets Division

The Streets Division is currently located in the main Administrative Building. The Streets Division is responsible for inspection and maintenance of the city road system, adjacent bicycle paths, street repair and street signs. The staff consists of 7.25 Full Time Equivalent Employees (FTE): a Supervisor (1.0), a Crew Leader (1.0), Utility Workers (3.0), a Sweeper Operator (1.0) and five summer help employees (1.25). [One part-time employee = 0.25 FTE]

Wastewater / Stormwater Divisions

The Wastewater/Stormwater Division is located in the main Administrative Building and is responsible for operation and maintenance of all sewer mains, storm pipes, drainage basins, sewer connections, catch basins, manholes and sewer lift stations. The staff consists of 8.75 Full Time Equivalent Employees (FTE): a Supervisor (1.0), a Crew Leader (1.0), Sewer Utility Workers (3.0), Storm Utility Workers (3.0) and three summer help employees (0.75). [One part-time employee = 0.25 FTE]

Water Division

The Water Division is located in the main Administrative Building. The Water Division is responsible for operation of the City's water system that consists of all water lines, water service connections, booster pump stations, and reservoirs. The staff consists of 8.5 Full Time Equivalent Employees (FTE): a Supervisor (1.0), a Crew Leader (1.0), Utility Workers (5.0), a Water Quality Technician (1.0) and two summer help employees (0.5).

Fleet Division

The Fleet Division is located in the main administrative building. The Fleet Division is responsible for inspection and maintenance of all Public Works Operations vehicles, small equipment, vactors and trailers. Currently the fleet consists of sedans, utility trucks, pickups, vans, heavy-duty trucks, backhoes and small pieces of equipment used by the utility crews. The staff consists of 2 Full Time Equivalent Employees (FTE): a Supervisor (1.0), and a Mechanic (1.0).

5.0 FACILITY NEEDS ANALYSIS

5.1 Facility Needs

A. General

1. Provide lighted facility identification signs
2. Improve site security
3. Improve site lighting
4. Consolidate vehicle storage, material storage and equipment storage
5. Install communication system throughout facility
6. Provide remote control access gates
7. Provide truck wash area. (consolidate with de-watering facility)
8. Provide de-watering facility
9. Provide chemical storage
10. Provide temporary staging area (dumping gravel, slurry mix)

B. Parking

1. Provide covered parking for all City vehicles, trucks, and equipment
2. Provide additional covered parking for temporary vehicle storage (trailers)
3. Provide separate parking for staff and guest use. Locate near main entrance
4. Provide motorcycle and bicycle parking
5. Improve vehicle circulation
6. Provide lighting for parking areas
7. Provide parking near/in shop for vehicles waiting for service (4-5 vehicles)
8. Provide access and parking for long trucks/trailers

C. Landscaping

1. Preserve as much existing landscaping as possible
2. Screen parking lots
3. Create outdoor lunch area near break room

D. Bins

1. Provide approximately 200 square feet per bin
2. Provide asphalt or concrete apron around bins
3. Provide covered bins:
 - a. Cold mix
 - b. Standard sanding: ¼-10 minus
 - c. Masons sand
 - d. Misc. 01 (ten year growth bin)
 - e. Misc. 02 (ten year growth bin)
 - f. Misc. 03 (ten year growth bin)
4. Provide uncovered bins:
 - a. Gravel: ¾ minus
 - b. Street sweepings - need bin for temporary storage of spoils before hauling away
 - c. Recycled asphalt
 - d. Guardrail posts
 - e. Tree well grates
 - f. Misc. 01
 - g. Misc. 02
 - h. Misc. 03

5.0 FACILITY NEEDS ANALYSIS

- E. De-watering / Wash Facility
 1. Relocate and upgrade existing facility. Enclose on three sides
 2. Provide a large covered concrete slab that drains only the area under cover
 3. Drain De-watering area into the sanitary sewer
 4. Combine the wash station and the sanitary waste system. Drain both into sewer system
 5. Accommodate vehicles up to 50 feet in length. Provide adequate clearance for dump trucks and vector truck
 6. Provide equipment and utilities for washing vehicles (steam, water pressure and power)

- F. Administration
 1. Provide Receptionist area adjacent to Lobby
 2. Provide Administrative Assistant near Receptionist. (Administrative Assistant should be able to supervise entry)
 3. Provide large area for copy machine, files and office supplies storage. (Provide sound separation)
 4. Provide wall space for utility systems maps
 5. Provide adequate sound separation between public and private spaces

- G. Staff Offices
 1. Provide offices for the Manager, Supervisors, Water Quality Tech., and Safety Office.
 2. Provide open office area for Crew Leaders and Technical Support Staff. (Offices may be separate and linked directly to the division they serve, but preference is for offices to be close to proximity of supervisors/leads)
 3. Provide flexible office layout

- H. Meeting Areas
 1. Provide large multi-purpose meeting room for 60 people; divisible into two areas. May be used by other City employees. Provide controlled access, access to restrooms, zoned for security
 2. Provide conference room for 12 people
 3. Equip all meeting rooms with marker boards, tackable surfaces; hanging map racks, and wired for data and telcom for Powerpoint presentations
 4. Locate library near offices with adequate layout space and file storage. Storage for multi-media equipment and viewing area for four people

- I. Locker Rooms/Mud Room/Laundry Room
 1. Provide adequate ventilation
 2. Provide increased Locker Room space
 3. Provide large Mud Room with direct access to exterior
 4. Provide preliminary wash down area outside Mud Room
 5. Provide large Laundry Room with storage and large sink
 6. Provide showers

- J. Break Room
 1. Provide large Break Room (seats 50) adjacent to Kitchen area
 2. Exterior eating area (seats ten) directly adjacent to break room
 3. Provide exterior covered smoking area
 4. Provide adequate waste/recycling containers

5.0 FACILITY NEEDS ANALYSIS

5. Provide media rack (newspapers, magazines, trade publications)
 6. Provide white board and tack boards
 7. Provide natural daylight
 8. Provide durable washable surfaces
 9. Provide television, video player, dvd player, computer projector and multi-media capabilities
- K. Kitchen
1. Provide large Kitchen adjacent to Break Room
 2. Provide sink, refrigerator, dishwasher, microwave (2), oven/stove and coffee maker
 3. Provide standard upper and lower cabinets and counters
- L. Janitor Closet
1. Provide cleaning equipment and supply storage; service sink
 2. Provide Janitor Closet in each building
- M. Fleet Shop
1. Provide private office with view of service bay
 2. Provide three drive-thru service bays
 3. One heavy duty lift, two standard lifts
 4. Provide rail mounted hoist crane
 5. Provide welding area separate from service bays with curtain (hood/exhaust, gas and oxygen bottle storage)
 6. Provide area for fabrication adjacent to service bay (500 square feet)
 7. Provide service sink with hot and cold water (hand washing)
 8. Provide Unisex Restroom, if located away from main complex
 9. Provide eyewash; shower wash down area
 10. Provide two or three lockers and bench
 11. Locate near warehouse
 12. Provide exhaust ventilation
 13. Provide tire machine and brake equipment area
 14. Provide storage area for parts, tools, chains, etc.
 15. Provide retractable overhead reels for air, water, oil, grease and power
 16. Provide effective floor drainage
 17. Provide good general lighting and task lighting
 18. Provide radiant heating
 19. Provide separate battery storage area
 20. Provide bulk storage of lubricants
 21. Provide air compressor
 22. Provide waste oil storage (250 gallons)
 23. Size overhead doors for largest vehicles
- N. Sign Shop
1. Location adjacent to Street Division is preferred
 2. Provide lighting, heating and ventilation
 3. Provide minimum ceiling clearance of 12 feet
 4. Provide minimum overhead door size: 12 feet high x 10 feet wide
 5. Provide effective floor drainage

5.0 FACILITY NEEDS ANALYSIS

- O. Machine/Welding Shop
 1. Locate adjacent to Fleet Shop
 2. Provide minimum ceiling clearance of 12 feet
 3. Provide minimum overhead door size: 12 feet high x 10 feet wide
 4. Provide effective floor drainage
 5. Provide overhead crane

- P. Warehouse
 1. Provide office with surveillance
 2. Provide access control for parts and small tools
 3. Separate rooms or caged storage areas with access by crews
 4. Provide flexible storage system to accommodate variety of parts and materials
 5. Provide small equipment storage
 6. Provide outside covered, fenced storage
 7. Internal Storage Organization Options:
 - a. None
 - b. Zoned by Division
 - c. Zoned by Use – small power tools, small items (batteries, gloves, goggles, fittings, etc.)
 8. Provide Secure Long Term (Historic) Record Storage – administrative files, engineering and building drawing sets, storm, sanitary sewer videos and water division archives in new facility safe secure (currently in upper site).
 - a. Location options:
 - 1) Downtown
 - 2) On-Site
 9. Provide covered Shipping and Receiving area and dock
 10. Provide service sinks with hot/cold water
 11. Provide forklift access throughout warehouse
 12. Provide adequate ceiling height to allow for mezzanine storage

- Q. Hazardous Material Storage
 1. Provide efficient storage area
 2. Provide lighting, heating and ventilations
 3. Provide segregated hazmat disposal holding area
 4. Provide special temporary storage area for waste barrels
 5. Provide pesticide barrels in covered area
 6. Provide separate area for oxidizers and flammables
 7. Provide temperature controlled area for temperature sensitive materials

- R. Elevator
 1. Locate adjacent to Administration & stairs.
 2. Provide exterior use.

- S. Miscellaneous Storage Needs
 1. Provide copy machine area for general use
 2. Provide map and mylar room
 3. Provide map copier/scanner area and storage for map area
 4. Provide computer storage area
 5. Provide SCADA area
 6. Provide large area for wall maps

5.0 FACILITY NEEDS ANALYSIS

5.2 Program Summary

Program Spaces	Private	Open	Current Quantity	Current Area (SF)	Future 10 yrs. Quantity	Future 10 yrs. Area (SF)	Adjacency Reqm'ts	Shared w/ Other Divisions (list)	Special Req'm'ts
STAFF OFFICES									
Receptionist		●	1	140	1	190	adjacent to lobby		
Administrative Assistant(s)		●	1	190	1	190	near reception		
Operations Manager	●		1	190	1	200	near reception		
Op's Supervisors									
- STREET	●		1	160	1	150			
- WATER	●		1	110	1	150			
- WASTE/STORM WATER	●		1	170	1	150			VERIFY: fut. separate divisions
- FLEET	●		1	60	1	150			
Op's Crew Leaders									
- STREET		●	1	88	1	150		water, waste/storm	prefer sep. rooms
- WATER		●	1	70	1	150		street, waste/storm	prefer sep. rooms
- WASTE/STORM WATER		●	1	85	1	150		water, street	prefer sep. rooms. VERIFY: fut. separate divisions
Water Quality Tech	●		1	110	1	150			
Work Station	●		?	0	?	300			150 sf per station
G.I.S.		●	?	0	?	150			VERIFY
Safety Office	●		1	125	1	150			Need supply storage, work station and files
Net Area Sub-Total				1,498		2,380			

5.0 FACILITY NEEDS ANALYSIS

5.2 Program Summary

Program Spaces	Private	Open	Current		Future 10 yrs.		Adjacency Reqm'ts	Shared w/ Other Divisions (list)	Special Reqm'ts
			Quantity	Area (SF)	Quantity	Area (SF)			
OFFICE SUPPORT SPACES									
Waiting Area		●	1	85	1	110	near lobby/reception		5 people
Conference Room (small)	●		1	357	1	240		water, streets, fleet, code enf., engineering	seats 12 (@ 20 s.f./person)
Conference Room (large)	●		0	0	1	1,200			seats 60 (@ 20 s.f./person); w/ dividers
Copy / Workroom		●	0	0	1	200			not currently separate room; mail boxes??
Break Room	●		1	760	1	1,000		water, streets, fleet, code enf., engineering	seats 50 (@ 20 s.f./person)
Laundry Room	●		1	75	1	80			(see supplies storage)
Washdown /Area	●		0	0		30			exterior
Mud Room/Dry Room	●		0	0	1	70			
Library			?	?	?	?	near offices		incl. layout space for drawings. supervisors will verify # of volumes
Lockers - Men	●		22	337	45	600		water, streets, fleet, waste/storm?	need more lockers/larger area
Lockers - Women	●		3	102	8	400			need more lockers/larger area
Toilets - Men	●		2	0	3	200			existing toilets included in locker room square footage
Toilets - Women	●		?	?	1	200			existing toilets included in locker room square footage
Shower - Shared	●		1	45	0	0			separate showers will be incorporated into Locker Rooms in future
Storage: Office Supplies	●		1	50	1	50			
Storage: Drawings		●	0	0	1	50			stick sets; verify w/ Nancy/engineers
Storage: Files		●	0	0	1	50			VERIFY: How much at Ops Bldg.
Storage Conference Room		●		40					Currently outside of Conference Room
Janitor's Closet	●		0	0	1	20		can share w/ mud room	
SCADA		●	0	0	2	150			
Telecom Closet	●		1	?	1			share with server	
Server Room	●		1	15	1	20		share with telecom	
Net Area Sub-Total				1,866		4,670			



5.0 FACILITY NEEDS ANALYSIS

5.2 Program Summary

Program Spaces	Enclosed	Open	Current		Future 10 yrs.		Adjacency Req'm'ts	Shared w/ Other Divisions (list)	Special Req'm'ts
			Quantity	Area (SF)	Quantity	Area (SF)			
SHOP SPACE									
Sign Shop/Fabrication Area	●		1	360	1	600	adjacent to Public Works Bldg.		needs to be incl. in sign matri. storage area, sign assembly & repair area (current 185 s.f.)
Machine Shop		●	1	1110	1	1,880			
Welding		●	1	1110	1		adjacent to sign shop	water, mechanic, storm sewer, parks	Space used for sign repair & assembly. Used by other divisions for repair work; parts storage
Vehicle Repair	●		1,320 s.f.	1180	4,000 s.f.	4,000			fleet/waste/storm; would like 18' high ceilings; currently 1-fixed lift, 4 portable lifts; hazmat area
Fleet Parts Storage	●		65 s.f.	316	400 s.f.	400			
Fleet Tool Storage	●		0	60	100 s.f.	100			water; supervisor will verify
Tool Storage (water)			1		1	2,600?			
Tool Storage (streets)			1		1	12,720	adjacent to sign, welding shop	streets	Cannery; presently storage for tools, equipment, materials
Tool Storage (waste/storm)	●		1		1	2,600			waste/storm (includes parts storage)
Chemical Storage		●	1		1	?	?		new large storage bldg. should be consol. into shop area; supervisor will verify
Decorations Storage		●	1		1	?	need for adjacency low priority	currently Street Div. use only	in large storage bldg., seasonal use; could be remote from shop area; super will verify.
Irrigation and Parts Shelving			none		1	150			new irrigated street islands may require storage of irrigation parts in near future
Net Area Sub-Total				4,136.00		22,450			VERIFY

5.0 FACILITY NEEDS ANALYSIS

5.2 Program Summary

Program Spaces	Covered	Uncovered	Current Quantity	Current Area (SF)	Future 10 yrs. Quantity	Future 10 yrs. Area (SF)	Adjacency Reqm'ts	Shared w/ Other Divisions (list)	Special Reqm'ts
YARD (Exterior)									
Dewatering Station	•	•				3,600			
Fueling Station	•		1		1		water, waste/storm	550 gal. diesel; future gasoline??	
Material Storage		•				2,250	waste/storm only		
Gravel: 3/4 minus		•	100 cy		100 cy				
Cold Mix	•		20 cy		20 cy				
Str. Sanding: 1/4-10 minus	•		200 cy		300 cy				
Str. Sweepings/Rec. Asph.		•	100 cy		100 cy				
Masons Sand	•		10 cy		10 cy				
Guardrail/Posts		•	50s/100p		50s/100p			50 sections, 100 posts	
Treewell Grates		•	60 units		60 units				
Manhole Frames & Covers									
Pipe									
Catch Basins/Grates									
Additional Covered Bins	•		0		3+			for cold/poly mix (depth: 32", height: 64", length: 17.6')	
Additional Uncovered Bins		•	3					recovered asphalt; sweepings, misc. rock	
Net Area Sub-Total						5,850			

5.0 FACILITY NEEDS ANALYSIS

5.2 Program Summary

Program Spaces	Covered	Uncovered	Current		Future 10 yrs.		Adjacency Req'm'ts	Shared w/ Other Divisions (list)	Special Req'm'ts
			Quantity	Area (SF)	Quantity	Area (SF)			
LARGE EQUIPMENT INVENTORY									
Small Garden Tractors	•		1		1				Streets (1), Waste/Storm (-), Water (-)
Graders	•		1		1				Streets (1), Waste/Storm (-), Water (-)
Rotary Cutter	•		1		1				Streets (1), Waste/Storm (-), Water (-)
Backhoes	•		4		4				Streets (1), Waste/Storm (1), Water (2)
Loader	•		1		1		streets, water		Storm
Dump Trucks	•		7		7				Streets (2), Waste/Storm (3), Water (2)
Street Sweepers	•		2		2				Streets (2), Waste/Storm (-), Water (-)
Flush Trucks	•		1		1		streets, waste/storm, water		Streets (1), Waste/Storm (-), Water (-)
Sanding Trucks	•								
Autos	•		6		6				which divisions?
Flatbed Trucks	•		1		1				Streets (-), Waste/Storm (-), Water (1)
Pick-up Trucks and Vans	•		18		20				Streets (3), Waste(1) Storm (5) Water (9). Does this cover new employees and supervisors? VERIFY
Vector Truck	•		1		1				sewer sucker, large vehicle
Vac-Con Truck	•		1		1				Waste/Storm
Equipment Trailer	•		2		2				Waste/Storm (1), Water (1); 19' long
Trailered Vac-Tech			1		1				Water (1); 12' long
Trailered Generator	•		1		1				Waste/Storm
Western Plow	•		1		1				Waste/Storm
Paving Machine		•	1		1				1 paving machine, 1 pull box with trailer
Sand Separator									Doesn't work
Total Op's Vehicles			51		53				
Staff Parking			30		45				
Public Parking					20				VERIFY

5.0 FACILITY NEEDS ANALYSIS

5.2 Program Summary

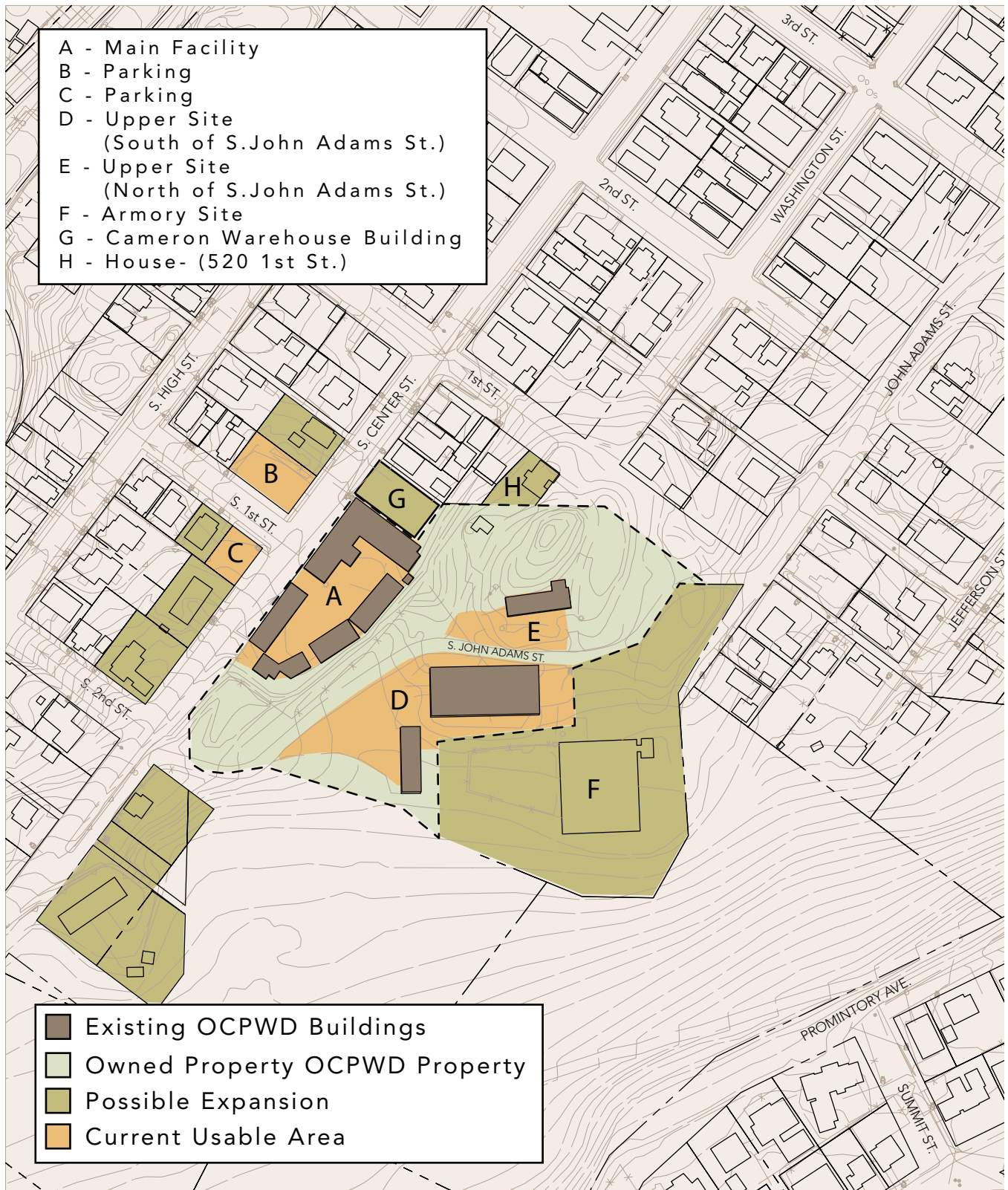
Program Spaces	Covered	Uncovered	Current		Future 10 yrs.		Adjacency Reqmts	Shared w/ Other Divisions (list)	Special Reqmts
			Quantity	Area (SF)	Quantity	Area (SF)			
SMALL EQUIPMENT INVENTORY									
Trimmers	●		4		4				Streets (3), Waste/Storm (4), Water (1)
Blowers	●		3		4				Streets (3), Waste/Storm (1), Water (1)
Edgers	●		1		1				Streets (-), Waste/Storm (1), Water (1)
Lawn Mowers	●		2		2				Streets (-), Waste/Storm (1), Water (2)
John Deere Mower	●		1		1				Waste/Storm - small
Lawn Roller			0		0				
Generators	●		1		3				Streets (1), Waste/Storm (1), Water (2)
Chain Saws	●		7+		8+				Streets (6), Waste/Storm (0), Water (2)
Compactors	●		5		5			streets, waste/storm, water	Streets (3), Waste/Storm (1), Water (1)
Sump Pumps	●		3?		5?				Streets (-), Waste/Storm (5), Water ?VERIFY
Centrifugal Pump	●		2		2				Waste/Storm
Diaphragm Pump	●		1		1				Waste/Storm
Video Inspection Equip.	●		1		1				Waste/Storm

5.0 FACILITY NEEDS ANALYSIS

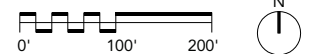
5.3 Operations Staffing Projections

Title	Current		Future 5yrs.		Future 10 yrs.		Hours
	FT	PT	FT	PT	FT	PT	
ADMINISTRATION							
Operations Manager			1				
Administrative Assistant(s)	1		2				7:00 - 4:00
Office Specialist	1		2				7:00 - 4:00
STREETS							
Supervisor	1		1				
Lead Worker	1		1				
Utility Worker	3		5				
Summer Help		5		5			7:30 - 4:00
Sweeper Operator	1		2				split w/ storm and streets
WASTEWATER/STORM							
Supervisor	1		1				7:00 - 4:30 / 7:30 - 4:00 Fri.
Lead Worker	1		2				7:00 - 4:30 / 7:30 - 4:00 Fri.
Utility Worker - Sewer	3		5				7:00 - 4:30 / 7:30 - 4:00 Fri.
Utility Worker - Storm	3		5				7:00 - 4:30 / 7:30 - 4:00 Fri.
Summer Help		3		3			storm only, 8 hrs./day, 5 days/wk
WATER							
Supervisor	1		1				7:00 - 4:30 / 7:30 - 4:00 Fri.
Crew Leader	1		1				7:00 - 4:30 / 7:30 - 4:00 Fri.
Utility Worker	5		7				7:00 - 4:30 / 7:30 - 4:00 Fri.
Part time water	0	2		2			7:00 - 3:30 Mar. - Oct. each year
Water Quality Tech	1		2				7:00 - 4:30 / 7:30 - 4:00 Fri.
Utility Billing Worker	1		2				7:00 - 4:30 / 7:30 - 4:00 Fri.
FLEET							
Supervisor	1		1				7:00 - 4:30 / 7:30 - 4:00 Fri.
Mechanic	1		2				7:00 - 4:30 / 7:30 - 4:00 Fri.
TOTAL	27	10	43	10	0	0	

6.0 SITE ANALYSIS



EXISTING SITE PLAN



6.0 SITE ANALYSIS

6.1 Site Analysis

The objective of the site analysis is to develop an overall understanding of the site, including both existing man-made facilities and natural conditions. The information is based on visual observation and a site survey provided by the Oregon City Public Works Department. This analysis will be used as part of the overall assessment, including identification of site development opportunities and parameters, area most suitable for development and existing facilities to remain.

6.2 Site location

The Oregon City Public Works Operations Facilities are located at the intersection of South Center Street and South 1st Street.

6.3 Site Description

The Oregon Public Works Department owns a number of parcels of land in Oregon City. The majority are small lots housing pump stations. The Feasibility Study focuses on the site currently occupied by the Operations headquarters and several lots directly adjacent to the current Facility.

The site at S. Center Street and 1st Street encompasses several parcels of land making up approximately 4.54 acres. Of that area, approximately half is unsuitable for buildings or yards because of topography, rock outcroppings or significant trees, leaving approximately 2.22 acres of usable land. The site is divided into an upper and lower site by an approximately forty-foot change in elevation.

The main office building site (area A) is approximately .075-acres and contains the administrative division including the conference room, lunchroom and locker rooms. The Streets Division, Wastewater/Stormwater Division, Water Division and Fleet Division Offices are located in the main building. Area A also contains the de-watering station, sign shop, fleet shop, machine/welding shop, covered vehicle storage, some bin storage and some warehouse storage.

Two existing parking lots across S. Center Street accommodate staff parking. Currently, approximately 18 cars can be parked on a 0.16-acre paved lot (Area B) and an additional seven cars can be parked on a 0.08-acre gravel lot (Area C). However, neither lot meets code required parking dimensions or landscape standards. Traffic is light and the existing stop sign at the entrance to the Operations facility is adequate to allow pedestrian traffic to cross S. Center Street safely.

Several parcels of land are located directly behind the main Operations Facility, approximately forty feet higher in elevation and separated by a rock cliff.

The largest parcel (Area D) on the upper site is approximately 0.96 acres and contains the yard, bin storage, a small warehouse and a large warehouse. The site slopes generally to the west and contains a group of mature trees. The southern portion of the site that abuts Waterboard Park is wooded and steeply graded. The smaller parcel (Area E) on the upper site is approximately 0.27 acres and located north of S. John Adams Street. This parcel contains a small warehouse (the Cannery) and is composed of rocky outcroppings, trees and a gravel access road to a residential property to the north.

6.4 Traffic Access

The Operations Facility on the lower site fronts South Center Street, a two-lane road that runs along the northwest property line. In the vicinity of the Operations Center, it is designated a local street by the Oregon City Transportation System Plan. The facilities on the upper site are accessible to vehicular traffic from two sides: from the intersection of S. John Adams and Center Street to the west and from the intersection of S. John Adams and John Adams Street to the east. S. John Adams cuts through the middle of the Operations Yard on the Upper Site and is designated a local, private road. Most of the Operations' vehicles enter the Upper Site from Center Street, which requires navigating a hairpin turn with no shoulder and a steep, narrow access drive. The road does not meet current Oregon City Street Design Standards. It is particularly dangerous during icy weather conditions when sanding trucks use the road to load sand from the upper site. Widening the road and improving the turning radius will require purchasing additional property at the intersection of S. John Adams and S. Center Street. The alternate route to the upper site, via John Adams Street, is safer, but is less direct and requires passing through a residential neighborhood. Unimpeded travel to the upper site is critical due to the programmatic requirement for access during inclement weather and other emergencies.

Pedestrian access between the lower and upper sites is difficult. No sidewalks exist along S. Center Street in front of the Operations' Office Building or along S. John Adams Street. Lack of adequate pedestrian access between the two sites inhibits communication between Operations staff.

6.5 Site Circulation

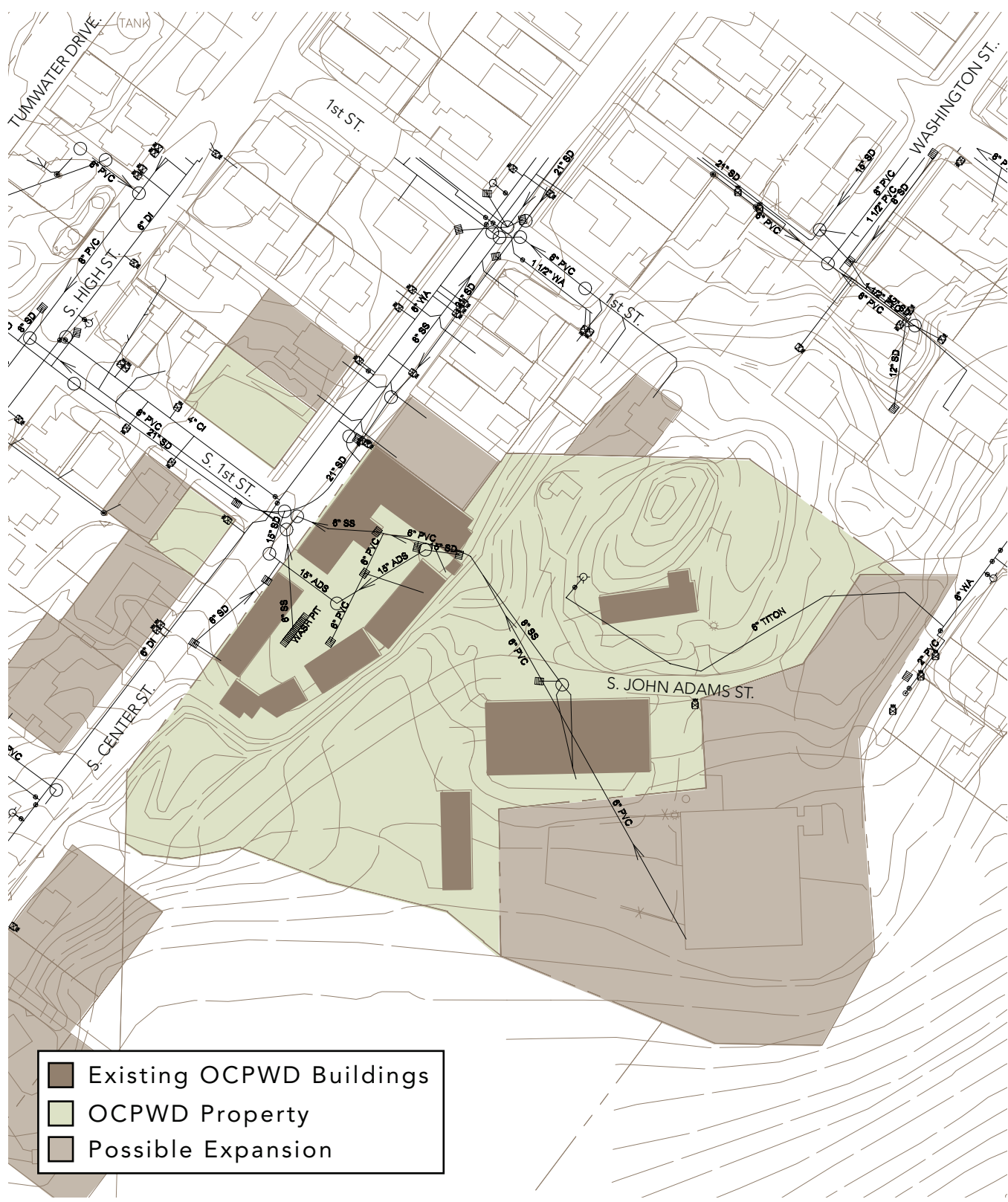
Operations' vehicles currently access the yard on the lower site (area A) via a twenty-six foot wide, gated entrance between buildings. The entrance is too narrow and visibility is poor for vehicles leaving the site. The turning radii inside the facility are inadequate. The majority of the parking is covered and reserved for Operation vehicles. The vector disposal area does not meet current codes and is located adjacent to the building near the outdoor seating area.

Guest and staff parking are located in the two lots north of S. Center Street. Neither lot is clearly identified and neither meets dimensional requirements of the Oregon City Municipal Code.

Area D on the upper site is gated and primarily paved with gravel. Bin storage occurs along S. John Adams Street. The uncovered bins utilize stacked concrete barriers. Parking areas are not defined. The de-watering area located near the entrance gate does not meet current code requirements. The large and small existing warehouses are in disrepair. Lee Engineering, Inc. has prepared a report with structural recommendations for the large warehouse (see appendix).

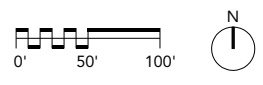
Area E on the upper site is not gated and contains one small structure (the Cannery building). An asphalt paved drive leads to the warehouse and a gravel drive allows access to a residential property to the north. The remainder of the site is unused.

6.0 SITE ANALYSIS



- Existing OCPWD Buildings
- OCPWD Property
- Possible Expansion

EXISTING UTILITIES



6.6 Adjacent Land Use

The Operations Facilities are located in the Institutional Comprehensive Planning District. Most uses in this district are classified as light industrial. Residential properties exist to the north of the facility on both the upper and lower sites and Waterboard Park abuts the upper property to the south.

6.7 Historical Resources

An Historic Review was conducted by David Pinyerd of Historic Preservation Northwest (see appendix). The following five (5) existing buildings on the site were surveyed:

- 122 S Center Street - Oregon City Offices & Fleet shop (Lower Site, Area A)
- 122 S John Adams Street - Cannery Building (Upper Site, Area E)
- 204 S John Adams Street - Armory Building (Upper Site, Area F)
- 206 S. John Adams Street - Storage Building (Upper Site, Area D)
- 220 S. John Adams Street - Storage Building (Upper Site, Area D)

The review concluded that none of the above buildings are currently eligible for the National Register. With extensive renovation, 122 S. Center (Administrative Office Building) and 204 S. John Adams (Armory) may potentially be eligible for historic consideration.

6.8 Utilities

Existing utilities on the lower site appear to be centrally located in the paved yard. Water service is available from a six-inch line in S. Center Street. Sanitary service is available through a six-inch line in S. 1st Street and an eight inch line to the north of the site in S. Center Street.

The upper site appears to have limited utilities. Water service is available through a six-inch line that enters the site from the east along S. John Adams Street. A fire hydrant exists along S. John Adams Street between the Cannery Building and the large warehouse. Sanitary service is available from a 6-inch line that runs diagonally from the northwest to the southeast across the site and under the large warehouse. The location of the proposed de-watering and wash facility will be influenced by the location of the existing sanitary sewer service.

6.9 Drainage

Area A is nearly flat and well drained with numerous catch basins. Both parking lots on the lower site are relatively flat and slope toward South 1st Street. Area D on the upper site slopes generally to the north and over the cliff. The southern portion of Area D currently collects underneath the large warehouse and into a six-inch storm drain system that carries it down to the lower area. The system does not appear to function well and overflows are common over the cliff during heavy precipitation. Area E slopes away from a high point behind the Cannery warehouse.



7.0 REGULATORY REQUIREMENTS

7.1 Regulatory Requirements

Currently, any new development or major modifications to the site will be subject to the land-use requirements of the City of Oregon City Municipal Code, (OCMC) and the Oregon City Comprehensive Plan (OCCP). Fire and life safety codes are governed by the 2003 International Building Code with State of Oregon amendments.

The following review of the City Code and the Comprehensive Plan includes an assessment of zoning, key site development requirements and general development requirements for the facilities plan.

7.2 Zoning

See the Appendix for Zoning Dimensional Standards

Area A

Area A, the main facility, is currently zoned Institutional (I). The purpose of this zone is to facilitate the development of major public institutions, government facilities and parks and to ensure the compatibility of these developments with surrounding areas. The I zone is consistent with the public/quasi-public and park designations on the comprehensive plan map.

The Oregon City Comprehensive Plan (OCCP) designates Area A as Public/Quasi Public (QP).

Area B

Area B, the paved parking lot, is currently zoned Residential (R 3.5 - 3,500 SF SFR Dwelling Unit). This residential district allows single-family attached and detached residential units and two-family dwellings. The existing paved parking lot is an allowed conditional use. The OCCP designates Area B as Medium Density Residential (MR).

Area C

Area C, the gravel parking lot, is currently zoned Residential (R 3.5 - 3,500 SF SFR Dwelling Unit). This residential district allows single-family attached and detached residential units and two-family dwellings. The existing gravel parking lot is an allowed conditional use. The OCCP designates Area C as Medium Density Residential (MR).

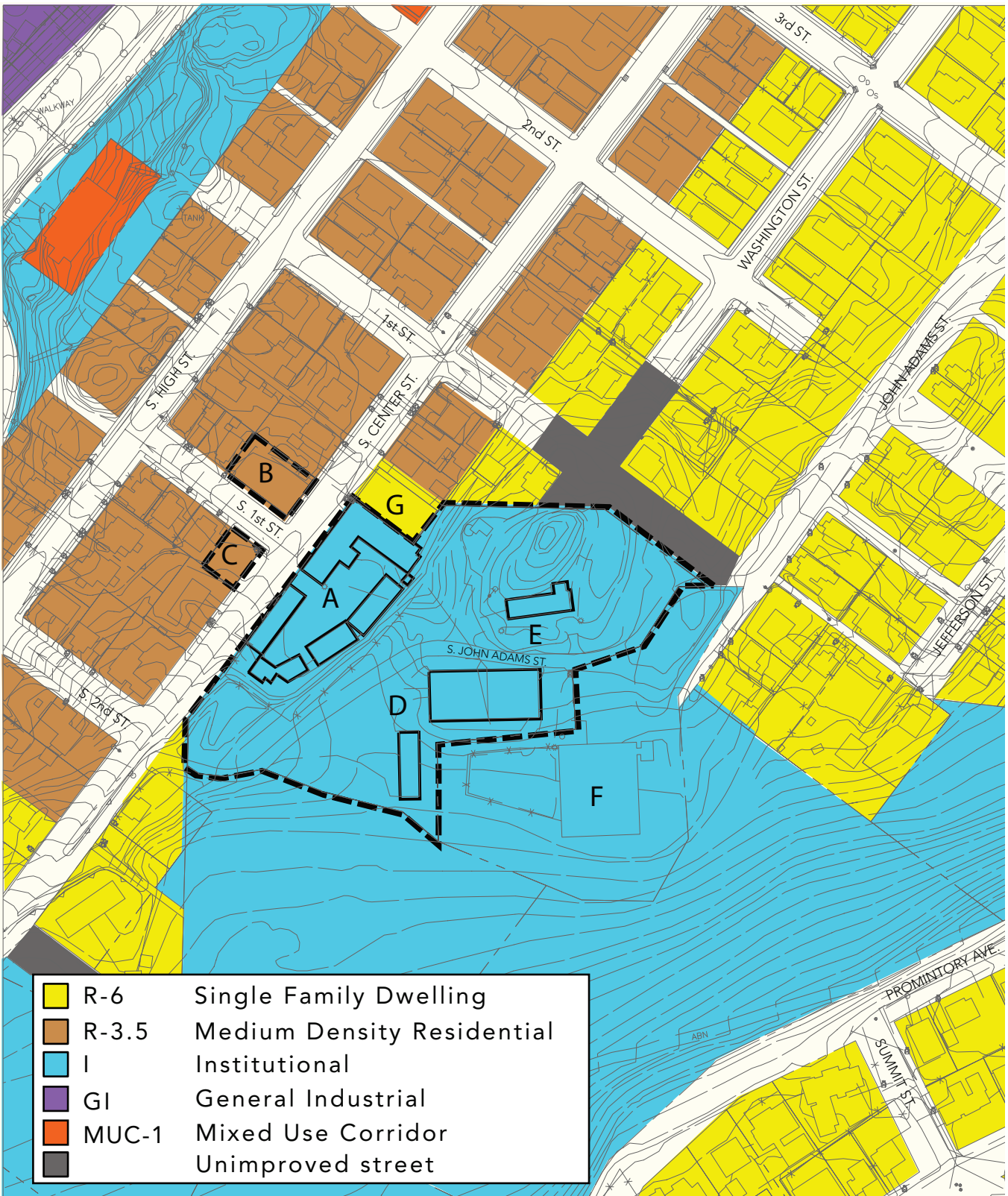
Area D

Area D, the larger, upper site is zoned Institutional (I). The purpose of this zone is to facilitate the development of major public institutions, government facilities and parks and to ensure the compatibility of these developments with surrounding areas. The I zone is consistent with the public/quasi-public and park designations on the comprehensive plan map. The OCCP designates Area D as Public/Quasi Public (QP).

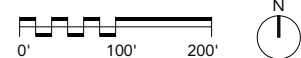
Area E

Area E, the smaller, upper site is zoned Institutional (I). The purpose of this zone is to facilitate the development of major public institutions, government facilities and parks and to ensure the compatibility of these developments with surrounding areas. The I zone is consistent with the public/quasi-public and park designations on the comprehensive plan map. The OCCP designates Area E as Public/Quasi Public (QP).

7.0 REGULATORY REQUIREMENTS



CURRENT ZONING



7.0 REGULATORY REQUIREMENTS

Area F

Area F is zoned Institutional (I). It includes the Armory Building, a 14,500 square foot warehouse with classroom space, parking lot and gravel yard. The Armory Building was deeded to the State Military Department in 1949 with the stipulation that if it ceased to be used for military purposes, it would revert back to the City. The Oregon National Guard uses the building for limited equipment storage and leases the classroom space to a school for at-risk youth. The Military Department has expressed a willingness to relocate to another site, and the City is currently negotiating terms to re-acquire the property. The current and proposed uses are allowed within this zone. The I zone is consistent with the public/quasi-public and park designations on the comprehensive plan map. The OCCP designates Area F as Public/Quasi Public (QP).

Area G

Included in Area G is a privately owned warehouse which abuts the Operations Administration Buildings located in area A. The property is currently zoned as R-6 (6,000 SF SFR Dwelling Unit). The warehouse is a non-conforming use, which is allowed by grandfather rights. The OCCP designates Area G as Low Density Residential (LR).

7.3 Site Development Requirements

1. Fire and Safety: (Clackamas County Fire District)
2. Transportation: (City of Oregon City Transportation System Plan)
3. Water Service Systems:
Water Master Plan and OCPW Water Design Standards
4. Sewer Regulations:
City of Oregon City Sanitary Sewer Master Plan and OCPW Sanitary Sewer Design Standards.
5. Stormwater Management:
OCPW Stormwater Design Standards
6. Historic Overlay District: (OCMC Chapter 17.40) The Operations Facility is included in the Historic Overlay District and is subject to all applicable zoning requirements outlined in OCMC Chapter 17.40.
7. Building Code Requirements and Fees: Future development shall be subject to all applicable building code requirements and all applicable building and development fees.

7.4 General Development Requirements

1. The final location of the fire hydrants shall be approved by Clackamas County Fire Department and shall be evaluated per the Oregon Fire Code (OFC), Section 508 & Appendix C. Fire flows shall meet the requirements listed under Appendix B of the OFC.
2. Provision for access and egress for fire-fighting equipment to and from the fire hydrants shall be in place prior to beginning on-site combustible construction.
3. The Community Development Director must approve removal of trees in conjunction with a public facilities construction project.
4. Sanitary sewer construction plans and calculation shall be approved by the City for construction.
5. Storm drainage construction plans and calculation shall be approved by the City prior to issuance of a public works permit.
6. The Developer shall submit building plans to the Building Division and shall comply with the Building Code requirements prior to issuance of a building permit.
7. The Developer shall submit a soils report indication that adequate soil conditions exist prior to issuance of a building permit.
8. Any work in the public right-of-way or public easement will require a public works permit from the City.
9. Any necessary Public Works Permits shall be obtained prior to issuance of a building permit.

It will be the responsibility of the Owner to obtain any necessary off-site utility easements, which must be submitted to and accepted by the City prior to issuance of a public works permit.

8.0 FACILITY DESIGN CONCEPT

8.1 Design Issues and Opportunities

Material Storage

Bulk storage is currently located in the upper level in area A.

Bins contain gravel, cold-mix, sanding rock, masons sand, etc. A portion of the exterior bulk storage area will accommodate temporary operations and storage of large quantities of bulk material such as slurry sand, tree trimmings, chips, etc. This quadrant of the service yard should be drained to a single trapped area drain and a large dry well on site.

Guest Parking

Currently, no designated public parking area exists. Guests park on street (4-5 parallel in front).

The ten year plan projects the need for 20 parking spaces in close proximity to the administrative facilities and separate from staff parking. Covered parking is not required.

Staff Parking

Parking for employees and vendors is currently provided in a paved lot (Area B) and small gravel un-striped parking lot (Area C) across South Center Street. On-street parking is also available in the neighborhood. The paved parking lot can accommodate ten cars. The gravel parking lot can accommodate seven cars. The current number of full-time employees requires 30 parking spaces. The estimated number of spaces required in five years will increase to 45. With the proposed addition of an elevator between the lower and upper sites, additional staff parking can be provided on the upper site. Covered parking is not required.

Covered Vehicle Storage

Covered parking for approximately 20 specialized vehicles is provided in area A along the cliff face. The covered parking structures consist of metal frames with metal roofs.

Covered vehicle storage should be centrally located and adjacent to the uncovered vehicle parking.

Chemical/Hazardous Material

Some chemical and hazardous material storage will be required on-site. If it is stored in one of the warehouse buildings it will require a separate fire-protected room that meets current building codes. Alternatively, it can be stored in the yard in pre-manufactured storage units.

Site yard

The existing asphalt paved yard, located in area A, is surrounded by covered parking and buildings. It is inadequate in size to meet current vehicle and equipment storage needs. Maneuvering of trucks and service vehicles is difficult.

The planned yard will be paved in asphalt with drainage to catch basins. It should allow free movement of vehicles, access to all central and perimeter facilities as well as large open free space for temporary storage of material and vehicles. The yard should be screened from the public with either buildings or landscaping.

(continued)

8.0 FACILITY DESIGN CONCEPT

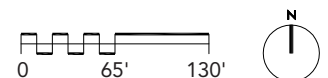


SITE PLAN - PHASE I

8.0 FACILITY DESIGN CONCEPT



SITE PLAN - PHASE II



8.0 FACILITY DESIGN CONCEPT

De-watering/Wash Facility

The existing De-watering Facility is located in the site yard adjacent to the administrative wing. It is not covered and drains directly into the sewer system through a catch basin.

The new De-watering Facility will consist of a large, covered concrete slab that drains only the area under cover. The covered area will be split into small and large de-watering areas that drain into the sewer system via catch basins. The smaller portion of the facility will also serve as the wash station with steam cleaning equipment and an enclosed storage area.

Administration

The existing Administration Building is located in area A. It provides office, meeting and lunch room space for all the Operations employees. The building underwent a remodel within the last ten years. Circulation through the building is inefficient and office sizes are too small. The existing meeting room is undersized, forcing the staff to use the lunch room as the large meeting area.

The administrative offices will be located in a new, four-story building located to the southwest of the existing Administrative Building. Staff members in this new building will be connected to the buildings on the upper site through an elevated pedestrian walkway extending from the fourth floor of the new building. This elevated pedestrian walkway will lead to a covered parking area and eventually to the new Fleet Shop on the upper site.

9.1 Recommendations

The optimum site for an Operations Facility to serve the needs of Oregon City for the next 10 to 20 years requires an area of approximately six acres. The current core site at 122 S. Center Street, where most of the divisions and offices are located, occupies approximately 4.5 acres, including the area on the hillside above the offices. Given the steep terrain, the actual usable area is 2.2 acres. During the course of the study, the decision was made to maintain the Operations Facilities in their current location, acquire additional property and replace buildings as needed to meet the needs of the City for the next ten years. The study recommends an overall strategy of conserving space by building taller buildings where feasible and acquiring additional property adjacent to the current site. As some of the suggestions for building uses and heights do not meet the standards of the current zoning, the study recommends applying to the Community Development Department for master plan approval of the proposed phasing plans. Through this process, the Planning Division has the authority to waive certain zoning requirements and approve a master plan for implementation over a period of twenty years. The report recommends the following phased steps:

PHASE I

Upper Site (on S. John Adams Street)

1. Acquire the Armory Building through purchase.
2. Purchase and demolish the house on the north end of the site.
3. Move off-site or tear down the existing wood-frame warehouses.
4. Level the rock outcroppings. (Maintain, to the extent possible, the large oak trees on the northern edge of the site.)
5. Build new covered parking and bulk storage sheds.
6. Close S. John Adams Street to public traffic between the Armory Center Street. Provide security fencing around entire Upper Site.
7. Build a new Fleet Shop, De-watering & Wash Facility.
8. Move other Divisions' shops and storage into the Armory Building to replace uses housed in demolished building space.
9. Purchase one or both houses on S. John Adams, widen the street and increase the turning radius at the S. Center Street intersection.

Lower Site (on S. Center Street)

1. Purchase the warehouse building adjacent to the current Operations Office Building (to the northeast).
3. Build new, four-story, 30,400 square foot office building south of the existing Operations Offices. Extend elevator to the level of the Upper Site to facilitate access and communication between levels. Although the proposed building exceeds the projected space requirements of the Operations Offices, the report recommends that it be built to that size to maintain the highest and best use of available land. The additional space could be used by other municipal departments or be leased initially as private offices to generate revenue for the City. The Operations Department would be able to grow into them over time.

PHASE II

Lower Site

1. Demolish existing Operations Office Building. Build new office building in its place.
2. Purchase additional houses and lots across Center Street as they become available for future buildings and/or parking.

9.2 Project Budget

The following detailed cost summary, prepared by Architectural Cost Consultants, outlines estimated direct construction costs for demolition, site work, buildings and structures included in each phase. Since these components have not been fully designed, the estimates are based on general assumptions about quality levels and construction start dates and are intended for budgeting purposes only. In addition to the direct construction costs listed below, there will be additional “soft costs” for each phase, such as design fees, traffic studies, permit fees, off-site improvements, fixtures and furnishings, etc. Although soft costs can vary, they typically represent approximately one-third of total project cost. Total project cost is defined as the sum of direct construction cost plus soft costs.

Estimated Phase I Costs:

Direct construction cost:	\$10,278,998
Soft costs (permits, fees, etc.):	\$ 5,062,790
Total project cost:	\$15,341,788

Estimated Phase II Costs:

Direct construction cost:	\$ 6,875,625
Soft costs (permits, fees, etc.):	\$ 3,386,502
Total project cost:	\$10,262,127

9.3 Detailed Estimate

OPERATIONS FACILITIES Oregon City, Oregon DECA Architecture, Inc. Portland, Oregon PRELIMINARY BUDGET ESTIMATE	<i>Architectural Cost Consultants, LLC</i> James A. Jerde, AIA - Stanley J. Pszczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone (503) 718-0075 Fax (503) 718-0077	Estimate Date: 05-Dec-05 Document Date: 25-Apr-05 Print Date: 05-Dec-2005 Print Time: 01:14 PM Constr. Start: 01-Mar-07
Executive Summary		

COMPONENT	Area	Cost / SF	Total
PHASE	Constr. Start		
PHASE 1	01-Mar-07		\$10,278,998
PHASE 2	01-Mar-08		6,875,625
ESTIMATED TOTAL DIRECT CONSTRUCTION COST			\$17,154,624

The above estimates are for direct construction cost only. They do not include furnishings & equipment, consultant fees, inspection and testing fees, plan check fees, financing costs, nor any other normally associated development costs.

The above estimates do not include land or building acquisition costs.

The above costs assume a construction start as shown above. They are indexed assuming a 5% per year average rate of inflation. If the construction start changes the estimates must be indexed to account for inflation. Current projections of inflation appear to be in the 4% to 6% range. The actual rate of inflation should be monitored and adjustments made as needed.

The above estimate is based on a competitively bid job with a least three general contractors bidding.

Market conditions over the last year have been very volatile, with sharp increases in the price of steel, lumber, plywood, copper, aluminum and drywall. We have attempted to reflect this in the above estimate.

9.0 IMPLEMENTATION STRATEGY

OPERATIONS FACILITIES Oregon City, Oregon DECA Architecture, Inc. Portland, Oregon PRELIMINARY BUDGET ESTIMATE	Architectural Cost Consultants, LLC	Estimate Date: 05-Dec-05
	James A. Jerde, AIA - Stanley J. Pszczolkowski, AIA	Document Date: 25-Apr-05
	8060 SW Pfaffle Street, Suite 110	Print Date: 05-Dec-2005
	Tigard, Oregon 97223-8489	Print Time: 01:14 PM
	Phone (503) 718-0075 Fax (503) 718-0077	Constr. Start: 01-Mar-07

DETAIL BY PHASE	Quantity	Unit	Cost/Unit	Cost	Total	Comments
PHASE 1						
Site Demolition						
upper site						
wood frame house @ north end of site	1,439	sf	\$4.00	\$5,756		
historic warehouse	1,665	sf	4.00	6,660		
wood frame warehouses	12,852	sf	3.00	38,556		
shed	312	sf	2.00	624		
paving, curbs & misc. landscaping	12,000	sf	0.60	7,200		allowance
lower site						
covered parking	6,227	sf	2.50	15,568		
shed	70	sf	2.00	140		
paving, curbs & misc. landscaping	24,000	sf	0.60	14,400		
miscellaneous	1	sum	10,000.00	10,000		
haul & dispose	1	sum	4,000.00	4,000		
Sub-total					\$102,904	
On-site work						
upper site						
level rock outcroppings	1	sum	50,000.00	50,000		allowance
level & grade	83,413	sf	0.50	41,707		
paving @ bulk storage - north	36,022	sf	2.25	81,050		
paving @ other - south	47,391	sf	2.25	106,630		
curb	2,796	lf	15.00	41,940		
parking striping	96	ea	20.00	1,920		
wheel stops	40	ea	75.00	3,000		
signing	1	sum	4,000.00	4,000		
storm drainage	83,413	sf	0.35	29,195		
lighting	83,413	sf	0.35	29,195		
lower site						
level & grade	17,068	sf	0.30	5,120		
sidewalks	1,000	sf	4.50	4,500		allowance
paving	17,068	sf	2.25	38,403		
curb	520	lf	15.00	7,800		
parking striping	12	ea	20.00	240		
signing	1	sum	2,000.00	2,000		
storm drainage	17,068	sf	0.35	5,974		
lighting	17,068	sf	0.35	5,974		
landscaping						
upper site						
perimeter	50,654	sf	2.00	101,308		
interior - parking islands	1,668	sf	5.00	8,340		
trees	98	ea	200.00	19,600		
lower site						
allowance	1	sum	20,000.00	20,000		
fencing						
upper lot						
chainlink fencing	1,749	lf	20.00	34,980		
entry gates	2	pr	4,000.00	8,000		
Sub-total					650,874	

9.0 IMPLEMENTATION STRATEGY

OPERATIONS FACILITIES Oregon City, Oregon DECA Architecture, Inc. Portland, Oregon PRELIMINARY BUDGET ESTIMATE	Architectural Cost Consultants, LLC James A. Jerde, AIA - Stanley J. Pszczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone (503) 718-0075 Fax (503) 718-0077	Estimate Date: 05-Dec-05 Document Date: 25-Apr-05 Print Date: 05-Dec-2005 Print Time: 01:14 PM Constr. Start: 01-Mar-07
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DETAIL BY PHASE	Quantity	Unit	Cost/Unit	Cost	Total	Comments
PHASE 1 - Continued						
Off-site work						
staff parking	3,969	sf	7.50	29,768		
guest parking	6,409	sf	7.50	48,068		
Sub-total					77,835	
Covered parking @ upper site						
foundations	3,700	sf	2.50	9,250		
roofs	3,700	sf	35.00	129,500		
Sub-total	3,700	sf	37.50 /sf		138,750	
Bulk storage sheds						
foundations	3,575	sf	2.50	8,938		
roofs	3,575	sf	35.00	125,125		
concrete gravity block walls	900	sf	30.00	27,000		average ht. 6'
Sub-total	3,575	sf	45.05 /sf		161,063	
Open storage dividers						
concrete gravity block walls	1,568	sf	30.00	47,040		average ht. 4'
Sub-total					47,040	
Covered walkways @ upper site						
foundations	2,453	sf	2.00	4,906		
roofs	2,453	sf	25.00	61,325		
Sub-total	2,453	sf	27.00 /sf		66,231	
Fleet shop						
foundations	6,208	sf	2.50	15,520		
roof	4,672	sf	30.00	140,160		
mezzanine	1,536	sf	45.00	69,120		
enclosure	6,208	sf	20.00	124,160		
finishes	4,672	sf	12.00	56,064		
shops/mezz	1,536	sf	24.00	36,864		
offices/parts	6,208	sf	20.00	124,160		
equipment	6,208	sf	20.00	124,160		
mechanical	6,208	sf	20.00	124,160		
electrical	6,208	sf	15.00	93,120		
Sub-total	6,208	sf	126.18 /sf		783,328	
Dewatering facilities						
foundations	1,536	sf	2.50	3,840		
slabs, pits & ponds	1,536	sf	15.00	23,040		
roofs	1,536	sf	35.00	53,760		
equipment	1	sum	20,000.00	20,000		
drainage	1,536	sf	10.00	15,360		
Sub-total	1,536	sf	75.52 /sf		116,000	
Remodel armory building for shops & storage						
demo	14,329	sf	1.50	21,494		
roofs	14,329	sf	6.00	85,974		
finishes	14,329	sf	8.00	114,632		
equipment	14,329	sf	1.00	14,329		
mechanical	14,329	sf	6.00	85,974		
electrical	14,329	sf	4.00	57,316		
Sub-total	14,329	sf	26.50 /sf		379,719	

9.0 IMPLEMENTATION STRATEGY

OPERATIONS FACILITIES Oregon City, Oregon DECA Architecture, Inc. Portland, Oregon PRELIMINARY BUDGET ESTIMATE	Architectural Cost Consultants, LLC James A. Jerde, AIA - Stanley J. Psczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone (503) 718-0075 Fax (503) 718-0077	Estimate Date: 05-Dec-05 Document Date: 25-Apr-05 Print Date: 05-Dec-2005 Print Time: 01:14 PM Constr. Start: 01-Mar-07
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DETAIL BY PHASE	Quantity	Unit	Cost/Unit	Cost	Total	Comments
PHASE 1 - Continued						
Temporary remodel warehouse building @ lower site						
demo	5,700	sf	1.00	5,700		
finishes	5,700	sf	4.00	22,800		
equipment	5,700	sf	0.00	0		
mechanical	5,700	sf	4.00	22,800		
electrical	5,700	sf	4.00	22,800		
Sub-total	5,700	sf	13.00	/sf	74,100	
Parking under office building						
foundations	7,600	sf	3.00	22,800		
structured slab/stairs	7,600	sf	25.00	190,000		
finishes	7,600	sf	12.00	91,200		
elevator	1	sum	10,000.00	10,000		
mechanical	7,600	sf	4.00	30,400		
electrical	7,600	sf	4.00	30,400		
Sub-total	7,600	sf	49.32	/sf	374,800	
Office building						
1st fl. operations	7,600	sf	230.00	1,748,000		
2nd fl. operations	7,600	sf	190.00	1,444,000		
3rd fl. shell space	7,600	sf	130.00	988,000		
4nd fl. shell space	7,600	sf	130.00	988,000		
mechanical penthouse	1,200	sf	100.00	120,000		
Sub-total	31,600	sf	167.34	/sf	5,288,000	
Bridge to upper level allowance	1,491	sf	200.00	298,200		
Sub-total					298,200	
SUB-TOTAL				8,558,842	\$8,558,842	
ESTIMATING CONTINGENCY INDEX TO CONSTR. START	01-Mar-07		10.00% 9.18%	855,884 864,272	\$1,720,156	20.10%
TOTAL DIRECT CONSTRUCTION COST PHASE 1					\$10,278,998	

9.0 IMPLEMENTATION STRATEGY

OPERATIONS FACILITIES Oregon City, Oregon DECA Architecture, Inc. Portland, Oregon PRELIMINARY BUDGET ESTIMATE	Architectural Cost Consultants, LLC James A. Jerde, AIA - Stanley J. Psczolkowski, AIA 8060 SW Pfaffle Street, Suite 110 Tigard, Oregon 97223-8489 Phone (503) 718-0075 Fax (503) 718-0077	Estimate Date: 05-Dec-05 Document Date: 25-Apr-05 Print Date: 05-Dec-2005 Print Time: 01:14 PM Constr. Start: 01-Mar-07
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DETAIL BY PHASE	Quantity	Unit	Cost/Unit	Cost	Total	Comments
PHASE 2						
Demo						
lower site						
existing concrete operations building	7,828	sf	6.00	46,968		
existing concrete warehouse building	5,700	sf	6.00	34,200		
paving	7,650	sf	0.60	4,590		
curbs	100	sf	2.50	250		
miscellaneous	1	sum	4,000.00	4,000		
haul & dispose	1	sum	4,000.00	4,000		
Sub-total					\$94,008	
Work on South John Adams Street						
demo						
existing house	1,000	sf	4.00	4,000		
paving	4,320	sf	4.00	17,280		
curbs	440	lf	2.50	1,100		
earthwork & rock excavation	600	cy	50.00	30,000		assume 3' average
sidewalk	8,820	sf	4.50	39,690		
curb	630	lf	15.00	9,450		
storm drainage	440	lf	50.00	22,000		
lighting	1	ea	5,000.00	5,000		
Sub-total	315	lf	395.30	/lf	124,520	
On-site work						
level & grade	13,445	sf	0.30	4,034		
concrete walkways	2,838	sf	4.00	11,352		
parking @ lower level						
paving	10,607	sf	2.50	26,518		
curbs	555	lf	12.00	6,660		
parking striping	32	ea	20.00	640		
wheel stops	18	ea	75.00	1,350		
signing	1	sum	2,000.00	2,000		
storm drainage	10,607	sf	0.35	3,712		
lighting	10,607	sf	0.50	5,304		
landscaping						
@ lower level	1	sum	20,000.00	20,000		
Sub-total	13,445	sf	6.07	/sf	81,569	
New office building						not including tenant work
1st fl. shell space	9,000	sf	160.00	1,440,000		
2nd fl. shell space	9,000	sf	130.00	1,170,000		
3rd fl. shell space	9,000	sf	130.00	1,170,000		
4nd fl. shell space	9,000	sf	130.00	1,170,000		
mechanical penthouse	1,500	sf	100.00	150,000		
Sub-total	37,500	sf	136.00	/sf	5,100,000	
SUB-TOTAL				5,404,097	\$5,400,097	
ESTIMATING CONTINGENCY			10.00%	540,410		
INDEX TO CONSTR. START	01-Mar-08		15.73%	935,118	\$1,475,528	27.32%
TOTAL DIRECT CONSTRUCTION COST PHASE 2					\$6,875,625	



- Contacts
- Zoning Dimensional Standards
- Meeting Notes
- Structural Recommendations for Large Warehouse
Prepared by Lee Engineering Inc.
- Partial Appraisal Report - Armory Building
- Armory Building Property Description & Analysis
- Inventory of Historic Properties
- Public Works Facilities Map
- Public Works Facilities Addresses

Contacts

Owner:

City of Oregon City
Operations Division
Fran Shafer
122 S. Center Street
Oregon City, OR 97045
Tel: 503-657-8241
Fax: 503-650-9590
fshafer@ci.oregon-city.or.us

Architect:

DECA Architecture, Inc.
David Hyman
935 SE Alder Street
Portland, OR 97214
Tel: 503-239-1987
Fax: 503-239-6558
hyman@deca-inc.com

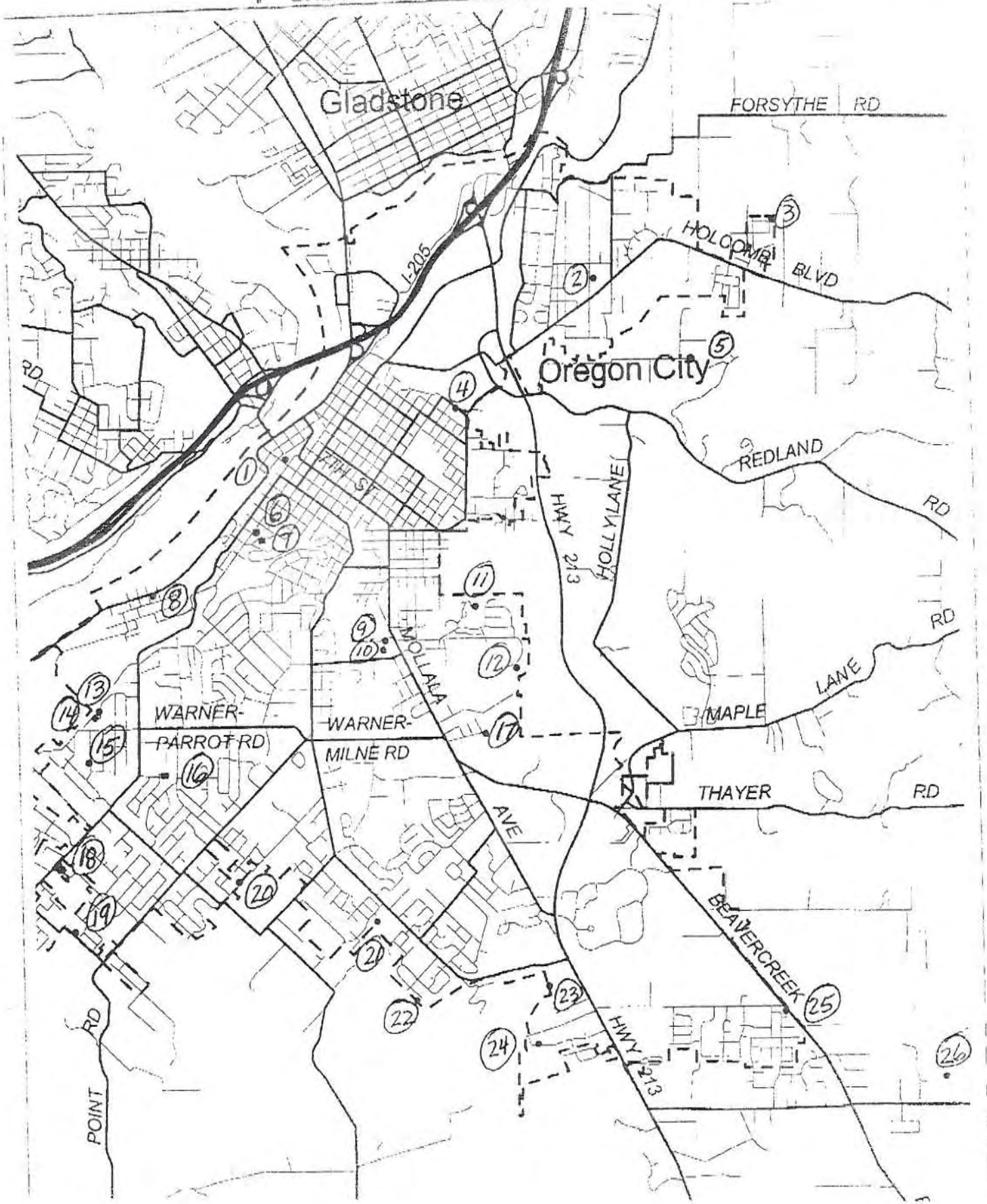
Cost Consultant:

Architectural Cost Consultants, LLC
James A. Jerde, AIA
8060 SW Pfaffle Street, Suite 110
Tigard, OR 97223-8489
Tel: 503-718-0075
Fax: 503-718-0077
archcost@aracnet.com

Oregon City Public Works Facility Addresses

1	Sewer	Elevator Pump Station	610 Promenade
2	Water	Hunter Pump Station	16310 S. Hunter Street
3	Water	Barlow Crest Reservoir	15098 Oyer Drive
4	Sewer	18 th Street Pump Station	1412 18th Street
5	Water	Livesay Pump Station	End of Livesay
6	Public Works	Public Works Shops	122 S. Center Street
7	Public Works	Public Works Shops	122 S. Center Street
8	Sewer	Canemah Pump Station	410 McLoughlin Blvd.
9	Water	Mountain View Pump Station	414 Mountatin View
10	Water	Mountain View Reservoir	414 Mountatin View
11	Sewer	Barclay Hills Pump Station	17881 Peter Skene Way
12	Sewer	Newell Crest	18161 Newell Crest Drive
13	Sewer	Amanda Pump Station	275 Amanda Court
14	Sewer	Riverview Pump Station	287 Amanda Court
15	Sewer	Cook Street Pump Station	18763 Cook Street
16	Water	Boynton Stand Pipe	18847 Boynton Street
17	Sewer	Hilltop Pump Station	708 Hilltop
18	Sewer	(4) Step System Pumps	11501-11521 Salmonberry
19	Sewer	Parrish Road Pump Station	11519 Parrish Road
20	Sewer	Pease Road Pump Station	19379 Pease Road
21	Sewer	Settlers Pump Station	16460 S. Meyers Road
22	Sewer	Nobel Ridge Pump Station	13181 Gaffney Lane
23	Sewer	Meyers Road Pump Station	19833 Highway 213
24	Sewer	Brendon Estates Pump Station	13903 Conway Drive
25	Water	Fairway Downs Pump Station	20007 S. Beaver creek Road
26	Water	Henrici Reservoir	16085 Henrici Road

Public Works Facilities



HISTORIC RESOURCE SURVEY FORM

Continuation Sheet

*County:

Clackamas

*Street Address: 220 S JOHN ADAMS ST

*City: OREGON CITY

Continuation of Physical and Landscape Features:

The small workshop at 220 South John Adams Street was built in the 1930s. It is located within a fenced work yard that also includes another, larger structure. The shop is a simple, one-story rectangle with an eaveless, gabled roof. Approximately two feet of the concrete foundation is visible above ground. The exterior wall surfaces above are clad in channel drop siding. The roof is clad in modern interlocking metal panels. The west elevation features four garage-type openings. A track for sliding doors runs across the entire elevation, but only the southern most door retains the original configuration. The three remaining openings have been filled with modern roll-up doors. There are also three boarded-up windows on this elevation. The north gable-end has three windows, evenly spaced but placed at staggered heights and boarded-up as well. Two evenly spaced openings are punched into the south gable-end. More boarded-up windows can be found on the east elevation. It is not possible to determine the window configuration or evaluate their integrity because they are covered on the interior, as well as exterior. The interior of the building is currently used for storage. There are only a few vestiges that recall the building's former use as a metal shop. The workshop is in fair to good condition. At present, its integrity is fair as well. The structure's integrity would be raised to good should original windows be present under the protective covering.



*Researcher/Organization: Bernadette Niederer / HPNW

*Date Recorded: 10/18/2004

Continuation Page

*Photo Roll# 1

*Frame #(s) 4, 3

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: This page of the survey form is required ONLY for Intensive Level Survey

*County:

Clackamas

*Street Address: 220 S JOHN ADAMS ST

*City: OREGON CITY

Architect and/or Builder:

Owner Type:

- Private Local State Federal Mixed

Addition or Subdivision Name: Unknown

Owner Name: CITY OF OREGON CITY

Area(s) of Significance:

Address: PO BOX 3040

Education

City State ZIP: OREGON CITY OR 97045

Property Category:

Phone: NOT ON FILE

- Building Structure Site Object District

Documentation

Research Sources:

- Title/Deed Records
 Sanborn Maps
 Obituary Index
 City Directories
 Census Records
 Biographical Encyclopedias
 Newspapers

- Building Permits
 Tax Records
 SHPO Files
 State Archives
 State Library
 Local Histories
 Personal Interviews
 Historic Photographs

Local Library (specify):

Oregon City Public Library

University Library (specify):

Historical Society (specify):

Clackamas County Family History Center

Other (specify):

Bibliographic References (books, articles, interviews, etc.):

City directories and telephone books at the Oregon City Public Library: 1916, 1933, 1941, 1947, 1953, 1958.
 Irving, Peter. Operations Supervisor, Public Works. Interview, 10/18/04.
 Sanborn Fire Insurance Maps: 1892, 1900, 1911, 1925, 1950.

*Researcher/Organization: Bernadette Niederer / HPNW

*Date Recorded: 10/18/2004

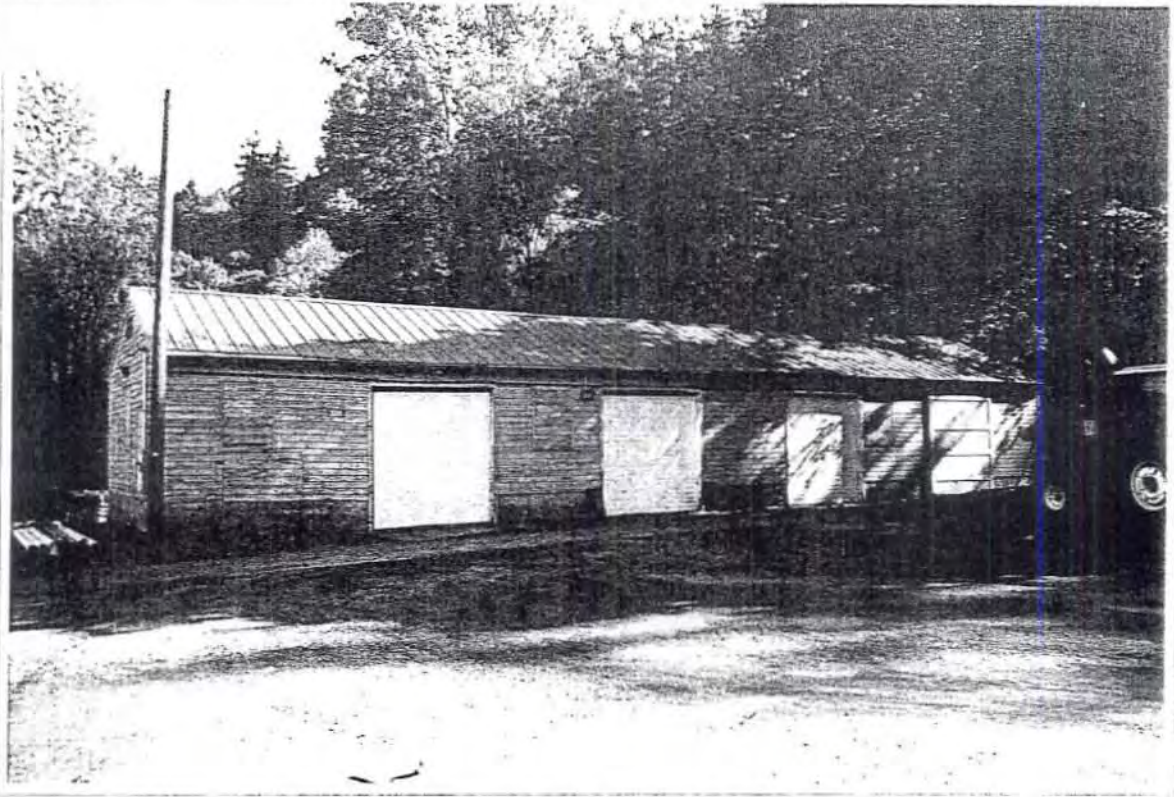
HISTORIC RESOURCE SURVEY FORM

*County: Clackamas

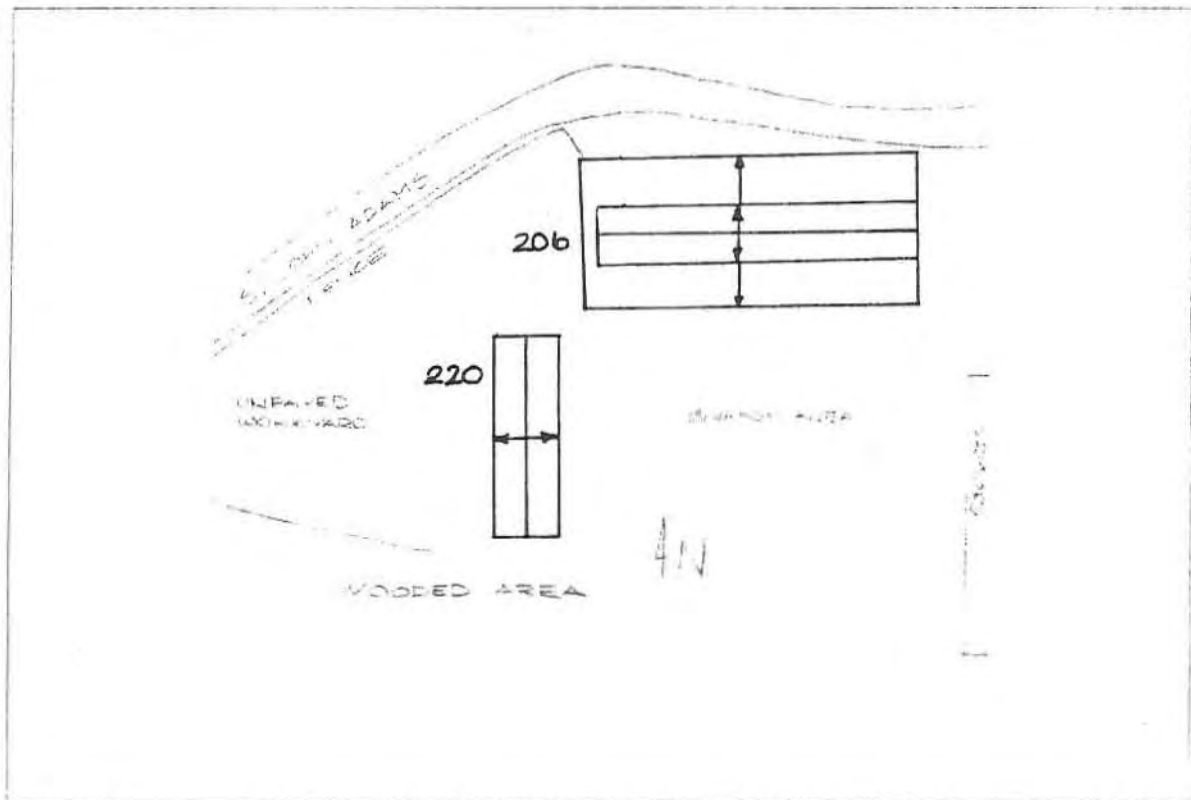
*Street Address: 220 S JOHN ADAMS ST

*City: OREGON CITY

Photo:



Site Plan:



*Researcher/Organization: Bernadette Niederer / HPNW

*Date Recorded: 10/18/2004

Survey Form Page 2

*Photo Roll# 1

*Frame #(s) 4, 3

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: For properties 35 years old and newer, starred (*) sections are the only required fields.

*County: **Clackamas**

*Street Address: 220 S JOHN ADAMS ST		*City: OREGON CITY	
USGS Quad Name: Oregon City		GPS Latitude: 45 21 03 N	Longitude: 122 36 38 W
Township: 02S	Range: 02E	Section: 31	Block: NA Lot: NA
*Date of Construction: c. 1930		Historic Name:	Historic Use or Function: Education - other
Grouping or Cluster Name: NA	*Current Name or Use: Oregon City Public Works		Associated Archaeological Site: Unknown

Architectural Classification(s): Utilitarian	Plan Type/Shape: Rectangle	Number of Stories: 1.0
Foundation Material: Concrete	Structural Framing: Platform	Moved? No
Roof Type/Material: Gable / Metal	Window Type/Material: Window openings covered on outside/inside	
Exterior Surface Materials Primary: Channel drop	Secondary:	Decorative:
Exterior Alterations or Additions/Approximate Date: New garage doors; windows covered		
Number and Type of Associated Resources: None		

Integrity: Fair	Condition: Good	Local Ranking:	National Register Listed? No
Preliminary National Register Findings:	Potentially Eligible: <input type="checkbox"/> Individually or <input type="checkbox"/> As a contributing resource in a district Not Eligible: <input type="checkbox"/> Intact but lacks distinction <input checked="" type="checkbox"/> Altered (choose one): <input type="checkbox"/> Reversible/Potentially eligible individually or in district <input checked="" type="checkbox"/> Reversible/Ineligible as it lacks distinction <input type="checkbox"/> Irretrievable loss of integrity <input type="checkbox"/> Not 50 years old		

Description of Physical and Landscape Features:
FOR FULL DESCRIPTION, SEE CONTINUATION PAGE

Statement of Significance [Required ONLY for Intensive Level Surveys] (use additional sheets if necessary)

The 2,500 square foot warehouse building is part of the Oregon City Public Works complex. It is absent from 1925 Sanborn Fire Insurance maps and present on 1950 maps, indicating that it was constructed some time between these dates, probably around 1930. The small warehouse is associated with two nearby structures of the same utilitarian style and construction materials. According to the 1950 Sanborn, these three structures formed the core of the Oregon City Vocational School. The school courses appear to have included auto mechanics, body and fender repair, and machine shop. In 1966, the Vocational School was absorbed into the newly established Clackamas Community College. The three occupational courses continued to be offered at this site, at least until 1968, when the college finally established a permanent home of its own. Soon afterwards, the Oregon City Public works assumed control of the structures, which are now primarily used as storage facilities.

*Researcher/Organization: Bernadette Niederer / HPNW	*Date Recorded: 10/18/2004
Survey Form Page 1	*Photo Roll# 1
*Frame #(s) 4, 3	Local Designation #
	SHPO #

HISTORIC RESOURCE SURVEY FORM

Continuation Sheet

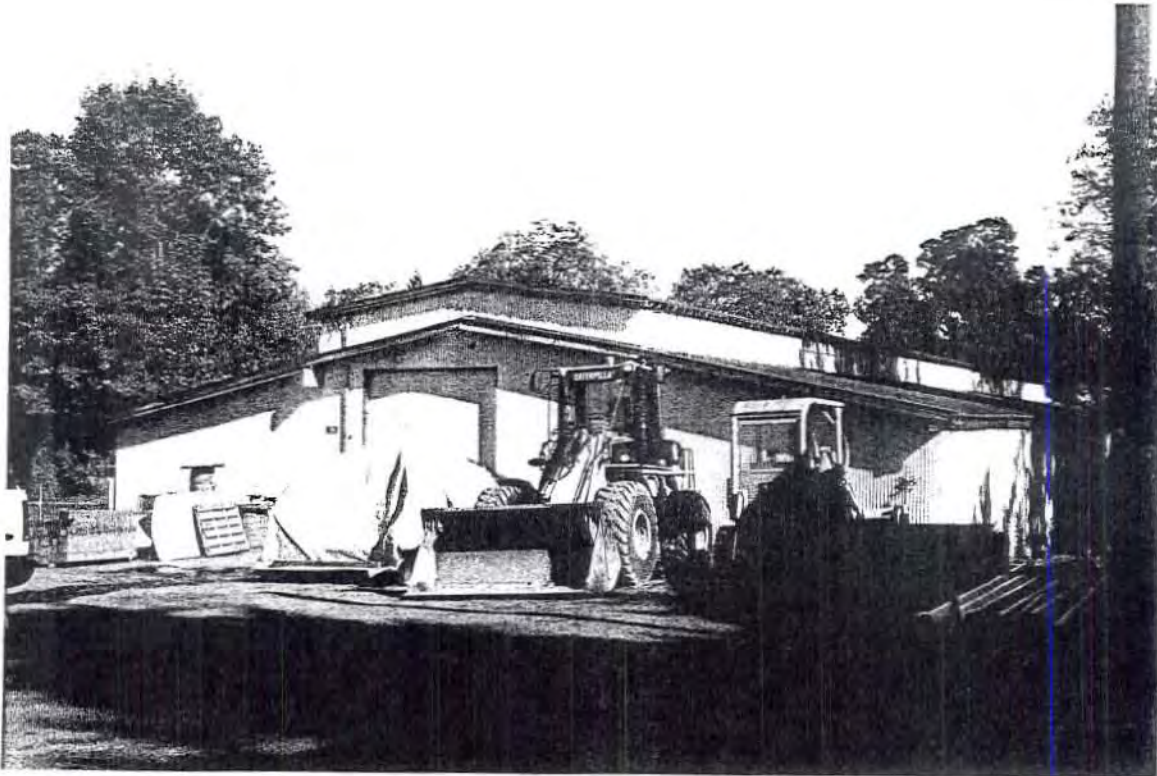
*County: Clackamas

*Street Address: 206 S JOHN ADAMS ST

*City: OREGON CITY

Continuation of Physical and Landscape Features:

The large workshop at 206 South John Adams Street was built in the 1930s. It is located within a fenced work yard that also includes another, smaller structure. The building, oriented on an east-west axis, has a rectangular footprint and a shallow pitched gable roof. A wide clerestory, also with a shallow pitch gable, runs the length of the building. The roof surfaces are clad in modern interlocking metal panels. Rafter tails are visible along the eaves of both the main roof and the clerestory. All exterior wall surfaces have been covered with corrugated metal panels. The only openings visible on the exterior are a modern metal roll-up garage door on the west elevation and two original wood shop doors on the east. On the interior, the wide clerestory creates a spatial arrangement not unlike a nave with side aisles. Several of the side bays were partitioned off to form classroom spaces. The clerestory has six banks of four-pane windows visible only on the inside. The windows of the exterior walls on the north and south are arranged in similar banks, consist of six-pane casements, and appear to be largely intact. The workshop appears to be in fair to good condition. Its architectural integrity is also good to fair, largely because of the intact windows hiding beneath the corrugated exterior covering.



*Researcher/Organization: Bernadette Niederer / HPNW

*Date Recorded: 10/18/2004

Continuation Page

*Photo Roll# 1

*Frame #(s) 6, 5

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: This page of the survey form is required ONLY for Intensive Level Survey

*County: Clackamas

*Street Address: 206 S JOHN ADAMS ST

*City: OREGON CITY

Architect and/or Builder:

Owner Type:

- Private Local State Federal Mixed

Addition or Subdivision Name: Unknown

Owner Name: CITY OF OREGON CITY

Area(s) of Significance:

Address: PO BOX 3040

Education

City State ZIP: OREGON CITY OR 97045

Property Category:

Phone: NOT ON FILE

- Building Structure Site Object District

Documentation

Research Sources:

- Title/Deed Records
 Sanborn Maps
 Obituary Index
 City Directories
 Census Records
 Biographical Encyclopedias
 Newspapers

- Building Permits
 Tax Records
 SHPO Files
 State Archives
 State Library
 Local Histories
 Personal Interviews
 Historic Photographs

Local Library (specify):

Oregon City Public Library

University Library (specify):

Historical Society (specify):

Clackamas County Family History Center

Other (specify):

Bibliographic References (books, articles, interviews, etc.):

City directories and telephone books at the Oregon City Public Library: 1916, 1933, 1941, 1947, 1953, 1958.
 Irving, Peter. Operations Supervisor, Public Works. Interview, 10/18/04.
 Sanborn Fire Insurance Maps: 1892, 1900, 1911, 1925, 1950.

*Researcher/Organization: Bernadette Niederer / HPNW

*Date Recorded: 10/18/2004

Survey Form Page 3

*Photo Roll# 1

*Frame #(s) 6, 5

Local Designation #

SHPO #

CLACKAMAS COUNTY DEPARTMENT OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM

*County: Clackamas

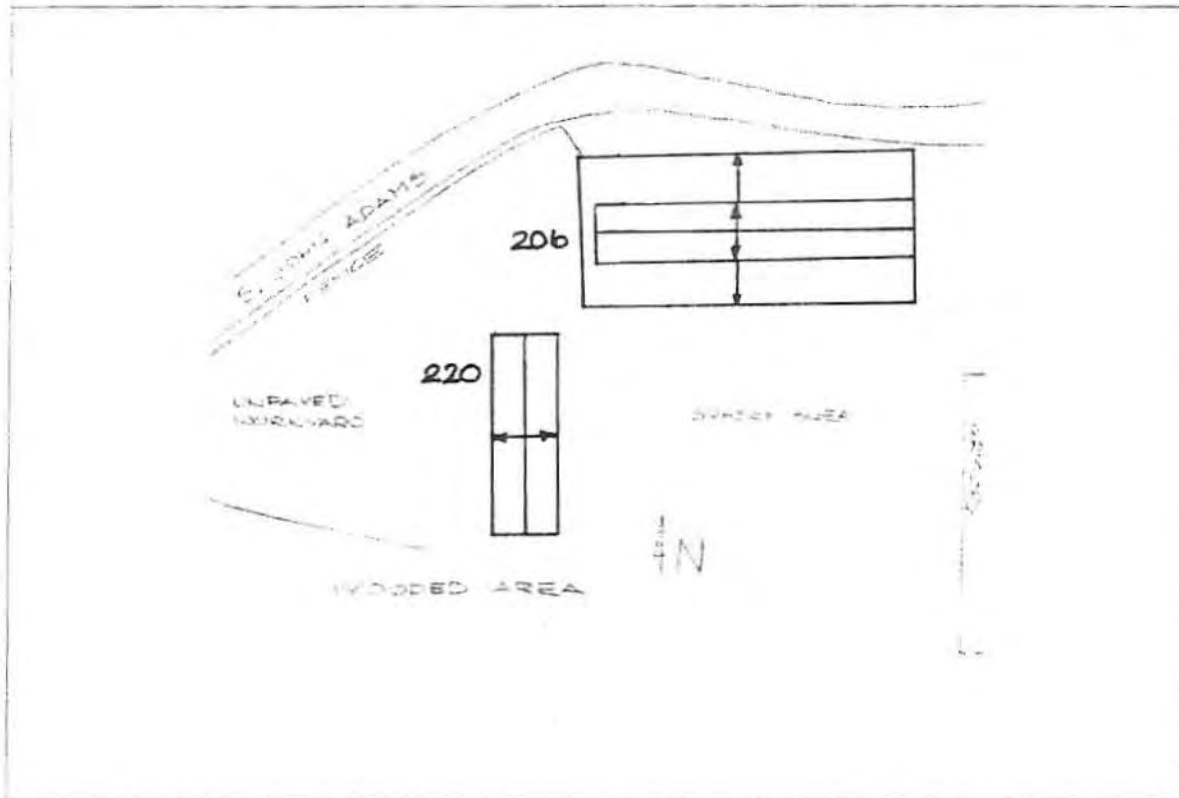
*Street Address: 206 S JOHN ADAMS ST

*City: OREGON CITY

Photo:



Site Plan:



*Researcher/Organization: Bernadette Niederer / HPNW

*Date Recorded: 10/18/2004

Survey Form Page 2

*Photo Roll# 1

*Frame #(s) 6, 5

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: For properties 35 years old and newer, starred (*) sections are the only required fields.

*County:

Clackamas

*Street Address: 206 S JOHN ADAMS ST *City: OREGON CITY

USGS Quad Name: Oregon City GPS Latitude: 45 21 04 N Longitude: 122 36 37 W

Township: 02S Range: 02E Section: 31 Block: NA Lot: NA Map #: 22E31 Tax Lot #: 500

*Date of Construction: c. 1930 Historic Name: Historic Use or Function: Education - other

Grouping or Cluster Name: NA *Current Name or Use: Oregon City Public Works Associated Archaeological Site: Unknown

Architectural Classification(s): Utilitarian Plan Type/Shape: Rectangle Number of Stories: 1.0

Foundation Material: Concrete Structural Framing: Platform Moved? No

Roof Type/Material: Gable / Metal Window Type/Material: 6-pane casements visible only on the interior

Exterior Surface Materials Primary: Metal Secondary: Decorative:

Exterior Alterations or Additions/Approximate Date: Metal exterior surface; windows covered over; new garage door

Number and Type of Associated Resources: None

Integrity: Good Condition: Good Local Ranking: National Register Listed? No

Preliminary National Register Findings: Potentially Eligible: Individually or As a contributing resource in a district
 Not Eligible: Intact but lacks distinction
 Altered (choose one): Reversible/Potentially eligible individually or in district
 Reversible/Ineligible as it lacks distinction
 Irretrievable loss of integrity
 Not 50 years old

Description of Physical and Landscape Features:
 FOR FULL DESCRIPTION, SEE CONTINUATION PAGE

Statement of Significance [Required ONLY for Intensive Level Surveys] (use additional sheets if necessary)
 The 10,400 square foot warehouse building is part of the Oregon City Public Works complex. It is absent from 1925 Sanborn Fire Insurance maps and present on 1950 maps, indicating that it was constructed some time between these dates, probably around 1930. The warehouse is associated with two smaller nearby structures of the same style and construction materials. According to the 1950 Sanborn, these three structures formed the core of the Oregon City Vocational School. The school courses appear to have included auto mechanics, body and fender repair, and machine shop. In 1966, the Vocational School was absorbed into the newly established Clackamas Community College. The three occupational courses continued to be offered at this site, at least until 1968, when the college finally established a permanent home of its own. Soon afterwards, the Oregon City Public works assumed control of the structures, which are now primarily used as storage facilities.

*Researcher/Organization: Bernadette Niederer / HPNW *Date Recorded: 10/18/2004

*Photo Roll# 1 *Frame #(s) 6 5 Local Designation # SHPO #

HISTORIC RESOURCE SURVEY FORM

Continuation Sheet

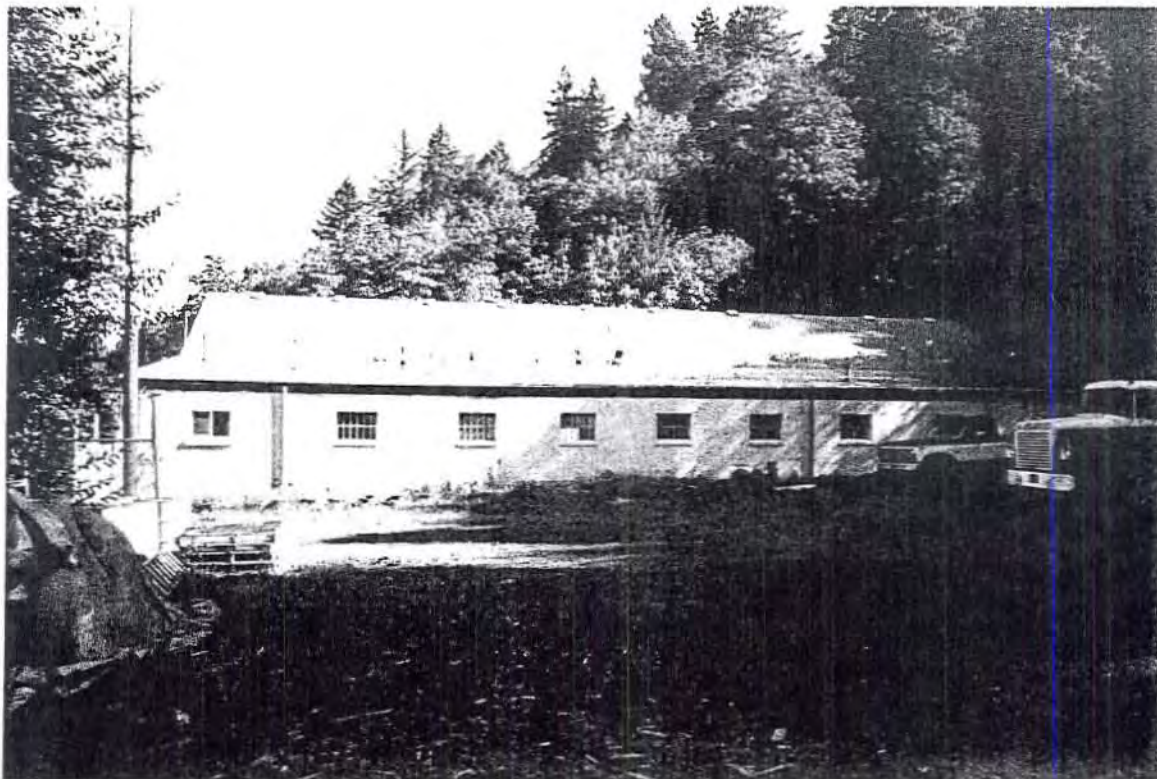
*County: Clackamas

*Street Address: 204 S JOHN ADAMS ST

*City: OREGON CITY

Continuation of Physical and Landscape Features:

The Armory building was constructed circa 1940 in a utilitarian style. It is rectangular in plan and one story high with a higher central portion. It sits on a concrete slab foundation. The building is divided into three bays, with a taller gable roofed central portion, a low shed roofed portion on the west side, and a low flat roofed portion on the east side. The roof is eaveless and covered in composition shingles. There is no actual siding on the building; the exterior walls consist of smoothly finished, board-formed concrete. The windows of the Armory consist of both vinyl horizontal sliding sashes and original multi-pane steel sash windows. The lower portion of each of these steel windows opens in an awning fashion. The north elevation of the central bay of the building has two large roll-up metal garage doors that provide access to the warehouse-like space within. The western shed portion of the building is accessed through metal double doors. The eastern portion has no exterior entrances. The interior of the building is relatively unaltered, though the partitioning of some smaller spaces within the central warehouse bay may be alterations. Wall and floor finishes consist primarily of finished concrete. Original wood panel doors exist on the interior. To the east of the building a small auxiliary structure sits a few feet from the side of the Armory building. It has a flat, slightly sloped roof with overhanging eaves and is clad in raked shingles. The Armory sits on a relatively flat site that slopes downward gradually to the north. Landscaping around the structure consists of asphalt paving to the north, and grass around the other three elevations. The area south of the building is heavily wooded. The Armory building is in good condition and has good integrity.



*Researcher/Organization: Caitlin Harvey / HPNW

*Date Recorded: 10/18/2004

Continuation Page

*Photo Roll# 1

*Frame #(s) 10, 9

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: This page of the survey form is required ONLY for Intensive Level Survey

*County: **Clackamas**

*Street Address: **204 S JOHN ADAMS ST**

*City: **OREGON CITY**

Architect and/or Builder:

Owner Type:

- Private Local State Federal Mixed

Addition or Subdivision Name: **Unplatted**

Owner Name: **OREGON DEPT OF TRANSPORTATION**

Area(s) of Significance:

State Government

Address: **885 AIRPORT RD BLDG 35**

Property Category:

- Building Structure Site Object District

City State ZIP: **SALEM OR 97310**

Phone: **NOT ON FILE**

Documentation

Research Sources:

- Title/Deed Records
 Sanborn Maps
 Obituary Index
 City Directories
 Census Records
 Biographical Encyclopedias
 Newspapers

- Building Permits
 Tax Records
 SHPO Files
 State Archives
 State Library
 Local Histories
 Personal Interviews
 Historic Photographs

Local Library (specify):

Oregon City Public Library

University Library (specify):

Historical Society (specify):

Clackamas County Family History Center

Other (specify):

Bibliographic References (books, articles, interviews, etc.):

City directories and telephone books at the Oregon City Public Library: 1916, 1933, 1941, 1947, 1953, 1958.
 Irving, Peter. Operations Supervisor, Public Works. Interview, 10/18/04.
 Sanborn Fire Insurance Maps: 1892, 1900, 1911, 1925, 1950.

*Researcher/Organization: **Caitlin Harvey / HPNW**

*Date Recorded: **10/18/2004**

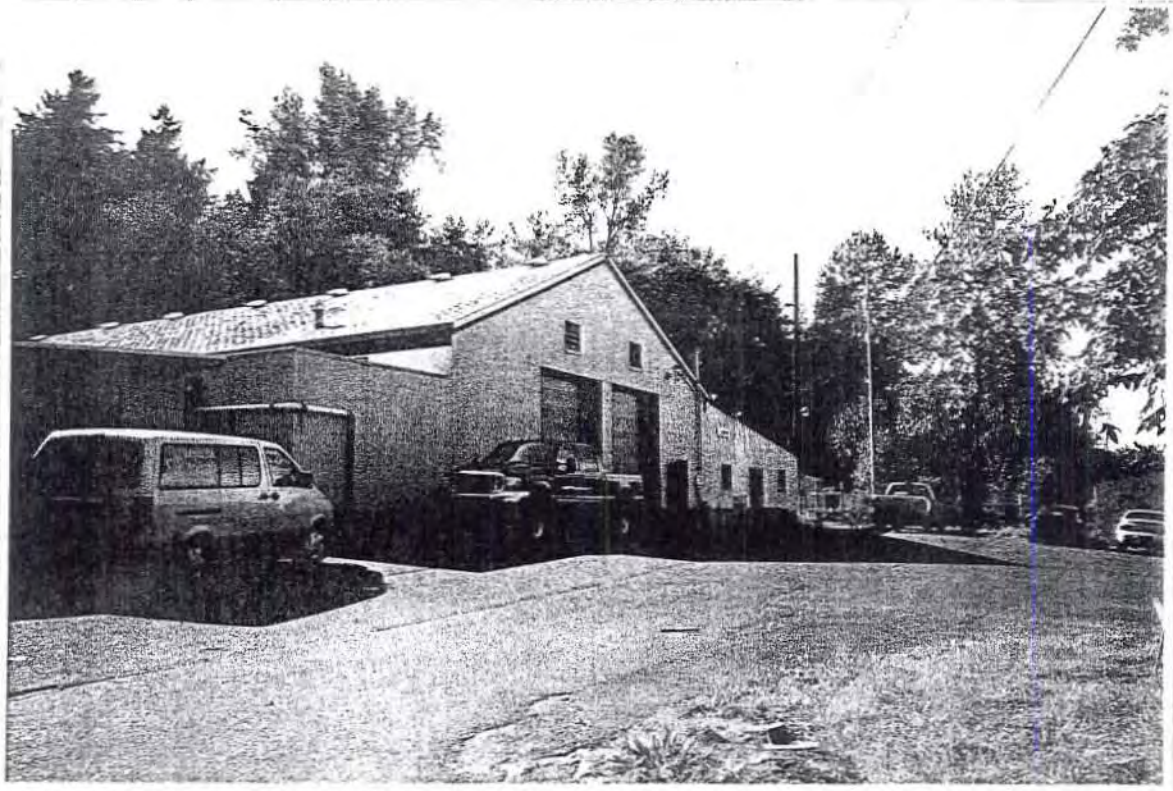
OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM

*County: Clackamas

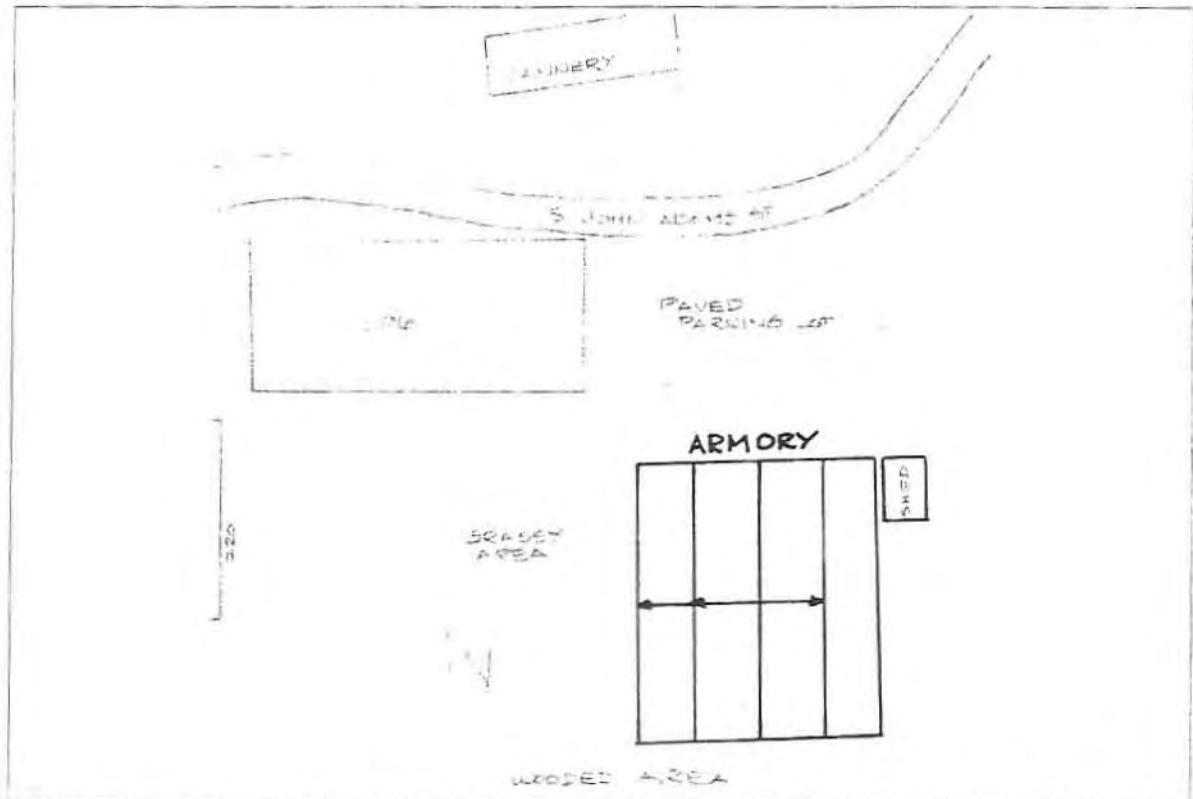
*Street Address: 204 S JOHN ADAMS ST

*City: OREGON CITY

Photo:



Site Plan:



*Researcher/Organization: Caitlin Harvey / HPNW

*Date Recorded: 10/18/2004

Survey Form Page 2

*Photo Roll# 1

*Frame #(s) 10, 9

Local Designation #

SHPO #

OREGON INVENTORY OF HISTORIC PROPERTIES

HISTORIC RESOURCE SURVEY FORM

Note: For properties 35 years old and newer, starred (*) sections are the only required fields.

*County: **Clackamas**

*Street Address: **204 S JOHN ADAMS ST** *City: **OREGON CITY**

USGS Quad Name: **Oregon City** GPS Latitude: **45 21 03 N** Longitude: **122 36 34 W**

Township: **02S** Range: **02E** Section: **31** Block: **NA** Lot: **NA** Map #: **22E31** Tax Lot #: **400**

*Date of Construction: **c. 1940** Historic Name: **National Guard Armory** Historic Use or Function: **Defense - armory**

Grouping or Cluster Name: **NA** *Current Name or Use: **Oregon City Public Works** Associated Archaeological Site: **Unknown**

Architectural Classification(s): **Utilitarian** Plan Type/Shape: **Rectangle** Number of Stories: **1.0**

Foundation Material: **Poured concrete** Structural Framing: **Concrete frame** Moved? **No**

Roof Type/Material: **Gable / Composition shingle** Window Type/Material: **Vinyl sliders; steel sash with awning**

Exterior Surface Materials Primary: **Poured concrete** Secondary: Decorative:

Exterior Alterations or Additions/Approximate Date: **Some window replacement**

Number and Type of Associated Resources: **Post-1950 shed to northeast (1)**

Integrity: **Good** Condition: **Good** Local Ranking: National Register Listed? **No**

Preliminary National Register Findings: Potentially Eligible: Individually or As a contributing resource in a district
 Not Eligible: Intact but lacks distinction
 Altered (choose one): Reversible/Potentially eligible individually or in district
 Reversible/Ineligible as it lacks distinction
 Irretrievable loss of integrity
 Not 50 years old

Description of Physical and Landscape Features:
FOR FULL DESCRIPTION, SEE CONTINUATION PAGE

Statement of Significance [Required ONLY for Intensive Level Surveys] (use additional sheets if necessary)
 Currently, the Armory building sits on land owned by the Oregon Department of Transportation that is leased to the U.S. military. The National Guard Armory was built and is owned by the military. The military sublets the building to the Northwest School of Success for use as a continuing education facility. Sanborn maps show the Armory building as absent in 1925 and present in 1950, indicating that it was constructed some time between these years. The 1950 Sanborn maps notes the structure as housing both an assembly hall and classroom spaces. In 1953, the Armory was listed in the Oregon City city directory. In the directory, the building was recorded as being used by Company D, 162nd Infantry Regiment.

*Researcher/Organization: **Caitlin Harvey / HPNW** *Date Recorded: **10/18/2004**

HISTORIC RESOURCE SURVEY FORM

Continuation Sheet

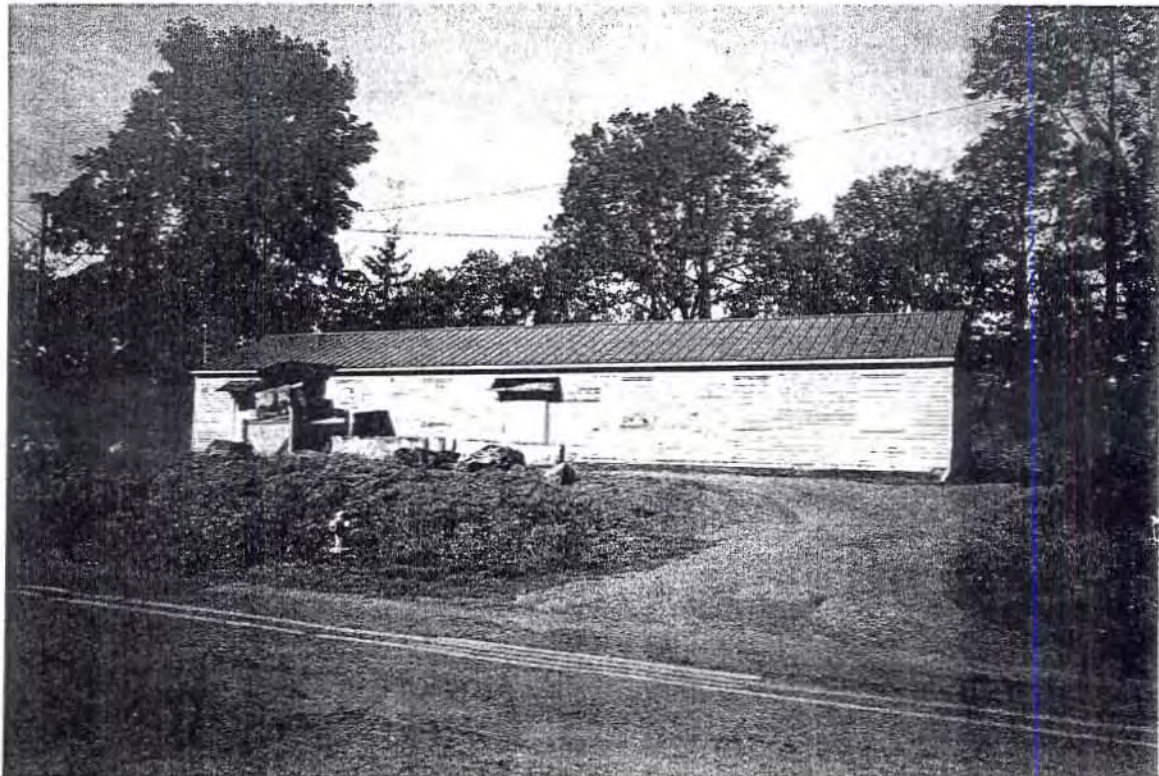
*County: Clackamas

*Street Address: 122 S JOHN ADAMS ST

*City: OREGON CITY

Continuation of Physical and Landscape Features:

The Cannery building was constructed circa 1930 in a utilitarian style. It is rectangular in plan, with a small projection on the north elevation and is one story high. It sits on a concrete slab foundation. The roof has small eave overhangs on along the north and south elevations and is eaveless at the gable ends on the other elevations. The roof has a gable form and is covered in a panel metal roofing material. The walls are clad in drop channel wood siding with wood corner boards. All of the windows on this building have been covered by panels of drop siding on the exterior and by boards and drywall on the interior. The original windows still remain, however; and consist of eight-over-eight double-hung wood sashes. The west elevation of the building has a single metal garage door, which appears to have replaced a garage door that operated on an existing overhead track. A metal pent roof is located over this entry and extends across the width of the elevation. On the south elevation there is a non-original metal door, and an original wood garage door that operates on an overhead track. This door may be similar to that which once existed on the west elevation. Both of these doors on the south elevation are covered by small shed roofs. The interior of the building is relatively unaltered, though the partitioning of a small room at the east end of the structure and what may be an early addition on the north elevation are notable alterations. The floors consist of concrete slab, with a channel down the center. An original concrete wash tank exists at the east end of the building and was once used in conjunction with a metal overhead track that circles the east end of the building. The Cannery sits on a relatively flat site, which begins to slope downward steeply to the south and west about 20 feet from the building. A piece of heavy machinery (a kind of hopper) sits next to the south elevation. Landscaping around the structure consists primarily of dirt, with overgrown areas to the north and east. The Cannery building is in fair condition and has good integrity.



*Researcher/Organization: Caitlin Harvey / HPNW

*Date Recorded: 10/18/2004

Continuation Page

*Photo Roll# 1

*Frame #(s) 7, 8

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: This page of the survey form is required ONLY for Intensive Level Survey

*County: Clackamas

*Street Address: 122 S JOHN ADAMS ST

*City: OREGON CITY

Architect and/or Builder:

Owner Type:

- Private Local State Federal Mixed

Addition or Subdivision Name: Unplatted

Owner Name: CITY OF OREGON CITY

Area(s) of Significance:

Education

Address: PO BOX 3040

Property Category:

- Building Structure Site Object District

City State ZIP: OREGON CITY OR 97045

Phone: NOT ON FILE

Documentation

Research Sources:

- Title/Deed Records
 Sanborn Maps
 Obituary Index
 City Directories
 Census Records
 Biographical Encyclopedias
 Newspapers

- Building Permits
 Tax Records
 SHPO Files
 State Archives
 State Library
 Local Histories
 Personal Interviews
 Historic Photographs

Local Library (specify):

Oregon City Public Library

University Library (specify):

Historical Society (specify):

Clackamas County Family History Center

Other (specify):

Bibliographic References (books, articles, interviews, etc.):

City directories and telephone books at the Oregon City Public Library: 1916, 1933, 1941, 1947, 1953, 1958.
 Irving, Peter. Operations Supervisor, Public Works. Interview, 10/18/04.
 Sanborn Fire Insurance Maps: 1892, 1900, 1911, 1925, 1950.

*Researcher/Organization: Caitlin Harvey / HPNW

*Date Recorded: 10/18/2004

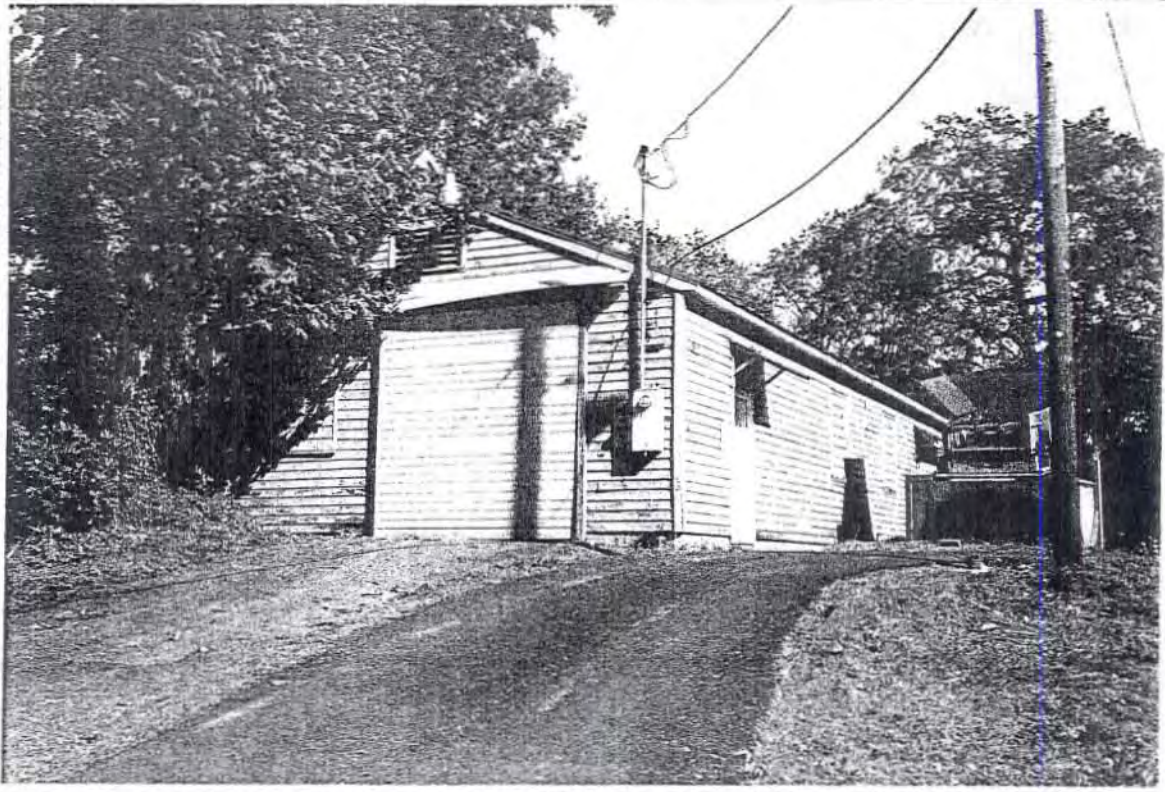
HISTORIC RESOURCE SURVEY FORM

*County: Clackamas

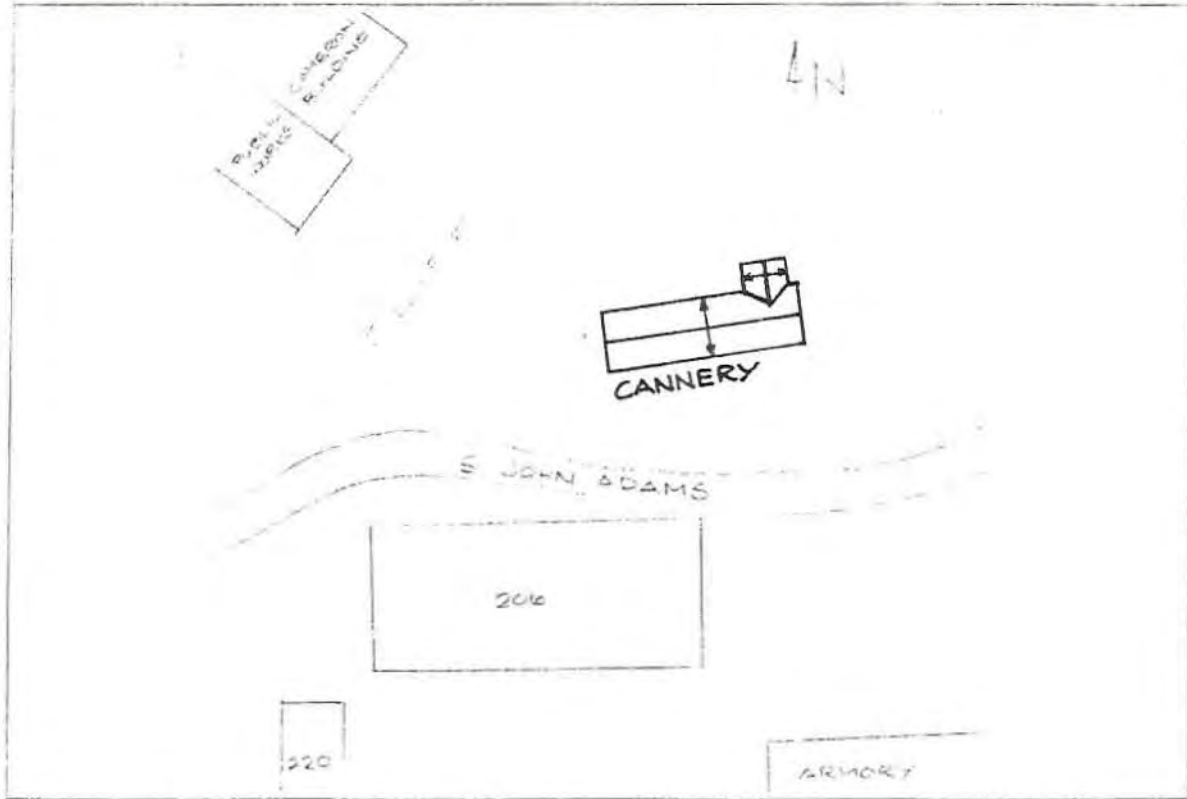
*Street Address: 122 S JOHN ADAMS ST

*City: OREGON CITY

Photo:



Site Plan:



*Researcher/Organization: Caitlin Harvey / HPNW

*Date Recorded: 10/18/2004

Survey Form Page 2

*Photo Roll# 1

*Frame #(s) 7, 8

Local Designation #

SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: For properties 35 years old and newer, starred (*) sections are the only required fields.

*County: Clackamas

*Street Address: 122 S JOHN ADAMS ST *City: OREGON CITY

USGS Quad Name: Oregon City GPS Latitude: 45 21 05 N Longitude: 122 36 36 W

Township: 02S Range: 02E Section: 31 Block: NA Lot: NA Map #: 22E31 Tax Lot #: 500

*Date of Construction: c. 1930 Historic Name: Cannery Building Historic Use or Function: Education - other

Grouping or Cluster Name: NA *Current Name or Use: Oregon City Public Works Associated Archaeological Site: Unknown

Architectural Classification(s): Utilitarian Plan Type/Shape: Rectangle Number of Stories: 1.0

Foundation Material: Poured concrete Structural Framing: Platform Moved? No

Roof Type/Material: Gable / Metal Window Type/Material: 8/8 wood double-hung

Exterior Surface Materials Primary: Channel drop Secondary: Decorative:

Exterior Alterations or Additions/Approximate Date: Early gable addition on north side; new steel garage doors; new entry doors

Number and Type of Associated Resources: None

Integrity: Good Condition: Good Local Ranking: National Register Listed? No

Preliminary National Register Findings: Potentially Eligible: Individually or As a contributing resource in a district
 Not Eligible: Intact but lacks distinction
 Altered (choose one): Reversible/Potentially eligible individually or in district
 Reversible/Ineligible as it lacks distinction
 Irretrievable loss of integrity
 Not 50 years old

Description of Physical and Landscape Features:
 FOR FULL DESCRIPTION, SEE CONTINUATION PAGE

Statement of Significance [Required ONLY for Intensive Level Surveys] (use additional sheets if necessary)
 The Cannery building is part of the Oregon City Public Works complex. It is absent from 1925 Sanborn maps and present on 1950 maps, indicating that it was constructed some time between these dates. The Cannery building is associated with two other nearby warehouse structures of the same style (including a machine and auto shop and auto body repair and welding shop). The 1950 Sanborn map notes these three structures as the campus of the Oregon City Vocational School, and the Cannery building served as the kitchen for this facility. In 1966, the Vocational School was absorbed into the newly established Clackamas Community College. The three occupational courses continued to be offered at this site, at least until 1968, when the college finally established a permanent home of its own. The Cannery was later used for the purpose for which it is named. No information was uncovered about this canning facility, though the wash tank, drainage channel, and overhead track inside the structure indicate such a use.

*Researcher/Organization: Caitlin Harvey / HPNW *Date Recorded: 10/18/2004

Local Designation # SHPO #

HISTORIC RESOURCE SURVEY FORM

Continuation Sheet

*County: Clackamas

*Street Address: 122 S CENTER ST

*City: OREGON CITY

Continuation of Physical and Landscape Features:

The Oregon City Public Works building was constructed circa 1930 in a simple art deco style. It has an L-shaped plan and is one story. The building has poured concrete walls and an internal concrete slab. The building has a flat parapet roof formed by a wooden structure. The roof membrane is likely made of a built-up asphalt material and the parapet is capped with metal flashing. The walls are clad in smooth stucco and are adorned with square pilasters set at regular intervals, creating ten bays across the building's north façade. These pilasters have chamfered corners and two vertical incised lines at the top. The windows on this building are vinyl grid replacement windows. Three metal doors exist on the north elevation, while a number of metal roll-up garage doors are located on the rear of the building and access the yard. One of these, however, is an original wood garage door. A metal pent roof is located over this entry and extends across the width of the elevation. The interior of the building has been heavily modified through the partitioning of interior spaces and installation of new finishes. The utilitarian shop spaces retain the greatest integrity. The Oregon City Public Works building sits on a flat site at the base of a sheer cliff face to the immediate south. Five associated open-air truck sheds are assembled south of the building to form a compound with the main building (see site plan). The yard of the compound is paved. The building is in excellent condition, but has fair integrity.



*Researcher/Organization: Caitlin Harvey / HPNW			*Date Recorded: 10/18/2004	
Continuation Page	*Photo Roll# 1	*Frame #(s) 2, 1	Local Designation #	SHPO #

HISTORIC RESOURCE SURVEY FORM

Note: This page of the survey form is required ONLY for intensive Level Survey

*County: Clackamas

*Street Address: 122 S CENTER ST

*City: OREGON CITY

Architect and/or Builder:

Owner Type:

Private Local State Federal Mixed

Addition or Subdivision Name: Unplatted

Owner Name: CITY OF OREGON CITY

Area(s) of Significance:

Address: PO BOX 3040

Local Government

City State ZIP: OREGON CITY OR 97045

Property Category:

Phone: NOT ON FILE

Building Structure Site Object District

Documentation

Research Sources:

Title/Deed Records

Sanborn Maps

Obituary Index

City Directories

Census Records

Biographical Encyclopedias

Newspapers

Building Permits

Tax Records

SHPO Files

State Archives

State Library

Local Histories

Personal Interviews

Historic Photographs

Local Library (specify):

Oregon City Library

University Library (specify):

Historical Society (specify):

Clackamas County Family History Center

Other (specify):

Bibliographic References (books, articles, interviews, etc.):

City directories and telephone books at the Oregon City Public Library: 1916, 1933, 1941, 1947, 1953, 1958.
 Irving, Peter. Operations Supervisor, Public Works. Interview, 10/18/04.
 Sanborn Fire Insurance Maps: 1892, 1900, 1911, 1925, 1950.

*Researcher/Organization: Caitlin Harvey / HPNW

*Date Recorded: 10/18/2004

Survey Form Page 3

*Photo Roll# 1

*Frame #(s) 2, 1

Local Designation #

SHPO #

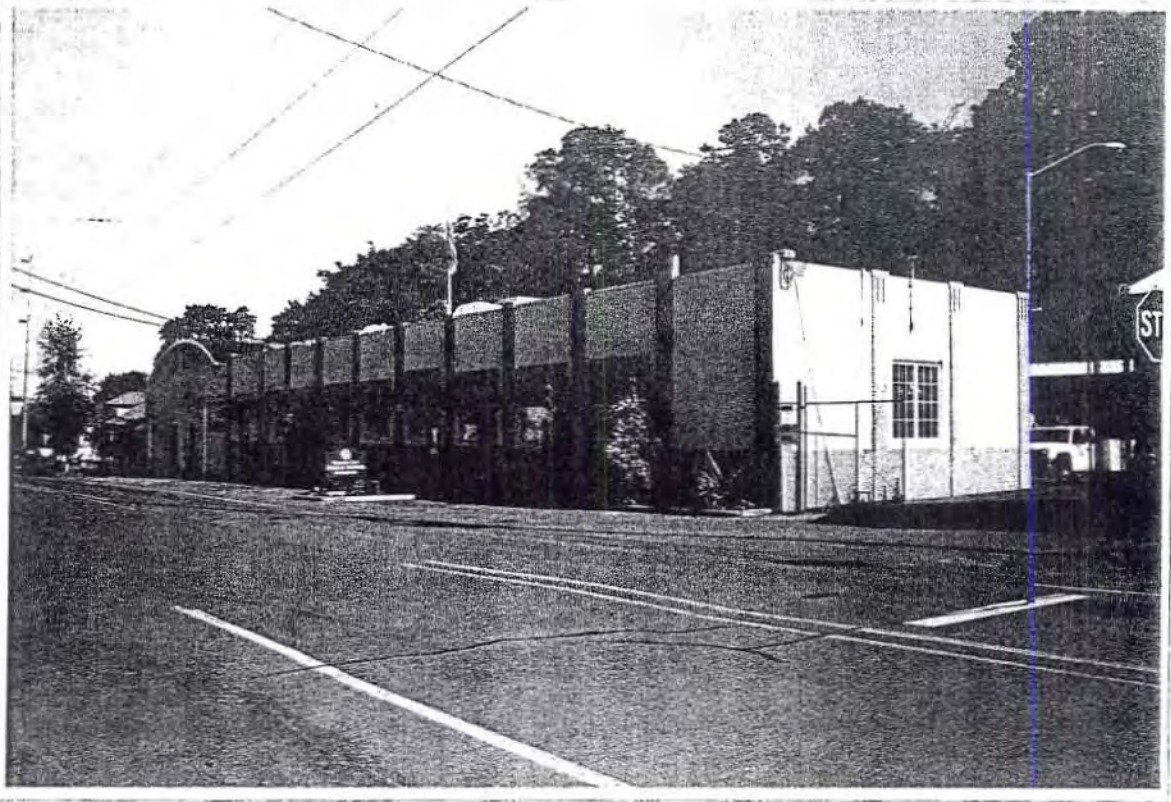
DEPARTMENT OF HISTORIC PROPERTIES
HISTORIC RESOURCE SURVEY FORM

*County: Clackamas

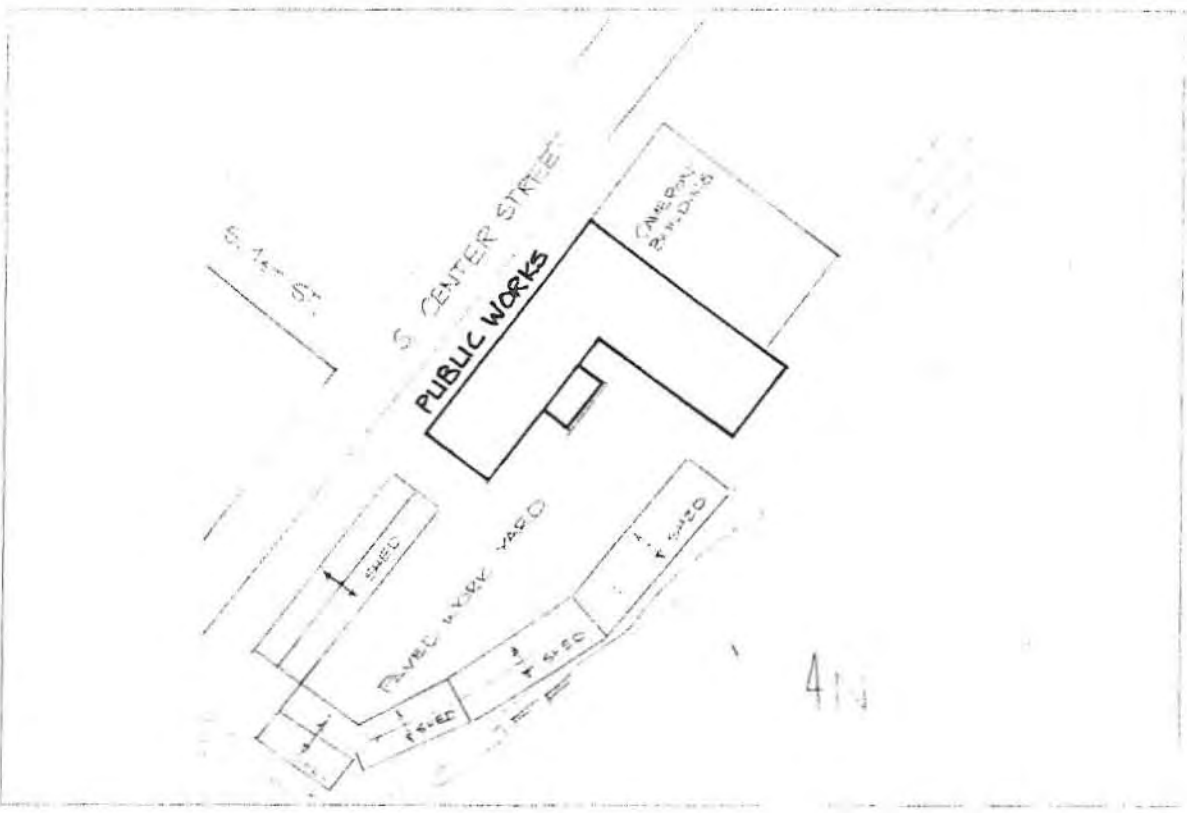
*Street Address: 122 S CENTER ST

*City: OREGON CITY

Photo:



Site Plan:



*Researcher/Organization: Caitlin Harvey / HPNW	*Date Recorded: 10/18/2004			
Survey Form Page 2	*Photo Roll# 1	*Frame #(s) 2, 1	Local Designation #	SHPO #

OREGON INVENTORY OF HISTORIC PROPERTIES

HISTORIC RESOURCE SURVEY FORM

Note: For properties 35 years old and newer, starred (*) sections are the only required fields.

*County: **Clackamas**

*Street Address: **122 S CENTER ST** *City: **OREGON CITY**

USGS Quad Name: **Oregon City** GPS Latitude: **45 21 05 N** Longitude: **122 36 40 W**

Township: **02S** Range: **02E** Section: **31** Block: **NA** Lot: **NA** Map #: **22E31** Tax Lot #: **500**

*Date of Construction: **c. 1930** Historic Name: _____ Historic Use or Function: **Government - other**

Grouping or Cluster Name: **NA** *Current Name or Use: **Oregon City Public Works Building** Associated Archaeological Site: **Unknown**

Architectural Classification(s): **Art Deco** Plan Type/Shape: **L-shaped** Number of Stories: **1.0**

Foundation Material: **Concrete** Structural Framing: **Concrete frame** Moved? **No**

Roof Type/Material: **Flat / Built-up** Window Type/Material: **Vinyl windows**

Exterior Surface Materials Primary: **Stucco** Secondary: _____ Decorative: _____

Exterior Alterations or Additions/Approximate Date: **Vinyl grid windows**

Number and Type of Associated Resources: **Truck sheds in yard (3)**

Integrity: **Fair** Condition: **Good** Local Ranking: _____ National Register Listed? **No**

Preliminary National Register Findings: Potentially Eligible: Individually or As a contributing resource in a district
 Not Eligible: Intact but lacks distinction
 Altered (choose one): Reversible/Potentially eligible individually or in district
 Reversible/Ineligible as it lacks distinction
 Irretrievable loss of integrity
 Not 50 years old

Description of Physical and Landscape Features:
FOR FULL DESCRIPTION, SEE CONTINUATION PAGE

Statement of Significance [Required ONLY for Intensive Level Surveys] (use additional sheets if necessary)
 Oregon City Public Works has long had a presence on Center Street. The site began its life as a rock quarry, remnants of which persisted into the 1950s in the form of a rock bin and crusher. 1925 Sanborn Fire Insurance maps show a small structure used by the City Water Works for pipe storage. This structure was subsequently demolished and replaced by the much larger concrete structure that is still present at the site. The current Public Works building appears to have been purpose built and was not part of the Reddaway Truck Line. Polk City directories indicate that Reddaway operated next door at 116 South Center Street from its inception in 1919 until its departure to a new facility in 1967. Sanborn maps for 1950 already show the City Street and Water Departments present at the 122 South Center site, making it unlikely that Reddaway ever occupied the structures.

*Researcher/Organization: **Caitlin Harvey / HPNW** *Date Recorded: **10/18/2004**

DAVID PINYERD
HISTORIC PRESERVATION NORTHWEST
1116 11TH AVE SW
ALBANY OR 97321
541-791-9199
PINYERD@HP-NW.COM

HISTORIC PRESERVATION CONSULTING SERVICES • IDENTIFICATION • RESEARCH • ASSESSMENT • EVALUATION

October 24, 2004

Nancy J.T. Kraushaar, PE
City Engineer/Public Works Director
City of Oregon City
320 Warner Milne Road
Oregon City OR 97045

Nancy -

Enclosed are the five survey forms for the Public Works buildings in Oregon City. Since five buildings were done instead of six as originally specified, you'll see \$100 knocked off the invoice when you receive it. Only five forms were needed as we did 122 South Center Street on one form instead of two. Here is a summary of their eligibility for the National Register:

- 122 S Center St Not eligible - reversible
- 122 S John Adams St Not eligible - lacks distinction
- 204 S John Adams St Not eligible - reversible
- 206 S John Adams St Not eligible - lacks distinction
- 220 S John Adams St Not eligible - lacks distinction

If you could see that Christina Robertson-Gardiner gets one of the two copies or a photocopy of these survey forms, I'd much appreciate it.

I'm leaving for Virginia and will be back on November 4th, if you have any questions about the product. Thanks for project, Nancy.

Thank you,



Dave Pinyerd

CITY OF OREGON CITY

PUBLIC WORKS

OPERATIONS DIVISION
122 S. Center Street
Oregon City, OR 97045
(503) 657-8241
Fax (503) 657-9590

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892



March 23, 2005

David Hyman, AIA
Deca Architecture, Inc.
935 SE Alder Street
Portland, OR 97232

Dear David:

Enclosed are the copy of the Historic Review and the portion of the Armory appraisal that you requested.

Our meeting on Friday was very good. It was nice to catch up and get our direction back. This project will be coming to a close before we know it.

Let me know if you need anything further.

Sincerely,

Fran Shafer
Administrative Assistant
Public Works Operations

land value, is R-6 Single Family Dwelling District.

Physically Possible: Much of the subject site is relatively flat, there is access from S. John Adams Street, and it is served by public utilities. Based on size, shape, topography and location, it would be physically possible to develop subject as a residential subdivision. However, subject's irregular shape reduces the potential number of lots. In addition, a portion of the site south of the armory is steeply sloped and would probably not be buildable. Taken together, these physical restrictions have the potential to reduce the size of the potential development to possibly seven or eight lots.

Economically Feasible: Based on the level of demand for residential lots in Oregon City and the greater metropolitan area, and considering the site specific features of subject and availability of utilities, it would appear to be economically feasible to develop subject with a residential subdivision.

Highest Return to the Land: The highest return to the land results from residential use of subject. Therefore, the highest and best use of subject, as though vacant and ready for development, is residential subdivision development. However, the subject is improved with an armory. Considering the contributory value of subject's existing improvement, as demonstrated by existing lease income, the highest and best use is as improved for continuation of the current armory use or for possible conversion to another use that can reasonably utilize the existing structure.

Zoning: Subject is zoned I (Institutional District) under the City of Oregon City. The purpose of this district is to facilitate the development of major public institutions, government facilities and parks and ensure the compatibility of these developments with surrounding areas. The I zone is consistent with the public/quasi-public and park designations on the comprehensive plan map.

Permitted uses are colleges and universities, public and private schools, parks, playgrounds, playfields and community or neighborhood community centers, and public facilities and services including courts, libraries and general government offices and maintenance facilities.

Conditional uses include the following: Boarding and lodging houses, bed and breakfast inns, and assisted living facilities for senior citizens; cemeteries, crematories, mausoleums and columbariums; correctional facilities; helipad in conjunction with a permitted use; nursing homes; parking lots not in conjunction with a primary use; private clubs and lodges, excluding residential districts; public utilities, including sub-stations; welfare institutions and social service organizations, excluding residential districts; fire stations.

Present Use: Armory.

Highest and Best Use: That legal permitted use that is physically possible, economically feasible and results in the highest net return to the land.

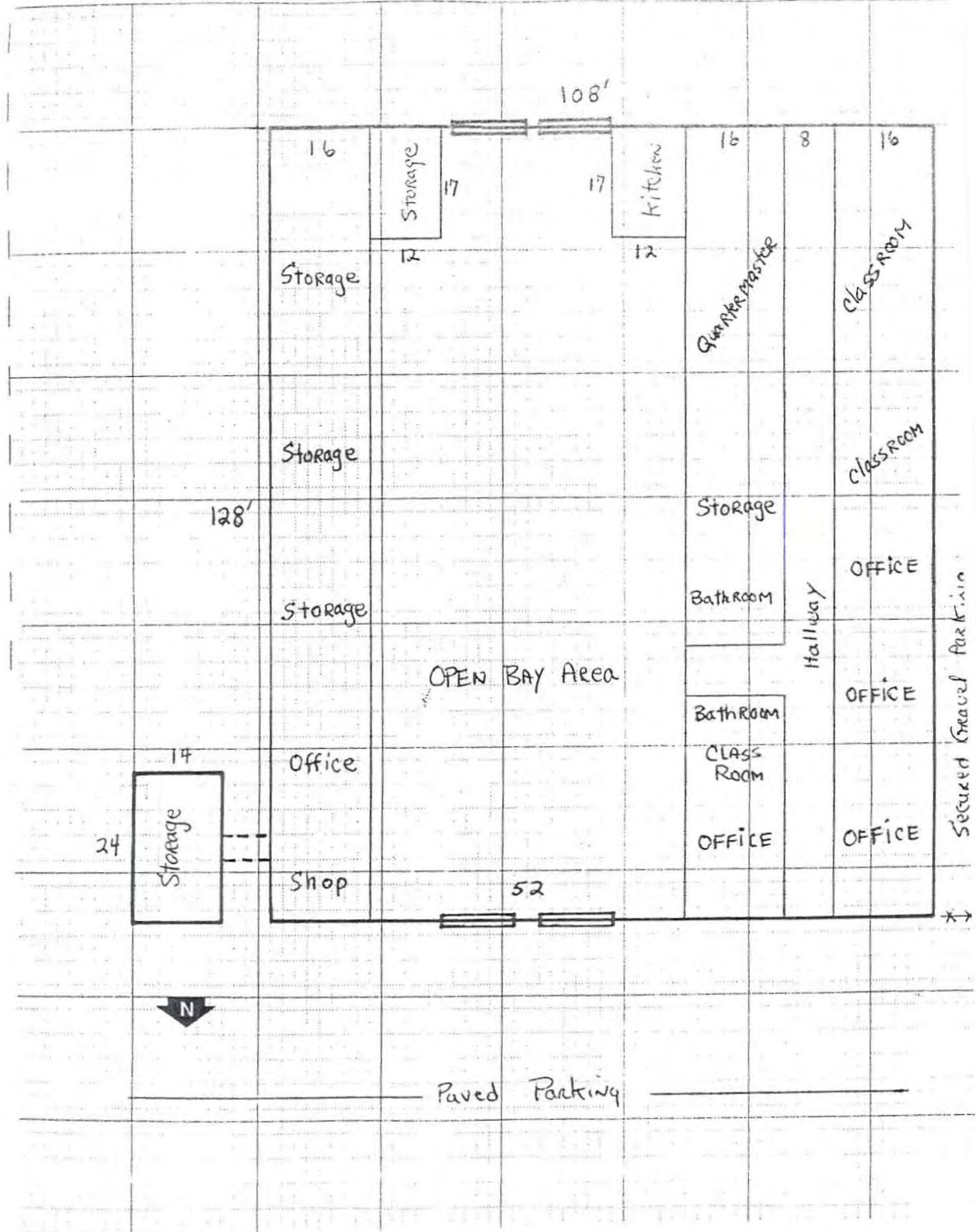
Definition: "That reasonable and probable use that supports the highest present value, as defined, as of the effective date of the appraisal."

*(Byrl M. Boyce, Real Estate Appraisal Terminology
(Cambridge: Bollinger Publishing Co., 1981)p. 126)*

Legal Use: The primary legal permitted uses of subject under the "I" zoning district are the public/quasi-public and park uses described above. Subject's current armory use is a legal use. However, subject's land value must be estimated from the "market place" as though vacant and ready for development to its highest and best use. Unfortunately, the value of I-zoned classified land is not market-driven, as can be seen by examination of land sales in the real property market place. Rather, the purpose of the Institutional District (I) is to facilitate the development of major public institutions, government facilities and parks, primarily for use by public agencies. Since land with this classification is not actively traded in the private sector market place, it has no readily identifiable "market" value.

To estimate the land value of subject, it is necessary to assume that it is no longer needed for "institutional" purposes, and that the property would be sold to an investor from the private sector with the potential to rezone subject to a land use that is compatible with development in the surrounding areas. As stated above, subject is surrounded by land that is zoned for residential use. The most likely zoning designation, based on subject's location, is R-6. Therefore, the assumed legal use, for purposes of estimating subject's

BUILDING SKETCH



108'

16

Storage

17

17

Kitchen

16

8

16

Storage

12

12

Quaker Master

Class Room

Storage

Class Room

128'

Storage

Storage

Bathroom

Office

OPEN BAY Area

Hallway

Office

14

Office

Bathroom

Office

24

Storage

Shop

Class Room

Office

52



Paved Parking



Secured Gravel Parking

The west wing (5,120 s.f.) is approximately 40 feet wide and is divided down the middle by a nine foot wide hallway. There are a number of partitioned rooms on both sides of the hallway in various levels of finish. Most of the rooms have plaster walls and ceilings with concrete floor or vinyl tile, suspended florescent lights, and suspended gas space heater. Only the two most northerly offices have been updated with drywall, carpet and built-in light fixtures. There is one single-stall bathroom, one four-stall bathroom, and a small unfinished storage room. The quartermaster storage room is similar in condition to the classrooms.

The center of the building consists of an open bay approximately 52 feet wide containing 6,656 s.f. There are two 12' x 14' bay doors at each end. There is a standard door access at the north end and access doors to both the west and east wings. The floor and walls are poured concrete. The ceiling is suspended tile below the beams and the roof is composition shingle. There are two suspended gas space heaters, one at each end. Both south end corners have been framed in for use as a storage room and kitchen, respectively.

The east wing (2,048 s.f.) is approximately 16 feet wide and consists of a number of partitioned rooms. Unlike the west wing, these rooms are essentially unfinished with open rafter ceilings and concrete floor and walls. It is reported that the east wing was used as a rifle range at one point in time but now appears to consist primarily of shop, office and storage rooms. There is a small, wood-frame storage building (336 s.f.) connected to the east wing by an eight foot wide covered walk. This unheated building has a concrete floor and tar roof and is used exclusively for storage.

Yard improvements consist of water and sewer lines and a paved asphalt parking lot of approximately 11,312 square feet. There is a six-inch, 40 foot tapered aluminum flag pole, and a mercury vapor light attached to a pressure treated pole near the northwest corner of the building. A gravelled parking area to the west of the building is enclosed by a security fence.

Five Year Sales History: The subject has not sold within the last five years. The property was transferred to the State of Oregon Military Department on January 11, 1949 by Quitclaim Deed recorded in Clackamas County records as Book 415, Page 717. It should be noted that this transfer was made:

"Subject to the provision that said property shall be used only for State or Federal military purposes and, if at any time after one year from the date thereof, said property ceases to be used for State or Federal military purposes for a period of five years said property shall revert to the City of Oregon City and the State of Oregon shall have an additional one year from the termination of such abandonment within which to remove the buildings and if said buildings are not so removed within said time they shall revert to and become the property of Oregon City."

Encumbrances: No title report was furnished this appraiser. If specific easements become evident, a re-examination may be necessary to determine the effect of the encumbrance on the value of subject.

the south side of McLoughlin Blvd. and industrial use adjacent to the north side. The primary industrial use in the area is the large paper plant adjacent to the Willamette River opposite Willamette Falls. More intense downtown commercial development is located north of 7th Street, about eight blocks north of the armory. The newer section of Oregon City is located southeast of subject on the upper plateau which is typically accessed by Molalla Avenue (7th Street). This area contains City and County offices, Clackamas Community College and most of the new residential subdivision developments. Access from subject to the interstate (I-205) is reasonably good by way of McLoughlin Blvd.

Site Description:

Location: Subject is located on S. John Adams Street in Oregon City, Oregon.

Size: The subject property contains 2.20 acres or 95,832 s.f. according to Clackamas County Assessor records. Property records for the Oregon Military Department indicate that the site size is 2.35 acres. County records have been relied on throughout this report.

Shape: Subject is irregular in shape with the northeast leg jutting into John Adams Street. Because of its shape, some of the site might have limited utility if redeveloped for residential use.

Topography: The portion of subject from the south side of the armory to the north property line is relatively flat with only a modest slope in the parking area. However, a portion of the area south of the building is relatively steeply sloped up towards the south property line and is well covered with native trees and brush. (See photo View #5.)

Flood Plain: The subject is not located within a 100-year flood plain according to FEMA Flood Plain Map 410021 0001B dated February 15, 1980.

Streets and Access: The only access to subject is from S. John Adams Street, a paved public street.

Utilities: Subject is served by public utilities including water and sanitary sewer.

Site Improvements: National Guard Armory building.

Improvement Description: The 2.20 acre site is improved with an armory reported to have been built after World War II, perhaps in 1949, the year in which the land was transferred from the City of Oregon City to the State of Oregon. The building is a poured-in-place, concrete structure with perimeter walls approximately one foot thick. It is divided into three sections consisting of a west wing, open bay and east wing (see following diagram). The roof is supported by beams on top of 6 pilasters at 18 foot intervals along both sides of the open bay. The building contains 13,824 s.f. plus an attached storage building of 336 s.f. for a total area of 14,160 s.f.

ARMORY BUILDING

PROPERTY DESCRIPTION AND ANALYSIS

Regional Description: The subject is located within the larger Portland metropolitan district that covers an area from Gresham west to Hillsboro and south from Vancouver, Washington to Wilsonville, Oregon. Although this area encompasses a number of individual incorporated communities, the metropolitan area is unified by overlapping units of government, primarily METRO. This agency is responsible for regulating growth by controlling the Urban Growth Boundary (UGB) and setting policy for future urbanization. The current policy is directed towards greater residential density through a process of "in-fill" in suburban communities currently within the UGB.

The metropolitan area has experienced substantial population growth during the last ten years. A large part of this growth is due to growth in the "high tech" industries (Intel, Fujitsu, LSI, etc.) which have located here in the last five years, partially in response to a 1990 change in real estate tax policy as a result of the passage of Measure 5. This growth is reflected by the yearly increase in passenger volume and expansion of facilities at the Portland International Airport which is located midway between Gresham and Portland.

In addition to the role METRO plays, the metropolitan area has become increasingly unified as a result of the completion of the Banfield Light Rail Line and the Westside Light Rail Line which runs from downtown Portland west to Hillsboro. A rail line running south from Vancouver, Washington to Portland continues to be discussed as part of the regional transportation plan.

Equally important, the construction of large, new "high-tech" manufacturing plants in the suburban communities of Vancouver, Gresham and Hillsboro has increased the supply of jobs in the local market thereby decreasing, to some extent, the reliance on downtown Portland as an employment center. One consequence of this "restructuring" of the labor market is a resulting stronger real estate market and more steady support for existing land values in suburban communities.

Trends: The economic base of the Portland metropolitan area has become more diversified and less reliant on the traditional wood products and farming industries, particularly with the construction of large, new "high-tech" manufacturing plants. This has increased the supply of jobs in the Portland market. On the other hand, the recent economic downturn in the metropolitan area, as well as across the state, has somewhat decreased overall demand for land, except for developable residential land which remains in relatively short supply. However, there is evidence that the economy is improving, and it is anticipated that the upturn, along with continued population growth, will sustain and support current real estate values.

Neighborhood Description: Subject is located in the "old town" section of Oregon City, north of the Canemah district and about four blocks south of McLoughlin Blvd. (State Highway 99). Subject's immediate neighborhood is characterized by older, developed residential lots. This development pattern is likely to remain since the entire area surrounding subject is zoned for residential uses. Other nearby development includes commercial use on properties adjacent to

HANNA, McELDOWNEY & ASSOCIATES

8835 S.W. CANYON LANE, SUITE 405

PORTLAND, OR 97225

(503) 297-9588 Fax: (503) 297-2835

January 4, 2005

Nancy Kraushaar
City of Oregon City
320 Warner Milne Road
Oregon City, OR 97045

Dear Ms. Kraushaar:

File #04-13-1

In accordance with your request, I have prepared an appraisal report that estimates the market value of the real property (armory) owned by the State of Oregon Military Department which is located at 204 S. John Adams Street in Oregon City, Oregon.

The subject land was originally owned by the City of Oregon City and was deeded to the State Military Department in 1949 with the provision that if the armory ceased being used for military purposes, the property would revert back to the City. In this sense, the City may claim some degree of ownership in the site. Therefore, I have made an allocation of value between the building and the land.

I have prepared the following report describing the methods used in arriving at the final conclusion of value. Although the subject property is currently leased to the Northwest School of Success, Inc., I was unable to review a copy of the lease. Basing my investigation on the analysis of the available information, as of December 9, 2004, it is my opinion that the market value for the subject property is:

**Five Hundred Sixty-Five Thousand And No/100 Dollars
(\$565,000.00)**

Allocation of Value

Land: \$242,000 Building: \$323,000

I am submitting a report, herewith, containing property and valuation information. The valuation stated herein is subject to the conditions and comments appearing in this report.

Respectfully submitted,



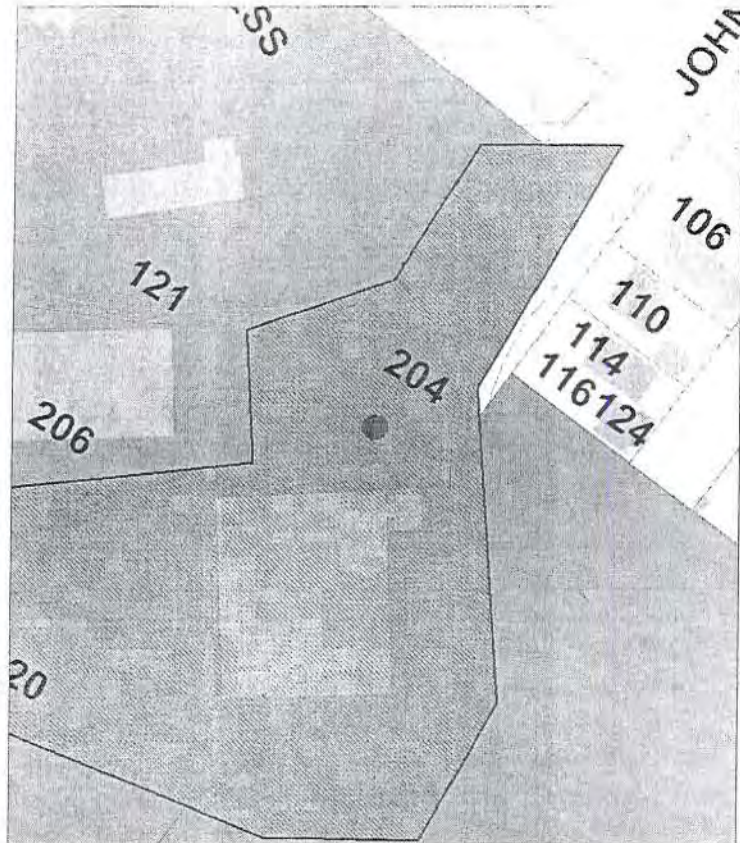
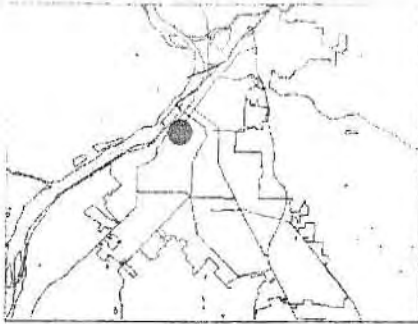
Roger D. Hanna, Certified Appraiser

Oregon City: Property Report

Printed March 10, 2004

Taxlot: 2-2E-31 -00400

Site Address: 204 S JOHN ADAMS ST



Taxlot Information

Taxlot Number: 2-2E-31 -00400
Site Address: 204 S JOHN ADAMS ST
OREGON CITY
OR 97045

Owner Information:

Last Name: OREGON DEPT OF TRANSPORTATION
First Name:
Address: 885 AIRPORT RD BLDG 35
SALEM
OR 97310

Property Information

Eden Parcel ID: 2630
Parcel Area (acres - approx): 2.18
Parcel Area (sq. ft. - approx): 94960
Twn/Rng/Sec: 02S 02E 31
Tax Map Reference: 22E31

Assessments

As of: 1/21/2004
Land Value: \$157,481
Building Value: \$435,920
Exempt Value: \$475,065
Net Value: \$118,336

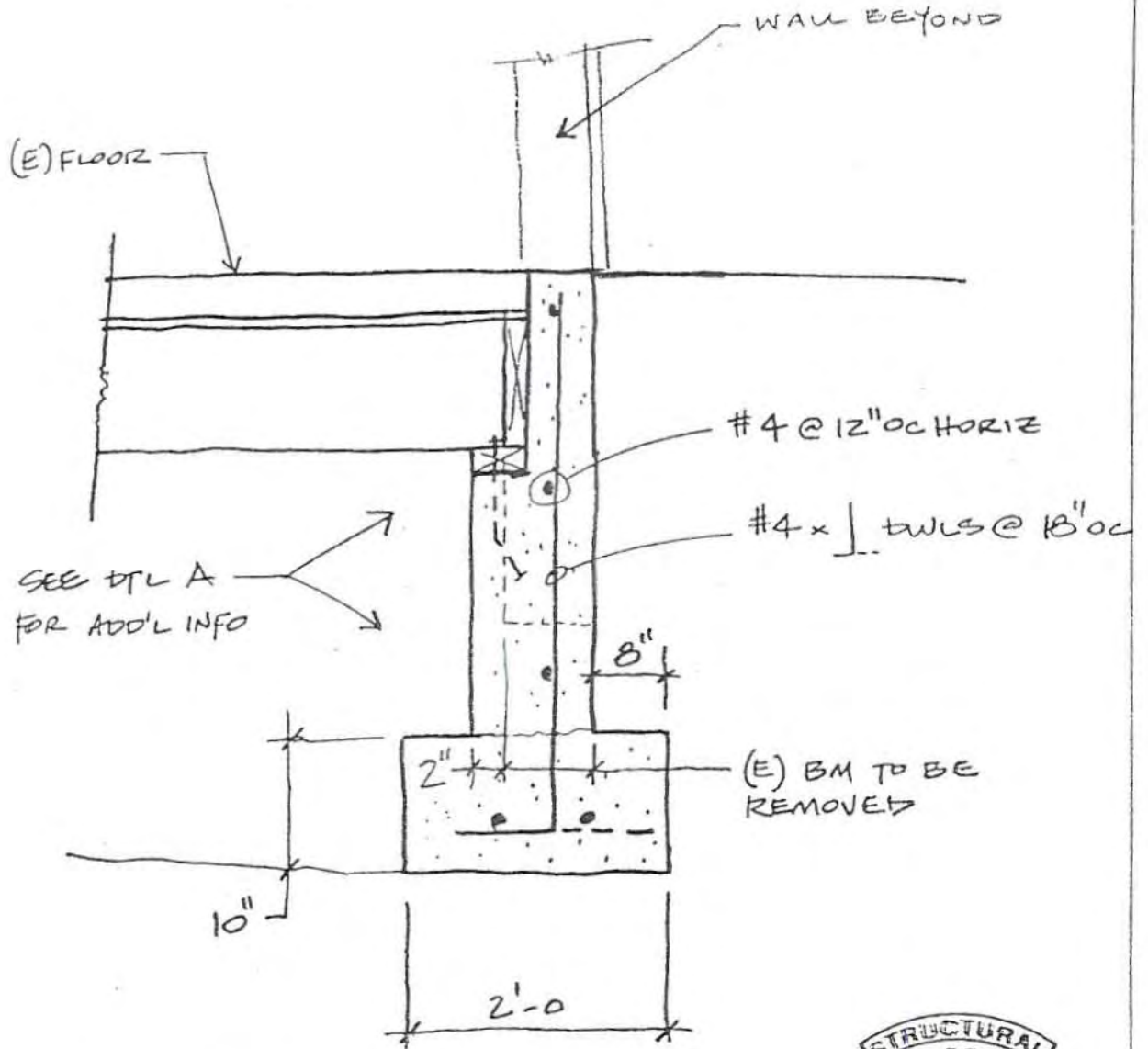
Planning Designations

Zoning: R6
- 6,000 SF SFR Dwelling Unit
Comprehensive Plan: qp
- Quasi-Public

Subdivision: NONE
Neighborhood Assn: McLoughlin NA
Urban Renewal District:
Historic District: MCD

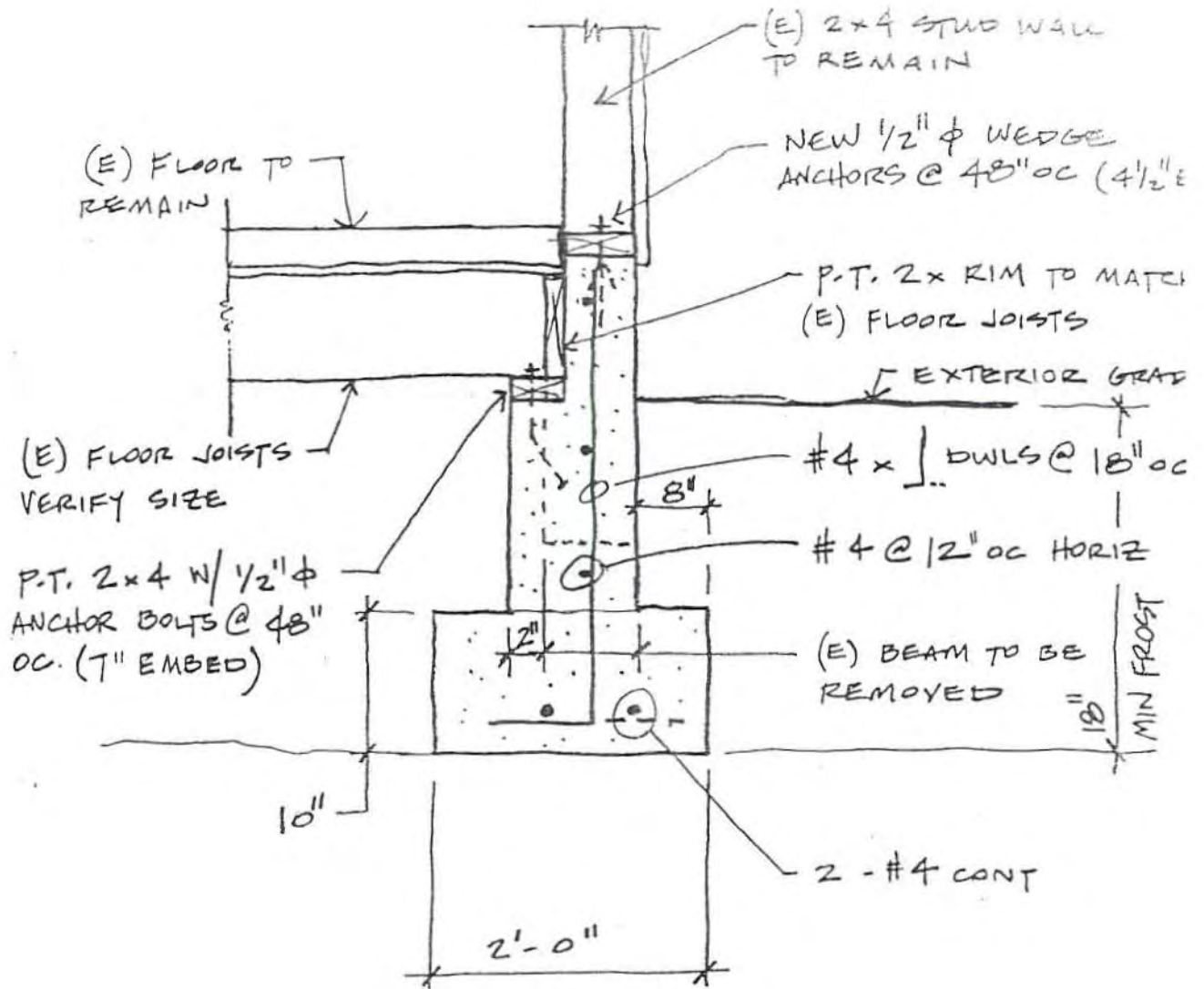
In Willamette Greenway? N
In Unstable Slope Area? N
In Water Resource Overlay District? N
In Floodplain? N





(B) DETAIL NTS

STRUCTURAL REGISTERED PROFESSIONAL ENGINEER 12,320
Steven J. Entenman
 OREGON JULY 15, 1983
 STEVEN J. ENTENMAN
 EXPIRES: 12/31/01



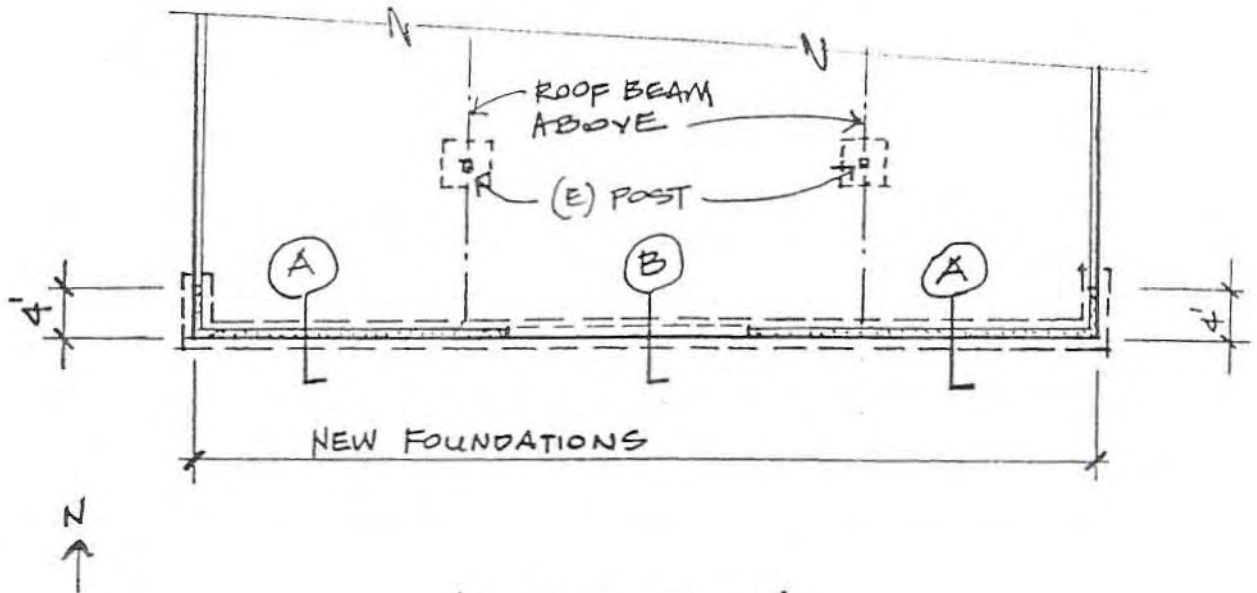
A

DETAIL

NTS



EXPIRES: 12/31/01



PARTIAL PLAN

1/4" = 1'-0

CITY OF OREGON CITY STORAGE BLDG FOUNDATIONS

SCOPE:

REMOVE EXIST'G BM IN CRAWL SPACE & INSTALL NEW FOUNDATIONS BENEATH EXISTING BLDG WALLS

CONC: MIN 2500 PSI @ 28 DAY STRENGTH

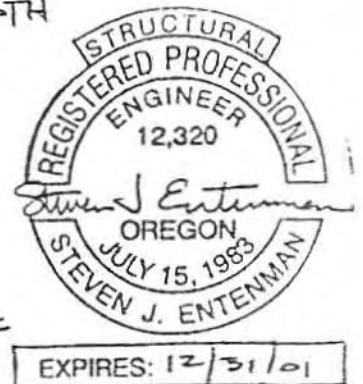
REBAR: ASTM A615, GR. 60

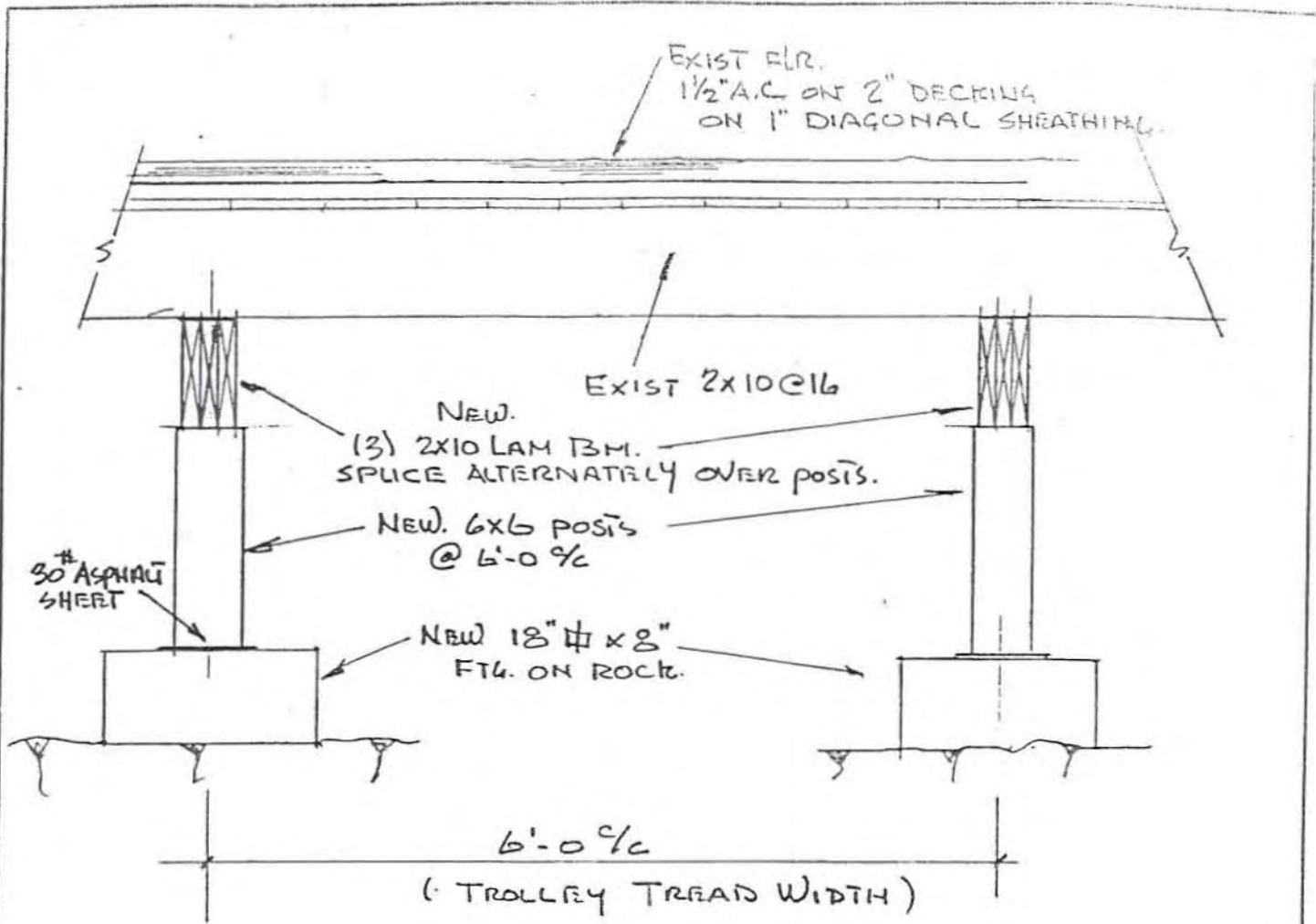
DESIGN CRITERIA:

ROOF LL: 25 PSF

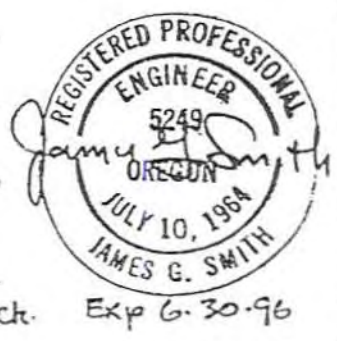
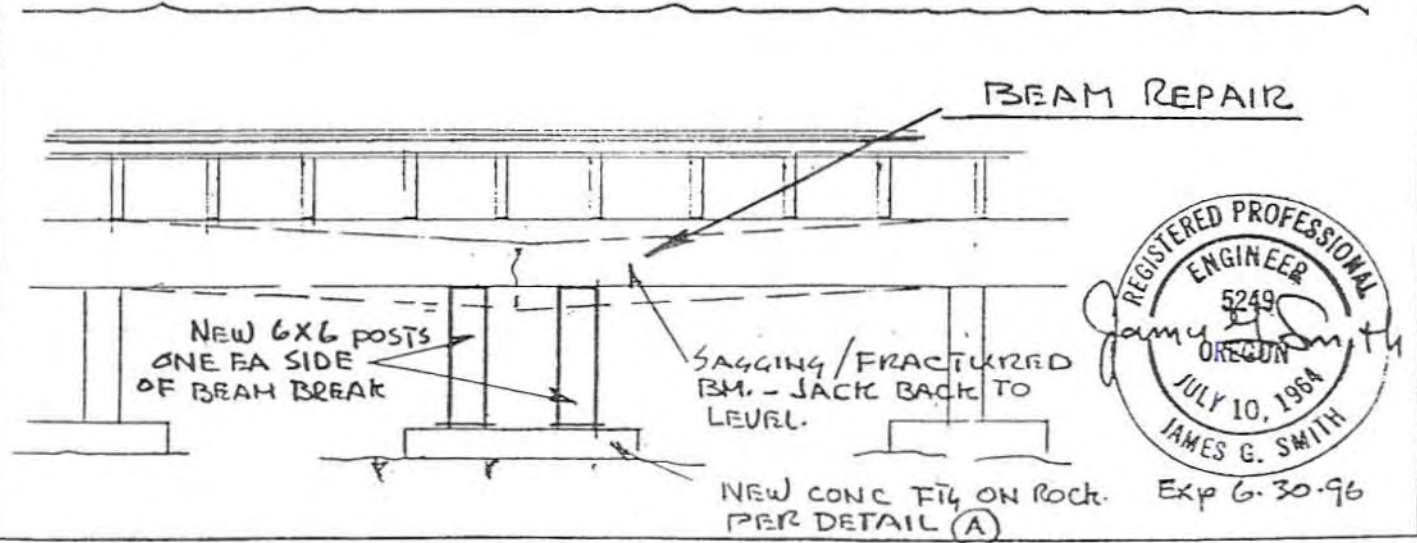
FLOOR LL: 100 PSF

SOIL BEARING PRESSURE: 1500 PSF

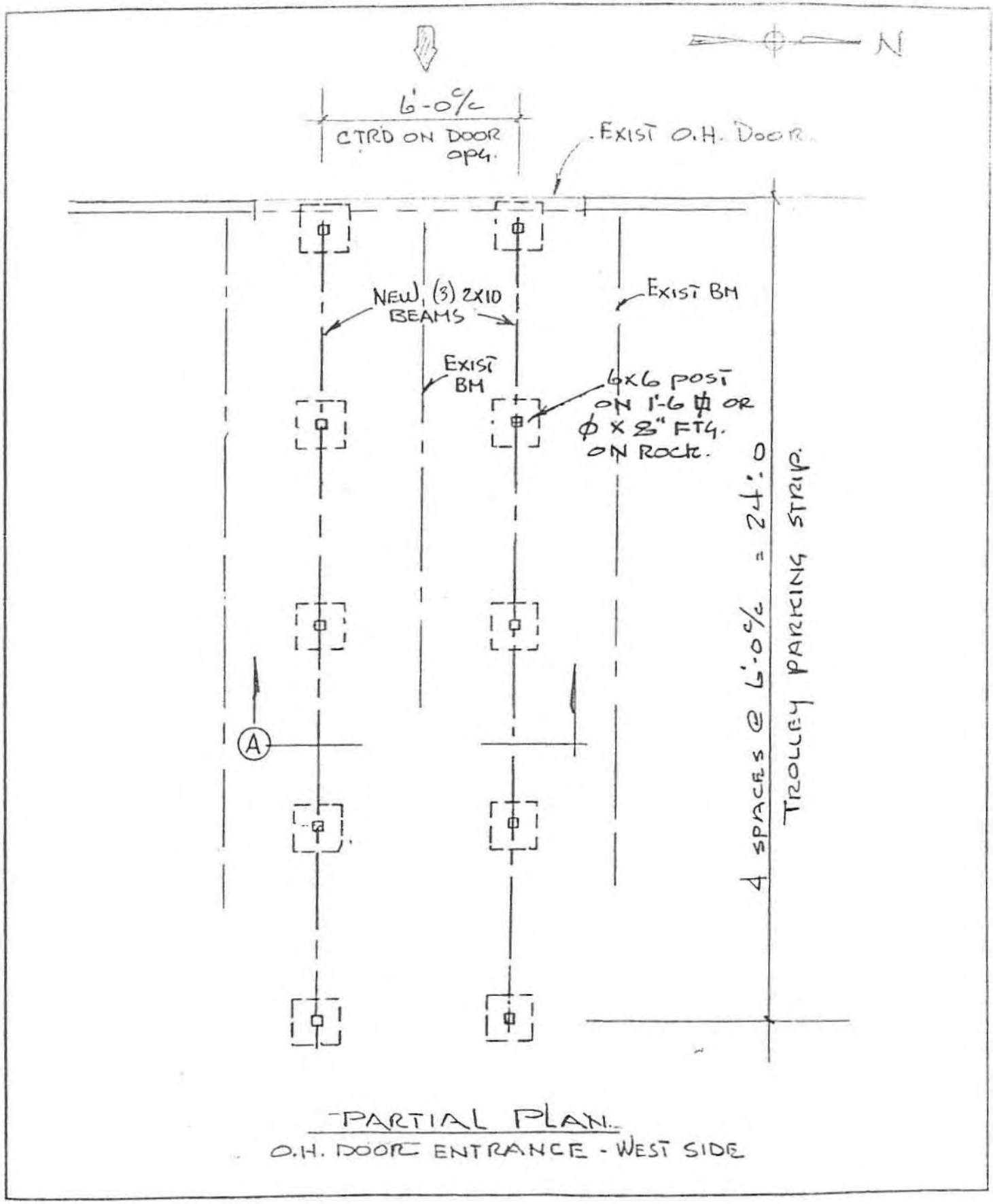




SECTION A
SCALE 3/4" = 1'-0"



RECOMMENDED REPAIRS TO: 206 S. JOHN ADAMS ST.



PARTIAL PLAN.
O.H. DOOR ENTRANCE - WEST SIDE

- The City is conducting a Master Plan for the Mountain View site. Equipment and bulk storage that is used on a seasonal basis will be stored there. This will relieve some space requirements on the John Adams site.
- One of the two houses at the intersection of S. John Adams and Center Streets is for sale. The City will consider whether it would be useful to purchase. DECA will identify the two houses in the Master Plan as potential future acquisitions in addition to the Armory, the Cameron Building and the houses on the west side of Center Street across from the Operations Offices, so that they can be re-zoned for Operations use.
- Two of the City's trolleys are currently stored in the Armory. They are actively used for tours, so covered storage will need to be maintained.
- The Facilities Plan booklet will be 8-1/2" x 11". Drawings will be 11" x 17" and folded to fit the booklet.

SCHEDULE

- April 29th: DECA will provide draft of Facilities Plan for City review.
- May 13th: City will provide review comments to DECA.
- May 27th: DECA will finalize Facilities Plan and submit Master Plan for Land-Use Permit.

END OF MEETING NOTES

DH: kz

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MEETING NOTES

Date: March 18, 2005

By: David Hyman

Project: Oregon City Operations Facilities Plan

Re: Facilities Plan Update

Present: OREGON CITY
Nancy Kraushaar – Public Works Director
John Lewis – Operations Manager
Fran Shafer – Project Manager

DECA ARCHITECTURE
David Hyman

Distribution: Those Present, Scott Mansur, Chris Spurgin

The purpose of the meeting was to review the progress of the Facilities Plan and determine a schedule for completion.

ACTION ITEMS

Oregon City

- Fran will send a copy of the Armory appraisal to DECA.
- Fran will send a copy of the City's historic assessment of the storage buildings on the upper site to DECA.

DECA

- David will inform Scott Mansur that South John Adams Street is private.

NEW INFORMATION

- South John Adams Street is a private road. Therefore, the City can restrict access to the Operations yard on the upper site.
- Armory Appraisal:

Land	\$242,000
Improvements	<u>\$323,000</u>
Total:	\$565,000
- Cameron Building Appraisal:

Land and Improvements	\$235,000
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Proposed

1. Landscape buffers.
 2. New roads, sidewalks with pedestrian and vehicular circulation.
 3. New buildings and surrounding context.
 4. Buildings to be removed or moved.
 5. Future property acquisition.
- Tony Konkol suggested that the application be submitted as a "Concept Master Plan", which is valid for twenty years, in lieu of a "Detailed Site Plan" which is only valid for two years. In addition to the typical information required for the "Concept Master Plan", he suggested providing schematic designs for the exterior of proposed new buildings. The HRB and Planning Bureau will be more likely to approve exceptions to the zoning code if they know what the proposed buildings will look like.
 - Once the "Concept Master Plan" is approved through a Type III Review, the "Detailed Site Plan" can be processed later through a Type II Review.
 - Typically, HRB approval is only valid for one year. However, Tony and Christina will discuss the possibility of extending the approval period to match the Master Plan. Tony questioned the logic of approving a phased Master Plan for twenty years, if approval of the building designs is only valid for one year.
 - The current Public Works parking lots on Center Street are not currently code compliant. They will likely be required to be brought up to current standards for paving and striping as a condition of Master Plan approval. Some parking on the upper site may be allowed to remain graveled if it is in excess of the required amount of spaces, if it is not for public use and if it can be demonstrated that loose gravel will not pose a maintenance problem for the adjacent streets. See the Code Section for non-conforming uses for further clarification.
 - New aerial photo information is available. Contact David Knoll .

END OF MEETING NOTES

DH: kaz

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MASTER PLAN ISSUES

- The Master Plan process is an alternative to the variance process. It allows exceptions to the zoning code to be pre-approved as part of a phased concept plan for up to twenty years.
- The site and the adjacent Waterboard Park are in the McLoughlin Conservation District, a historic neighborhood.
- Two City departments will review the Master Plan application: Planning and Historic Review Board (HRB).
- The HRB will review the following:
 - 1) Cultural views, i.e. significant natural features, such as cliffs and trees (over six inches in diameter).
 - 2) Significance of existing historic buildings.
 - 3) Designs for proposed new buildings and additions.
- Christina Robertson-Gardiner suggested that the designs be presented in schematic form to HRB for one or two work sessions prior to meeting with the McLoughlin Neighborhood Association.
- Christina felt that the least important building historically is the large warehouse. The two other smaller, historic buildings may need to be preserved, but can probably be moved, if necessary. She suggested that some of timbers from the large warehouse be recycled and re-used in the new buildings. She also thought that there are some cobblestones stored inside which could be re-used.
- It is not likely that the rock outcroppings identified for potential leveling have historic significance.
- DECA will explore two new building designs: a new office building on the Cameron site and future replacement of the existing Public Works offices.
- The style of the existing Public Works building is considered "Streetcar Commercial". Christina suggested that the design for the new buildings be compatible with 1920's industrial architecture, but identifiable as contemporary.
- Nancy has contacted the owner of the home on the upper site, and he is receptive to selling the property to the City.
- The Master Plan application should include a schematic site plan, schematic elevations of three sides showing building heights, materials and a rendering of the proposed new buildings. The drawings should identify the following:

Existing Conditions

1. Clumps of trees. Not necessary to identify all individual trees.
2. Baseline utilities, i.e. what exists now and what is the capacity?
3. Phasing plan up to 20 years.
4. Traffic impact study.
5. Significant natural resources, i.e. trees, cliffs, drainage channels, creeks.
6. Parking.
7. Pedestrian and vehicular circulation.
8. Zoning requirements, i.e. height restrictions, setbacks, etc.

MEETING NOTES

Date: September 23, 2004

By: David Hyman

Project: Oregon City Public Works Facility Plan

Re: Master Plan Process

Present: OREGON CITY
Nancy Kraushaar - Public Works Director
Fran Shafer - Project Manager
Tony Konkol - Senior Planner
Christina Robertson-Gardiner - Associate Planner

DECA ARCHITECTURE
David Hyman

Distribution: Those Present, Chris Spurgin

The purpose of the meeting was to review the requirements of the City's Master Plan review process for submission of the Operations Facility Plan.

ACTION ITEMS

Oregon City

- Nancy will ask the surveyor to identify any water resources such as creeks or drainage channels, and trees over six inches in diameter, on the survey. She will send the final survey to DECA.
- Nancy will contact a traffic engineering firm (either David Evans & Associates or Kittelson) to perform a traffic impact study.
- The Public Works Department will complete their analysis of the intersection of S. John Adams and Center Streets.

DECA

- David will contact Roger Hanna to check on the status of the appraisal of the Armory Building.
- David will provide a fee proposal for the Master Plan application.

- Nancy would like to re-landscape the upper site to make it more attractive.
- The large warehouse building on the upper site may not be worth saving in the long term.

Schedule

- DECA will plan on completing a draft report by mid-August.

END OF MEETING NOTES

DH: kz

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- Eli will investigate the possibility of leveling the rocky outcroppings on the upper site behind the "Cannery Building".

DECA

- DECA will find out who owns the house on the north side of John Adams St.
- DECA will meet with Tony Konkol, Senior Planner with the City, to review the status of the zoning regulations at the Operations Site.

Site Issues

- The study has determined that a six acre site would meet the needs of the entire Operations Dept. for at least five years. Additional growth could be accommodated by contracting out some Operations services.
- The City may not be able to come to terms with the National Guard to purchase the Armory site. The Guard is willing to trade for another six acres site, but none is available. The current Armory site is 1.6 acres. Nancy will investigate the possibility of leasing the Armory from the National Guard.
- The committee liked a combination of Schemes A and E with the following comments: They liked the idea of a new office building on the lower site with an elevator connecting it to the upper site. The walkway at the upper site should be covered. They preferred locating the new office building on the site of the Cameron Building.
- A new, three-bay, drive-through Fleet Shop can replace the large warehouse on the upper site, possibly phased over time. The Armory, if it can be acquired, can be used for additional shops and storage.
- Consider moving or demolishing all of the warehouse buildings on the upper site, depending on their historic value.
- If it is not feasible to purchase or lease the Armory, it will be more important to purchase the house on the upper site and the Cameron Building on the lower site.
- The Facility Plan should include options with and without the Armory site, the house on the upper level and the Cameron building. Include phasing plans for expanding the facility. The de-watering facility is a priority and should be included in the first phase.
- John Adams is a difficult access route from Center Street for sanding trucks in icy weather. An alternative would be for the City to reach an agreement with neighbors to allow trucks to access the upper site from the east end of John Adams during bad weather.
- If the upper site cannot be made more accessible to large trucks, the bulk storage yard should be located on the lower level for easy access during weather emergencies. Current access to the lower site has poor visibility for trucks. It should be improved by, either widening the access point or creating two driveways, one in and one out.
- In that scenario, the Fleet Shop can be located on the upper level. The Fleet Supervisor works closely with the Administrative Staff, so proximity to the offices is important.
- The Facility Plan should recommend that the City purchase additional adjacent property to both the upper and lower sites as it becomes available.
- A drainage ditch runs under the Armory Building.

MEETING NOTES

Date: July 15, 2004

By: David Hyman

Project: Oregon City Public Works Facility Plan

Re: Site Plan Options

Present: OREGON CITY PUBLIC WORKS
Nancy Kraushaar - Public Works Director
John Lewis - Operations Manager
Fran Shafer - Project Manager
Peter Irving - Streets
Kevin Horace, Eli Deberry - Water
Chuck Carter - Wastewater/Storm

DECA ARCHITECTURE
David Hyman, Chris Spurgin

Distribution: Those Present, Larry Ostermiller

The architects presented five site plan options, which combine all of the Operations functions on the current office site at South First and Center and the upper site on John Adams Street.

Action Items

Oregon City

- Nancy will investigate the possibility of leasing the Armory from the National Guard.
- Nancy will ask one of their road engineers to explore options for improving the intersection of South Center and John Adams and to look at the possibility of re-routing John Adams on the upper site to capture more contiguous land. Consider one of two locations:
 - 1) to the north of the old "Cannery Building"
 - 2) to the south of the Armory (if there is enough room between the Armory and the Park)
- Nancy will ask the City's historic preservationist to assess the significance of the two historic buildings on the upper site. Can they be moved or demolished?
- Nancy will send the environmental and structural reports for the large warehouse on the upper site to the architects.
- The boundary lines for the City owned property on the upper level are unclear. The City is in the process of verifying them and will send a copy of the survey to the architects when the work is complete.

Building Issues

- Nancy and Fran think that the "School of Success" building on Adams St. is owned by the National Guard. (Larry Ostermiller indicated after the meeting, that he thinks the City might currently own the building and lease it to the National Guard.)
- The Cameron Building is probably best suited for shop and storage space. Converting it to offices would most likely trigger the need for seismic upgrade.
- In future Ops offices, the supervisors should be close to their lead technicians, but they do not need to be close to other supervisors.
- Funding for a new or renovated facility would either come from a bond or from increased utility rates. Most likely construction would be phased.

END OF MEETING NOTES

DH: kz

Mtg_03-03-04.doc

MEETING NOTES

Date: March 3, 2004
By: David Hyman
Project: Oregon City Public Works Facility Plan
Re: Operations Sites
Present: OREGON CITY
Nancy Kraushaar, Fran Shafer

DECA ARCHITECTURE
David Hyman, Chris Spurgin

Distribution: Those Present

The purpose of the meeting was to discuss potential sites for the Operations Facilities.

Action Items

- Fran will ask Jason to provide as-built drawings of the existing Center Street buildings.
- Fran will research ownership and lease agreement for the National Guard building. She will send the architects the name and phone number of a contact person, so they can arrange to tour it.
- Once they receive as-built drawings for the current Ops Buildings, they will explore options for re-organizing the offices and shops utilizing the parking lot sites across Center St, the Cameron Building and the National Guard Building on Adams St.

Site Issues

- The architects presented two generic site plans based on program information obtained from the questionnaires. They demonstrate that the Operations Department will require a minimum of six acres of land to accommodate office, shop, storage and yard needs over the next five years.
- Based on similar size communities and site visits to Operations Facilities in Milwaukie and Tualatin, Oregon City Operations will most likely require eight to ten acres over the next 20 years.
- Milwaukie occupies approximately eight acres and needs more. They own six acres and lease an additional two acres from the adjacent land owner.
- Tualatin owns ten acres and occupies nine. Both Milwaukie and Tualatin are smaller communities than Oregon City.
- Nancy would consider moving the Water Dept. to another site (possibly Hunter Street), if necessary.
- Other possible sites for a new Ops facility:
 - 1) Church site (eight acres). Neighbors may oppose the location.
 - 2) Wal-Mart site. Currently being considered for other City departments.

2nd Level

- Storage mezzanine above most of shop. Apartment at west end.
- Owner added the apartment recently and is currently living in it. He said that he obtained a building permit for it. In the process, an architect provided as-built drawings of the entire building (available upon request).

Comments

- Building would be suitable for shop space.
- If it were converted to offices, it would mostly likely represent a change of occupancy classification and therefore, require seismic upgrade.
- An opening could be saw-cut into the concrete wall to connect to the existing Public Works building. Would need to verify floor elevations.
- Electrical service would most likely have to be increased in size, particularly for shop use.

END OF MEETING NOTES

DH: kz

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MEETING NOTES

Date: February 25, 2004

By: David Hyman

Project: Oregon City Public Works Facility Plan

Re: 166 South Center Building

Present: BUILDING OWNER
Jim Cameron
Phone: 503-656-8431

DECA ARCHITECTURE
David Hyman

Distribution: Nancy Kraushaar, Fran Shafer

At the request of Nancy Kraushaar, I performed a brief visual inspection of the building at 116 South Center Street, adjacent to the Operations Offices. The City is considering purchasing it to use as expansion space for the Operations Department. This is not a due-diligence report. I did not inspect the second floor apartment. The following are my observations:

General

- Building is 60' wide x 100' deep with zero lot lines on all sides.
- Bow-string roof trusses span the full width (60') of the building.
- Bearing walls are 9" thick concrete (indicated by owner). Some evidence of vertical cracks.
- Appears to be a 200 amp electrical panel.

Lower Level

- Mostly open shop space. Some non-bearing, wood-frame partitions.
- Approximately 14'6" ceiling height.
- Two overhead doors. South door approx. 14' wide x 13'-6" high. North door approx. 10' wide x 13'-6" high.
- Inoperative freight elevator at east end of building that connects the lower level to the storage mezzanine. Owner tried, but was unable to get a permit to re-activate it. It would probably require a significant upgrade to bring it up to code.
- Settlement in floor at southwest corner. Owner indicated that there were drainage problems in that area, but the structural walls did not settle.

- Above grade lifts are preferred to pits.
- Milwaukie is currently enclosing the mezzanine storage areas to protect them from dust.
- Dewatering station and wash station are combined.
- Water Division, parts inventory is minimal due to the close proximity of suppliers.
- All water tank trucks are kept in a heated area.
- A permanent oil tank w/ hoses is preferred to the movable oil tank system now in place. 'Green' rating requires permanent tanks.
- Supervisors typically drive a ¾ ton pick-up truck.
- The 12 person conference room is too small. They would like at least two conference rooms.
- Maintenance bays are appropriately sized at 60 feet deep.

Tualatin Operations Tour Highlights

- The tour was given by Dan Boss, Operations Director.
- The site is approximately 10 acres, with one acre currently under-utilized.
- City Population: 22,791
- Facility includes Administration, Fleet, Water, Sewer/Storm and Streets Divisions.
- Since their first 20-year master plan in 1979, they have updated it every five years.
- A new four-stall maintenance facility has recently been constructed which includes a small office area and storage space.
- Prefer infrared heaters because they are quiet.
- If buildings are designated as emergency facilities, it significantly increases costs. Avoid, if possible.
- Recommend CO2 sensors with exhaust fans, so they only operate when needed.
- The new maintenance structure was designed for future expansion.
- Storage mezzanine designed for 250 lb. dead load.
- Concrete aprons located at the maintenance bay entrances allow large equipment to be temporarily parked in front.
- Sprinkler heads should be located to allow maximum flexibility and height of storage shelves.
- Their 32 person lunchroom doubles as the conference room. It is too small for their current needs. Need double size space.
- Contracted services include: meter reading, street sweeping, SCADA, janitorial service, HVAC maintenance, heavy construction & building repair, overflow sewer cleaning, asphalt street repair, sign production and street striping.
- The number of full time employees would double without the use of independent contractors.
- Some services are shared with other municipalities (dewatering facility, dump truck).
- Future plans for the facility include covered parking, additional employee parking and a new fleet shop. Public and employee parking will ultimately accommodate 75 cars.
- Future plans for 12 bins of bulk storage (some covered).
- New maintenance shop is 6,500 SF and cost \$800,000 total project cost (construction plus fees and permits).
- Yard includes nursery area for storing trees.

MEETING NOTES

Date: February 19, 2004

By: Chris Spurgin, DECA Architecture, Inc.

Project: Oregon City Public Works Facility Plan

Re: Public Works Facilities Tour

Present: OREGON CITY PUBLIC WORKS
Nancy Kraushaar, Oregon City - Public Works Director
Fran Shafer - Project Manager
Peter Irving, Shawn Tallman - Streets
Kevin Horace, Eli Deberry - Water
Chuck Carter - Wastewater/Storm
Larry Ostermiller, Oregon City - Fleet

DECA ARCHITECTURE
David Hyman, Chris Spurgin

Distribution: Those present

Milwaukie Operations Tour Highlights

- Kelly Summers, Fleet/Facilities Manager, and Ernie Roeger, Fleet Supervisor, conducted the tour.
- The site is fully utilized and consists of approximately six acres, with another one to two acres leased.
- City Population: 20,490
- All Public Works and Community Development departments (Planning, Engineering, Administrative, Public Access, Fleet Facilities, Water, Sewer/Storm, Streets and Parks) are housed at the facility.
- Recently installed, full height partitions minimize sound intrusion past the front desk area.
- Maintenance bay floors should slope to drain (but not too much).
- 14' high doors are preferred in maintenance and storage bays.

Staffing Needs

- The staff present reviewed and updated the staff data collected and collated by the Architects.
- The Committee decided to divide future space needs projections into two categories; five years and twenty years. The staff was comfortable making projections five years into the future. The Architects will research other Public Works facilities in cities with populations of 40,000 to 50,000 inhabitants to determine projections for 20 years into the future.
- Part-time employees are typically limited by the number of crew leaders available to supervise them. The sanitation department does not utilize part-time workers.
- Two SCADA (Supervisor Control and Data Acquisition) positions were added to the Staff List.

Review Program Spaces

- The Staff present reviewed and updated the program space data collected from the questionnaires and consolidated by the Architects. (See attached 'Staff List'.)
- The waiting area needs to be large enough to seat at least five people.
- The large conference room may be used for holiday parties and thus should be sized to accommodate 60 people. At this size, a room divider could be utilized.
- A centrally located copy room was added to the Space List. This does not preclude the use of other printers and copiers throughout the facility.
- Separation of the toilet facilities from the locker room is desired.
- Each division requires their own storage area.
- Storage documents are primarily 'legal' size documents.
- Library to include map layout area.
- Library to include VCR tape storage as well as a viewing area for up to four people.

Review Site Options

- All pump station sites were removed from consideration for a new Operations facility due to inadequate size.
- Based on similar facilities, the Architects roughly estimated that the Public Works Operations facility will require six to eight acres.
- Possible site locations suggested for review are:
 - Old City Hall
 - Site adjacent to the Mountain View pump station
 - Red soils area
 - South of the city (let the city eventually grow around it)
 - PGE's current location
 - Site across from PGE
 - The once proposed 'Wal-Mart' site
- A site near the new City Hall and the Engineering Department would be ideal.
- Oregon City currently has approximately 27,000 inhabitants. The City's population is estimated to increase to 40,000 - 50,000 inhabitants in the next 20 years.

END OF MEETING NOTES

CS: kz

MEETING NOTES

Date: January 20, 2004

By: Chris Spurgin, DECA Architecture, Inc.

Project: Oregon City Public Works Facility Plan

Re: Work Session #2

Present: OREGON CITY PUBLIC WORKS
Fran Shafer - Project Manager
Peter Irving, Shawn Tallman - Streets
Kevin Horace, Eli Deberry - Water
Chuck Carter - Wastewater/Storm

DECA ARCHITECTURE
David Hyman, Chris Spurgin, Alex Yale

Distribution: Those present
Nancy Kraushaar, Oregon City - Public Works Director
Larry Ostermiller, Oregon City - Fleet

Task List

- The architects will arrange site visits to other Public Works facilities.
- Oregon City to provide current measurements of linear storage of files and videos for the Library.
- Oregon City to provide large format (flat file/hanging file) storage needs for each division.
- Oregon City to provide fire-safe, flat file storage needs.
- Oregon City to provide the chemical/flammable storage needs for each division.
- Oregon City to confirm the Engineering department's storage plans to avoid duplication of storage areas (Mylar, etc.).
- Oregon City will verify if the plotter and map printer will be located in the GIS area.
- Oregon City will verify if Curtis will require space in the Operations area or if he will remain with Engineering.

Schedule

- Completion of the Master Plan study is scheduled for the end of February 2004.

Slideshow

- The Architects gave a brief slide presentation of the Sherwood and Cornelius Public Works facilities. Prototypical facility spaces were reviewed as well as ideas for public/private partnerships to generate income.

Oregon City Municipal Code
Chapter 17.12 - R-6 Single-Family Dwelling District

17.12.010 Designated.

This residential district allows for single-family homes on lot sizes of six thousand square feet minimum.

17.12.020 Permitted uses.

Permitted uses in the R-6 district are:

- A. Single-family detached residential units;
- B. Publicly-owned parks, playgrounds, playfields and community or neighborhood centers;
- C. Home occupations;
- D. Farms, commercial or truck gardening and horticultural nurseries on a lot not less than twenty thousand square feet in area (retail sales of materials grown on site is permitted);
- E. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- F. Accessory uses, buildings and dwellings;
- G. Family day care provider, subject to the provisions of Section 17.54.050.
(Ord. 03-1014, Att. B3 (part), 2003; Ord. 94-1014 §2(part), 1994; Ord. 92-1026 §1(part), 1992; prior code §11-3-4(A))

17.12.030 Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030. (Prior code §11-3-2(B))

17.12.040 Dimensional standards.

Dimensional standards in the R-6 district are:

- A. Minimum lot areas, six thousand square feet;
- B. Minimum lot width, fifty feet;
- C. Minimum lot depth, seventy feet;
- D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
- E. Minimum required setbacks:
 - 1. Front yard, ten feet minimum depth,
 - 2. Attached and detached garage, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet in residential areas.
 - 3. Interior side yard, nine feet minimum width for at least one side yard; five feet minimum width for the other side yard,
 - 4. Corner side yard, fifteen feet minimum width,
 - 5. Rear yard, twenty feet minimum depth,
 - 6. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 91-1020 §2(part), 1991; prior code §11-3-4(C))
- F. Garage Standards: See Section 17.20 – Residential Design Standards.
- G. Maximum Building Coverage: See Section 17.20 – Residential Design Standards.

6. Attached and detached garages, twenty feet minimum depth from the public right-of-way where access is taken, except for alleys. Garages on an alley shall be setback a minimum of five feet.
- F. Garage Standards: See Section 17.20 – Residential Design Standards

17.16.050 Single-family attached residential units and duplex units.

The following standards apply to single-family dwellings, in addition to the standards in Section 17.16.040.

- A. Maintenance Easement. Prior to building permit approval, the applicant shall submit a recorded mutual easement that runs along the common property line. This easement shall be 10 feet in width. A lesser width may be approved by the Community Development Director if it is found to be sufficient to guarantee rights for maintenance purposes of structure and yard.
- B. Conversion of Existing Duplexes. Any conversion of an existing duplex unit into two single-family attached dwellings shall be reviewed for compliance with the requirements in Section 16 for partitions, Section 17.16 and the State of Oregon One and Two Family Dwelling Specialty Code prior to final recordation of the land division replat. (Ord. 99-1027 §4, 1999)

17.39.50 Dimensional Standards

Dimensional standards in the I district are:

- A. Maximum building height: within 100 feet of any district boundary, not to exceed 35 feet; elsewhere, not to exceed 70 feet.
- B. Minimum required setbacks: 25 feet from property line except when the development is adjacent to a public-right-of-way. When adjacent to a public right-of-way, the minimum setback is 0 feet and the maximum setback is 5 feet.

17.39.60 Relationship to Master Plan

- A. A Master Plan is required for any development within the I district on a site over 10 acres in size that:
 - 1. Is for a new development on a vacant property;
 - 2. Is for the redevelopment of a property previously used as a non-institutional use; or
 - 3. Increases the floor area of the existing development by 10,000 square feet over existing conditions
- B. Master Plan dimensional standards that are less restrictive than those of the Institutional district require adjustments. Adjustments will address the criteria of Chapter 17.65.70 and will be processed concurrently with the Master Plan application.
- C. Modifications to other development standards in the code may be made as part of the Phased Master Plan adjustment process. All modifications must be in accordance with the requirements of the Master Plan adjustment process identified in Chapter 17.65.070.

17.39.70 Changes to the I district boundary

The I district boundary may be amended through Chapter 17.68 - Zoning Changes and Amendments.

Oregon City Municipal Code Chapter 17.39 - Institutional District

17.39.10 Designated

The purpose of this district is to facilitate the development of major public institutions, government facilities and parks and ensure the compatibility of these developments with surrounding areas. The I zone is consistent with the Public/Quasi Public and Park designations on the Comprehensive Plan map.

17.39.20 Permitted Uses

Permitted Uses in the Institutional district are:

- A. Colleges and Universities
- B. Public and Private Schools
- C. Parks, playgrounds, playfields and community or neighborhood community centers;
- D. Public facilities and services including courts, libraries and general government offices and maintenance facilities.

17.39.30 Accessory Uses

The following uses are permitted outright if they are accessory to and related to the primary institutional use:

- A. Offices
- B. Retail (not to exceed 10% of total gross floor area of all building)
- C. Child Care Centers or Nursery Schools
- D. Group Living (dorms, hospice, etc.)
- E. Stadiums, arenas, and auditoriums
- F. Scientific, educational, or medical research facilities and laboratories.
- G. Religious Institutions
- H. Museums

17.39.40 Conditional Uses

Uses requiring conditional use permit are:

- A. Any uses listed under 17.39.030 that are not accessory to the primary institutional use.
- B. Boarding and lodging houses, bed and breakfast inns, and assisted living facilities for senior citizens;
- C. Cemeteries, crematories, mausoleums, and columbariums;
- D. Correctional facilities;
- E. Helipad in conjunction with a permitted use, excluding residential districts;
- F. Nursing homes;
- G. Parking lots not in conjunction with a primary use;
- H. Private clubs and lodges, excluding residential districts;
- I. Public utilities, including sub-stations (such as buildings, plants and other structures);
- J. Welfare institutions and social service organizations, excluding residential districts.
- K. Fire Stations

Oregon City Municipal Code
Chapter 17.16 – R-3.5 Dwelling District

17.16.010 Designated.

This residential district allows single-family attached and detached residential units and two-family dwellings. (Prior code §11-3-6(part))

17.16.020 Permitted uses.

Uses permitted in the 3.5 district are:

- A. Two-family dwellings (duplexes);
- B. Single-family detached residential units;
- C. Single-family attached residential units (Row houses with no more than six dwelling units may be attached in a row);
- D. Publicly owned parks, playgrounds, playfields and community or neighborhood centers;
- E. Home occupations;
- F. Temporary real estate offices in model homes located on and limited to sales of real estate on a single piece of platted property upon which new residential buildings are being constructed;
- G. Accessory uses, buildings, and dwellings;
- H. Family day care provider, subject to the provisions of Section 17.54.050;

17.16.030 Conditional uses.

The following conditional uses are permitted in this district when authorized by and in accordance with the standards contained in Chapter 17.56:

- A. Golf courses, except miniature golf courses, driving ranges or similar commercial enterprises;
- B. Uses listed in Section 17.56.030. (Prior code §11-3-6(B))

17.16.040 Dimensional standards.

Dimensional standards in the R-3.5 district are:

- A. Minimum Lot Area.
 - 1. Residential uses, three thousand five hundred square feet per unit.
 - 2. Non-residential uses, zero minimum;
- B. Minimum lot width, twenty-five feet;
- C. Minimum lot depth, seventy feet;
- D. Maximum building height, two and one-half stories, not to exceed thirty-five feet;
- E. Minimum Required Setbacks.
 - 1. Front yard, five feet minimum depth,
 - 2. Interior side yard,
 - Detached unit, 5 feet minimum depth
 - Attached unit, 7 feet minimum depth on the side that does not abut a common property line.
 - 3. Corner side yard, ten-foot minimum width,
 - 4. Rear yard, fifteen-foot minimum depth,
 - 5. Solar balance point, setback and height standards may be modified subject to the provisions of Section 17.54.070. (Ord. 99-1027 §3, 1999; Ord. 91-1020 §2(part), 1991; prior code §11-3-6(C))