

**Fairview –Application – 2013-31**

**FROM:** Shawn Durham ([Shawn.Durham@GreshamOregon.gov](mailto:Shawn.Durham@GreshamOregon.gov))

**DATE:** 8/21/13

**FIRE COMMENTS:**

***NOTE: Limited information at this time. Provide Fire Access and Water Supply plans on separate pages of the building plans. All of the following will need to be clearly indicated.***

1. Permanent 6" building address numbers will be required. Please show location and type on building plans. **OFC 503.1.2**
2. Provide fire flow per Oregon Fire Code Appendix B. Fire flow for Commercial and Multifamily buildings varies based on construction type and square footage. **OFC App B Table B105.1.**
3. Prior to applying for a building permit provide a fire flow test and report. The fire flow report will verify that the correct fire flow is available and will be required to have been conducted within the last 12 months. Contact the City of Fairview to discuss. **OFC 507.3 & B-101.1**
4. Temporary address of 6" shall be provided at EACH construction entrance prior to ANY construction materials arriving on site. Prior to the building final, permanent address placards will be required on the buildings per Gresham Fire Addressing Policy. I can email the policy to you. **OFC 505 & 1401**
5. Required fire hydrants and access road shall be **INSTALLED AND APPROVED PRIOR** to any construction material arriving on site. Fire hydrants are not indicated on the plans to verify spacing and reach. **OFC 1412.1 & App C.**
6. All Fire Dept. Access Roads shall be drawn to scale and shown clearly on plans. The access roads shall be constructed and maintained prior to and during construction. The minimum width is 20' for buildings under 30' in height and 26' wide for locations where buildings are over 30' in height. Access roads in areas where fire hydrants are located are required to be a minimum width is 26' for a length of 20'. **OFC 1410, 503.2.1 & D103.1**
7. Required Fire Dept. Access Roads on site shall be designed to support an apparatus weighing 75,000 lb. gross vehicle weight. Provide an engineer's letter stating the access road meets those requirements at time of building permit submittal. **OFC, Appendix D, Section D102.1**

8. The turning radius for all emergency apparatus roads shall be: 28' inside and 48' outside radius. Show fire access dimensions and direction on the plans. **OFC 503.2.4**
9. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20' – 26' wide require the marking on both sides. Indicate on the building permit plans. I can email you our policy. **OFC D 103.6**
10. Each Commercial building may be required to be provided with fire sprinklers throughout. **OFC 903**
11. A fire alarm system may be required. **OFC 907.2 & 907.2.11.2.**
12. If a gate is installed on a fire access road, it must meet the requirements of the Gresham Fire Gate Policy. This policy can be faxed to you if requested. **OFC 506.1**
13. Each public and/or private fire hydrant used for fire flow for this property shall have a 5-inch **Storz** adapter with National Standard Threads installed on the 4 ½ -inch fire hydrant outlet. The adapter shall be constructed of high-strength aluminum alloy, have a Teflon coating on the seat and threads, and use a rubber gasket and two (2) set screws to secure it in place. The adapter shall be provided with an aluminum alloy pressure cap. The cap shall be attached to the hydrant barrel or Storz adapter with a cable to prevent theft of the cap. Adapter shall be Harrington HPHA50-45NHWCAP or equal approved by Gresham Fire.
14. Without knowing the building construction types or sizes, a fire hydrant is required to be within 225 feet of the main entrance driveways. The furthest point on each building shall be no more than 400 feet from a hydrant. Fire hydrants shall ALSO be installed along the fire access road. Show on the building plans where the nearest existing and new hydrants are located. Additional fire hydrants may be required at the discretion of Gresham Fire. **OFC Appendix C and 507**
15. A fire hydrant shall be within 50 feet of the fire sprinkler system "FDC". **OFC Appendix C 102.2 & NFPA 13E**
16. A Supra Lock Box may be required on the building. **OFC 506.1**
17. Fire hydrant locations shall be identified by the installation of reflective markers. The markers shall be BLUE. They shall be located adjacent and to the side of the centerline of the access road way that the fire hydrant is located on. In case that there is no center line, then assume a centerline, and place the marker accordingly. **OFC 508.5.4**



# KITTELSON & ASSOCIATES, INC.

TRANSPORTATION ENGINEERING / PLANNING

610 SW Alder Street, Suite 700, Portland, OR 97205 P 503.228.5230 F 503.273.8169

## MEMORANDUM

Date: August 22, 2013

Project #: 13809

To: Jeff Parker  
Parker Development NW, Inc.  
1800 Blankenship Road, Suite 200  
West Linn, OR 97068



From: Brian Dunn, P.E. and Derek Cheah

Subject: Trip Generation Analysis for Outpatient Medical Clinic in Fairview Village – Fairview, OR

Kittelison & Associates, Inc. (KAI) has prepared this memorandum to present the findings and conclusions of a trip generation analysis for a proposed Outpatient Medical Clinic in Fairview Village. Findings include estimates of average weekday and weekday p.m. peak hour trip ends for the proposed outpatient medical clinic as well as trips associated with all other current land uses in Fairview Village, and a comparison these trips against the trip generation numbers documented in the 1994 Fairview Village traffic impact study, also prepared by KAI. The result of this comparison shows that vehicle trips for the current plus proposed land uses in Fairview Village will be lower than the trip profile outlined in the 1994 traffic study.

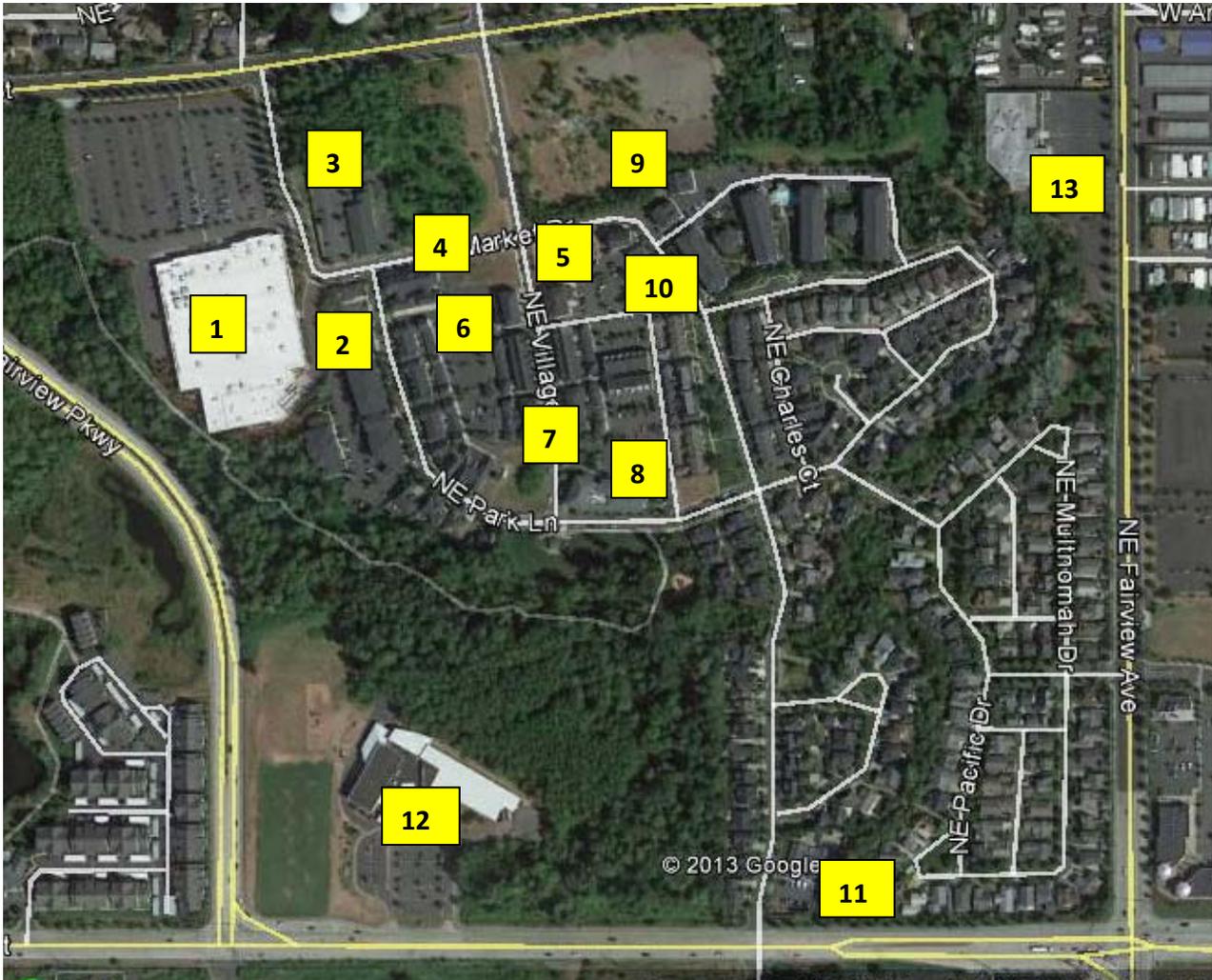
Based on this finding and the fact that the trips associated with the original land use approval for Fairview Village are still vested and that all required public street improvements conditioned on Fairview Village have been completed, no formal transportation impact analysis is needed for the proposed outpatient medical clinic. The following sections of this memorandum provide additional supporting details.

### CURRENT LAND USES

Fairview Village is a mixed-use community development located in Fairview, Oregon, consisting of a variety of residential, retail, institutional, and office land uses. All existing retail, institutional, and office uses are shown in Figure 1 and they include:

1. Target Store
2. First Community Credit Union
3. Post Office
4. Mix of specialty retail uses, including small businesses/offices (with residential on second story)
5. Fairview-Columbia Library
6. Same description as (4)

7. Same description as (4)
8. Fairview City Hall
9. Same description as (4)
10. Same description as (4)
11. LaPetite Academy Preschool
12. Woodland Elementary School
13. Retail building previously occupied by Bally's Total Fitness



**Figure 1:** Map of all existing retail, institutional, and office uses in Fairview Village

## PROPOSED LAND USE

The proposed location of the outpatient medical clinic is along the south side of NE Halsey Street, and between NE Market Drive and NE Village Street. Future access to the site will be provided by driveways to Market Drive and Village Street, with no direct access to NE Halsey Street except for a pedestrian sidewalk. The proposed outpatient medical clinic building will be 29,900 gross square feet in size.

## ESTIMATED TRIP GENERATION (CURRENT AND PROPOSED LAND USES)

Weekday p.m. peak hour and average daily trip generation estimates were prepared for the current retail, institutional, and office uses located within Fairview Village as well as the proposed outpatient medical clinic. These estimates were prepared in accordance with the ITE *Trip Generation Manual, 9<sup>th</sup> Edition*, published by the Institution of Transportation Engineers (ITE). The results are shown below in Table 1, with additional supporting details that follow.

**Table 1: Estimated Trip Generation for Fairview Village (Current and Proposed Land Uses)**

Map Legend	Description	ITE Land Use Code and Category	Size (SF)	Weekday PM Peak Hour Trips			Average Daily Trips
				Total	In	Out	
<b>Current Land Uses</b>							
1	Target <i>Pass-by reduction (28%)</i>	#813 Free-Standing Discount Superstore	137,060	596 (167)	292 (82)	304 (85)	6,956 (1,948)
2	First Community Credit Union	#911 Walk-in Bank	2,420	29	16	13	294*
3	US Post Office	#732 United States Post Office	7,498	84	43	41	811
4	Mixed-Use Retail and Small Business/Office	#826 Specialty Retail Center	4,620	13	6	7	205
5	Fairview-Columbia Library	#590 Library	8,826	64	31	33	496
6	Mixed-Use Retail and Small Business/Office	#826 Specialty Retail Center	4,472	12	5	7	198
7	Mixed-Use Retail and Small Business/Office	#826 Specialty Retail Center	21,930	59	26	33	972
8	City Hall	#730 Government Office Building	22,546	27	8	19	273*
9	Mixed-Use Retail and Small Business/Office	#826 Specialty Retail Center	1,432	4	2	2	63
10	Mixed-Use Retail and Small Business/Office	#826 Specialty Retail Center	2,052	6	3	3	91
11	LaPetite Academy Preschool	#565 Day Care Center	9,560	118	55	63	708
12	Woodland Elementary School	#520 Elementary School	476 students	71	35	36	614
13	Former Bally's Fitness	#492 Health/Fitness Club	30,119	106	46	60	1,063*
<b>Proposed Land Use</b>							
	Outpatient Medical Clinic	#720 Medical-Dental Office Building	29,900	32	11	21	266
<b>Total Trips (Current + Proposed Land Uses)</b>				1,054	497	557	11,062

\* - ADT estimated by multiplying PM peak hour trips by a factor of 10.

\*\* - Total trips reflect pass-by trip reduction associated with Target store.

Several assumptions were made to generate the trip generation profile in the table above:

- 1) Due to the large size of the Target store and its location along Halsey Street, a discount for pass-by trips was applied as allowed by ITE procedures. No pass-by reductions were made to any of the other retail uses within Fairview Village, yielding a conservative estimate of total trips for current land uses.

- 2) No reductions were made to account for trip internalization between the land uses within Fairview Village, further emphasizing the conservative nature of the overall trip generation totals.
- 3) For land uses that do not have available ITE data for average daily trip generation, a blanket estimate of ten times the weekday p.m. peak hour trip generation estimate was used, which is a typical traffic pattern observed for urban areas. These adjustments are indicated with an asterisk (\*) in Table 1.
- 4) Building sizes for large land uses were obtained from building records cited by City of Fairview staff. Building sizes for smaller land uses such as the specialty retail uses were estimated using aerial photography of the building footprints.
- 5) For the purposes of estimating trip generation for the proposed outpatient medical clinic, the trip rates for Medical-Dental Office Building (ITE category #720) land use were employed as this land use most closely resembles the proposed use.

As shown in Table 1, the estimated trip totals for the current and proposed land uses within Fairview Village are 1,054 weekday p.m. peak hour trips and 11,062 average daily trips.

## ORIGINAL TRIP GENERATION FOR FAIRVIEW VILLAGE

The 1994 Fairview Village traffic impact study, conducted by KAI, documented a specific trip generation profile for the entire village. Isolating the trip generation profile for the retail and office components of the village yielded 1,460 total weekday p.m. peak hour trips and 13,305 total average daily trips. These trips are shown in Table 2 below along with a comparison to the estimated trip profile for the current and proposed land uses within the village.

**Table 2: Fairview Village Trip Generation Comparison (1994 Traffic Study VS. Estimated Total Trips)**

	Weekday PM Peak Hour Trips			Daily Trips
	Total	In	Out	
A. 1994 Fairview Village Traffic Study	1,460	705	755	13,305
B. Estimated Total Trips (Current + Proposed Land Uses)	1,054	497	557	11,062
<b>Excess or Residual Trips (A-B)</b>	<b>+406</b>	<b>+208</b>	<b>+198</b>	<b>+2,243</b>

As the comparison in Table 2 shows, the estimated trip generation profile for current plus proposed land uses within Fairview Village is lower than the trip generation documented in the original 1994 traffic study.

## SUMMARY

The findings of this memorandum indicate that the proposed outpatient medical clinic, in concert with existing land uses, will not generate traffic levels above what were originally estimated in the 1994 traffic study for Fairview Village and accepted by the City of Fairview. Given that the trips associated

with the original land use approval are still vested, a formal transportation impacts study is not required for the proposed outpatient medical clinic development.

We trust that this memorandum provides adequate documentation of the proposed development and its associated trip generation. If there are any questions, please call us at (503) 228-5230.



Department of Community Services

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MULTNOMAH COUNTY OREGON

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Land Use and Transportation Program  
1600 SE 190<sup>th</sup> Avenue  
Portland, Oregon 97233-5910  
(503) 988-5050

**TO:** Sarale Hickson, Development Analyst, City of Fairview

**CC:** Brian Vincent, County Engineer  
Pat Hinds, Program Manager  
Steven Farnsworth, Engineer  
Alan Young, ROW Permit Specialist  
Joanna Valencia, Senior Transportation Planner

**FROM:** Rachel Ferdaszewski, Transportation Planner

**DATE:** August 22, 2013

**SUBJECT:** Proposed construction of a 29,900 sf medical office building located at the corner of NE Halsey Street and NE Village Street  
1N3E33AB-00300, 00600, 00700, & 00800  
County Case No: EP-2013-2778

The Multnomah County Transportation Program has reviewed the submitted application materials and Trip Generation Memo for the proposed construction of a 29,900 sf medical office building. The subject property is on NE Halsey Street which is a County road with a Minor Arterial functional classification. The subject properties contain the entire Halsey Street frontage between NE Market Street and NE Village Street. Proposed access is off of NE Market Street and NE Village Street, which are roads under the city's jurisdiction. County Transportation does not object to this proposal provided that the measures outlined are addressed as part of the land use permit process and are included as a condition of approval.

Note that as a part of the pre-application conference, there was an inquiry from the fire department about the possibility of emergency vehicle access off NE Halsey Street. The submitted Type III application packet and trip generation analysis memo did not show or address any access off NE Halsey Street. Therefore, our comments here do not include any evaluation of access off NE Halsey Street. Should such an access be proposed in the future, we would evaluate the specific proposal at that time.

**Trip Generation Review**

As part of the review of the proposed use, the County requested that a trip generation study be conducted that looks at current uses and the proposed use and the findings of the Traffic Impact Study that was completed when the Fairview Village development was approved in 1994. After review of the Trip Generation Memo dated August 22, 2013 completed by

Kittelson and Associates, the County finds that the traffic volumes generated by the proposed use and the current land uses of the Fairview Village development as compared to what was projected in the 1994 Traffic Study remain below the numbers projected for the Village and therefore a full Traffic Study is not required for the proposed use.

**Dedications and Easements:**

**1. Dedicate a 25-foot radius at the intersection of NE market and NE Halsey Streets.**

A standard 25-foot radius is required to accommodate turning movements at this intersection. Currently this intersection is substandard. This dedication provides for accommodation of future improvements to the turning movements at this intersection of which are partly generated from impacts resulting from this development. The submitted trip generation memo finds that the use will generate an average of 266 trips. The county requests that the requirement to dedicate a 25-foot radius be included as a condition of approval. <Contact Pat Hinds at (503) 988-5050 Ext. 83712 to complete the easement dedication.> [MCRR 6.100 / DCM 2.3.1]

Please contact Rachel Ferdaszewski at (503)988-3043 extension 29640 or via email at Rachel.Ferdaszewski@multco.us regarding these requirements.

**Other:**

- 1. Note that any work in the right of way, including the removal of trees, or any increase in storm-water drainage from the site to the right of way will require review and a permit from Multnomah County. [MCRR 18.750, DCM 5.1]**
- 2. Any deviation from the County Standards, as set forth in the Road Rules or the County's Design and Construction Manual, shall be reviewed through the variance process as described under Road Rules Section 16.000.**

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The comments provided in this memorandum are based on the documents and site plans received from the Type III packet from the City of Fairview. While every effort has been made to identify all related standards and issues, additional issues may arise and other standards not listed may become applicable as more information becomes available.