PLANNING COMMISSION MEETING
Tuesday, September 8, 2015
6:30 p.m.
Council Chambers
2nd Floor City Hall
1300 NE Village Street

MEETING AGENDA

1. **CALL TO ORDER:** 6:30 p.m.

2. **CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS**

3. **REVIEW AND ADOPT MINUTES:**
   June 23, 215

4. **PUBLIC HEARING**

TYPE IV LEGISLATIVE HEARING

1. **Application 2015-40 -ZC Fence Amendment. This is a proposed amendment to the Fairview Municipal Code (FMC) Section 19.163, Landscaping, Street Trees, Fences and Walls, to allow the use of electric fencing in the General Industrial and Agricultural Holding zones**

   The application will be reviewed for consistency with the following sections of the Fairview Municipal Code:

   - FMC: 19.205.020, Criteria
   - FMC 19.413.040(G), Type IV Procedures
   - Comprehensive Plan Policies: Chapter 2, Policy 7.C

TYPE III PROCEDURE (QUASI-JUDICIAL) HEARING

2. **Application 2015-52 – Design & Natural Resource Review. This application is for a proposed a mix-use development comprised of 180 residential units and 4,500 square feet of commercial space.**

   The application will be reviewed for consistency with the following sections of the Fairview Municipal Code:

   - FMC 19.400 Administration of Land Use Review
   - FMC 19.412 Description of Permit Procedures
   - FMC 19.413 Procedures
   - FMC 19.424 Site Design Review Application Procedures
   - FMC 19.425 Site Design Review Application Submission Requirements
   - FMC 19.426 Site Design Review Approval Criteria
   - FMC 19.30.100 Design Standards
   - FMC 19.65 Town Center Commercial Zone
   - FMC 19.162 Access and Circulation
   - FMC 19.163 Landscaping, Street Trees, Fences and Walls
   - FMC 19.165 Public Facility Standards

- FMC 19.105 Flood Plain Overlay
- FMC 19.106 Natural Resources Regulations

5. STAFF UPDATES

6. COMMISSION UPDATES

7. TENTATIVE AGENDA

8. ADJOURNMENT

NEXT PLANNING COMMISSION MEETING OCTOBER 27, 2015

Planning Commission hearings are broadcast live on Comcast Cable Channel 22 and Frontier Cable Channel 33. Replays of the hearing are shown on Comcast Channel 22 and Frontier Channel 33 Saturday at 12:00pm and Monday at 2:00pm, and Comcast Channel 30 and Frontier Channel 39 Wednesday at 7:00pm. Further information is available on our web page at www.fairvieworegon.gov or by calling Devree Leymaster, City Recorder, 503-674-6224.

The meeting location is wheelchair accessible. A request for an interpreter for the hearing impaired or for other accommodations for person with disabilities should be made at least 48 hours before the meeting to: Devree Leymaster, 503-674-6224.

PLANNING COMMISSION STAFF REPORT
EXHIBIT "A" FINDINGS OF FACT

Staff Contact:	Erika Palmer, Development Analyst Email: palmere@ci.fairview.or.us Phone: (503) 674-6242
Public Hearing Date:	September 8, 2015
Date of Report:	September 1, 2015
Application Number:	2015-40-ZC
Exhibits:	A. Findings of Fact B. Draft Ordinance 10-2015

Application/Proposal:	To consider an amendment to Fairview Municipal Code (FMC) Chapter 19.163, *Landscaping, Street Trees, Fences and Walls,* to allow electric fences within the General Industrial and Agricultural Holding Zones.
Applicant:	City of Fairview
Comprehensive Plan:	General Industrial
Zoning Designation(s):	General Industrial, Agricultural Holding
Public Notice:	Notice was published in the Gresham Outlook on August 18, 2015, in accordance with FMC 19.413.040, Type IV procedures (legislative). At the time of this report, the City has not received any written comments.

1. Review Process and Criteria

This is a Type IV application for legislative amendments to the Fairview Municipal Code ("FMC") and follows the process set forth in FMC 19.413. Type IV matters are considered by the Planning Commission with a final decision made by City Council. The Planning Commission's recommendation shall be based on consideration of and findings that address the following criteria:

FMC: 19.205.020, Criteria

A. The amendment will not interfere with the livability, development or value of other land in the vicinity of site-specific proposals when weighted against the public interest in granting proposed amendment.

B. The amendment will not be detrimental to the general interests of the community.

C. The amendment will not violate the land use designations established by the comprehensive land use plan and map or related text

D. The amendment will place all property similarly situated in the area in the same zoning designation or in appropriate complementary designations without creating inappropriate "spot zoning".

FMC 19.413.040(G), Type IV Procedures

1. Statewide planning goals and guidelines
2. Comments from applicable federal or state agencies
3. Applicable intergovernmental agencies
4. Applicable Comprehensive Plan policies

Comprehensive Plan Policies: Chapter 2, Policy 7.C

C. Revisions having little significance beyond the immediate area of the change (minor revisions) will be based on special studies or other information that justifies the public need for the change.

2. Application Narrative/ Background/Location

The proposal is to amend FMC Chapter 19.163, *Landscaping, Street Trees, Fences and Walls,* to allow electric fencing in Industrial and Agricultural Holding zones.

The City of Fairview currently does not allow electric fencing within any zoning district.

3. PROPOSED FINDINGS:

FMC 19.205.020: Amendments

FMC: 19.205.020, Criteria

A. The amendment will not interfere with the livability, development or value of other land in the vicinity of site-specific proposals when weighted against the public interest in granting proposed amendment.

Finding: The amendment will not interfere with the livability, development or value of other land in the vicinity of site-specific proposals when weighted against the public interest. The amendment will allow the opportunity for electric fencing in General Industrial and Agricultural Holding zones. Electric fencing can deter property crime in these areas.

The proposed amendment would allow an applicant to install electric fencing as subject to the following standards:

1. Allowed only in General Industrial and Agricultural Holding zoning districts.

2. The electric fence shall not exceed 8 ft. in height and shall be completely surrounded by a non-electric fence or wall a minimum of 6 ft. in height.

3. A minimum 1 ft. separation shall be maintained between the electric fence and surrounding non-electric fence or wall.

4. The fence shall be clearly posted with warning signs that include the statement, "Danger – Electric Fence," or an equivalent, together with a pictorial warning, at an interval of not more than 30 ft.

5. An approved method to manually disconnect electrical power to all portions of the fence and/or gates shall be provided and approved by the Fire Chief.

6. An electrical permit shall be obtained prior to installation.

B. The amendment will not be detrimental to the general interests of the community.

Findings: The amendment will not be detrimental to the general interests of the community. Electric fencing can help to deter property crime.

C. The amendment will not violate the land use designations established by the comprehensive land use plan and map or related text

Findings: The proposed amendments will not violate the land use designations established by the comprehensive land use plan, map, or related text.

D. The amendment will place all property similarly situated in the area in the same zoning designation or in appropriate complementary designations without creating inappropriate "spot zoning".

Finding: The proposed amendments do not affect zoning designations.

FMC 19.413.040: Type IV Procedures (Legislative)

FMC 19.413.040.G: Decision Making Consideration: The recommendation by the Planning Commission and the decision by the City Council shall be based on the consideration of the following factors:

1. Statewide planning goals and guideline.

Findings: The City currently meets and is in compliance with Statewide Planning Goals and guidelines and the proposed language to allow electric fencing is compliant.

2. Comments from applicable federal or state agencies

Findings: At the time of this writing, the City has not received any comments from applicable federal or state agencies.

3. Applicable intergovernmental agencies

Findings: At this time of this writing, the City has not received any comments from applicable intergovernmental agencies.

Applicable Comprehensive Plan policies

Chapter 2, Policy 7.C

C. Revisions having little significance beyond the immediate area of the change (minor revisions) will be based on special studies or other information that justifies the public need for the change.

The proposed amendments to FMC Chapter 19.163, *Landscaping, Street Trees, Fences and Walls, doesn't have an impact beyond the Industrial and Agricultural Holding zones.*

4. Alternatives

The Planning Commission has the following decision-making options on the proposed amendment:

A. Recommend to City Council approval of Ordinance 10-2015 amending Chapter 19.163, Landscaping, Street Trees, Fences and Walls of the Fairview Municipal Code to allow for the use of electric fencing within the General Industrial and Agricultural Holding zones.

B. Modify the findings, reasons, or conditions, and approve the request as modified.

C. Deny the application based on the Commission's findings.

D. Continue the Public Hearing to a date certain if more information is needed.

5. Staff Recommendation

Staff recommends the Planning Commission forward Ordinance 10-2015 to the Fairview City Council for adoption.

ORDINANCE
10-2015

AN ORDINANCE OF THE FAIRVIEW CITY COUNCIL AMENDING FAIRVIEW MUNICIPAL CODE CHAPTER 19.163, LANDSCAPING, STREET TREES, FENCES AND WALLS TO ALLOW FOR ELECTRIC FENCING WITHIN GENERAL INDUSTRIAL AND AGRICULTURAL HOLDING ZONING DESIGNATIONS

WHEREAS, public hearings were held by the Fairview Planning Commission on September 8, 2015 and the City Council on September 16, 2015; and October 7th, 2015;

WHEREAS, the City provided notice of the hearings consistent with Fairview Municipal Code Chapter 19.413 and ORS 227.186; and

WHEREAS, the proposed amendments are consistent with Fairview's Municipal Code Chapter 19.205, 19.413 and Comprehensive Plan Chapter 2; and

WHEREAS, the purpose of these amendments is to add language to Fairview Municipal Code Chapter 19.163, Landscaping, Street Trees, Fences and Walls, to allow electric fencing in General Industrial and Agricultural Holding zoning designations;

NOW, THEREFORE, The City of Fairview ordains as follows:

Section 1. The City Council adopts the Findings set forth in the Staff Report dated September 8, 2015.

Section 2. FMC Chapter 19.163 is amended as shown in Exhibit 1.

Section 3. This ordinance is effective upon and from 30 days after its enactment by the Council.

Ordinance adopted by the City Council of the City of Fairview this 7th day of October 2015.

_____
Mayor, City of Fairview
Ted Tosterud

ATTEST

_____
Interim City Administrator, City of Fairview

ORD 10-2015 EXHIBIT 1
CODE AMENDMENTS- Chapter 19.163
LANDSCAPING, STREET TREES, FENCES AND WALLS

DELETED TEXT = ~~STRIKETHROUGH~~
PROPOSED TEXT = **UNDERLINE**

19.163.050 Fences and walls.

G. Electrically Charged or Sharp Pointed Fencing. No electrically charged or sharp pointed fencing (other than barbed wire fencing) shall be constructed or maintained within the city limits except that electrically charged fencing may be permitted, ~~within the perimeter of the lot, if the lot is completely enclosed with exterior fencing, and the property is zoned agricultural.~~ **when the following standards are met:**

1. **Allowed only in General Industrial and Agricultural Holding zoning districts.**
2. **The electric fence shall not exceed 8 ft. in height and shall be completely surrounded by a non-electric fence or wall a minimum of 6 ft. in height.**
3. **A minimum 1 ft. separation shall be maintained between the electric fence and surrounding non-electric fence or wall.**
4. **The fence shall be clearly posted with warning signs that include the statement, "Danger – Electric Fence," or an equivalent, together with a pictorial warning, at an interval of not more than 30 ft.**
5. **An approved method to manually disconnect electrical power to all portions of the fence and/or gates shall be provided and approved by the Fire Chief.**
6. **An electrical permit shall be obtained prior to installation.**

PLANNING COMMISSION STAFF REPORT
EXHIBIT "A" FINDINGS OF FACT

Application Number: 2015-52-DR

Application Name: Northbrook Village

Staff Contact: Erika Palmer, Senior Planner (503) 674-6242

Date of Report: September 1, 2015
Public Hearing Date: September 8, 2015

Exhibits:

A. Findings of Fact
B. Referral Comments

Attachments:

1. Project Narrative
2. Site Plan
3. Existing Conditions Map
4. Utility Plan
5. Colors & Materials
6. Elevations
    a. Building A
    b. Building B1, 2 & 3
    c. Building C1, 2
    d. Building D1, 2, 3, & 4
    e. Building D1, 4
    f. Building B1, 3
    g. Building E1, 4
    h. Building E1, 2, 3, & 4
    i. Building F1, 2, & 3
    j. Building F1, 3
    k. Building G1, 2, & 3
    l. Building G1, & 3
    m. Building H1, 3

n. Building H1, 2, & 3

7. Floor Plans
    a. Building A ground floor
    b. Building A second floor
    c. Building B
    d. Building C
    e. Building D
    d. Building E
    f. Building F
    g. Building G
    h. Building H
8. Traffic Study (appendix not included)
9. Fire Access Plan
10. Landscape Plan
11. Mitigation Plan Map
12. Mitigation Narrative
13. Lighting Plan
14. Grading Plan
15. Stormwater Memo

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1. APPLICATION

Proposal:	An application for a Design and Natural Resources Review for a mix-use development comprised of 180 residential units and 4,500 square feet of commercial space.
Applicant:	Lloyd Hill, Hill Architects, 1750 Blankenship Road Suite 400, West Linn, OR 97068
Property Owners:	Jeff Parker, BHTE, LLC. 1800 Blankenship Road Suite 200, West Linn, OR 97068
Location:	21930, 22000 NE Halsey
Tax Map & Tax Lot:	IN-3E-28DD TL 9200, 9300, 9400
Acreage:	5.55 Acres
Comprehensive Plan Designation:	Commercial (C)
Zoning Designation:	Town Center Commercial (TCC)

Zoning Overlays: Natural Resource Regulations

Surround Land Use/Zoning:

North:	Carlino's, Bumpers, Auto Service and other small businesses / Town Center Commercial (TCC)
South:	Chinook Apartments and City's Chinook Drainage Swale / Village Apartments (VA)
East:	Fairview Mobile Home Court, Anthem Church/ Town Center Commercial (TCC)
West:	Vacant, undeveloped / Village Office (VO)

Streets/Classification: NE Halsey Street/Minor Arterial/Multnomah County Jurisdiction

2. NOTICES & REFERRALS

Notice: On August 14, 2015 notice was mailed to surrounding property owners within 250 ft. of the tax lots where the proposed activity will be taking place. On August 27, 2015, a sign was posted at the site near the intersection of NE Halsey and NE 223rd Avenue. Notice was published in the Gresham Outlook on August 18, 2015.

Referrals: On August 17, 2015 referrals were sent to: The City of Fairview Public Works, Building and Engineering Departments; Gresham Fire Department; Multnomah County Transportation Department; Columbia Slough Watershed Council; Reynolds School District; and Multnomah County Drainage District.

At the time of this report, the City had received three comments

1) Multnomah County Transportation Department. Senior Transportation Planner, Joanna Valencia (See Exhibit B)
2) City of Fairview Public Works Department. Engineering Associate Zaldy Macalanda (See Exhibit B)
3) Multnomah County Drainage District. Engineer II, Sunny Simpkins indicated the site was not within their jurisdiction and would not be commenting (See Exhibit B)
4) Gresham Fire Department. (See Exhibit B)

3. APPLICATION NARRATIVE/ LOCATION/BACKGROUND & EXISTING CONDITIONS

Application Narrative: The applicant is seeking Planning Commission approval of a mixed use development project on a 242,009 square foot parcel that will include the following:

- The site will be utilized for twenty-three (23) buildings and associated parking.
  - 180 residential units in 21 buildings (Buildings B 1-3, C1-2, D1-4, E1-4, F1-3, G1-3, and H1-3,);
  - 4,508 square feet of commercial space (Buildings E and F, both on the ground level);
  - a 3,171 square foot clubhouse (Building A);
- A total of 285 parking spaces (1.6 per unit) are proposed, of which there are 39 carport parking spaces in four separate structures, 28 garage parking spaces below Building D, 123 standard surface spaces and 95 compact spaces;
- Site grading, with an approved sedimentation and erosion control plan from the City (EC 2014-00232);
- Building footprints are proposed within the Fairview Creek 40-foot required buffer area located in the east portion of the site. The applicant is requesting to use the riparian buffer averaging standards for this purpose and proposes mitigation and enhancement of the buffer on the west and east sides of Fairview Creek.
- Vehicular access is proposed via two entrance/exit points onto NE Halsey Street, requiring an access variance from Multnomah County.

See Attachment 1 (Project Narrative).

Location: The subject site is located south of NE Halsey Street, west of NE 223rd Avenue and east of NE Village Street. The site is approximately 5.55 acres and identified as tax lot 9200, 9300 and 9400 of Multnomah County Tax Assessors Map 1N-3E-28DD. The boundaries of the future development lot are shown on Attachment 2 (Site Plan).

This site is north of the Chinook Apartments and Chinook Pond and Swale. The undeveloped parcel to the west is owned by Providence Health Systems. To the east is the Fairview Mobile Home Court, across Fairview Creek. Fairview Creek traverses the site south/north near the eastern boundary. North of the site is commercial development. NE 223rd Avenue/Fairview Avenue is about 700 feet east of the site. NE Village Street is located west of the site. Both are signalized intersections.

Condition of Approval: Prior to the issuance of building permits the applicant shall submit an application to vacate property lines /replat the site to remove the interior lot lines only of TL 9200, and 9400.

Background: The site consists of three tax lots: two vacant and one with an existing residence on it. The property owner, BHTE, LLC, owns all properties associated with the proposed development. The site had been heavily wooded, but the owner cleared brush and removed trees after obtaining approval through the City and Gresham Fire Department to demolish a property through a safety exercise for the Fire Department.

The site is not located within a designated Culturally Sensitive Area as shown on City maps. Historically, the site had been residential, farm and wooded. However, the site had previously been considered for a road realignment project and for a Tektronix light industrial site. Two archaeological studies were conducted as part of those past proposed projects that included the site; one by Dr. Thomas Newman and Maureen McNasser (Dec. 1980) and the other by Archaeological Investigations Northwest (Aug. 25, 1992), which cites the Newman and McNasser report and recommendations. Recommendations from the studies include further archaeological fieldwork of the area in the southeast corner of the site.

Condition of Approval: In the absence of sufficient knowledge to predict the location of cultural resources within the project area, extreme caution is recommended during project related ground disturbing activities. Under state law, archaeological sites, objects and human remains are protected on both state and private lands in Oregon. If archaeological objects or sites are discovered during construction, all activities should cease immediately until the Oregon State Historic Preservation Office has been contacted and an archaeological assessment of the discovery is prepared.

A pre-application conference was held on August 7, 2014.

Existing Conditions:

Site

The site is approximately 242,009 square feet with about 675 feet of frontage on the south side of NE Halsey Street. As displayed in Attachment 3 (Existing Conditions Map), the property generally slopes from high on the west to low on the east with a high elevation of approximately 170 feet above mean sea level (msl), in the middle of the site to a low elevation of 160 feet above msl along the east boundary and 188 feet at the southwest boundary of the site.

The site is located within the Fairview Creek Watershed. Fairview Creek flows in a north easterly direction along the east portion of the site. The entire area including Fairview Creek within the site is actively managed by the Multnomah County Drainage District for stormwater conveyance and flood control purposes. The City-owned Chinook Pond and

Swale is directly south of the site and serves as a stormwater detention facility for Fairview Village.

Historic development and land use conversions have altered the natural structure, processes and functions of the majority of the riparian area and associated buffers within the project site. Land use conversions from native forested vegetation cover types to existing uses such as farming and housing have resulted in channelization of Fairview Creek. In addition, the structure of these systems has changed from forested cover types to primarily emergent and shrub plant associations dominated by invasive nonnative plant species, such as reed canary-grass and Himalayan blackberry. There are some trees along the creek.

Utilities

Key attributes from Attachment 4 (Utility Plan) are summarized as follows:

a. Sanitary Sewer: There is an existing 8" public sewer line located in Halsey Street that this project would connect to.

b. Water: There is an existing 10" public water line located in Halsey Street that this project would connect to.

c. Storm: Onsite stormwater will be piped to a mechanical filtration and then to an onsite underground StormTech Chamber system (drywell) for detention.

d. Other: There are no overhead utilities on the site

4. APPLICABLE REVIEW CRITERIA

This Type III application process requires a Planning Commission decision subject to the requirements of the Fairview Municipal Code (FMC) Title 19:

A) Application Procedures

- FMC 19.400 Administration of Land Use Review
- FMC 19.412 Description of Permit Procedures
- FMC 19.413 Procedures

B) Design Review Criteria

- FMC 19.424 Site Design Review Application Procedures
- FMC 19.425 Site Design Review Application Submission Requirements
- FMC 19.426 Site Design Review Approval Criteria

- FMC 19.30.100 Design Standards
- FMC 19.65 Town Center Commercial Zone
- FMC 19.162 Access and Circulation
- FMC 19.163 Landscaping, Street Trees, Fences and Walls
- FMC 19.164 Vehicle and Bicycle Parking
- FMC 19.165 Public Facility Standards

C) Natural Resource Review

- FMC 19.105 Flood Plain Overlay
- FMC 19.106 Natural Resources Regulations

5. APPLICATION PROCEDURES

FMC 19.400 Administration of Land Use and Development Review and

19.400.010 Introduction.

This article specifies application requirements and procedures for obtaining land use permits required for development within the city of Fairview. Table 19.413.050 provides permit and decision-making requirements for land use permit applications. (Ord. 1-2012 § 1; Ord. 6-2009 § 2 (Att. 1))

19.400.030 Time limit on land use decisions for approval.

Unless otherwise specified in the decision or elsewhere in this title, an approved land use decision shall expire two years from date of final decision. (Ord. 1-2012 § 1)

FINDINGS: The application and procedures used meets the requirements of this chapter. If approved, the proposed site and design review shall expire two (2) years from the date of the final decision.

Condition of Approval: This approval for application 2015-52 DR shall become null and void after two (2) years if construction activities has not commenced.

FMC 19.412 Description of Permit Procedures

FMC 19.412.020, Forms, applications, and filing fees, specifies what information must be included in applications and requests for action.

FINDINGS: The submitted application is consistent with the applicable code language.

19.412.030 Concurrent review of multiple applications.

Applications for more than one land use review on the same property may be processed in a single hearing. (Ord. 6-2009 § 2 (Att. 1))

FINDINGS: This Type III application review is for a site design and natural resource regulation review.

19.412.050 Determination of completeness.

A. The community development director shall review applications for consistency with submission requirements of the Fairview Municipal Code. Applications that do not meet submission requirements shall be deemed incomplete for the purpose of ORS227.178 and Chapter 19.400 FMC. The community development director shall provide notice to the applicant as to whether an application is complete or incomplete within 30 calendar days of receipt of the application. If the application is deemed incomplete, written notice shall be provided to the applicant that specifies information needed to make the application complete.

B. When an application is deemed complete, the community development director shall note the date of completeness.

FINDINGS: A notice of determination of completeness was mailed to the applicant on August 13, 2015. The application is consistent with applicable code language.

FMC 19.413 Type III Procedure

19.413.030 Type III procedure (quasi-judicial).

Type III decisions are made by the planning commission after a public hearing. Appeals of Type III decisions are reviewed and decided by the city council.

FINDINGS: Application is consistent with applicable code language. The notice of public hearing was mailed on August 14, 2015 to the Gresham Outlook to be published on August 18, 2015. The site was posted on August 27, 2015.

6. PROPOSED FINDINGS DESIGN REVIEW

FMC 19.424 Site Design Review Application Procedures

19.424.010 Procedure.
Site design review shall be conducted as a Type III procedure, as specified in FMC 19.424.020, using the procedures in Chapter 19.410 FMC, and using the approval criteria contained in Chapter 19.426 FMC. (Ord. 6-2001 § 1)

19.424.020 Determination of Type II and Type III applications.
Applications for site design review shall be subject to Type II or Type III review, based on the following criteria:

A. Residential buildings with three or fewer dwelling units shall be reviewed as a Type II application, except when development review is allowed under Chapter 19.423 FMC. Residential buildings with greater than three units shall be reviewed as a Type III application.

B. Commercial, industrial, public/semi-public, and institutional buildings – not applicable

C. Developments with more than one building (e.g., two duplex buildings or an industrial building with accessory workshop) shall be reviewed as Type III applications, notwithstanding the provisions contained in subsections A and B of this section.

D. Developments with 25 or fewer off-street vehicle parking spaces shall be reviewed as Type II applications, and those with more than 25 off-street vehicle parking spaces shall be reviewed as Type III applications

E. Developments involving the clearing and/or grading of 10 acres – not applicable.

F. All developments in designated sensitive lands and historic overlay districts shall be reviewed as Type III applications. (Ord. 6-2001 § 1)

FINDINGS: This application is subject to a Type III land use review per this code section.

FMC 19.425 Site Design Review Application Procedures

19.425.010 General submission requirements.
The applicant shall submit an application containing all of the general information required by FMC 19.413.020 (Type II Application) or FMC 19.413.030 (Type III Application), as applicable. The type of application shall be determined in accordance with FMC19.424.020. (Ord. 6-2009 § 4; Ord. 6-2001 § 1)

FINDINGS: The applicant's submittal documents are consistent with applicable code language for a Type III application.

FMC 19.426 Site Design Review Approval Criteria

19.426.001 Site design review approval criteria.
The review authority shall make written findings with respect to all of the following criteria when approving, approving with conditions, or denying an application. (Ord. 6-2001 § 1)

19.426.010 Complete application.
The application must be complete, as determined in accordance with FMC 19.412.050, on types of applications, and Chapter 19.425FMC. (Ord. 6-2009 § 4; Ord. 6-2001 § 1)

19.426.020 Compliance with land use district provisions.
The application complies with all of the applicable provisions of the underlying land use district, including: building and yard setbacks, lot area and dimensions, density and floor area, lot coverage, building height, building orientation, architecture, and other special standards as may be required for certain land uses. (Ord. 6-2001 § 1)

19.426.040 Compliance with design standards.
The application complies with the design standards contained in Article III of this title. All of the following standards shall be met:

A. Chapter 19.162 FMC – Access and Circulation;

B. Chapter 19.163 FMC – Landscaping, Street Trees, Fences and Walls;

C. Chapter 19.164 FMC – Automobile and Bicycle Parking;

D. Chapter 19.165 FMC – Public Facilities Standards;

E. Other standards (telecommunications facilities, solid waste storage, environmental performance, signs), as applicable. (Ord. 6-2001 § 1)

19.426.050 Conditions.
All conditions required as part of an approval shall be met. (Ord. 6-2001 § 1)

19.426.060 Exceptions.
Exceptions to criteria in FMC 19.426.040(A) through (E) may be granted only when approved as a variance. (Ord. 6-2001 § 1)

FINDINGS: The application was determined to be complete on August 14, 2015.

Per FMC 19.426.020, the proposed land use, a mixed use development with commercial and multifamily housing is substantially in compliance with applicable provisions listed above.

Per FMC 19.4226.040, Compliance with land use district and design standards are analyzed below. Findings and conditions are noted for each chapter as follows. All conditions required as part of an approval must be met.

FMC 19.30: Design Standards

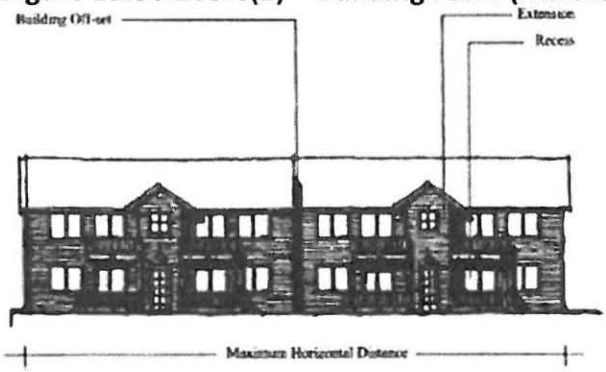
19.30.100 (Residential) Design standards.
A. Purpose. The architectural standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles.

B. Applicability. This section applies to all of the following types of buildings, and shall be applied during site design review:

2. Multifamily housing;
4. Residential commercial and mixed use buildings

C. Standards. All buildings which are subject to this section shall comply with all of the following standards. The graphics provided with each standard are intended to show examples of how to comply. Other building styles and designs can be used to comply, so long as they are consistent with the text of this section. An architectural feature (i.e., as shown in the graphics) may be used to comply with more than one standard.

Figure 19.30.100.C(1) – Building Form (Multifamily Housing Example)



1. Building Form. The continuous horizontal distance (i.e., as measured from end-wall to end-wall) of individual buildings shall not exceed 120 feet. All buildings shall incorporate design features such as offsets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces, as shown in the above figure. Along the vertical face of a

structure, such features shall occur at a minimum of every 35 feet, and on each floor shall contain at least two of the following features:

a. Recess (e.g., deck, patio, courtyard, entrance or similar feature) that has a minimum depth of five feet;

b. Extension (e.g., floor area, deck, patio, entrance, or similar feature) that projects a minimum of two feet and runs horizontally for a minimum length of four feet; and/or

c. Offsets or breaks in roof elevation of two feet or greater in height.

2. Eyes on the Street. All building elevations visible from a street right-of-way shall provide doors, porches, balconies, and/or windows. A minimum of 60 percent of front (i.e., street-facing) elevations, and a minimum of 30 percent of side and rear building elevations shall meet this standard. "Percent of elevation" is measured as the horizontal plane (lineal feet) containing doors, porches, balconies, terraces and/or windows. The standard applies to each full and partial building story.

3. Detailed Design. All buildings shall provide detailed design along all elevations (i.e., front, rear and sides). Detailed design shall be provided by using at least three of the following architectural features on all elevations, as appropriate for the proposed building type and style (may vary features on rear/side/front elevations):

a. Dormers;

b. Gables;

c. Recessed entries;

d. Covered porch entries;

e. Cupolas or towers;

f. Pillars or posts;

g. Eaves (minimum six-inch projection);

h. Off-sets in building face or roof (minimum 16 inches);

I. Window trim (minimum four inches wide);

j. Bay windows;

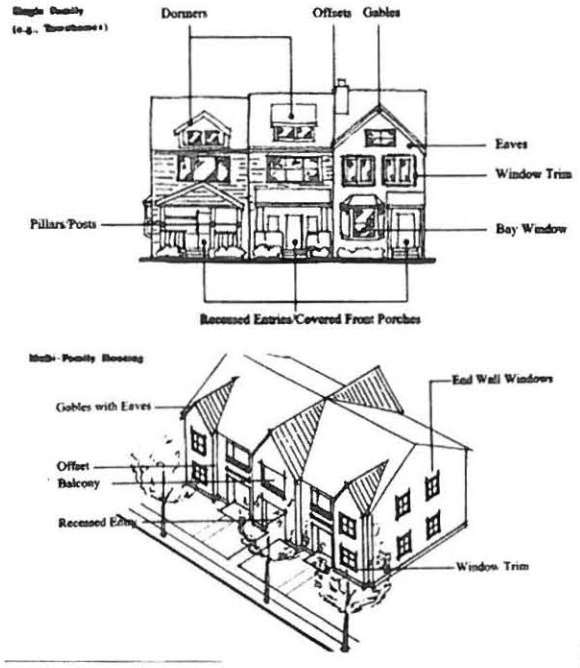
k. Balconies;

l. Decorative patterns on exterior finish (e.g., scales/shingles, wainscoting, ornamentation, and similar features);

m. Decorative cornices and rooflines (e.g., for flat roofs);

n. An alternative feature providing visual relief, similar to options in subsections (C)(3)(a) through (m) of this section.

Figure 19.30.100.C(3) – Examples of Architectural Details



(Ord. 6-2001 § 1)

FINDINGS: Per FMC 19.30.100 (C)(1), Residential Design Standards, building form shall not exceed 120 feet from end wall to end wall. Building A is not residential; therefore not subject to this standard and all other buildings meet this requirement. The buildings include open stairwells that break up each building and the architectural design incorporates features such as offsets, balconies, projections, and window reveals. Building articulation is present at least every 35 feet. These features serve to meet the design standards.

FMC 19.30.100 (C)(2), Eyes on the Street, requires all building elevations visible from the street to provide doors, porches, balconies and/or windows on a minimum of 60 percent of street facing elevations and 30 percent for side and rear elevations. All proposed residential buildings meet these standards.

FMC 19.30.100 (C)(3), Detailed Design, requires detailed design along all elevations. At least 3 elements as listed above shall be provided. The proposed building elevations provide gables, recessed entries, eaves, off-sets in building face and roof, window trim and balconies. The standard is met by the proposed design of the buildings.

19.65.080 Pedestrian and transit amenities

A. Purpose and Applicability. This section is intended to complement the building orientation standards in FMC19.65.050, and the street standards in Chapter 19.165 FMC, by providing comfortable and inviting pedestrian spaces within the

town center commercial district. ... This section applies to all of the following types of buildings:

3. Multifamily housing; and
5. Commercial and mixed use buildings subject to site design review.

B. Guidelines and Standards. Every development shall provide one or more of the "pedestrian amenities" listed in subsections (B)(1) through (B)(5) of this section. Pedestrian amenities may be provided within a public right-of-way when approved by the applicable jurisdiction.

1. A plaza, courtyard, square or extra-wide sidewalk next to the building entrance (minimum width of eight feet);
2. Sitting space (i.e., dining area, benches or ledges) between the building entrance and sidewalk (minimum of 16 inches in height and 30 inches in width);
3. Building canopy, awning, pergola, or similar weather protection (minimum projection of four feet over a sidewalk or other pedestrian space);
4. Public art which incorporates seating (e.g., fountain, sculpture, etc.);
5. Transit amenity, such as bus shelter or pullout, in accordance with the city's transportation system plan and guidelines established by Tri-Met. (Ord. 6-2001 § 1)

FINDINGS: One or more of the above pedestrian amenities must be provided. The site plan shows the following features that specifically support the guidelines and standards in the above subsection:

1. **A 10-foot sideway is shown along NE Halsey Street frontage. There is also a plaza of about 1,000 square feet between the commercial sections of Buildings E and F. Though Building F does not currently show an entrance from NE Halsey Street, one has been recommended to meet other code requirements above. Side entrances opening onto the plaza are provided. Buildings E and F commercial spaces have differentiated sidewalk treatments that serve to enhance the sidewalk space.**
2. **A patio extending from Building A, the clubhouse is shown. Seating is not shown in this area, but could consist of seasonal portable seating. No seating is shown within the plaza area between Buildings E and F.**
3. **Building awnings of about 5 feet are shown over the Halsey and driveway entries of Buildings E and F.**
4. **No public art is proposed on the site plan.**
5. **No transit amenities are proposed on the site plan.**

The applicant is only required to provide one of the pedestrian amenities listed. They have provided three (3). The standard has been met.

FMC 19.65: Town Center Commercial

19.65.010: Purpose
A city goal is to strengthen the town center commercial district as the "heart" of the community and as the logical place for people to gather and create a business center. The town center commercial district is intended to support this goal through elements of design and appropriate mixed use development... (Ord. 6-2001 § 1)

19.65.020: Permitted uses
A. Permitted Uses. The land uses listed in Table 19.65.020.A are permitted in the town center commercial district, subject to the provisions of this chapter. Only land uses that are specifically listed in Table 19.65.020.A, and land uses that are approved as "similar" to those in Table 19.65.020.A, may be permitted. The land uses identified with a "CU" in Table 19.65.020.A require conditional use permit approval prior to development or a change in use.

Residential uses, including multifamily and certain public, institutional, accessory uses and structures, as well as certain commercial uses are allowed in the TCC zone per Table 19.65.020A. Industrial uses are not permitted.

FINDINGS: The proposed mixed use development, which includes multifamily housing, a clubhouse and commercial space, is a permitted use.

19.65.030 Building Setbacks
A. Front Setbacks.

1. Minimum Setback. There is no minimum front setback required.
2. Maximum Setback. The maximum allowable front setback is 10 feet. This standard is met when a minimum of 80 percent of the front building elevation is placed no more than 10 feet back from the front property line. On parcels with more than one building, this standard applies to the largest building. The setback standard may be increased when a usable public space with pedestrian amenities (e.g., extra-wide sidewalk, plaza, pocket park, outdoor dining area or town square with seating) is provided between the building and front property line. (See also pedestrian amenities standards in FMC 19.65.080, and architectural standards in FMC 19.65.070 for related building entrance standards.)

B. Rear Setbacks.

1. Minimum Setback. The minimum rear setback for all structures shall be zero feet, except for doorways which will be recessed to assure safe exiting, for

street-access lots, and eight feet for alley-access lots (distance from building to rear property line or alley easement) in order to provide space for parallel parking. When a building abuts a residential district the minimum rear setback shall be 15 feet.

C. Side Setbacks. There is no minimum side setback required, except that buildings shall conform to the vision clearance standards in FMC 19.162.020 and the applicable fire and building codes for attached structures, firewalls, and related requirements.

D. Setback Exceptions. Eaves, chimneys, bay windows, overhangs, cornices, awnings, canopies, porches, decks, pergolas, and similar architectural features may encroach into setbacks by no more than four feet, subject to compliance with applicable standards of the Uniform Building Code and Uniform Fire Code. Walls and fences may be placed on the property line, subject to the requirements of Chapter 19.163 FMC, Landscaping, Street Trees, Fences and Walls. (Ord. 6-2001 § 1)

FINDINGS: Front Yard: The proposed development site plan shows a 0-foot setback from NE Halsey Street. This setback meets the requirements of the TCC zone.

Rear Yard: The south boundary abuts the Village Apartments (VA) zone, requires a 15-foot setback. The site plan shows a 15-foot setback on the south property line for the buildings. The standard for rear yard setback is met.

Side Yard: There is no side yard requirement in the TCC zone. The buildings are setback 10 feet from the west side boundary. The east boundary contains Fairview Creek. No buildings are proposed within approximately 60 feet of the east side yard boundary. The standard for side yard setbacks is met.

19.65.040 Lot coverage, floor area ratio and maximum building size.
A. Lot Coverage. There is no maximum lot coverage requirement, except that compliance with other sections of this code may preclude full (100 percent) lot coverage for some land uses.

B. Floor Area Ratio. Floor Area Ratio (FAR) controls the bulk and mass of development. FAR is measured by dividing the gross enclosed area of all floors of a building (or combination of buildings in a single development) by the net land area of the development (not including street rights-of-way). For example, a 1.0 FAR equals two building stories (approximately 25 to 30 feet high) with 50 percent lot coverage. A FAR of 4.0 equals six building stories (more than 75 feet high) with 67 percent lot coverage. The following standard shall be met in all commercial, industrial and mixed use (residential with nonresidential) developments:

1. The maximum floor area shall be 1.0 in the town center commercial district.

FINDINGS: The proposed Floor Area Ration (FAR) of the proposed project is 0.76 per the site plan. The floor area ratio standard is met.

C. Maximum Building Size. Individual maximum building size is 60,000 square feet.

FINDINGS: The largest individual buildings are approximately 4,500 square feet, and are well under the 60,000 square feet maximum. The maximum building size standard is met.

19.65.050 Block layout and building orientation.

A. Applicability. This section applies to new land divisions and all of the following types of development (i.e., subject to site design review):

1. Three or more single-family attached townhomes on their own lots (i.e., townhomes subject to site design review);
2. Duplex and triplex developments with more than one building (i.e., duplex and triplex developments subject to site design review);
3. Multifamily housing;
4. Public and institutional buildings, except that the standard shall not apply to buildings which are not subject to site design review or those that do not receive the public (e.g., buildings used solely to house mechanical equipment, and similar uses); and
5. Commercial and mixed use buildings subject to site design review.

Compliance with all of the provisions of subsections B through E of this section shall be required.

FINDINGS: The proposed development is subject to the standards of this section as it consists of multifamily housing and commercial/mixed uses.

B. Block Layout Standard. New land divisions and developments, which are subject to site design review, shall be configured to provide an alley or interior parking court, as shown above. Blocks (areas bound by public street right-of-way) shall have a length not exceeding 200 feet, and a depth not exceeding 200 feet. Pedestrian pathways shall be provided from the street right-of-way to interior parking courts between buildings, as necessary to ensure reasonably safe, direct, and convenient access to building entrances and off-street parking. Exceptions to this standard may be approved when all of the provisions of subsection C of this section, superblock developments, are met.

C. Superblock Developments. Commercial and mixed use developments may exceed the block width and depth standards in subsection B of this section, when the total floor area of those developments (i.e., one or more buildings on one or more lots) exceeds 40,000 square feet on the ground floor. These "superblock developments" shall conform to all of the standards in subsections (C)(1) and (C)(2) of this section (see Figure 19.65.050.C):

1. Create a "Shopping Street." Each development has at least one street or drive designed with the basic elements of a good pedestrian-oriented shopping street: buildings oriented (placed) close to both sides of a "main street," which may be public or private; on-street parking; wide sidewalks (e.g., eight to 12 feet typical); street trees; pedestrian-scale lighting and other similar enhancements.
2. Provide Usable Pedestrian Space. "Pedestrian space" means a plaza or extra-wide pathway/sidewalk near one or more building entrances. Each development provides street trees or planters, space for outdoor seating, canopies or awnings, and on-street parking (in selected areas) to improve the pedestrian environment along internal private drives.

FINDINGS: 1) Shopping Street: The applicant's site plan shows the commercial buildings fronting primarily on NE Halsey Street which reflects the surrounding commercial character that fronts this street. NE Halsey in this location is designated as a Main Street in Metro's 2040 Plan. Building E carries the commercial use along Halsey to the eastern access/driveway. Buildings A (clubhouse) and B (apartments) on the east portion of the site creates a main street feel as windows and entrances to these buildings are located on Halsey Street to provide a pedestrian-friendly entry and façade to give the impression of a shopping street. This standard is met.

2) Usable Pedestrian Space: There is a 1,000 square-foot pedestrian plaza space between buildings E and F. There is a proposed 10-foot right-of-way dedication with enhanced sidewalks along Halsey. Sidewalks within the site are shown as typically 7-feet wide.

The clubhouse building (Building A), shows an entrance and a patio/courtyard and on the south side of the building. There is an entry to the clubhouse on the west side of the building. Parking is along the east access-way and behind Buildings D, E and F. There is adequate pedestrian access and facilities within the site.

The development provides street trees or planters, space for outdoor seating to improve the pedestrian environment along internal private drives. There is no on-street parking on NE Halsey. All parking is internal to the site. This standard is met.

D. Building Orientation Standard. All of the developments listed in subsection A of this section shall be oriented to a street. The building orientation standard is met when all of the following criteria are met:

1. The minimum and maximum setback standards in FMC 19.65.030 are met;
2. Buildings have their primary entrance(s) oriented to (facing) the street. Building entrances may include entrances to individual units, lobby entrances, entrances oriented to pedestrian plazas, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its

entrance facing a side when a direct pedestrian walkway not exceeding 15 feet in length is provided between the building entrance and the street right-of-way.
3. Off-street parking, driveways or other vehicular circulation shall not be placed between a building and the street which is used to comply with subsection (D)(2) of this section. On corner lots, buildings and their entrances should be oriented to the street corner, as shown above; parking, driveways and other vehicle areas shall be prohibited between buildings and street corners.

FINDINGS: 1) The proposed commercial buildings have a minimum 0-foot setback from NE Halsey. The maximum setback is not applicable to this proposal. The standard is met. 2) The commercial buildings are oriented toward NE Halsey Street and not oriented toward the interior driveways within the development. There is no vehicular circulation between the street, NE Halsey, and buildings. The standard is met.

E. Variances – not applicable.

19.65.060 Building height.
All buildings in the town center commercial district shall comply with the following building height standards. The standards are intended to allow for development of appropriately scaled buildings with a storefront character:

A. Maximum Height. Buildings shall be no more than three stories or 45 feet in height, whichever is greater. The maximum height may be increased by 12 feet when housing is provided above the ground floor ("vertical mixed use"), as shown above. The building height increase for housing shall apply only to that portion of the building that contains housing.

B. Method of Measurement. "Building height" is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof, or to the deck line of a mansard roof, or to the average height of the highest gable of a pitched or hipped roof (see Figure 19.65.060 for examples of measurement). The reference datum shall be selected by either of the following, whichever yields a greater height of building:

1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;
2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection (B)(1) of this section is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building. Not included in the maximum height are: chimneys, bell towers, steeples, roof equipment, flagpoles, and similar features which are not for human occupancy. (Ord. 6-2001 § 1)

FINDINGS: Average building heights range from approximately 31 feet to 45 feet. Building D shows a level 10-foot below grade which contains a basement level for parking spaces, bringing it to 4 stories on the south elevation. The height is 50-feet on the south elevation. However, the average height is still met. The standard is met.

19.65.070 Architectural guidelines and standards.

A. Purpose and Applicability. The town center commercial district architectural guidelines standards are intended to provide detailed, human-scale design, while affording flexibility to use a variety of building styles. This section applies to all of the following types of buildings: ...

3. Multifamily housing;
5. Commercial and mixed use buildings subject to site design review.

B. Guidelines and Standards. Each of the following standards shall be met. An architectural feature used to comply with one standard may be used to comply with another standard.

1. Detailed Storefront Design. All buildings shall contribute to the storefront character and visual relatedness of town center commercial district buildings. This criterion is met by providing all of the architectural features listed in subsections (B)(1)(a) through (e) of this section along the front building elevation (i.e., facing the street), as applicable.

a. Corner building entrances on corner lots. Alternatively, a building entrance may be located away from the corner when the building corner is beveled or incorporates other detailing to reduce the angular appearance of the building at the street corner.

b. Regularly spaced and similar-shaped windows with window hoods or trim (all building stories).

c. Large display windows on the ground floor (nonresidential uses only). Bulkheads, piers and a storefront cornice (e.g., separates ground-floor from second story, as shown above) shall frame display windows.

d. Decorative cornice at top of building (flat roof); or eaves provided with pitched roof.

e. All residential buildings subject to design review shall comply with the residential district architectural guidelines, as listed in FMC 19.30.100.

FINDINGS: Building A: The clubhouse building is oriented toward the private driveway with a main entrance facing the access-way, giving the building a "shopping street" feel, and an entry to/from the patio. As displayed in Attachment 5 (Colors & Materials), building elevations are articulated and differentiated by brick veneer at ground level and lap siding on upper stories. The fenestration patterns are of regular, rectangular shape and size and have trim on both upper and lower stories.

For elevations and floor plans of buildings on the site, see Attachments 6 and 7 respectively.

The patio entry elevation shows French doors with windows on either side and clerestory windows above. Eaves are present on the building's hip roof and there is a shed roof that will be overhanging the primary entry. The building has a multiple hipped roof configuration with overhanging eaves.

The proposed design of Building A substantially meets the criteria of B(1), above, with the exception of large display windows on the ground floor. Since this is a non-residential building, it is required to have the display windows because it front NE Halsey.

Buildings F 1-3 and E-1: Building F-1, F-3, and E-1: These buildings directly front NE Halsey and F-1, F-3 and E-1 will provide commercial/retail space on the ground floor. The proposed design substantially meets the criteria of B(1) above. The building elevations are articulated and differentiated by brick veneer and lap siding on upper stories. The ground floors in all buildings have large rectangular windows with trim. Eaves are present on the buildings' hipped roofs and there are coverings over entrances.

Condition of Approval: Prior to submitting building permits the applicant shall revise the north elevation on Building A to include a window.

2. Design of Large-Scale Buildings and Developments. The standards in subsection (B)(2)(c) of this section shall apply to large-scale buildings and developments, as defined in subsections (B)(2)(a) and (b):

a. Buildings with greater than 20,000 square feet of enclosed ground-floor space (i.e., "large-scale"). Multitenant buildings shall be counted as the sum of all tenant spaces within the same building shell;

b. Multiple-building developments with a combined ground-floor space (enclosed) greater than 40,000 square feet (e.g., shopping centers, public/institutional campuses, and similar developments);

c. All large-scale buildings and developments, as defined in subsections (B)(2)(a) and (b) of this section, shall provide human-scale design by conforming to all of the following criteria:

i. Incorporate changes in building direction (i.e., articulation) and divide large masses into varying heights and sizes, as shown above. Such changes may include building offsets; projections; changes in elevation or horizontal direction; sheltering roofs; terraces; a distinct pattern of divisions in surface materials; and use of windows, screening trees; small-scale lighting (e.g., wall-mounted lighting, or up-lighting); and similar features.

ii. Every building elevation adjacent to a street with a horizontal dimension of more than 100 feet, as measured from end-wall to end-wall, shall have a building entrance; except that building elevations that are unable to provide an entrance due to the internal function of the building space (e.g., mechanical equipment, areas where the public or employees are not received, etc.) may not be required to meet this standard. Pathways shall connect all entrances to the street right-of-way, in conformance with Chapter 19.162 FMC, Access and Circulation. (Ord. 6-2001 § 1)

FINDINGS: Large scale buildings and developments are subject to this section. Multiple building developments with combined floor space greater than 40,000 square feet must meet Subsection (c), requiring human-scale design by conforming to all the criteria listed in the section. The development is 182,489 square feet, therefore subject to these criteria.

(i) ...changes in building articulation and dividing large masses into varying heights and sizes...The proposed design of all buildings meet this standard.

(ii) ...every building elevation adjacent to a street with a horizontal dimension of more than 100 feet shall have a building entrance, except as noted in the code. All buildings are less than 100 ft. in horizontal dimension. In the commercial buildings (F-1, F-3, E-1) the entry ways are located near the corner of the building on pathways, and plaza areas for pedestrian access. The internal pathways within the development site connect all buildings to the street right-of-way on NE Halsey. This criterion is met.

19.65.090 Special standards for certain uses.

This section supplements the standards contained in FMC 19.65.030 through 19.65.080. It provides standards for the following land uses in order to control the scale and compatibility of those uses within the Town Center Commercial District:

- Residential Uses
- Accessory Uses and Structures
- Outdoor Storage and Display

A. Residential Uses. Higher density residential uses, such as multifamily buildings and attached townhomes, are permitted to encourage housing near employment, shopping and services. All residential developments shall comply with the standards in subsections (A)(1) through (A)(6) of this section which are intended to require mixed use development; conserve the community's supply of commercial land for commercial uses; provide for designs which are compatible with a storefront character; avoid or minimize impacts associated with traffic and parking; and ensure proper management

and maintenance of common areas. Residential uses which existed prior to the effective date of this code are exempt from this section.

1. Mixed Use Development Required. Residential uses shall be permitted only when part of a mixed use development (residential with commercial or public/institutional use). Both "vertical" mixed use (housing above the ground floor), and "horizontal" mixed use (housing on the ground floor) developments are allowed, subject to the standards in subsections (A)(2) through (A)(6) of this section.
2. Limitation on Street-Level Housing. No more than 50 percent of a single street frontage may be occupied by residential uses. This standard is intended to reserve storefront space for commercial uses and public/institutional uses; it does not limit residential uses above the street level on upper stories, or behind street-level storefronts. For parcels with street access at more than one level (e.g., sloping sites with two street frontages), the limitation on residential building space shall apply to all street frontages.
3. Density. There is no minimum or maximum residential density standard. Density shall be controlled by the applicable floor area and building height standards.
4. Parking, Garages, and Driveways. All off-street vehicle parking, including surface lots and garages, shall be oriented to alleys, placed underground, placed in structures above the ground floor, or located in parking areas located behind or to the side of the building; except that side yards facing a street (i.e., corner yards) shall not be used for surface parking. All garage entrances facing a street (e.g., underground or structured parking) shall be recessed behind the front building elevation by a minimum of five feet. On corner lots, garage entrances shall be oriented to a side street when access cannot be provided from an alley.
6. Common Areas. All common areas (e.g., walkways, drives, courtyards, private alleys, parking courts, etc.) and building exteriors shall be maintained by a homeowners association or other legal entity. Copies of any applicable covenants, restrictions and conditions shall be recorded and provided to the city prior to building permit approval.

C. Accessory Uses and Structures – not applicable

FINDINGS: Residential Uses: **This is a mixed use project. Residential development as part of mixed use is allowed. The standard is met. The project is subject to (A)(2) through (A)(6), above. Street level housing occupies less than 10 percent of the site frontage along NE Halsey Street in Building G1. Floor area ratio of the site is 0.76 according to the site plan. No minimum or maximum density applies to the proposal. Parking, Garages and Driveways are all accessed internally within the site. There is no on-street parking along NE Halsey. Parking is oriented toward the internal driveways onsite. Garage entrances in Buildings D (1-4) should be set back from the front**

building elevation by 5 feet along the driveway. Common areas and building exteriors must be maintained by a legal entity. Copies of any applicable CC & R's and Operations and Maintenance Agreements for private facilities such as storm water must be recorded and provided to the city prior to building permit approval.

Condition of Approval: Prior to the issuance of building permits the applicants shall revise the elevation and/or indicate that the garage entrances in Buildings D (1-4) should be set back from the front building elevation by 5 feet.

Condition of Approval: Prior to final building occupancy approval, copies of any applicable CC&R's and Operations and Maintenance Agreements must be provided must be recorded and provided to the city.

FMC 19.162 – Access and Circulation

19.162.010 Purpose.
The purpose of this chapter is to ensure that developments provide safe and efficient access and circulation, for pedestrians and vehicles. FMC 19.162.020 provides standards for vehicular access and circulation. FMC 19.162.030 provides standards for pedestrian access and circulation. Standards for transportation improvements are provided in Chapter 19.165 FMC. (Ord. 6-2001 § 1)

19.162.020 Vehicular access and circulation.
"A. Intent and Purpose. The intent of this section is to manage vehicle access to development through a connected street system, while preserving the flow of traffic in terms of safety, roadway capacity, and efficiency. ..."

B. Applicability. This section shall apply to all public streets within the city and to all properties that abut these streets.

C. Access Permit Required. Access to a public street requires an access permit in accordance with the following procedures:

1. Permits for access to city streets shall be subject to review and approval by the city engineer...
3. Permits for access to county highways shall be subject to review and approval by Multnomah County, except where the county has delegated this responsibility to the city, in which case the city shall determine whether access is granted based on adopted county standards.

D. Traffic Study Requirements.
A traffic study must be provided for any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day. The traffic study shall include those adjacent intersections that will receive more than 50 vehicle trips per day. A freight network impact statement is to be included in all traffic studies for proposed developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth Management Functional Plan. The purpose of this statement is to analyze potential adverse effects of the proposed development on the regional freight system as identified in the regional transportation plan (RTP) and the Fairview transportation system plan. Freight routes located in Fairview include Interstate 84, Marine Drive, 223rd Avenue, Fairview Parkway, Sandy Boulevard, and Glisan Street.

FINDINGS: The site fronts NE Halsey Street. NE Halsey Street is classified by the City of Fairview as a Minor Arterial, with a posted speed limit of 35 mph. It generally has one through lane in each direction, with turn lanes added at intersections. A second westbound through lane is provided west of NE Market Drive, and the roadway widens to provide 2 through lanes in each direction west of Fairview Parkway. Bike lanes and sidewalks are in place on both sides of the roadway and on-street parking is prohibited.

The applicant has provided a traffic study done by Lancaster Engineering, dated 12/31/15, to both Multnomah County and the City of Fairview as part of this land use review (see Attachment 8).

According to the submitted traffic study:

1. **A new mixed-use development containing 180 apartment units as well as 4,500 square feet of office/retail space is proposed for a property located on the south side of NE Halsey Street in Fairview, Oregon. The proposed development will take access via two new driveways on NE Halsey Street.**

2. **The proposed mixed-use development is projected to generate 98 trips during the morning peak hour, with 23 entering and 75 exiting the site. During the evening peak hour, an increase of 121 trips is projected, with 76 entering and 45 exiting the site. A weekday total of 1,284 trips is projected, with half entering and half exiting the site.**

3. **Based on the most recent five years of crash data, no significant existing safety hazards were evident and no mitigations are recommended.**

4. **Intersection sight distance was examined for the proposed new site access driveways on NE Halsey Street. Adequate sight distance is projected to be**

available in both directions for safe operation of the proposed site access driveways with clearing of vegetation within the right-of-way west of the west site access driveway. No other sight distance mitigations are necessary or recommended.

5. **Left turn lane warrants and traffic signal warrants were examined for the study area intersections. Based on the analysis, no new turn lanes or traffic signals are recommended.**

6. **Based on the operational analysis, all of the study intersections are currently operating acceptably during the morning and evening peak hours. Under year 2018 traffic conditions, the intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed development. No capacity-related mitigations are necessary or recommended.**

7. **Based on the queuing analysis, the majority of the study intersections have available storage lengths in excess of the projected 95th percentile peak hour queues. The intersections of NE Halsey Street at NE 223rd Avenue and NE 223rd Avenue at W Arata Road/NE Barr Avenue have some projected 95th percentile queues that exceed the available storage. The available storage is very nearly sufficient for the 95th percentile queues, so conflicts are rare at these intersections; however consideration should be given to restricting southbound left turns onto W Arata Road to address queuing concerns that are expected to worsen in the future. Elimination of this turning movement could also facilitate increased northbound left-turn storage for the intersection of NE Halsey Street at NE 223rd Avenue.**

8. **The proposed site plan includes two access driveways on NE Halsey Street, in conformance with the requirements of the 2014 Oregon Fire Code and the requirements of Gresham Fire and Emergency Services (see Fire Access Plan, Attachment 9).**

Per FMC 19.162.020 (C)(1) and (3), an access permit will be required. Access and spacing to NE Halsey is under the jurisdiction of Multnomah County. The County is currently reviewing an access variance request from the applicant pursuant to Multnomah County Code (MCC) 4.200 and 4.300.

Condition of Approval: The applicant shall be required to comply with all conditions set forth in the County's transportation decision for this site. These conditions shall be made part of this land use review and decision and any subsequent development permit.

E. Conditions of Approval – see above

F. Access Options. When vehicle access is required for development (i.e., for off-street parking, delivery, service, drive-through facilities, etc.), access shall be provided by one of the following methods. These methods are "options" to the developer/subdivider, unless one method is specifically required by "Special Standards for Certain Uses." A minimum of 10 feet per lane is required.

3. Option 3. Access is from a public street adjacent to the development parcel. If practicable, the owner/developer may be required to close or consolidate an existing access point as a condition of approving a new access. Street accesses shall comply with the access spacing.

FINDINGS: Application has met this requirement as access if from a public street.

G. Access Spacing. Access spacing ensures safe connections to local and arterial streets. Driveway accesses shall be separated from other driveways and street intersections in accordance with the following standards and procedures:

2. Arterial and Collector Streets. Access spacing on collector and arterial streets, and at controlled intersections (i.e., with four-way stop sign or traffic signal) shall be determined based on the policies and standards contained in the city's transportation system plan. Access to Interstate 84 is subject to the jurisdiction of ODOT.

3. Special Provisions for All Streets. Direct street access may be restricted for some land uses, in conformance with the provisions of Chapters 19.20 through 19.155 – Land Use Districts. For example, access consolidation, shared access, and/or access separation greater than that specified by subsections (G)(1) and (G)(2) of this section may be required by the city, county or ODOT for the purpose of protecting the function, safety and operation of the street for all users. (See subsection I of this section.) Where no other alternatives exist, the permitting agency may allow construction of an access connection along the property line farthest from an intersection. In such cases, directional connections (i.e., right in/out, right in only, or right out only) may be required.

FINDINGS: As discussed above the applicant will be required to meet all County transportation conditions.

H. Number of Access Points. Reducing the number of access points on a street provides pedestrians fewer obstructions, fewer points at which automobile traffic crosses the sidewalk, and fewer opportunities for conflicts between through traffic and vehicles using access points.

... The number of street access points for multiple-family, commercial, industrial, and public/institutional developments shall be minimized to protect the function, safety and operation of the street(s) and sidewalk(s) for all users. Shared access may be required, in conformance with subsection I of this section in order to maintain the required access spacing, and minimize the number of access points.

I. Shared Driveways – Not applicable

K. Street Connectivity and Formation of Blocks Required. In order to promote efficient vehicular and pedestrian circulation throughout the city, land divisions and large site developments shall produce complete blocks bounded by a connecting network of public and/or private streets, in accordance with the following standards:

1. Block Length and Perimeter. The maximum block length and perimeter shall not exceed:
    a. Six hundred (600) feet length and 1,600 feet perimeter in the residential district;
    b. Two hundred (200) feet length and 1,200 feet perimeter in the town center commercial district, except as provided by FMC 19.65.050, Block layout and building orientation;
    c. Three hundred (300) feet and 1,200 feet perimeter in the corridor commercial district and neighborhood commercial;
    d. Not applicable to the general industrial district; and
    e. Seven hundred (700) feet length and 1,700 feet perimeter in the light industrial district, except as required for commercial developments subject to FMC 19.80.060(F).
2. Street Standards. Public and private streets shall also conform to, Transportation standards, FMC19.162.030, Pedestrian access and circulation, and applicable Americans with Disabilities Act (ADA) design standards.
3. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), in conformance with the provisions of FMC 19.162.030(A). Pathways shall be located to minimize out-of-direction travel by pedestrians and may be designed to accommodate bicycles.

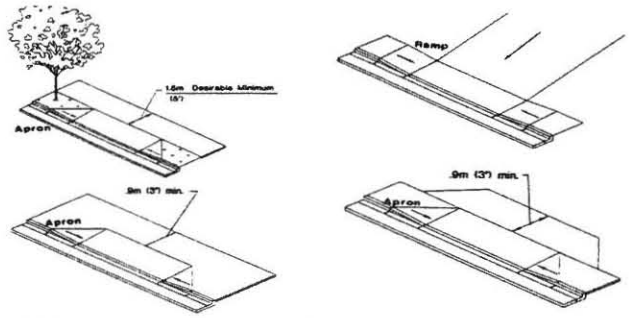
FINDINGS: This lot is constrained by Fairview Creek to the west of the site, and site topography to the south with a steep grade. This site was not part of the Village development to the west and south of the site. FMC 19.65.050 states that new developments be configured to provide an alley or and interior parking court. Blocks as defined in 19.65.050 are areas bound by public street right of way. The applicant is proposing two access driveways from NE Halsey Street into the development with a "U" shape private driveway. The development provides an interior parking court. This configuration helps to maintain Halsey as the primary "shopping street" and meet the requirement in FMC 19.162.020(K)(1) .

Condition of Approval: All pedestrian access and circulation shall be required to meet Americans with Disabilities (ADA) standards.

L. Driveway Openings. All driveway openings must comply with the "Standard Specifications for Public Works Construction," pages 53 – 55. Driveway openings or curb cuts shall be within the minimum width necessary to provide the required number of vehicle travel lanes (10 feet for each travel lane). The following standards (i.e., as measured where the front property line meets the sidewalk or right-of-way) are required to provide adequate site access, minimize surface water runoff, and avoid conflicts between vehicles and pedestrians:

1. Single-family, two-family, and three-family uses shall have a minimum driveway width of 10 feet…, 2. Multiple-family uses with between four and seven dwelling units shall have a minimum driveway width of 20 feet…, 3. Multiple-family uses with more than eight dwelling units, and off-street parking areas with 16 or more parking spaces, shall have a minimum driveway width of 24 feet, and a maximum width of 30 feet. These dimensions may be increased if the city engineer determines that more than two lanes are required based on the number of trips generated or the need for turning lanes.
4. Access widths for all other uses shall be based on 10 feet of width for every travel lane, except that driveways providing direct access to parking spaces shall conform to the parking area standards in Chapter 19.164, Vehicle and Bicycle Parking.
5. Driveway Aprons. Driveway aprons (when required) shall be constructed of concrete and shall be installed between the street right-of-way and the private drive, as shown above. Driveway aprons shall conform to ADA standards for sidewalks and pathways, which require a continuous route of travel that is a minimum of three feet in width, with a cross slope not exceeding two percent.

Figure 19.162.020.L – Examples of Acceptable Driveway Openings Next to Sidewalks/Pathways



FINDINGS: FMC 162.020(L) Driveway Openings, requires that all driveway openings comply with the standard specifications for Public Works Construction (pages 53-55). Subsection (L)(3) requires multiple-family uses with more than eight dwelling units

and 16 or more parking spaces to have a minimum driveway width of 24 feet and a maximum of 30 feet. Openings shown on the site plan are 26-feet wide on NE Halsey Street. The applicant's proposal meets this requirement at 26-feet.

M. Fire Access and Parking Area Turn-arounds. A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. Parking areas shall provide adequate aisles or turn-around areas for service and delivery vehicles so that all vehicles may enter the street in a forward manner. For requirements related to cul-de-sacs, please refer to Chapter 19.165 FMC.

FINDINGS: FMC 19.162.020(M), Fire Access and Parking Area Turnarounds, requires a fire equipment drive be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing street or approved fire equipment access drive. Aisles or turnarounds shall provide for entering the street in a forward manner. The applicant's proposed driveway with two access points serves to meet these criteria.

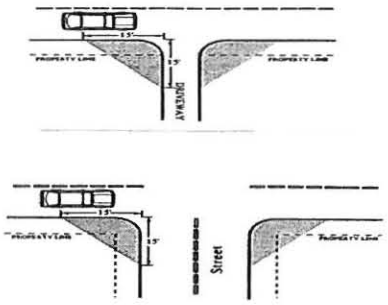
Gresham Fire District submitted comments (see Exhibit B) which include information that will need to be submitted on a separate Fire Access and Water Supply page when submitting for building permits.

N. Vertical Clearances. Driveways, private streets, aisles, turn-around areas and ramps shall have a minimum vertical clearance of 13 feet 6 inches for their entire length and width.

FINDINGS: FMC 19.162.020(N), Vertical Clearances, are required to have a minimum vertical clearance of 13 feet, 6 inches for their entire length and width. No vertical obstruction is proposed. This criterion is met.

O. Vision Clearance. No signs, structures or vegetation in excess of three feet in height shall be placed in "vision clearance areas," as shown above. The city engineer upon finding that more sight distance is required may increase the minimum vision clearance area (i.e., due to traffic speeds, roadway alignment, etc.).

Figure 19.162.020.O – Vision Clearance Areas



FINDINGS: FMC 19.162.020(O), Vision Clearance. No signs, structures or vegetation in excess of three (3) feet shall be located in the vision clearance area to provide for sight distance. The applicant's landscape plan indicates that vegetation, including trees and medium –sized plants will be planted in the bump-outs at the driveway entrances.

Condition of Approval: Plantings along NE Halsey, within the vision clearance area shall not exceed three (3) feet in height.

P. Construction. The following development and maintenance standards shall apply to all driveways and private streets, except that the standards do not apply to driveways serving one single-family detached dwelling:

1. Surface Options. Driveways, parking areas, aisles, and turn-arounds may be paved with asphalt, concrete or comparable surfacing, or a durable nonpaving material may be used to reduce surface water runoff and protect water quality. Paving surfaces shall be subject to review and approval by the city engineer.
2. Surface Water Management. When a paved surface is used, all driveways, parking areas, aisles and turn-arounds shall have on-site collection or infiltration of surface waters to eliminate sheet flow of such waters onto public rights-of-way and abutting property. Surface water facilities shall be constructed in conformance with city standards.
3. Driveway Aprons. When driveway approaches or "aprons" are required to connect driveways to the public right-of-way, they shall be paved with concrete surfacing (see also subsection L of this section). (Ord. 5-2009 § 2 (Att. 1); Ord. 6-2001 § 1)

FINDINGS: FMC 19.162.020(P), Construction surface options, shall apply at the time of building permit approval. The preliminary stormwater management plan indicates onsite collection of surface water from the parking area. The applicant will need to submit a final engineered stormwater plan as conditioned below.

19.162.030 Pedestrian access and circulation.

The standards presented in this code provide standards for safe, connected and user-friendly pedestrian connections and pathways that join neighborhoods and buildings within a development.

A. Pedestrian Access and Circulation. To ensure safe, direct and convenient pedestrian circulation, all developments, except single-family detached housing (i.e., on individual lots), shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways shall be designed based on the standards in subsections (A)(1) through (A)(3) of this section:

1. Continuous Pathways. The pathway system shall extend throughout the development site, and connect to all future phases of development, adjacent trails, public parks and open space areas whenever possible. The developer may also be required to connect or stub pathway(s) to adjacent streets and private property, in accordance with the provisions of FMC19.162.020, Vehicular access and circulation, and the transportation standards in Chapter 19.165 FMC.

2. Safe, Direct, and Convenient Pathways. Pathways within developments shall provide safe, reasonably direct and convenient connections between primary building entrances and all adjacent streets, based on the following definitions:

a. "Reasonably direct" means a route that does not deviate unnecessarily from a straight line or a route that does not involve a significant amount of out-of-direction travel for likely users.

b. "Safe and convenient" means bicycle and pedestrian routes that are reasonably free from hazards and provide a reasonably direct route of travel between destinations.

c. For commercial, industrial, mixed use, public, and institutional buildings, the "primary entrance" is the main public entrance to the building. In the case where no public entrance exists, street connections shall be provided to the main employee entrance.

d. For residential buildings the "primary entrance" is the front door (i.e., facing the street). For multifamily buildings in which each unit does not have its own exterior entrance, the "primary entrance" may be a lobby, courtyard or breezeway, which serves as a common entrance for more than one dwelling.

3. Connections within Development. For all developments subject to site design review, pathways shall connect all building entrances to one another. In addition, pathways shall connect all parking areas, storage areas, recreational facilities and common areas (as applicable), and adjacent developments to the site, as applicable.

4. Street Connectivity. Pathways (for pedestrians and bicycles) shall be provided at or near midblock where the block length exceeds the length required by FMC 19.162.020. Pathways shall also be provided where cul-de-sacs or dead-end streets are planned, to connect the ends of the streets together, to other streets, and/or to other developments, as applicable. Pathways used to comply with these standards shall conform to all of the following criteria:

a. Multi-use pathways (i.e., for pedestrians and bicyclists) are no less than 10 feet wide and located within a 20-foot-wide right-of-way or easement that allows access for emergency vehicles.

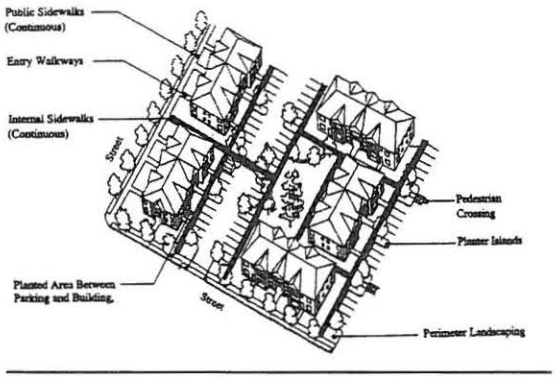
b. If the streets within the subdivision or neighborhood are lighted, the pathways shall also be lighted.

c. Stairs or switchback paths using a narrower right-of-way/easement may be required in lieu of a multi-use pathway where grades are steep.

d. The city may require landscaping within the pathway easement/right-of-way for screening and the privacy of adjoining properties.

e. The hearings body or planning director may determine, based upon facts in the record, that a pathway is impracticable due to: physical or topographic conditions (e.g., freeways, railroads, extremely steep slopes, sensitive lands, and similar physical constraints); buildings or other existing development on adjacent properties that physically prevent a connection now or in the future, considering the potential for redevelopment; and sites where the provisions of recorded leases, easements, covenants, restrictions, or other agreements recorded as of the effective date of this code prohibit the pathway connection.

Figure 19.162.030.A – Pedestrian Pathway System for Multifamily Development (Typical)



FINDINGS: FMC 19.162.030(A), Pedestrian access and circulation requires that all developments except single family residential shall provide a continuous pedestrian and/or multi-use pathway system. (Pathways only provide for pedestrian circulation. Multi-use pathways accommodate pedestrians and bicycles.) The system of pathways

shall be designed based on the standards in subsections (A)(1) through (A)(3) of this section.

(1) Continuous pathways shall extend throughout the development site and connect to all future phases of development, adjacent trails, public parks and open space areas wherever possible. Sidewalks are shown throughout the development, connecting to NE Halsey Street and to and through parking areas onsite. Midway through the site, between buildings G1 and H1, there is an access-way that connects to the property to the west. Safe, direct and convenient pathways required between primary building entrance and all adjacent streets. Subsection (d) applies to multi-family buildings. The applicant has provided safe, direct connections between all buildings, multi-family and commercial via 7-foot wide sidewalks. This standard is met.

(2) Connections within development requires pathways to and between all building entrances, parking areas, storage areas, recreational facilities and common areas, and adjacent developments to the site, as applicable.

To the north, across NE Halsey Street are a number of commercial businesses. Currently there is no safe way to cross the street from the site to those businesses. Though it is possible to get to NE Halsey Street, the nearest crossing is at NE Village Street or and NE Fairview Avenue/ 223rd Avenue.

To the south, there is a steep slope, making connections impractical.

The property to the east is inaccessible due to the presence of Fairview Creek. No pedestrian access is proposed toward the east from within the site. However, the sidewalk on NE Halsey provides continuous connectivity to the east.

To the west is an undeveloped parcel owned by Providence Health Systems which will likely be developed in the future. Street connectivity is not planned through the site to the west but a pedestrian access multi-use path to the neighboring west parcel is provided in accordance with FMC 19.162.030(A)(4) below, so that future development will be accessible from a multi-use pathway.

(3) FMC 19.162.030 (A)(4), Street Connectivity: Pedestrian and bike pathways shall be provided at or near mid-block where the block length exceeds the length required by FMC 19.162.020...Pathways must comply with (a) through (e). The applicant has met these criteria.

FMC 19.163 – Landscaping, Street Trees, Fences and Walls;

19.163.020 Landscape conservation.

A. Applicability. All development sites containing significant vegetation, as defined below, shall comply with the standards of this section. The purpose of this section is to incorporate significant native vegetation into the landscapes of development and protect vegetation that is subject to requirements of the significant environmental concern and riparian buffer overlay zones, Chapter 19.106 FMC. The use of mature, native vegetation within developments is a preferred alternative to removal of vegetation and re-planting. Mature landscaping provides summer shade and wind breaks, and allows for water conservation due to larger plants having established root systems.

B. Significant Vegetation. "Significant vegetation" means:

1. Significant Trees and Shrubs. Individual trees and shrubs with a trunk diameter of six inches or greater, as measured four feet above the ground (DBH), and all plants within the drip line of such trees and shrubs, shall be protected.

2. Sensitive Lands. Trees and shrubs on sites that have been designated as "sensitive lands," in accordance with Chapter 19.106 FMC, Natural Resource Regulations, and Chapter 19.105 FMC, Floodplain Overlay (e.g., due to slope, natural resource areas, wildlife habitat, etc.) shall be protected.

3. Exception. Protection shall not be required for plants listed as non-native, invasive plants by the Oregon State University Extension Service in the applicable OSU bulletins for Multnomah County.

C. Mapping and Protection Required. Significant vegetation shall be mapped as required by this code. Significant trees shall be mapped individually and identified by species and size (diameter at four feet above grade, or "DBH"). A "protection" area shall be defined around the edge of all branches (drip-line) of each tree (drip lines may overlap between trees). The city also may require an inventory, survey, or assessment prepared by a qualified professional when necessary to determine vegetation boundaries, building setbacks, and other protection or mitigation requirements.

D. Protection Standards. All of the following protection standards shall apply to significant vegetation areas:

1. Protection of Significant Trees. Significant trees identified as meeting the criteria in subsection (B)(1) of this section shall be retained whenever practicable. Preservation may become impracticable when it would prevent reasonable development of public streets, utilities, or land uses permitted by the applicable land use district.

2. Sensitive Lands. Sensitive lands shall be protected in conformance with the provisions of Chapters 19.105 and 19.106 FMC.

3. Conservation Easements and Dedications. When necessary to implement the Comprehensive Plan, the city may require dedication of land or recordation of a conservation easement to protect sensitive lands, including groves of significant trees. This will be addressed on a case by case basis. (Ord. 3-2012 § 6; Ord. 6-2001 § 1)

FINDINGS: Significant vegetation on the site includes the Fairview Creek Riparian Corridor. The vegetation along the Fairview Creek on this site is degraded and is low quality habitat. The west side of the corridor was cleared of Himalayan blackberry in 2014 which dominated the site. A few scattered trees and shrubs remain, both native and non-native. The eastside of the bank is vegetated, mostly dominated with Himalayan blackberry. There are some black cottonwoods, red alder, and hawthorn and near wet areas towards the banks reed canary grass is the dominant groundcover.

The portion of the site that is outside of the Fairview Creek riparian buffer has been mostly cleared, and there are no significant trees.

The applicant has proposed a riparian mitigation which is discussed and conditioned below.

19.163.025 Existing landscaping.
A. Applicability. This section shall apply to all developments.

B. Construction. All areas of significant vegetation shall be protected prior to, during, and after construction. Grading and operation of vehicles and heavy equipment is prohibited within significant vegetation areas, except as approved by the city for installation of utilities or streets. Such approval shall only be granted after finding that there is no other reasonable alternative to avoid the protected area, and any required mitigation is provided in conformance with Chapter 19.105 FMC, Floodplain Overlay and Chapter 19.106 FMC, Natural Resource Regulations.

C. Exemptions. The protection standards in FMC 19.163.020(D) shall not apply in the following situations:

1. Dead, Diseased, and/or Hazardous Vegetation. Vegetation that is dead or diseased, or poses a hazard to personal safety, property or the health of other trees, may be removed. Prior to tree removal, the applicant shall provide a report from a certified arborist or other qualified professional to determine whether the subject tree is diseased or poses a hazard, and any possible treatment to avoid removal, except as provided by subsection (C)(2) of this section.

2. Emergencies. Significant vegetation may be removed in the event of an emergency without land use approval when the vegetation poses an immediate threat to life or safety, as determined by the planning director. The planning director shall prepare a notice or letter of decision within 10 days of the tree(s) being removed. The decision letter or notice shall explain the nature of the emergency and be on file and available for public review at City Hall. (Ord. 3-2012 § 6; Ord. 6-2001 § 1)

Condition of Approval: Prior to site disturbance temporary fencing shall be installed at the edge of the riparian corridor and shall be maintained throughout the construction period.

Condition of Approval: No construction materials shall be stored in the riparian buffer corridor.

Condition of Approval: No grading and operation of vehicles and heavy equipment including gas powered equipment within the riparian corridor.

19.163.030 New landscaping.
A. Applicability. This section shall apply to all developments requiring site design review, and other developments with required landscaping.

B. Landscaping Plan Required. A landscape plan is required at the time of design review or other pertinent applications. All landscape plans shall conform to the requirements in FMC 19.420.020 (E), Landscape plans.

C. Landscape Area Standards. The minimum percentage of required landscaping equals:

2. Town center commercial district: five percent of the site.

FINDINGS: The total area of the site is 242,009 square feet. Five (5) percent of the total site is 12,100 square feet. The site plan indicates 67,262 sq. feet of landscaped area (the majority in the Fairview Creek Resource Protection Area) which far exceeds the minimum landscaping requirement. This standard is met.

D. Landscape Materials. This section provides guidelines that ensure significant vegetation growth and establishment using a variety of size specifications and coverage recommendations.

Landscape materials include trees, shrubs, ground cover plants, nonplant ground covers, and outdoor hardscape features, as described below:

1. Native Vegetation. Native vegetation shall be preserved or planted where practicable.

2. Plant Selection. A combination of deciduous and evergreen trees, shrubs and ground covers shall be used for all planted areas, the selection of which shall be based on local climate, exposure, water availability, and drainage conditions. As necessary, soils shall be amended to allow for healthy plant growth.

3. Non-native, invasive plants, as per FMC 19.164.020(B), shall be prohibited.

4. Hardscape features (i.e., patios, decks, plazas, etc.) may cover up to 15 percent of the required landscape area. Swimming pools, sports courts and similar active recreation facilities may not be counted toward fulfilling the landscape requirement.

5. Nonplant Ground Covers. Bark dust, chips, aggregate or other nonplant ground covers may be used, but shall cover no more than five percent of the area to be landscaped. "Coverage" is measured based on the size of plants at maturity or after five years of growth, whichever comes sooner.

6. Tree Size. Trees shall have a minimum caliper size of 1.5 inches or greater, or be six feet or taller, at time of planting.

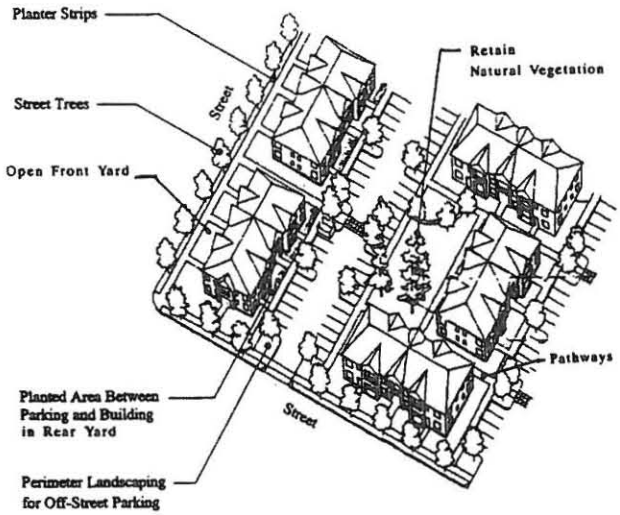
7. Shrub Size. Shrubs shall be planted from one-gallon containers or larger.

8. Ground Cover Size. Ground cover plants shall be sized and spaced so that they grow together to cover a minimum of 80 percent of the underlying soil within three years.

9. Significant Vegetation. Significant vegetation preserved in accordance with FMC 19.163.020 may be credited toward meeting the minimum landscape area standards. Credit shall be granted on a per square foot basis. The street tree standards of FMC 19.163.040 may be waived when trees preserved within the front yard provide the same or better shading and visual quality as would otherwise be provided by street trees.

10. Stormwater Facilities. Stormwater facilities (e.g., detention/retention ponds and swales) shall be landscaped with water tolerant, native plants.

Figure 19.163.030 – Landscape Areas in a Multiple-Family Development (Typical)



FINDINGS: The applicant has submitted a landscaping plan as well as a mitigation plan for the Fairview Creek Resource Protection Area (see Attachment 10, Landscaping Plan, Attachment 11, Mitigation Plan Map, and Attachment 12, Mitigation Narrative). Native vegetation will be preserved in the Fairview Creek Natural Protection Area. The plan indicates a variety of trees (flowering cherries, ash, maples, dogwood, etc.), shrubs (azalea, hawthorn, rhododendrons, etc.), and groundcover. The plan indicates that trees will be 1.5 inches at the time of planting and shrubs will in gallon or larger containers.

The applicant has exceeded the five percent (5%) minimum percentage of required landscaping within the Town Center Commercial zone. The plan also includes hardscape features (patios and a plaza) on site for amenities such as tables and chairs for residents and guests.

E. Landscape Design Standards. The landscape design standards provide guidelines within setback areas, parking areas, etc.

All yards, parking lots and required street tree planter strips shall be landscaped in accordance with the provisions of this chapter. Landscaping shall be installed with development to provide erosion control, visual interest, buffering, privacy, open space and pathway identification, shading and wind buffering, based on the following standards:

1. Yard Setback Landscaping. Landscaping shall satisfy the following criteria:

    a. Provide visual screening and privacy within side and rear yards; while leaving front yards and building entrances mostly visible for security purposes;

b. Use shrubs and trees as windbreaks, as appropriate;

c. Retain natural vegetation, as practicable;

d. Define pedestrian pathways and open space areas with landscape materials;

e. Provide focal points within a development, such as signature trees (i.e., large or unique trees), hedges and flowering plants;

f. Use trees to provide summer shading within common open space areas, and within front yards when street trees cannot be provided;

g. Use a combination of plants for year-long color and interest;

h. Use landscaping to screen outdoor storage and mechanical equipment areas, and to enhance graded areas such as berms, swales and detention/retention ponds.

FINDINGS: The landscaping plan provides visual screening of the site. Purple Ash trees will be planted along the perimeters of the west and south boundary lines. Pedestrian pathways throughout the site are defined using both trees and shrubs. The combination of selected trees and shrubs will provide year-long color and interest.

2. Parking Areas. A minimum of five percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. "Evenly distributed" means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy. At a minimum, one tree per five parking spaces total shall be planted to create a partial tree canopy over and around the parking area. All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces. All landscaped areas shall have minimum dimensions of four feet by four feet to ensure adequate soil, water, and space for healthy plant growth.

FINDINGS: The landscaping plan shows landscaped parking islands. These islands break up the parking area into rows of not more than twelve (12) contagious parking spaces. The plan shows these islands landscaped with trees and shrubs. All of the landscaped areas as shown on the plan have a minimum dimension of four (4) feet by four (4) feet. The landscaping will be watered with a subsurface, automatic irrigation system.

3. Buffering and Screening Required. Buffering and screening are required under the following conditions:

a. Parking/Maneuvering Area Adjacent to Streets and Drives – not applicable

b. Parking/Maneuvering Area Adjacent to Building. Where a parking or maneuvering area, or driveway, is adjacent to a building, the area shall be separated from the building by a raised pathway, plaza, or landscaped buffer no less than four feet in width. Raised curbs, bollards, wheel stops, or other design features shall be used to protect buildings from being damaged by vehicles. When parking areas are located adjacent to residential ground-floor living space, a landscape buffer is required to fulfill this requirement.

c. Screening of Mechanical Equipment, Outdoor Storage, Service and Delivery Areas, and Automobile-Oriented Uses. All mechanical equipment, outdoor storage and manufacturing, and service and delivery areas, shall be screened from view from all public streets and residential districts. Screening shall be provided by one or more of the following: decorative wall (i.e., masonry or similar quality material), evergreen hedge, non-see-through fence, or a similar feature that provides a non-see-through barrier. Walls, fences, and hedges shall comply with the vision clearance requirements and provide for pedestrian circulation, in accordance with Chapter 19.162 FMC, Access and Circulation. (Ord. 6-2001 § 1)

FINDINGS: All parking areas adjacent to buildings are separated from the building by a raised curb, sidewalk, and landscaped area. The site plan meets this standard.

19.163.040 Street trees.
The guidelines provided in this section promote healthy street trees and adequate canopy cover to provide shade, reduce stormwater runoff, and improve the appearance of a development.

Street trees shall be planted for all developments that are subject to land division or site design review. Requirements for street tree planting strips are provided in Chapter 19.165 FMC, Public Facility Standards. Planting of unimproved streets shall be deferred until the construction of curbs and sidewalks. Street trees shall conform to the following standards and guidelines:

A. Soil Preparation, Planting and Care. The developer shall be responsible for planting street trees, including soil preparation, ground cover material, staking, and temporary irrigation for two years after planting. The developer shall also be responsible for tree care (pruning, watering, fertilization, and replacement as necessary) during the first two years after planting.

B. Assurances. The city shall require the developer to provide a performance and maintenance bond in an amount determined by the city engineer, to ensure the planting of the tree(s) and care during the first two years after planting.

C. Growth Characteristics. Trees shall be selected based on growth characteristics and site conditions, including available space, overhead clearance, soil conditions, exposure, and desired color and appearance. The following should guide tree selection:

1. Provide a broad canopy where shade is desired.

2. Use low-growing trees for spaces under utility wires.

3. Select trees which can be "limbed-up" where vision clearance is a concern.

4. Use narrow or "columnar" trees where awnings or other building features limit growth, or where greater visibility is desired between buildings and the street.

5. Use species with similar growth characteristics on the same block for design continuity.

6. Avoid using trees that are susceptible to insect damage, and avoid using trees that produce excessive seeds or fruit.

7. Select trees that are well adapted to the environment, including soil, wind, sun exposure, and exhaust. Drought-resistant trees should be used in areas with sandy or rocky soil.

8. Select trees for their seasonal color, as desired.

9. Use deciduous trees for summer shade and winter sun.

D. Caliper Size. The minimum caliper size at planting shall be 1.5 inches, based on the American Association of Nurserymen Standards.

E. Spacing and Location. Street trees shall be planted within existing and proposed planting strips, and in sidewalk tree wells on streets without planting strips. Street tree spacing shall be based upon the type of tree(s) selected and the canopy size at maturity. In general, trees shall be spaced no more than 30 feet apart, except where planting a tree would conflict with existing trees, retaining walls, utilities and similar physical barriers.

F. Maintenance and Irrigation. The use of drought-tolerant plant species is encouraged, and may be required when irrigation is not available. Irrigation shall be provided for plants that are not drought-tolerant. If the plantings fail to survive, the property owner shall replace them with an equivalent specimen (i.e., evergreen shrub replaces evergreen shrub, deciduous tree replaces deciduous tree, etc.). All other landscape features required by this code shall be maintained in good condition, or otherwise replaced by the owner.

G. Additional Requirements. Additional buffering and screening may be required for specific land uses, as identified by Article II of this title, and the city may require additional landscaping through the conditional use permit process. (Ord. 6-2001 § 1)

FINDINGS: The landscape plan indicates fifteen (15) Redbud streets trees to be planted along Halsey Street. This is a small deciduous tree growing between 15 to 25 feet in height, and has a vase shape canopy cover. The plan shows the trees to be planted per the minimum caliper size of 1.5 dbh.

Condition of Approval: Street trees shall be planted at rate of one for every 30 ft. of the frontage along NE Halsey St, except where planting a tree would conflict with utilities and similar physical barriers, and sight distance requirements for driveways.

Condition of Approval: All trees planted in the right-of-way shall include the installation of an approved root barrier adjacent to sidewalks and curbs for each tree, unless otherwise approved by the City.

Condition of Approval: Prior to final occupancy the street trees must be installed and inspected or a performance and maintenance bond shall be posted in an amount determined by the city engineer to ensure planting of the trees and care during the first two years.

Condition of Approval: The property owner shall maintain all landscaped areas in perpetuity upon completion and they shall be kept free from weeds and debris and maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days.

19.163.050 Fences and walls.

FINDINGS: The applicant is not proposing to install any fences or walls. Fences and walls must meet requirements in FMC 19.163.050

FMC 19.164 – Vehicle and Bicycle Parking

19.164.010 Purpose.

The purpose of this chapter is to provide basic and flexible standards for development of vehicle and bicycle parking. The design of parking areas is critically important to the viability of some commercial areas, pedestrian and driver safety, the efficient and safe operation of adjoining streets, and community image and livability....

19.164.020 Applicability.
All developments subject to site design review Chapter 19.420 FMC, including development of parking facilities, shall comply with the provisions of this chapter. (Ord. 6-2001 § 1)

19.164.030 Vehicle parking standards.
A. The minimum number of required off-street vehicle parking spaces (i.e., parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards in Table 19.164.030.A.

There is no minimum number of off-street parking spaces required in the town center commercial district; however, the "maximum parking" standards of this chapter apply.

FINDINGS: See below under "maximum parking" standards.

B. Credit for On-Street Parking – not applicable

C. Parking Location and Shared Parking.

1. Location. Vehicle parking is allowed only on approved parking shoulders (streets), within garages, carports and other structures, or on driveways or parking lots that have been developed in conformance with this code. Specific locations for parking are indicated in Article II of this title for some land uses (e.g., the requirement that parking be located to side or rear of buildings, with access from alleys, for some uses). (See also Chapter 19.162 FMC, Access and Circulation.)

2. Off-Site Parking....(Not applicable)

3. Mixed Uses. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street vehicle parking shall be the sum of the requirements for all uses, unless it can be shown that the peak parking demands are actually less (i.e., the uses operate on different days or at different times of the day). In that case, the total requirements shall be reduced accordingly.

4. Shared Parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use.

5. Availability of Facilities. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers and/or employees, as applicable. Signs shall conform to the standards of Chapter 19.170 FMC, Signage.

FINDINGS: 19.164.030.C.1, Most of the parking is located a surfaced parking lot along drive aisles and a center parking lot area. 19.164.030.C.3 The applicant is proposing mixed uses onsite. 19.164.030.C.3. If more than one type of land use occupies a single structure or parcel of land, the total requirements for off-street vehicle parking shall be the sum of the requirements for all uses. A total of 285 parking spaces are available onsite (see Attachment 2), which includes 7 ADA stalls. The breakdown for parking is the following:

- **123 standard spaces,**
- **39 standard spaces under carports,**
- **28 standard garage spaces; and**
- **95 compact spaces**

The sum of all parking requirements for all uses onsite is the following:

Use	Minimum Standard	Parking Spaces Required
1 bedroom (multi-family)	1.25 spaces per unit	79
2 bedroom (multi-family)	2.5 spaces per unit	152
3 bedroom (multi-family	1.75 spaces per unit	28
Commercial/Retail	4.1 per 1,000 sq. feet	5

Total Required Parking Spaces = 264

Staff finds that the parking space requirements are met. The applicant is proposing 21 additional parking spaces.

Condition of Approval: Signs indicating that parking on site is available for residents, customers, employees, etc., shall conform to the standards of Chapter 19.170 FMC, Signage.

D. Maximum Number of Parking Spaces -- not applicable

E. Parking Management – not applicable

F. Parking Stall Standard Dimensions and Compact Parking Spaces. All off-street parking stalls shall be improved to conform to city standards for surfacing, stormwater management and striping .....Disabled person parking shall conform to the standards and dimensions of this chapter. The number of compact parking spaces shall not exceed 40 percent of all parking spaces provided on site.

FINDINGS: The site plan proposes 95 compact spaces or 33 percent of parking spaces onsite, which does not exceed 40 percent of all parking spaces, provided onsite. The parking dimensions on the site plan meet the city standards for parking stalls and 2-way drive-aisle widths.

Condition of Approval: All parking shall meet city dimensional standards and be striped according to city standards.

G. Variances – not applicable

H. Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act....

FINDINGS: The applicant has proposed 7 ADA parking spaces which meets the minimum requirement.

Condition of Approval: Seven (7) ADA parking spaces shall be marked and signed.

19.164.040 Bicycle parking standards.
All uses which are subject to site design review shall provide bicycle parking, in conformance with the following standards, which are evaluated during site design review:

1. Multifamily Residences. Every residential use of four or more dwelling units provides at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces may be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.

FINDINGS: The development a mix-use development that includes multi-family and commercial uses. There are 180 units which require the same number of spaces for sheltered bike parking. Staff finds that there is adequate sheltered bike parking within the site design. Bikes can be sheltered in the proposed garages, and under the covered entryways into each unit.

2. Parking Lots – not applicable

3. Schools – not applicable

4. Colleges and Trade Schools – not applicable

5. Town Center Commercial District. Within the town center commercial district, bicycle parking for customers shall be provided along the street at a rate of at least one space per use. Individual uses shall provide their own parking, or spaces may be clustered to serve up to six bicycles. Bicycle parking spaces shall be located in front of the stores along the street, either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. Inverted "U" style racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. Customer spaces may or may not be sheltered. When provided, sheltered parking (within a building, or under an eave, overhang, or similar structure) shall be provided at a rate of one space per 10 employees, with a minimum of one space per store.

FINDINGS: The site plan shows a total of 6 bicycle parking spaces near the NE Halsey Street frontage. The applicant meets the bicycle parking requirements for uses within the Town Center Commercial District. There is a total of four (4) bicycle parking spaces provided for each use and 2 bicycle parking spaces designed for the private clubhouse building. This criterion is met.

B. Exemptions –not applicable

C. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space). It should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, streetlights, planters and other pedestrian amenities.

FINDINGS: The location of the bicycle parking is located near NE Halsey Street within the plaza area between buildings F-3 and E-1. The parking is incorporated into the plaza area near entrances and coordinated with street furniture, planters and other pedestrian amenities.

D. Visibility and Security. Bicycle parking should be visible to cyclists from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

FINDINGS: The bike parking is visible from the sidewalk, and meets this standard.

E. Options for Storage – not applicable

F. Lighting. Bicycle parking shall be at least as well lit as vehicle parking for security.

FINDINGS: There is pedestrian scale lighting on the commercial buildings fronting NE Halsey, the private Club House and along the plaza areas (see Attachment 13, Lighting Plan). This criterion is met.

G. Reserved Areas – not applicable

H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards (Chapter 19.162 FMC, Access and Circulation). (Ord. 6-2001 § 1)

Condition of Approval: All bicycle parking stalls shall be installed and located so as to not impede or create a hazard to pedestrians and to not conflict with vision clearance standards.

FMC 19.165 – Public Facilities Standards

19.165.010 Purpose and applicability.
A. Purpose. The purpose of this chapter is to provide planning and design standards for public and private transportation facilities and utilities. Streets are the most common public spaces, touching virtually every parcel of land....

B. When Standards Apply. Unless otherwise provided, the standard specifications for construction, reconstruction or repair of transportation facilities, utilities and other public improvements within the city shall occur in accordance with the standards of this chapter....

C. Standard Specifications. The city engineer shall establish standard construction specifications consistent with the design standards of this chapter and application of engineering principles. They are incorporated in this code by reference.

D. Conditions of Development Approval. No development may occur unless required public facilities are in place or guaranteed, in conformance with the provisions of this code.....

E. Rough Proportionality Report -- not applicable.

Condition of Approval: Prior to the issuance of building permits the applicant shall submit final engineered construction plans for public facilities (water, sewer, storm drainage) to Public Works for review and approval that meet city design standards.

19.165.020 Transportation standards.

Transportation standards are necessary so that the Fairview street system remains intact and well connected. Streets are critical to the connection of neighborhoods, businesses, schools, etc. It is important to regulate roadway sizes, locations and right-of-way dimensions……

19.165.025 Transportation improvements.

A. Development Standards. No development shall occur unless the development has frontage or approved access to a public street, in conformance with the provisions of Chapter 19.162 FMC, Access and Circulation, and the following standards are met:

1. Streets within or adjacent to a development shall be improved in accordance with the transportation system plan and the provisions of this chapter;

2. Development of new streets, and additional street width or improvements planned as a portion of an existing street, shall be improved in accordance with this section, and public streets shall be dedicated to the applicable city, county or state jurisdiction;

3. New streets and drives connected to a collector or arterial street shall be paved; and

4. The city may accept a future improvement guarantee (e.g., owner agrees not to remonstrate (object) to the formation of a local improvement district in the future) in lieu of street improvements if one or more of the following conditions exist:

a. A partial improvement may create a potential safety hazard to motorists or pedestrians;

b. Due to the developed condition of adjacent properties it is unlikely that street improvements would be extended in the foreseeable future and the improvement associated with the project under review does not, by itself, provide increased street safety or capacity, or improved pedestrian circulation;

c. The improvement would be in conflict with an adopted capital improvement plan; or

d. The improvement is associated with an approved land partition on property zoned residential and the proposed land partition does not create any new streets.

B. Variances. Variances to the transportation design standards in this section may be granted by means of a Class B variance, as governed by Article V of this title, Variances. A variance may be granted under this provision only if a required improvement is not feasible due to topographic constraints or constraints posed by sensitive lands Chapter 19.106 FMC

FINDINGS: 19.165.025.A, the site has frontage and access to NE Halsey, a public street. NE Halsey is under the jurisdiction of Multnomah County. As discussed above, the applicant is seeking a variance from Multnomah County.

C. Creation of Rights-of-Way for Streets and Related Purposes – not applicable

D. Creation of Access Easements – not applicable.

E. Street Location, Width and Grade.

1. Street grades shall be approved by the city engineer in accordance with the design standards in subsection N of this section; and

2. Where the location of a street is not shown in an existing street plan (see subsection H of this section), the location of streets in a development shall either:

a. Provide for the continuation and connection of existing streets in the surrounding areas, conforming to the street standards of this chapter, or

b. Conform to a street plan adopted by the planning commission, if it is impractical to connect with existing street patterns because of particular topographical or other existing conditions of the land. Such a plan shall be based on the type of land use to be served, the volume of traffic, the capacity of adjoining streets and the need for public convenience and safety.

FINDINGS: The proposed development does not create new public rights-of-ways. This site is constrained to east and south. Fairview Creek runs through the property along the eastern boundary and there is a significant grade difference to the south of the property abutting the Village. The site to the west is in the Village and when developed will take access from Market Street. This site was not considered at the time the Village was developed. The applicant is proposing two accesses from NE

Halsey Street into the development. The two drive-aisles create a "U" shape around the proposed development. Access and circulation is described in detail above. Staff finds that the proposal addresses the needs of all uses onsite and modes of travel in the area (pedestrian/bicycling/transit).

F. Minimum Rights-of-Way and Street Sections – not applicable

G. Traffic Signals and Traffic Calming Feature – not applicable

J. Sidewalks, Planter Strips, Bicycle Lanes. Sidewalks, planter strips, and bicycle lanes shall be installed in conformance with the standards in Figures 19.165.025(F)(1) to (6), applicable provisions of the transportation system plan, the Comprehensive Plan, and adopted street plans. Maintenance of sidewalks, curbs, and planter strips is the continuing obligation of the adjacent property owner. All work must comply with the city of Fairview public works construction standards.

FINDINGS: There is an existing sidewalk and bicycle lane on NE Halsey.

Condition of Approval: Sidewalks, planter strips, shall be installed in conformance with City standards FMC 19.165.025(F)(1) to (6). Maintenance of sidewalks, curbs and planter strips is the obligation of the adjacent property owner.

K. Intersection Angles….

L. Existing Rights-of-Way…

M. Cul-de-Sacs…

N. Grades and Curves…

FINDINGS: K-N above -- not applicable.

O. Curbs, Curb Cuts, Ramps, and Driveway Approaches. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 19.162 FMC, Access and Circulation.

Condition of Approval: Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 19.162 FMC, Access and Circulation.

P. Streets Adjacent to Railroad Right-of-Way….

Q. Development Adjoining Arterial Streets…

R. Alleys, Public or Private. Alleys…

S. Private Streets….

T. Street Names….

U. Survey Monuments…

V. Street Signs….

FINDINGS: P-V above, not applicable.

W. Mail Boxes. Plans for mail boxes to be used shall be approved by the United States Postal Service.

FINDINGS: The applicant is proposing that mail boxes will be located in an alcove behind building E-1.

Condition of Approval: Prior to final occupancy all mail boxes shall be installed in accordance with approved plan from USPS.

X. Streetlight Standards. Streetlights shall be installed in accordance with city standards.

FINDINGS: Existing street lights are installed on NE Halsey Street. The applicant is proposing lighting within the development (see Attachment 13).

Condition of Approval: All onsite external lighting shall be designed to have no off-site glare.

Y. Street Cross-Sections – not applicable

19.165.040 Sanitary sewer and water service improvements.
The sanitary sewer and water service improvements ensure adequate sanitary sewer services to new developments.

A. Sewers and Water Mains Required. Sanitary sewers and water mains shall be installed to serve each new development and to connect developments to existing mains in accordance with the city's construction specifications and the applicable Comprehensive Plan policies.

B. Sewer and Water Plan Approval. Development permits for sewer and water improvements shall not be issued until the city engineer has approved all sanitary sewer and water plans in conformance with city standards.

C. Oversizing. Proposed sewer and water systems shall be sized to accommodate additional development within the area as projected by the Comprehensive Plan. The developer shall be entitled to system development charge credits for the oversizing.

D. Permits Denied. Development permits may be restricted by the city where a deficiency exists in the existing water or sewer system which cannot be rectified by the development and which if not rectified will result in a threat to public health or safety, surcharging of existing mains, or violations of state or federal standards pertaining to operation of domestic water and sewerage treatment systems. Building moratoriums shall conform to the criteria and procedures contained in ORS 197.505 to 197.520. (Ord. 6-2001 § 1)

FINDINGS: The applicant submitted a preliminary public improvement plans showing water and sanitary sewer service improvements.

Condition of Approval: Prior to receiving building permits the applicant shall submit final engineered construction plans for public facilities (water, sewer, storm drainage) to Public Works for review and approval that meet city design standards.

Water

The site is currently served from a 10" diameter city water line extending from NE Halsey Street. The development will need to meet fire flow verification (commercial and residential).

Condition of Approval: Public Works shall approve backflow assembly devices to be installed at appropriate service locations.

Sewer

Access of sanitary sewer lateral connection is available to this site from an existing 8" sanitary sewer main located from NE Halsey.

Condition of Approval: Prior to receiving building permits the applicant shall provide sanitary sewer capacity to Public Works staff to determine accommodation within the city's existing sewer system.

Condition of Approval: If there is an existing private wastewater disposal system on site it shall be abandoned in accordance with the regulations of the Oregon Department of Environmental Quality.

19.165.050 Storm drainage.

The storm drainage section requires developers to accommodate and treat stormwater runoff from buildings and parking lots.

A. General Provisions. The city shall issue a development permit only where adequate provisions for stormwater and flood water runoff have been made.

B. Accommodation of Upstream Drainage. Culverts and other drainage facilities shall be large enough to accommodate potential runoff from the entire upstream drainage area, whether inside or outside the development. Such facilities shall be subject to review and approval by the city engineer.

C. Effect on Downstream Drainage. Where it is anticipated by the city engineer that the additional runoff resulting from the development will overload an existing drainage facility, the city may deny approval of the development permit unless provisions have been made for improvement of the potential condition or until provisions have been made for storage of additional runoff caused by the development in accordance with city standards.

D. Easements. Where a development is traversed by a watercourse, drainage way, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for conveyance and maintenance. (Ord. 6-2001 § 1)

FINDINGS: The applicant has provided a preliminary Utility Plan and Stormwater Management Memo (see Attachment 4, and 15).

The site is not currently served with stormwater infrastructure. The current stormwater runoff sheet flows to the east to Fairview Creek. The proposed drainage system will collect the runoff from the pavement hardscaped areas and pipe it to a mechanical filtration and then to a StormTech Chamber system for detention. A flow control manhole will manage the stormwater release rates. Stormwater quality for the parking lot area will be achieved using a 12-cart 96" StormFilter Manhole and a 2-cart StormFilter catch basin. Roof runoff will be conveyed to drywells that are designed based on geotechnical recommendations.

The preliminary water quality and detention facilities have been designed to meet the City of Portland, Stormwater Quality Facilities Design Guidance Manual, dated January 2014. The site flows are to Fairview Creek and as such stormwater design is required to detain the post construction 2/year storm to the rate of ½ of the 2/year predevelopment (Lewis & Clark) release rate. The conveyance piping is sized to handle expected flows from the 25 year design storm.

Final engineered stormwater plans shall use best management practices as specified in the "City of Portland Stormwater Quality Facilities Design Guidance Manual." The storm system design shall demonstrate how a 100-year flood event will be accommodated without adversely affecting existing and adjoining properties. A copy

of these calculations and worksheets shall be submitted with the final engineered plans. Maintenance of private stormwater facilities is the responsibility of the property owner.

Condition of Approval: Prior to receiving development permits, the applicant shall prepare a final engineered stormwater management plan to be reviewed and approved by Public Works. The Plan shall use best management practices as specified in the City of Portland Stormwater Quality Facilities Design Guidance Manual, show accommodation of potential runoff, and effects on downstream drainage. As part of the final engineered stormwater plan, a geotechnical analysis of the permeability rate of the soil shall be included.

Condition of Approval: Prior to receiving development permits the applicant shall prepare an Operations and Maintenance Agreement for private stormwater that shall meet maintenance procedures and frequency of inspections and approved by Public Works.

Condition of Approval: As part of the condition of approval to replat the site, the applicant shall place a public stormwater easement over the Fairview Creek buffer and mitigation area.

19.165.060 Utilities.
The utilities section provides standards regarding electric lines and cable. Many types of utilities now must be installed underground for safety and aesthetic purposes.

A. Underground Utilities. All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services and related facilities shall be placed underground, except for surface-mounted transformers, surface-mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above. The following additional standards apply to all new subdivisions, in order to facilitate underground placement of utilities…..

Condition of Approval: All utility lines except those required except for surface-mounted transformers, surface mounted connection boxes and meter cabinets, and temporary service during construction shall be placed underground.

19.165.060 B-C – Not applicable

19.165.070 Easements.
The easements section provisions reserve adequate space for utilities….

FINDINGS: Conditioned above

19.165.080 Construction plan approval and assurances.
The construction plan approval portion ensures the completion of a development by a builder.

Condition of Approval: Prior to receiving development permits all plans must be approved by the City, development permit fees paid, and permits issued.

19.165.090 Installation.
A. Conformance Required. Improvements installed by the developer either as a requirement of these regulations or at his/her own option, shall conform to the requirements of this chapter, approved construction plans, and to improvement standards and specifications adopted by the city.

B. Adopted Installation Standards. The Standard Specifications for Public Works Construction, Oregon Chapter APWA shall be a part of the city's adopted installation standard(s); other standards may also be required upon recommendation of the city engineer.

C. Commencement. Work shall not begin until the city has been notified in advance.

D. Resumption. If work is discontinued for more than one month, it shall not be resumed until the city is notified.

E. City Inspection. Improvements shall be constructed under the inspection and to the satisfaction of the city. The city may require minor changes in typical sections and details if unusual conditions arising during construction warrant such changes in the public interest. Modifications requested by the developer shall be subject to land use review under Chapter 19.415 FMC, Modifications to Approved Plans and Conditions of Approval. Any monuments that are disturbed before all improvements are completed by the subdivider shall be replaced prior to final acceptance of the improvements.

F. Engineer's Certification and As-Built Plans

Condition of Approval: The applicant agrees to comply with all regulations and requirements of the Fairview City Code which are current on this date, EXCEPT where variance or deviation from such regulation and requirements have been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval.

Other Standards: Solid Waste Storage, Equipment Screening, Signs, etc.

Findings: The site plan indicates a trash disposal and recycling area near the southwest corner of the site, east of building H-3. Outside trash enclosures and recycling areas shall be adequately screen from public view.

Condition of Approval: Prior to final occupancy all outside trash enclosures areas shall be constructed with a minimum six (6) ft. high wall and have a self-closing gate constructed of solid materials and attached to posts and embedded in concrete.

Condition of Approval: All ground mounted utility appurtenances such as transformers, AC condensers, backflow devices, etc., shall be located out of public view and adequately screened in such a manner as to minimize the visual and acoustical impact. To the extent possible, equipment shall be located behind the building, on the side of the building or outside public view. Equipment within public view shall be screened to and may include a combination of landscaping and/or masonry or lattice walls or berms. All gas and electrical meters shall be concealed and/or painted to match the building

Condition of Approval: No signs shall be installed without a sign permit issued by the City of Fairview. Sign area, size and location shall be in accordance with the City's Development Code Title 19.170.

7.PROPOSED FINDINGS NATURAL RESOURCE REGULATIONS

FMC 19.105 Flood Plain Overlay

19.105.030 Compliance.
No structure or land shall hereafter be constructed, located, extended, converted or altered without full compliance with the terms of FMC Chapter 16.05, Flood Damage Prevention.

19.105.060 Conditional uses.
The following uses are permitted conditionally:
A. All uses allowed in the base zone or existing flood hazard overlay zone.

FINDINGS: The applicant will need to provide that the development is in full compliance with FMC Chapter 16.05, Flood Damage Prevention. This chapter of the

Municipal Code is not under Title 19, Development Code. Planning staff finds that the applicant has substantially met the requirements for buffer averaging and the submitted mitigation plan ensures that the remaining corridor area and the new offset (the buffer averaging area) is equivalent or enhanced for water quality and habitat functions and values. As conditioned below, the applicant will need to meet all applicable code criteria in FMC 16.05 prior to the submittal of development permits.

Condition of Approval: Prior to the submittal for development permits (grading, erosion, building, etc.) the applicant shall submit all necessary information to the City's building official to be reviewed for compliance with FMC Chapter 16.05.

Chapter 19.106: Natural Resource Regulations

19.106.010: Purpose

A. The city has determined through review, investigation and development of appropriate regulation and guidelines to promote the application and utilization of the city's Comprehensive Plan, that the city's major water features the Columbia River, Fairview Creek, Osburn Creek, No Name Creek, Raintree Creek, Salmon Creek, Clear Creek, Fairview Lake, Columbia Slough, and associated wetlands and riparian areas, and upland habitat areas, as defined herein, are a valuable and irreplaceable natural resource to the community. It is the intention of the Fairview city council to protect and regulate the city's natural resources with the following purposes

1. To protect the natural functions of the city's natural resources, including its soil structure and vegetation, to maintain water quantity and quality, store recharge and discharge groundwater, and reduce needs for future stormwater treatment, collection and control facilities.

2. To prevent property damage and degradation from storms and floods and to promote bank stabilization.

3. To protect and enhance valuable fisheries and wildlife habitat.

4. To provide an aesthetically pleasing and healthy environment.

5. To implement the city's Comprehensive Plan.

6. To allow for the storage and conveyance of stream flows through existing and natural flood conveyance systems.

7. To minimize flood impacts, flood peak flows and wind and wave impacts.

8. To maintain water quality by reducing and sorting sediment loads, processing chemical and organic wastes and reducing nutrients.

9. To protect and enhance wildlife habitat.

10. To maintain water quality through the implementation of total maximum daily load (TMDL) requirements.

11. To promote recreational and education opportunities and public access to open spaces and natural resources.

12. Find the appropriate balance between resource protection and enhancement and reasonable development. Variable riparian resource protection areas of 35 feet, 40 feet, 55 feet and 75 feet are established as shown on the city's adopted natural resources inventory map.

B. The purpose of the upland habitat areas is to protect habitat and wildlife areas while permitting appropriate development when carried out in a sensitive manner with minimal impacts on identified natural resource values

19.106.030: Coordination with other regulations

A. Implementation of this chapter is in addition to, and shall be coordinated with, FMC Title 19, Development Code, and FMC Title 16, Environmental Regulations.

B. When this chapter conflicts with other sections of the Fairview Municipal Code, the more restrictive provision shall apply.

C. The requirements of this chapter apply in addition to all applicable local, regional, state, and federal regulations, including those for wetlands and flood management areas. Where this chapter imposes restrictions that are more stringent than regional, state, and federal regulations, the more stringent regulation shall apply.

D. Development in or near wetlands and streams may require permits from the Oregon Department of State Lands (DSL) and the U.S. Army Corps of Engineers (Corps). If a federal permit is required, a water quality certification from the Oregon Department of Environmental Quality (DEQ) may also be required. The public works director shall notify DSL and the Corps when an application for development within streams and wetlands is submitted. Applicants are encouraged to contact the above-mentioned agencies first before preparing development plans. (Ord. 3-2012 §§ 2, 3(Att. 2))

19.106.040 Resource protection area requirements.

A. Standards outlined in this section apply to the city's riparian resources and upland habitats as shown on the city of Fairview natural resource map adopted by the city

council on September 5, 2012, (hereon referred to as "the map") which includes the Columbia River and Fairview Creek, Osburn Creek, No Name Creek, Salmon Creek, Rain Tree Creek, and Clear Creek, and mapped wetlands and upland habitat.

B. Each resource has been designated with a specific protection area as shown on the map. The map shows Fairview's riparian resources that are subject to a 35-, 40-, 55-, or 80-foot riparian buffer resource protection area. The protection areas are measured from the centerline of the creek in each direction 35, 40, 55, or 80 feet as shown on the map. Where there are multiple reaches of waterbodies the protection area shall be measured from the centerline of each reach.

1. Riparian Resource Protection Areas. The riparian resource protection area includes the mapped resource and the area of land immediately adjacent to the edges of banks located along the Columbia River and Fairview Creek, Osburn Creek, No Name Creek, Salmon Creek, Rain Tree Creek, and Clear Creek.

Each resource protection area has a specific required buffer of either 80 feet (160-foot total width), 55 feet (110-foot total width), 40 feet (80-foot total width), and 35 feet (70-foot total width) as set forth below and as shown on the adopted map. The resource protection area shall be measured from the centerline of the creek.

c. The 40-foot resource protection area applies to:

- Fairview Creek from the city detention pond located just north of Fairview Village north toward Smith Memorial Church, as shown on the adopted map.

Table 19.106.040(B)
Permitted and Prohibited Uses

		35-ft. RPA	40-ft. RPA	55-ft. RPA	80-ft. RPA	50-ft. Wetland Buffer	Upland Habitat
5	Development of permitted structures allowed in the underlying zone within the resource protection area subject to FMC 19.106.040(D), Exception process.	Prohibited	Type III*	Type III*	Type III*	Type III	Type III

*Type III – Subject to standards 19.106.040.D.(E) Buffer Averaging

C. Development and Construction Standards. The following standards apply to development and construction in the resource protection areas identified in this section (FMC 19.106.040 and as permitted in Table 19.106.040(B)). These standards do not apply to Fairview Lake or natural resources located within Fairview Village. An applicant wishing to deviate from these standards to increase the allowable development

footprint may make a request to the planning commission through the Type III review process and the exception process listed in subsection D of this section. The request may only be made for permitted uses listed in Table 19.106.040(B).

1. All plantings installed must be native plantings approved on the Metro Native Plant List and be deemed compatible with the environment in which they are to be planted. Plantings shall be in compliance with subsection E of this section, Mitigation.
2. Benches may not exceed eight feet in length and may be no larger than the average industry standards for bench width.
3. Areas disturbed for seating and viewing cannot exceed 300 square feet of applicable resource protection area. Only one seating or viewing area may be installed per 100 feet by 100 feet of applicable resource protection area. Mitigation shall be provided consistent with subsection E of this section.
4. Private natural pathways or trails shall be no wider than 30 inches. Where trails or paths include stairs, the stair width shall not exceed 50 inches. Trails and pathways shall be constructed using nonhazardous, pervious materials where applicable. Raised boardwalks may be considered by the public works director only when needed to lessen impacts to resource areas. Trails shall provide the most direct access to the resource area and shall not excessively meander.
5. Public pathways on public property or easements shall be no wider than five feet and shall be constructed using nonhazardous, pervious materials where applicable. Pathways may be larger than five feet if necessary to comply with ADA requirements or if the public works director deems necessary. Trails shall be constructed using nonhazardous, pervious materials where applicable. Raised boardwalks may be considered only when the applicant demonstrates they are needed to lessen negative impacts to the resource area.
6. Stream bank, bed, or water alteration proposals and applications shall be prepared by a qualified professional and must include submission of a city of Fairview habitat assessment form.
7. Minor encroachments in commercial areas for outdoor seating or resource viewing may not exceed 500 square feet in area per 100 lineal feet of resource buffer. Encroachments are subject to mitigation requirements and resource protection area buffer averaging.
8. Use of heavy machinery or herbicides for invasive and nonnative plant removal is not permitted unless special exception is granted by the public works director.
9. Erosion/sedimentation control devices shall be installed between the area to be disturbed by the proposed development and construction and the adjacent water feature; these devices shall comply with specifications and procedures outlined in the soil erosion control ordinance (Chapter 16.15 FMC), must be installed prior to any soil disturbance, and remain in place during construction and afterwards until the soil has stabilized.

10. Stormwater detention and filtration facilities which are designed according to the best management practices described in the standard specifications ordinance and related ordinances and technical guidance manuals shall be provided when applicable.
11. Bridges, culverts and similar structures shall be designed and constructed to facilitate fish passage during periods of low stream flow.
12. Roads, bridges, culverts, and utility crossings of a waterbody or associated riparian buffer area shall conform with Oregon Department of Fish and Wildlife (ODFW) requirements for such crossings or obtain ODFW approval for any deviation from them; however, such crossings shall be avoided when practical alternative routing exists, and roads shall be constructed away from waterbodies and riparian areas, except at crossings, which shall be aligned perpendicular to the resource site.
13. Temporary disturbances may not exceed more than 25 percent of the area of the applicable resource protection area. Temporary disturbances are those that occur during an allowed or approved development activity but will not persist beyond completion of the project. Temporary disturbances include, but are not limited to, construction access ways, material staging and stockpile areas, and excavation areas for building foundations, utilities, stormwater facilities, etc.
14. Protection of Resource Protection Area During Site Development. During development of any site containing an applicable resource protection area identified in this section, the following standards apply:

a. Work areas shall be marked to reduce potential damage to resource areas.
b. Trees within applicable resource protection areas shall not be used as anchors for stabilizing construction equipment.
c. Native soils disturbed during development shall be conserved on the property.
d. An erosion and sediment control plan is required and shall be prepared in compliance with requirements set forth by the city's public works standards.
e. Site preparation and construction practices shall be followed that prevent drainage of hazardous materials or erosion, pollution, or sedimentation to any applicable resource protection area adjacent to the project area.

D. Exception Process. Any proposed development within a riparian resource protection area, upland habitat areas, or the required 50-foot buffer for wetland areas must file an exception application with the city of Fairview. The intent of the exception process is to allow reasonable development of property while providing protection for water and wildlife resources.

1. The applicant may utilize the following methods for avoiding or minimizing development within the upland habitat area and riparian resource protection areas. Exception applications must demonstrate compliance with the following criteria:

(E) Buffer Averaging: Buffer averaging is permitted for new development activities, excluding any existing building footprint area already encroaching into the riparian resource area. Reductions from the standard buffer setback distances shall be accomplished through averaging the buffer distance on a site. Buffer averaging involves decreasing a portion of the riparian buffer within the proposed development site and increasing the buffer in another area. The new buffer area will need to provide equivalent or enhanced protection of the functions of values of the riparian resource area and provided the total area contained in the buffer on the proposed development site does not decrease.

(1) Criteria for buffer averaging include:

(a) The Resource Protection Area may not be reduced more than 60% (or 24 ft.) in the 40 ft. Resource Protection Area, 50% in the 55 ft. Resource Protection Area (or 27.5 ft.) and 40% in the 80 ft. Resource Protection Area (or 32 ft.)

(b) Buffering Averaging is allowed with the following site assessment prepared by a qualified professional. At a minimum the assessment shall contain:

i. A description of the proposed development, including a site plan and distance to property lines.

ii. A description and illustration of the relationship between the proposed development and the Riparian Resource Protection Area.

iii. An assessment and illustration of the existing condition of the Riparian Resource Protection Area within and adjacent to the project area. This assessment must include when appropriate, a wetland delineation report approved by DSL and acreage.

iv. An analysis, based upon best available science, of how the averaged buffer area will provide protection that is equal to or better than of the current buffer area.

v. A discussion of alternatives that would have less impact on the Resource Protection Area and associated buffer.

(c) Any proposed buffer averaging requires enhancement and mitigation of the remaining Resource Protection Area and the new buffer averaging area. A mitigation plan must be prepared that meets section 19.106.040.E Mitigation.

(d) Wherever practical, reductions in the buffer distance shall occur adjacent to lower value or less sensitive areas within the buffer site and the expansion of the buffer in compensation shall occur within higher value or more sensitive areas.

(e) To the extent practicable, wherever riparian buffers are reduced from the standard setbacks, the buffer shall be increased on the opposite bank of the channel across from the area where the reduction is allowed.

(f) A development permit shall be obtained before construction or development begins within any area of special flood hazard. Requirements for the permit as well as specific and general standards are outlined in Chapter 19.105 FMC, and 16.05 FMC.

FINDINGS: FMC 19.106.040(D) Exception Process: The applicant proposes to place buildings within the western 40-foot riparian area buffer in order to make efficient use of the site. The applicant has requested an exception to allow the building encroachment in the 40-foot buffer zone and to use buffer averaging and mitigation standards to protect the functions and values of the riparian resource area. Buildings A, B1-3 and C1-2 all encroach into the buffer on the eastern portion of the site. Encroachment ranges from approximately 6 feet to 24 feet which is in compliance with the code language.

The applicant's proposal indicates a riparian encroachment of 4,504 sq. ft. into the total 21,823 sq. ft. riparian corridor area (40 ft. on each side/center of stream). The remaining portion of the 80 ft. corridor (17, 319 sq. ft.) will be planted with native trees and shrubs. The area outside the original 80 ft. corridor is 6, 365 sq. ft. and is

located on the east side of the stream. This area exceeds the encroachment (4,504 sq. ft.) amount by 1,861 sq. ft. of open space. This is the area that is used to meet the buffering averaging criteria and will also be planted with native vegetation.

Roughly 2,000 sq. ft. of the proposed encroachment is within mapped special flood hazard area and FMC 19.105 Flood Plain Overlay applies (see findings below).

A mitigation plan has been submitted that meets the requirements in FMC 19.106.040.E (see Attachments 11 and 12).

Per the city's mitigation and buffer averaging requirements the applicant is required to mitigate for the encroachment area and to ensure that the new offset (the buffer averaging area) is equivalent or enhanced for water quality and habitat functions and values.

Per option 2, in the city's mitigation requirements, the applicant is required to plant 109 trees and 543 shrubs for a total of 652 plants and shrubs. The applicant has well exceeded this amount (1,100 trees and shrubs) in the mitigation plan to ensure that a minimum of 80% of the overall number of native trees and shrubs planted in the riparian area are present after 5 years.

Per the submitted mitigation plan annual monitoring will occur at least once between May and September to assess site conditions. An annual monitoring report summarizing the data collected will be submitted to the City of Fairview by December 31 of each monitoring year.

Condition of Approval: Temporary fencing shall be installed at the edge of the riparian corridor during construction activities. Temporary fencing shall be installed prior to construction and shall be maintained throughout the construction period.

Condition of Approval: No construction materials shall be stored in the riparian buffer corridor.

19.106.040(E) Mitigation

E. Mitigation. The purpose of mitigation is to compensate for negative impacts that occur to the natural resource and designated protection area as a result of development activity. Vegetation mitigation is required for the following activities and development:

> Mitigation Requirements Associated with Development. Mitigation is required for all development:

• Within a designated resource protection area (riparian areas, wetlands, and upland habitat areas).

Option 2. The mitigation option shall be calculated based on the size of disturbance area within the mapped protection area. Native trees and shrubs are required to be planted at a rate of one tree and five shrubs for every 100 square feet of disturbance area. All fractions shall be rounded to the nearest whole number of trees and shrubs. Bare ground must be planted or seeded with native grasses or herbs.

3. Mitigation Plan and Planting Requirements (For All Types of Required Mitigation). A mitigation plan including a calculation demonstrating compliance with vegetation mitigation requirements must be submitted with the land use application and consistent with this subsection E and shall include the following:

a. A tree removal plan showing all trees greater than six inches in diameter to be removed must be submitted with the land use application. The tree removal plan must clearly label healthy/viable trees, and dead, diseased, or hazardous trees.

b. Plant Size. Replacement trees must be at least two inches in caliper measured at six inches above the ground level for field grown trees or above the soil for container grown trees. Oak or madrone trees shall be a minimum one-gallon size. Shrubs must be in at least a one-gallon container or equivalent ball and burlap and must be at least 12 inches in height.

c. Plant Spacing. When feasible, trees shall be planted between eight and 12 feet on plant center and shrubs shall be planted between four and five feet on center or clustered in single species groups of no more than four plants, with each cluster planted between eight and 10 feet on center.

d. Plant Diversity. Shrubs must consist of at least two different species. If 10 trees or more are planted, no more than 50 percent of the trees may be of the same genus.

e. Native Plants. Only resource-specific native plants identified on the most updated version of the Metro Native Plant List are permitted.

f. Location of Mitigation Area. All vegetation must be planted on the applicant's site within the resource protection area first. If there is not sufficient room within the resource protection area, planting may occur contiguous to the resource protection area. If the vegetation is planted outside the resource protection area, then the applicant shall preserve

the contiguous area by executing a deed restriction such as a restrictive covenant.

g. Invasive Vegetation. Invasive, nonnative or noxious vegetation must be removed within the mitigation area prior to planting mitigation vegetation.

h. Tree and Shrub Survival. A minimum of 80 percent of the trees and shrubs planted shall remain alive on the fifth anniversary of the date that the mitigation planting is complete.

i. Monitoring and Reporting. Monitoring of the mitigation site is the ongoing responsibility of the property owner. Plants that die must be replaced in kind. For a period of five years, the property owner must submit an annual report to the city of Fairview public works director documenting the survival of the trees and shrubs on the mitigation site.

j. To enhance survival of mitigation plantings the following practices are recommended, but not required:

i. Mulching. Mulch new plantings a minimum of three inches in depth and 18 inches in diameter to retain moisture and discourage weed growth.

ii. Irrigation. Water new plantings one inch per week between June 15th and October 15th for the three years following planting.

iii. Weed Control. Remove or control nonnative or noxious vegetation throughout maintenance period.

FINDINGS: The site is located in the area north of the City's Chinook detention pond and is subject to the 40-foot required buffer zone measured from the centerline of Fairview creek on both sides for an 80 ft. riparian corridor. A map of the site with City Natural Resource Area and the proposed stream buffer mitigation plan is shown below on Attachment 11.

Per FMC 19-106.030 coordination with other regulations is required. The requirements of this chapter apply in addition to all applicable local, regional, state and federal regulations. The more stringent regulations shall apply. Public and private pathways, trails or boardwalks are subject to construction standards of FMC 19.106.040(C). The applicant's site plan shows a pathway leading to Fairview Creek between Buildings A and B1. The path is subject to a Type II review if it is provided. However, as part of this development, this land use review shall serve to assess the

impacts of the path. The applicant shall be required to meet the construction standards for the pathway.

Condition of Approval: The applicant shall notify the Oregon Department of State Lands and US Army Corps of Engineers prior to any site work in the stream bank.

Condition of Approval: Any construction of a path within the resource protection area shall meet the applicable requirements of FMC 19.106.040(C) and FMC 16.15 (Erosion Control).

Current conditions of stream buffer: The west side of the buffer has been recently cleared of Himalayan blackberry and a there are a few scattered trees and shrubs both native and non-native. The east side of the buffer is fully vegetated but is primarily dominated by Himalayan blackberries. Black cottonwood, red alder, and hawthorn are present except in wetter areas where reed canary grass is the dominant groundcover. This portion of Fairview Creek that runs through site is degraded but is amendable to enhancement measures that will increase water quality measures and habitat.

8. CONCLUSIONS & RECOMMENDATIONS

PLANNING COMMISSION ALTERNATIVES

1. Approve the application based on the findings of compliance with City regulations and conditions of approval.
2. Modify the findings, reasons, or conditions, and approve the request as modified.
3. Deny the application based on the Commission's findings
4. Continue the Public Hearing to a date certain if more information is needed.

STAFF RECOMMENDMATION

Staff finds that the proposed application will meet the requirements of the City Code as conditioned, and recommends approval of the site design review and natural resources review subject to the following:

CONDITIONS OF APPROVAL

The application, as presented, meets or can meet applicable City codes and requirements, provided that the following conditions of approval are met. The site shall be developed in accordance with the applicant's approved plans, as attached and modified below.

A. General Requirements

1. Approval for application shall be shown on:

Exhibits	"A"	Findings of Fact
	"B"	Referral Comments
Attachments	"1-6"	1) Project Narrative, 2) Site Plan, 3) Existing Conditions Map, 4) Utility Plan, 5) Colors and Materials, and 6) Elevations.

2. Any modifications to the approved plans or changes of use, except those changes relating to the Building Codes, will require approval by the Planning Director or Planning Commission.

3. Regardless of the content of material presented for this Planning Commission, including application text and exhibits, staff reports, testimony and/or discussions, the applicant agrees to comply with all regulations and requirements of the Fairview City Code which are current on this date, EXCEPT where variance or deviation from such regulation and requirements have been specifically approved by formal Planning Commission action as documented by the records of this decision and/or the associated Conditions of Approval.

4. In the absence of sufficient knowledge to predict the location of cultural resources within the project area, extreme caution is recommended during project related ground disturbing activities. Under state law archaeological sites, objects and human remains are protected on both state and private lands in Oregon. If archaeological objects or sites are discovered during construction, all activities should cease immediately until the Oregon State Historic Preservation Office has been contacted and an archaeological assessment of the discovery is prepared.

5. This approval for application 2015-52 DR shall become null and void after two (2) years if construction activities has not commenced.

6. Prior to the issuance of building permits the applicant shall submit an application to vacate property lines /replat the site to remove the interior lot lines only of TL 9200, and 9400.

7. All utility lines except those required except for surface-mounted transformers, surface mounted connection boxes and meter cabinets, and temporary service during construction shall be placed underground.

8. Prior to receiving development permits all plans must be approved by the City, development permit fees paid, and permits issued.

9. No signs shall be installed without a sign permit issued by the City of Fairview. Sign area, size and location shall be in accordance with the City's Development Code Title 19.170.

B. Prior to grading/site disturbance

1. The applicant shall be required to comply with all conditions set forth in the County's transportation decision for this site. These conditions shall be made part of this land use review and decision and any subsequent development permit.

2. Prior to the issuance of any development permit or construction activity on the site, the applicant shall submit a construction management plan for review and approval by the Public Works Department. The plan shall include but is not limited to, a tentative development timeline, any significant impacts (noise/vibrations, street closures, etc.), a construction vehicle parking plan, names of persons who can be contacted to correct problems, hours of construction activity, and any work that may occur within a public right-of-way. Such use of a right-of-way may require a separate permit through the City or County.

3. The applicant shall obtain a grading and erosion control permit from the Public Works Department no more than 30 days before grading is commenced on site.

4. Prior to site disturbance temporary fencing shall be installed at the edge of the riparian corridor and shall be maintained throughout the construction period.

5. Prior to the submittal for development permits (grading, erosion, building, etc.) the applicant shall submit all necessary information to the City's building official to be reviewed for compliance with FMC Chapter 16.05.

C. Plan Check Review/Prior to Construction

1. Prior to the issuance of building permits the applicant shall submit an application to vacate property lines /replat the site to remove the interior lot lines only of TL 9200, and 9400.

2. Prior to the issuance of building permits the applicant shall revise the north elevation on Building A to include a window

3. Prior to the issuance of building permits the applicants shall revise the elevation and/or indicate that the garage entrances in Buildings D (1-4) should be set back from the front building elevation by 5 feet.

4. All pedestrian access and circulation shall be required to meet Americans with Disabilities (ADA) standards.

5. Prior to the issuance of building permits the applicant shall submit final engineered construction plans for public facilities (water, sewer, storm drainage) to Public Works for review and approval that meet city design standards.

6. Sidewalks, planter strips, shall be installed in conformance with City standards FMC 19.165.025(F)(1) to (6). Maintenance of sidewalks, curbs and planter strips is the obligation of the adjacent property owner.

7. Concrete curbs, curb cuts, wheelchair, bicycle ramps and driveway approaches shall be constructed in accordance with standards specified in Chapter 19.162 FMC, Access and Circulation.

8. All onsite external lighting shall be designed to have no off-site glare.

9. Prior to receiving building permits the applicant shall provide sanitary sewer capacity to Public Works staff to determine accommodation within the city's existing sewer system.

10. If there is an existing private wastewater disposal system on site it shall be abandoned in accordance with the regulations of the Oregon Department of Environmental Quality.

11. Prior to receiving development permits, the applicant shall prepare a final engineered stormwater management plan to be reviewed and approved by Public Works. The Plan shall use best management practices as specified in the City of Portland Stormwater Quality Facilities Design Guidance Manual, show accommodation of potential runoff, and effects on downstream drainage. As part of the final engineered stormwater plan, a geotechnical analysis of the permeability rate of the soil shall be included.

12. Prior to the issuance of building permits the applicant shall prepare a final Fire Access and Water Supply Plans to be reviewed and approved by Gresham Fire. The Plans shall address the following:
    a) Provide fire flow per Oregon Fire Code Appendix B. Fire flow for apartment buildings varies based on construction and square footage.

b) A temporary address of 6" shall be provided at each construction entrance prior to the arrival of materials or workers.

c) The site addressing shall meet the Gresham Fire Addressing Policy. Each entrance shall be a monument sign with a minimum 6" address numbers. After pulling in the driveway, each entrance shall have a monument sign with a site plan of the complex on the right side (provide a copy with the building permit plans for our review). Each building shall have a sign placard with a minimum 10" address letters and 6" unit numbers. Each individual apartment shall have a minimum 4" address numbers and commercial tenant spaces a minimum 6" numbers.

d) Public fire hydrant locations shall be indicated on the plans. A public hydrant may be required to be added near the entrance off Halsey. The onsite Private fire hydrants on the East and West sides shall be moved to the same side of the street as the FDC's. Another hydrant will be required to be added to the South side of Building D to meet spacing requirements. All fire hydrants shall have STORZ quick adapters on the large port. The model required is Harrington HPHA50-45NHWCAP.

e) A fire hydrant shall be within 50 feet of the fire sprinkler system "FDC's".

f) 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.

g) 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.

h) 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 26' wide to provide access for aerial ladder trucks.

i) 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.

j) No Parking Fire Lane signage or curb marking will be required. Fire access roads 20' – 26' wide do not allow parking on either side within that space. Parking spaces outside that space are acceptable. Indicate signage or curb marking on the building permit plans. I can email you our policy.

k) Each building is required to be provided with fire sprinklers. This includes balconies, decks and ground floor patios.

l) A fire alarm system will be required.

D. Landscaping/Riparian Buffer/Street Trees

1. Plantings along NE Halsey, within the vision clearance area shall not exceed three (3) feet in height.

2. No construction materials shall be stored in the riparian buffer corridor.

3. No grading and operation of vehicles and heavy equipment including gas powered equipment within the riparian corridor.

4. Street trees shall be planted at rate of one for every 30 ft. of the frontage along NE Halsey St, except where a planting a tree would conflict with utilities and similar physical barriers, and sight distance requirements for driveways.

5. All trees planted in the right-of-way shall include the installation of an approved root barrier adjacent to sidewalks and curbs for each tree, unless otherwise approved by the City.

6. Prior to final occupancy the street trees must be installed and inspected or a performance and maintenance bond shall be posted in an amount determined by the city engineer to ensure planting of the trees and care during the first two years.

7. The property owner shall maintain all landscaped areas in perpetuity upon completion and they shall be kept free from weeds and debris and

maintained in a healthy, growing condition and shall receive regular pruning, fertilizing, mowing and trimming. Any damaged, dead, diseased, or decaying plant material shall be replaced within 30 days.

8. As part of the condition of approval to replat the site, the applicant shall place a public stormwater easement over the Fairview Creek buffer and mitigation area.

9. The applicant shall notify the Oregon Department of State Lands and US Army Corps of Engineers prior to any site work in the stream bank.

10. Any construction of a path within the resource protection area shall meet the applicable requirements of FMC 19.106.040(C) and FMC 16.15 (Erosion Control).

E. Vehicle/Bike Parking and Pedestrian Access

1. All pedestrian access and circulation shall be required to meet Americans with Disabilities (ADA) standards.

2. Signs indicating that parking on site is available for residents, customers, employees, etc., shall conform to the standards of Chapter 19.170 FMC, Signage.

2. All parking shall meet city dimensional standards and be striped according to city standards.

3. All bicycle parking stalls shall be installed and located so as to not impede or create a hazard to pedestrians and to not conflict with vision clearance standards.

4. Seven (7) ADA parking spaces shall be marked and signed.

F. Prior to Final Occupancy

1. Prior to final building occupancy approval, copies of any applicable CC&R's and Operations and Maintenance Agreements must be recorded and provided to the city.

2. Prior to final occupancy all mail boxes shall be installed in accordance with approved plan from USPS.

3. Public Works shall approve backflow assembly devices to be installed at appropriate service locations.

4. Prior to final occupancy all outside trash enclosures areas shall be constructed with a minimum six (6) ft. high wall and have a self-closing gate constructed of solid materials and attached to posts and embedded in concrete.

5. All ground mounted utility appurtenances such as transformers, AC condensers, backflow devices, etc., shall be located out of public view and adequately screened in such a manner as to minimize the visual and acoustical impact. To the extent possible, equipment shall be located behind the building, on the side of the building or outside public view. Equipment within public view shall be screened to and may include a combination of landscaping and/or masonry or lattice walls or berms. All gas and electrical meters shall be concealed and/or painted to match the building.

Department of Community Services
Land Use and Transportation Planning Program
www.multco.us/transportation-planning

Multnomah County

1600 SE 190th Avenue, Portland Oregon 97233-5910 • PH. (503) 988-5050 • Fax (503) 988-3389

MEMORANDUM

TO: Sarale Hickson, Development Analyst, City of Fairview

CC: Joanna Valencia, Senior Transportation Planner
Brian Vincent, County Engineer
Alan Young, ROW Permit Specialist

FROM: Rachel Ferdaszewski, Transportation Planner

DATE: August 21, 2014

SUBJECT: File No. 2014-22 Parker, City of Fairview Pre-Application
1N3E28DD Tax Lot 09300, 22000 NE Halsey
R943281700
EP 2014-3720

The Multnomah County Transportation Program has reviewed the project description for the proposed 5-acre Mixed use development, of 160 units and office/retail located at 22000 Halsey St. in the City of Fairview. Halsey St is classified as a Minor Arterial facility per the County Functional Classification system and is under the jurisdiction of Multnomah County at this location. The site also has a small piece of frontage along NE Barr Road. Barr Road is classified as an Urban Local facility per the County Functional Classification system and is under the jurisdiction of Multnomah County at this location.

County Transportation does not object to this proposal provided that the measures outlined below are included as conditions of approval.

1. **Furnish deed restrictions committing the property owner to participate in future right-of-way improvements.**

   A non-remonstrance agreement or "deed restriction" will require that the property participate in standard urban local road improvements along the site's Halsey St frontage that are not completed as a part of the site's required interim improvements. <Contact Pat Hinds at (503) 988-5050 Ext. 83712 to complete the deed restrictions >

2. **Dedicate 10 feet of right-of-way along the site's NE Halsey Street frontage to Multnomah County.**

The preferred right-of-way for a Minor Arterial facility is 90-ft. The applicant is required to dedicate 10-ft in order to achieve a proportional share of this preferred standard. This right-of way will be used to improve the roadway to serve growing travel demand, which in part will be generated by this proposed action.

3. **Dedicate 5 feet of right-of-way along the site's NE Barr Road frontage to Multnomah County.**

   The preferred right-of-way for a Urban Local facility is 60-ft. The applicant is required to dedicate 5-ft in order to achieve a proportional share of this preferred standard. This right-of way will be used to improve the roadway to serve growing travel demand, which in part will be generated by this proposed action

4. **Complete a traffic study to determine what, if any, traffic mitigation is needed as a result of this proposal.**

   A traffic study is required to determine the impact of this proposed development on the public roadway system and to identify mitigation measures needed to address those impacts. Needed mitigation measures could include on and/or off-site improvements. Prior to commencement of the traffic study, please contact the Multnomah County Engineer, Brian Vincent, at (503) 988-5050 to determine the scope.

   Off-site improvements are required by County code (*Multnomah County Road Rules, Section 8.100)* as conditions of approval in order to satisfy safety requirements, development created capacity needs, County road maintenance requirements, Uniform Fire Code requirements, ADA requirements, and other public service requirements, and to protect the public from detrimental effects of a proposed development.

5. **A Road Rules Variance may be necessary for access.**

   It appears that the proposed development will not meet all the access standards in the Multnomah County Road Rules. The Multnomah County road Rules allows for a single access per parcel. Additionally, there are intersection and access spacing standards detailed in the Multnomah County Road Rules and/or Design and Construction Manual.

   Multnomah County Road Rules (16.100) provides for a variance from the county standards and requirements when written documentation substantiates that the requested variance is in keeping with the intent and purpose of County Code and adopted rules, and the requested variance will not adversely affect the intended function of the County road system or related facilities. A variance approval may include mitigation measures as condition of approval. Please contact Rachel Ferdaszewski, at (503) 988-3043 ex29640 to apply for a Road Rules Variance.

6. **Obtain an Encroachment permit from Multnomah County for all work in the public right of way.**

   Multnomah County has jurisdiction over the Halsey Street right-of-way. A permit is required in order to assure that all work in the right-of-way meets County standards.

[MCRR 18.00] Please contact Alan Young at (503) 988-3582 to obtain access, encroachment permit.

Other:

7. **Note that any work in the right of way 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]**

Any alteration of storm water drainage to the existing discharge needs to be reviewed by the County. Increased run-off to incorporated Multnomah County could negatively impact the roadway system. Stormwater drainage from the project must not impact the county road system. Please contact Greg Kirby at (503) 988-5050 extension 29623 for questions regarding this requirement.

--

The comments provided in this memorandum are based on the information provided in the hearing notice from the City of Faiview. 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.

City of Fairview

A Community of History and Vision

MEMORANDUM

TO: **Erika Palmer**

FROM: Zaldy Macalanda, Engineering Associate (Public Works Engineering)

DATE: August 07, 2014

RE: **Pre-Application Development Review for a 5-acre Mixed-Use Development (160 Units) at 22000 NE Halsey St. Fairview, OR.**

Comply with the following components of the City of Fairview Municipal Code (FMC); Erosion Prevention and Sediment Control (EPSC); adopted external agency standards (City of Portland Stormwater Quality Facilities Management and Design Guidance Manual) and best management practices.

- **Water:**

1. Water supply distribution is served by the City of Fairview. The applicant shall meet all City of Fairview conditions as part of this project. Contact Derrick Yates (City of Fairview, Public Works Lead Worker) for allocated Water Utility Agency boundaries.
2. Access of water service line connection is available to this site from an existing **10" diameter Ductile Iron Pipe City water main located at the north property frontage at NE Halsey St. Water meter shall be located in the right-of-way.** Check the water main As-built for connection details.
3. "Residential Fire-Flow Verification" for one-and two-family dwellings (all floor levels within the exterior walls and under horizontal projections of the roof, including garage) must meet minimum fire flow requirements. Site plan shall show nearest location of existing fire hydrant.
    - If City of Fairview is the water provider for the property, obtain the "Residential Fire-Flow Verification" form from the City of Fairview to be submitted with the building permit application. If Rockwood Public Utility District provides the water, please take the form to them to verify actual available on-site fire flow. Once RWPUD completes the lower portion of the form, include it with your building permit application.
4. On-site fire hydrant(s) if applicable shall be private, submit plans to Public Works Engineering for review and approval.
5. An approved backflow assembly shall be installed at service connections.

- **Sanitary Sewer:**

1. The applicant shall provide sanitary sewer capacity (in gpd) in writing to determine capacity accommodation with the City's existing sanitary sewer system designed capacity.
2. Access of sanitary sewer lateral connection is available to this site from an **existing 8" diameter concrete pipe City sanitary sewer main located at the north property frontage at NE Halsey St.**
3. If there is an existing private wastewater disposal system on site it shall be abandoned in accordance with the regulations of the Oregon Department of Environmental Quality.

- **Stormwater:**

For on-site stormwater quality management implementation address best management practices from point of collection, detention and Treatment to point of discharge.

1. Stormwater facility systems from collection, conveyance, detention and treatment to the discharge point is provided and managed by the **Multnomah County Drainage District (MCDD)**. Catch basin point sources are located at NE Halsey St. and NE Fairview Ave. There is no storm main collection system at NE Halsey St. and NE Fairview Ave. Contact Multnomah County for As-built information details.
2. Stormwater detention and treatment is provided by the Chinook Detention Pond and discharges to the Fairview Creek. Chinook Detention Pond is under assessment and evaluation study by Firwood Design Group for enhancing functionality, aesthetic and native vegetation management. The project will be completed during this Fiscal Year.
3. Provide treatment of stormwater runoff through the use of Best Management Practices (BMPs) as specified in the "City of Portland Stormwater Quality Facilities Design Guidance Manual". Plans and calculations shall be submitted for review and approval to the Public Works Department with the building permit application.
4. The storm system design shall demonstrate how a 100-year event will be accommodated without adversely affecting existing and adjoining properties. Verify Consultant's design calculations.
5. A copy of the calculations and worksheets used to design the storm drainage system shall be submitted with the plans for approval.
6. Maintenance of the private stormwater quality facility is the responsibility of the property owner. Operation and maintenance agreement will be established during the permitting process and the occupant must be in compliance according to maintenance procedure and frequency of inspection.

- **Well Head Protection:**

1. **This property is located in the Columbia South Shore Well Field Wellhead Protection Area (CSSWHPA). Any Hazardous Materials identified in the Inventory Form and site plan shall be submitted with the building permit submittal.**
2. Site improvements shall meet all applicable requirements based on the results of the inventory.
3. Under consideration of possible contaminated soils, there shall be no infiltration of stormwater runoff.

- **General:**

System Development Charges must be paid prior to permit issuance.

- **Access:**

Halsey Street is a Multnomah County road. Access shall be coordinated with Multnomah County.

- **Erosion Prevention & Sediment Control (EPSC) Manual and Appendices (A & B):**

Developers, builders and contractors shall ensure prevention of discharging sediment and pollutants from construction sites via stormwater or other construction related discharges. Refer to the City of Gresham's adopted Erosion Prevention and Sediment Control (EPSC) manual and technical information about EPSC best management practices (BMP's).

Sites required to obtain a DEQ issued 1200-C Permit (typically one acre or larger or as determined by DEQ).

Construction sites or phased development that will disturb one or more acres require a DEQ-approved erosion control plan and issuance of a 1200-C stormwater construction permit. At the discretion of DEQ, some sites less than one acre may also require a 1200-C permit.

The City of Fairview's Public Works Department will ensure that DEQ has issued this permit. Once issued, the Public Works Inspector will use the associated plan as a guidance document during the Pre-Construction meeting and to adaptively manage the site.

- ✓ Stormwater run-off shall be managed on-site. Plans shall be submitted to review and approval with the building permit.
- ✓ Keep and contain sediments on site. ***Never flush sediments into Drainage System (onsite/off-site).***
- ✓ All construction debris and other pollutants are kept out of stormwater storm

drains, streams, and any stormwater treatment facilities. No construction debris and other potential stormwater pollutants are permitted to leave the construction site.

- ✓ Provide and maintain storm drain inlet protection *(onsite/off-site).* Use Pre-fabricated filter Insert or Silt sacks for storm drain inlet protection. Maintain and clean sediments if it reaches 1/3 the exposed height of the storage depth.
    - It is recommended by DEQ not to use bio-bags on streets or other paved areas due to high maintenance and potential for damage and displacement. Make sure that they are not made of dense material for enough designed flow-through.
- ✓ Provide construction entrance/exit tracking controls. Ensure that gravel construction site entrances and exits are installed and maintain. Top dress with additional gravel as the condition demands. If the construction entrance/exit is paved or impervious then ensure that any tracked sediment is swept or vacuumed daily. Street washing is prohibited.
- ✓ Provide stockpile management for both soil and non-soil stockpiles.
- ✓ Provide temporary ground cover (such as straw mulch) during Oct. 31st to May 31st or until wet weather subsides.
- ✓ Provided daily inspection and maintenance when work is ongoing, or as needed during wet weather.
- ✓ Ensure entire site, including finished slopes, are fully stabilized prior to final EPSC inspection approval.
- ✓ Require additional BMP's, if necessary to protect adjacent property or downstream water quality.
- ✓ Remove temporary erosion controls once construction is completed and the site is stabilized.

- **City of Fairview Municipal Code:**

A. FMC (Fairview Municipal Code) Title 13 – Water & Sewers

♦ *Chapter 13.27 – Wastewater Tx Capacity Allocation Policy*

♦ *Chapter 13.30 – Storm Drainage*

♦ *Chapter 13.40 – Control of Non-Storm water Discharge. NPDES MS4 – IDDE (Illicit Discharge Detection & Elimination) Requirements.*

B. FMC (Fairview Municipal Code) Title 16 – Environmental Regulations.

- *Chapter 16.10 – Wellhead Protection*
- *Chapter 16.15 – Erosion Control Plan.*

C. FMC (Fairview Municipal Code) Title 19 - Development Code

- *Chapter 19.165 – Public Facilities Standards (FMC_Article III – Design Standards).*

~ END ~

Fairview File #: 15-16
Northbrook Apartments / 22000 NE Halsey
FROM: Shawn Durham, Gresham Fire (Shawn.Durham@GreshamOregon.gov)
DATE: 4/29/15
FIRE COMMENTS:

NOTE: Limited information at this time. All of the following will need to be provided on a separate FIRE ACCESS and WATER SUPPLY page with the building permit plans.

1. Provide fire flow per Oregon Fire Code Appendix B. Fire flow for apartment buildings varies based on construction and square footage. ***OFC App B Table B105.1.***

2. A temporary address of 6" shall be provided at each construction entrance prior to the arrival of materials or workers. ***OFC 505 & 3301***

3. The site addressing shall meet the Gresham Fire Addressing Policy. Each entrance shall be a monument sign with a minimum 6" address numbers. After pulling in the driveway, each entrance shall have a monument sign with a site plan of the complex on the right side (provide a copy with the building permit plans for our review). Each building shall have a sign placard with a minimum 10" address letters and 6" unit numbers. Each individual apartment shall have a minimum 4" address numbers and commercial tenant spaces a minimum 6" numbers. ***OFC 505.1***

4. Public fire hydrant locations are not indicated on the plans. They must be shown. A public hydrant may be required to be added near the entrance off Halsey. The onsite Private fire hydrants on the East and West sides shall be moved to the same side of the street as the FDC's. Another hydrant will be required to be added to the South side of Building D to meet spacing requirements. All fire hydrants shall have STORZ quick adapters on the large port. The model required is Harrington HPHA50-45NHWCAP. ***OFC 507***

5. A fire hydrant shall be within 50 feet of the fire sprinkler system "FDC's". ***OFC Appendix C 102.2 & NFPA 13E***

6. 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***

7. 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. ***OFC 507.3 & B-101.1***

8. 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 26' wide to provide access for aerial ladder trucks. ***OFC 1410, 503.2.1 & D103.1***

9. 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***
10. No Parking Fire Lane signage or curb marking will be required. Fire access roads 20' – 26' wide do not allow parking on either side within that space. Parking spaces outside that space are acceptable. Indicate signage or curb marking on the building permit plans. I can email you our policy. ***OFC D 103.6***

11. Each building is required to be provided with fire sprinklers. This includes balconies, decks and ground floor patios. ***903, 903.3.1.2***

12. A fire alarm system will be required. ***OFC 903.4 and 907***

13. 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***

Department of Community Services
Land Use and Transportation Planning Program
www.multco.us/transportation-planning

Multnomah County

1600 SE 190th Avenue, Portland Oregon 97233-5910 • PH. (503) 988-5050 • Fax (503) 988-3389

MEMORANDUM

TO: Sarale Hickson, Development Analyst, City of Fairview

CC: Joanna Valencia, Senior Transportation Planner
Brian Vincent, County Engineer
Alan Young, ROW Permit Specialist

FROM: Rachel Ferdaszewski, Transportation Planner

DATE: August 21, 2014

SUBJECT: File No. 2014-22 Parker, City of Fairview Pre-Application
1N3E28DD Tax Lot 09300, 22000 NE Halsey
R943281700
EP 2014-3720

The Multnomah County Transportation Program has reviewed the project description for the proposed 5-acre Mixed use development, of 160 units and office/retail located at 22000 Halsey St. in the City of Fairview. Halsey St is classified as a Minor Arterial facility per the County Functional Classification system and is under the jurisdiction of Multnomah County at this location. The site also has a small piece of frontage along NE Barr Road. Barr Road is classified as an Urban Local facility per the County Functional Classification system and is under the jurisdiction of Multnomah County at this location.

County Transportation does not object to this proposal provided that the measures outlined below are included as conditions of approval.

1. **Furnish deed restrictions committing the property owner to participate in future right-of-way improvements.**

   A non-remonstrance agreement or "deed restriction" will require that the property participate in standard urban local road improvements along the site's Halsey St frontage that are not completed as a part of the site's required interim improvements. <Contact Pat Hinds at (503) 988-5050 Ext. 83712 to complete the deed restrictions >

2. **Dedicate 10 feet of right-of-way along the site's NE Halsey Street frontage to Multnomah County.**

The preferred right-of-way for a Minor Arterial facility is 90-ft. The applicant is required to dedicate 10-ft in order to achieve a proportional share of this preferred standard. This right-of way will be used to improve the roadway to serve growing travel demand, which in part will be generated by this proposed action.

3. **Dedicate 5 feet of right-of-way along the site's NE Barr Road frontage to Multnomah County.**

   The preferred right-of-way for a Urban Local facility is 60-ft. The applicant is required to dedicate 5-ft in order to achieve a proportional share of this preferred standard. This right-of way will be used to improve the roadway to serve growing travel demand, which in part will be generated by this proposed action

4. **Complete a traffic study to determine what, if any, traffic mitigation is needed as a result of this proposal.**

   A traffic study is required to determine the impact of this proposed development on the public roadway system and to identify mitigation measures needed to address those impacts. Needed mitigation measures could include on and/or off-site improvements. Prior to commencement of the traffic study, please contact the Multnomah County Engineer, Brian Vincent, at (503) 988-5050 to determine the scope.

   Off-site improvements are required by County code (*Multnomah County Road Rules, Section 8.100)* as conditions of approval in order to satisfy safety requirements, development created capacity needs, County road maintenance requirements, Uniform Fire Code requirements, ADA requirements, and other public service requirements, and to protect the public from detrimental effects of a proposed development.

5. **A Road Rules Variance may be necessary for access.**

   It appears that the proposed development will not meet all the access standards in the Multnomah County Road Rules. The Multnomah County road Rules allows for a single access per parcel. Additionally, there are intersection and access spacing standards detailed in the Multnomah County Road Rules and/or Design and Construction Manual.

   Multnomah County Road Rules (16.100) provides for a variance from the county standards and requirements when written documentation substantiates that the requested variance is in keeping with the intent and purpose of County Code and adopted rules, and the requested variance will not adversely affect the intended function of the County road system or related facilities. A variance approval may include mitigation measures as condition of approval. Please contact Rachel Ferdaszewski, at (503) 988-3043 ex29640 to apply for a Road Rules Variance.

6. **Obtain an Encroachment permit from Multnomah County for all work in the public right of way.**

   Multnomah County has jurisdiction over the Halsey Street right-of-way. A permit is required in order to assure that all work in the right-of-way meets County standards.

[MCRR 18.00] Please contact Alan Young at (503) 988-3582 to obtain access, encroachment permit.

Other:

7. **Note that any work in the right of way 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]**

Any alteration of storm water drainage to the existing discharge needs to be reviewed by the County. Increased run-off to incorporated Multnomah County could negatively impact the roadway system. Stormwater drainage from the project must not impact the county road system. Please contact Greg Kirby at (503) 988-5050 extension 29623 for questions regarding this requirement.

--

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Attachment 1

MEMORANDUM

To:	Project Number	Date
City of Fairview, OR	**14683**	**May 14, 2015**
From:	Project Name	
Dan Salvey, Project Manager, Hill Architects	**Northbrook Village Apartments**	
	In Reference to	
	Type III Design Review: Project Narrative	

PROJECT NARRATIVE

This Narrative is being provided as required by the conditions of approval for the Type III Site Design Review application process. As required, the process involved a pre-application meeting which was held on August 7th, 2014, and more recently there was a follow up meeting that was conducted in January of 2015.

A mixed-use (residential multi-family and commercial) project is proposed within the Town Center Commercial (TCC) Zone. Project site is approximately 5.55 acres with street frontage on NE Halsey Street to the north. Fairview Creek runs through the site from south to north near the eastern edge of the site. Topography of the site slopes generally down from the south property line towards the north property line adjoining NE Halsey Street.

Twenty-three buildings include a total of 180 residential apartments and 4,500 square feet of commercial space. A 3,171 square foot clubhouse is provided for use of residents. In addition, a total of thirty-nine (39) carport parking spaces are provided in six separate structures. Twenty-eight (28) garage parking spaces are located below Buildings D1, D2, D3 and D4.

Vehicular access to NE Halsey is proposed by improvement of two existing driveways. ***A variance is being requested from Multnomah County for two entry/exit points along NE Halsey.*** A total of 286 onsite parking spaces are provided which exceeds the required 274 spaces.

Buildings vary in height from 2 stories to 3 stories + basement. Maximum proposed building height for buildings with housing is approximately 40 feet which is less than the allowable 57 feet for buildings with housing above the ground floor. Building A is the only building without housing and has a maximum height of approximately 32 feet which is less than the allowable 45 feet maximum. The largest building contains 38,732 square feet of enclosed building area which is less than the maximum allowable 60,000 square feet.

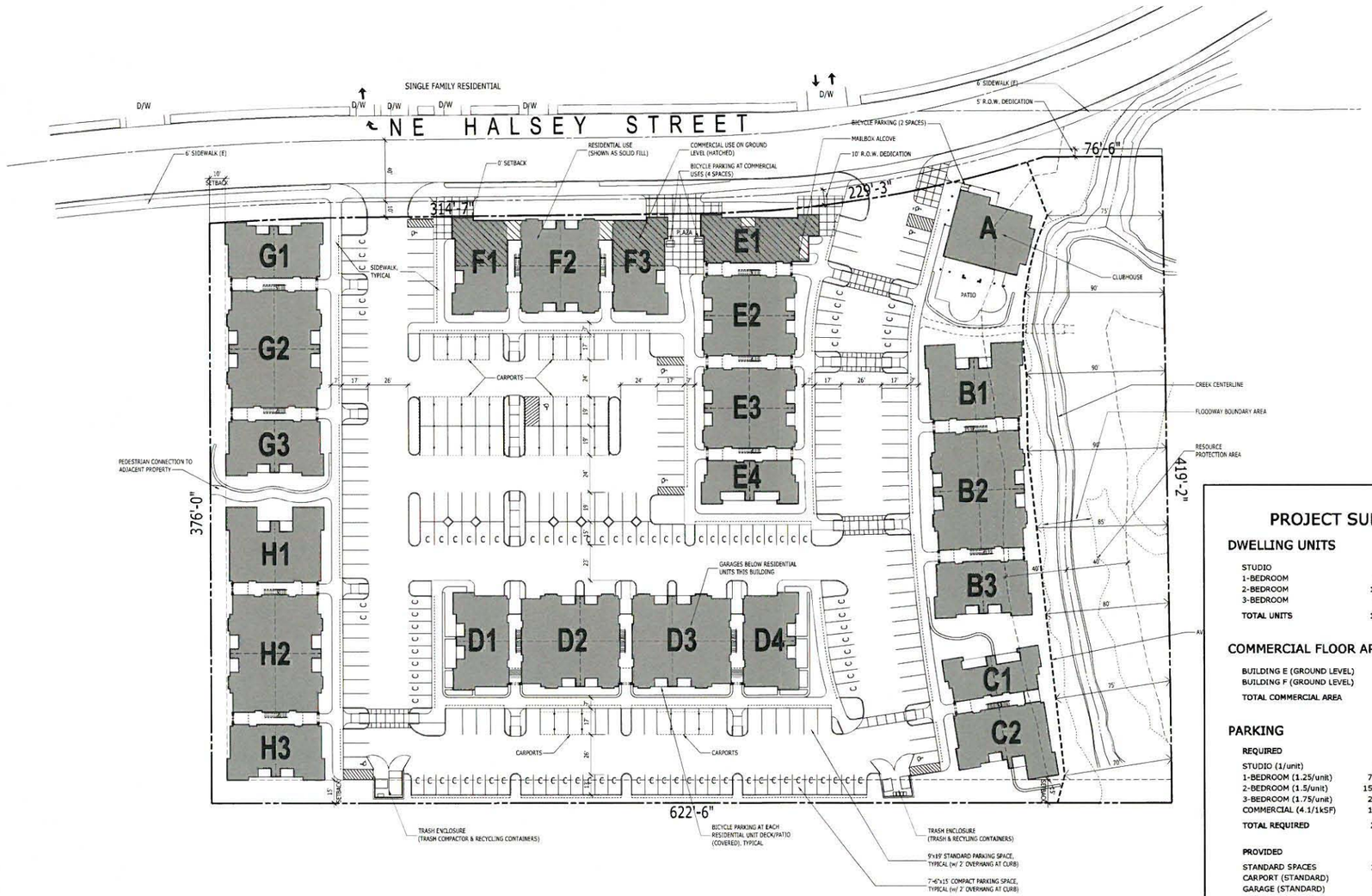
Total building gross enclosed floor area is 179,318 square feet on a site of 242,009 square feet. FAR for the proposed design is 0.74 (179,318/242,009) which is less than the 1.0 maximum allowable FAR.

Ground floor commercial space is provided along NE Halsey Street at Buildings E & F. Brick walls with storefront windows and awnings separate the commercial space from the residential above. Widened sidewalks and plazas between buildings provide pedestrian amenities along the street frontage. Street level frontage consists of commercial space, clubhouse, and residential apartments. Thirty-five percent (35%) of the street level frontage is residential which is less than the fifty percent (50%) maximum allowed in the TCC zone.

A variance is requested from the buffer average resource protection area setback along Fairview Creek. See attached for additional information.

Attachment 2

HILL
ARCHITECTS
1250 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503 305 5011 FAX 503 305 5014



1 A101 SITE PLAN
SCALE 1" = 30'

0 15' 30' 60'

PROJECT SUMMARY

DWELLING UNITS

STUDIO	2	1%
1-BEDROOM	61	34%
2-BEDROOM	101	56%
3-BEDROOM	16	9%
TOTAL UNITS	**180 UNITS**	

COMMERCIAL FLOOR AREA

BUILDING E (GROUND LEVEL)	2,148 SF
BUILDING F (GROUND LEVEL)	2,360 SF
TOTAL COMMERCIAL AREA	**4,508 SF**

PARKING

REQUIRED

STUDIO (1/unit)	2.0	
1-BEDROOM (1.25/unit)	76.3	
2-BEDROOM (1.5/unit)	151.5	
3-BEDROOM (1.75/unit)	28.0	
COMMERCIAL (4.1/1kSF)	18.5	
TOTAL REQUIRED	**277 SPACES**	

PROVIDED

STANDARD SPACES	123	43%
CARPORT (STANDARD)	39	14%
GARAGE (STANDARD)	28	10%
COMPACT SPACES	95	33%
TOTAL SPACES	**285 SPACES**	**1.6 / UNIT**

SITE AREA / FAR

SITE AREA

BUILDING FOOTPRINT AREA	62,685 SF
HARDSCAPE AREA	111,062 SF
LANDSCAPE AREA	67,262 SF
TOTAL SITE AREA	**242,009 SF**

FLOOR AREA RATIO

ENCLOSED BUILDING AREA	182,489 SF
SITE AREA	242,009 SF
FLOOR AREA RATIO	**0.76**

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR PARKER DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

29-APR-2015 PROGRESS

MARK	DATE	REVISION/ISSUE

PROJECT NUMBER	DRAWN BY	CHECKED BY
14083	rlc	

ALL DRAWINGS AND WRITTEN MATERIALS APPEARING HEREIN CONSTITUTE ORIGINAL AND UNPUBLISHED WORK OF THE HILL ARCHITECTS AND MAY NOT BE USED, REPRODUCED OR DISCLOSED WITHOUT THE PRIOR WRITTEN CONSENT OF THE HILL ARCHITECTS
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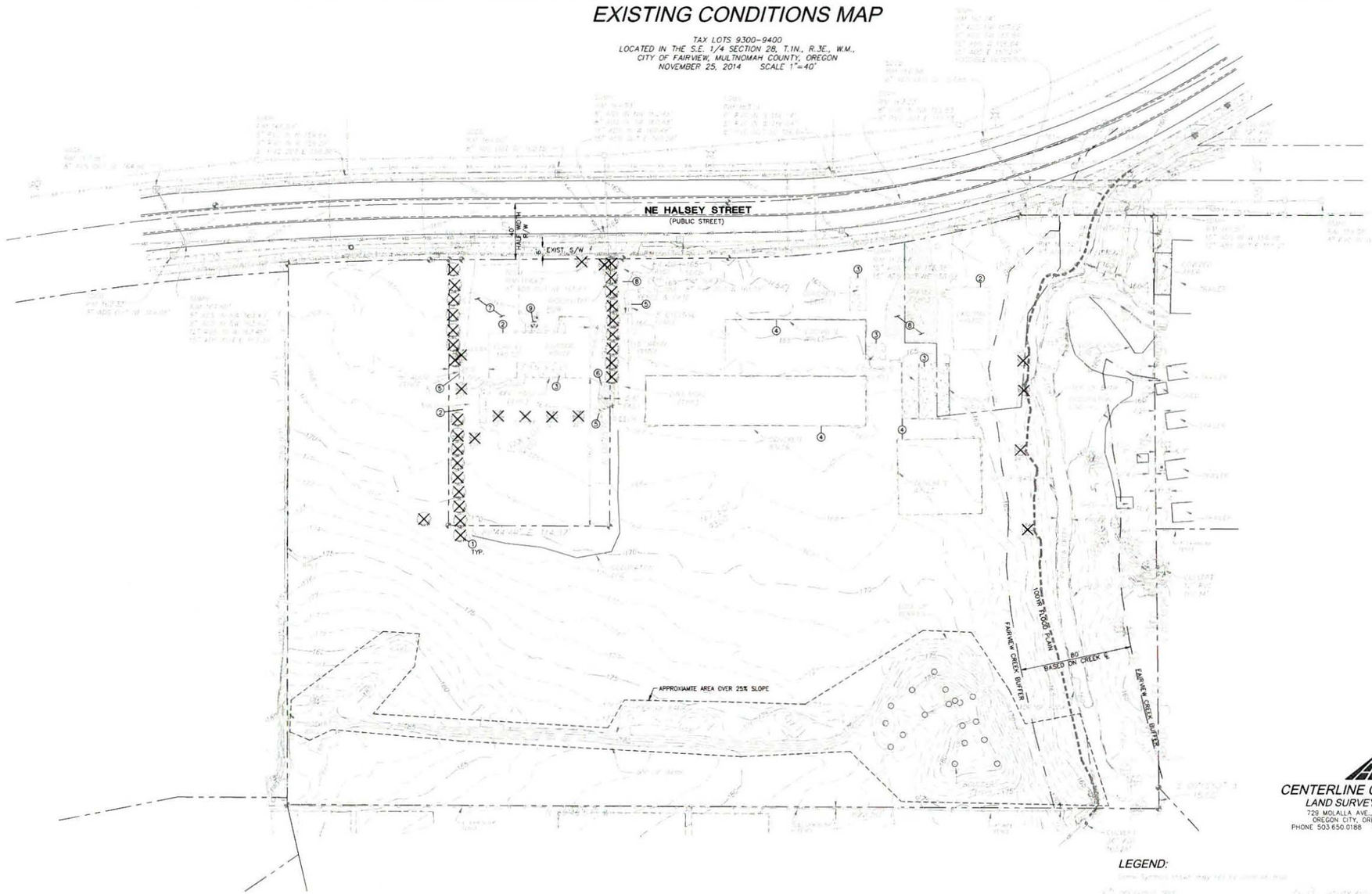
SITE PLAN

A101

Date: Thursday, May 14, 2015 2:59:21 PM / Location: P:\2014_JOBS\14083 Northbrook Village\B Drawing\A101 Site Plan.dwg / User: Dan Salvey / Layout: A101

EXISTING CONDITIONS MAP

TAX LOTS 9300–9400
LOCATED IN THE S.E. 1/4 SECTION 28, T.1N., R.3E., W.M.,
CITY OF FAIRVIEW, MULTNOMAH COUNTY, OREGON
NOVEMBER 25, 2014 SCALE 1"=40'



NORTH

EXISTING CONDITIONS AND DEMOLITION PLAN

SCALE 1" = 30'

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

GROSS AREA (SF)
PRE-DEDICATION = 247,750 SF
POST-DEDICATION = 242,009 SF

KEY NOTES

1. REMOVE EXISTING TREE/SHRUB
2. REMOVE EXISTING BUILDING
3. REMOVE EXISTING CONCRETE PATIO AND SIDEWALK
4. REMOVE EXISTING CONCRETE WALL
5. REMOVE EXISTING FENCE
6. REMOVE EXISTING DECK
7. REMOVE EXISTING ASPHALT
8. REMOVE EXISTING GRAVEL DRIVE
9. REMOVE EXISTING OIL TANK PER JURISDICTIONAL STANDARDS

SURVEY NOTES:

LEGEND:

CENTERLINE CONCEPTS
LAND SURVEYING, INC.
729 MOLALLA AVE., SUITE 1 & 2
OREGON CITY, OREGON 97045
PHONE 503.650.0188 FAX 503.650.0189

Attachment 3

HILL
ARCHITECT
1750 BLANKENSHIP ROAD
SUITE 400
WEST LINN OREGON 97068
TEL 503 305 8074 FAX 503 305 5074

AAI alphan associates, inc.
ENGINEERING
4875 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3030 tel | 503.620.5539 fax | www.aaieng.com
Project No. A14193.11

REGISTERED PROFESSIONAL ENGINEER
56412PE
OREGON
JANUARY 19, 2005
PRELIMINARY
G. N. HARRIS
RENEWAL 6/30/15

NORTHBROOK VILLAGE

FAIRVIEW OREGON
FOR PARKER DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

19-MAR-2015	SITE DESIGN REVIEW	
DATE	REVISION DATE	

PROJECT NUMBER	DRAWN BY	CHECKED BY
14083	JP	GHR

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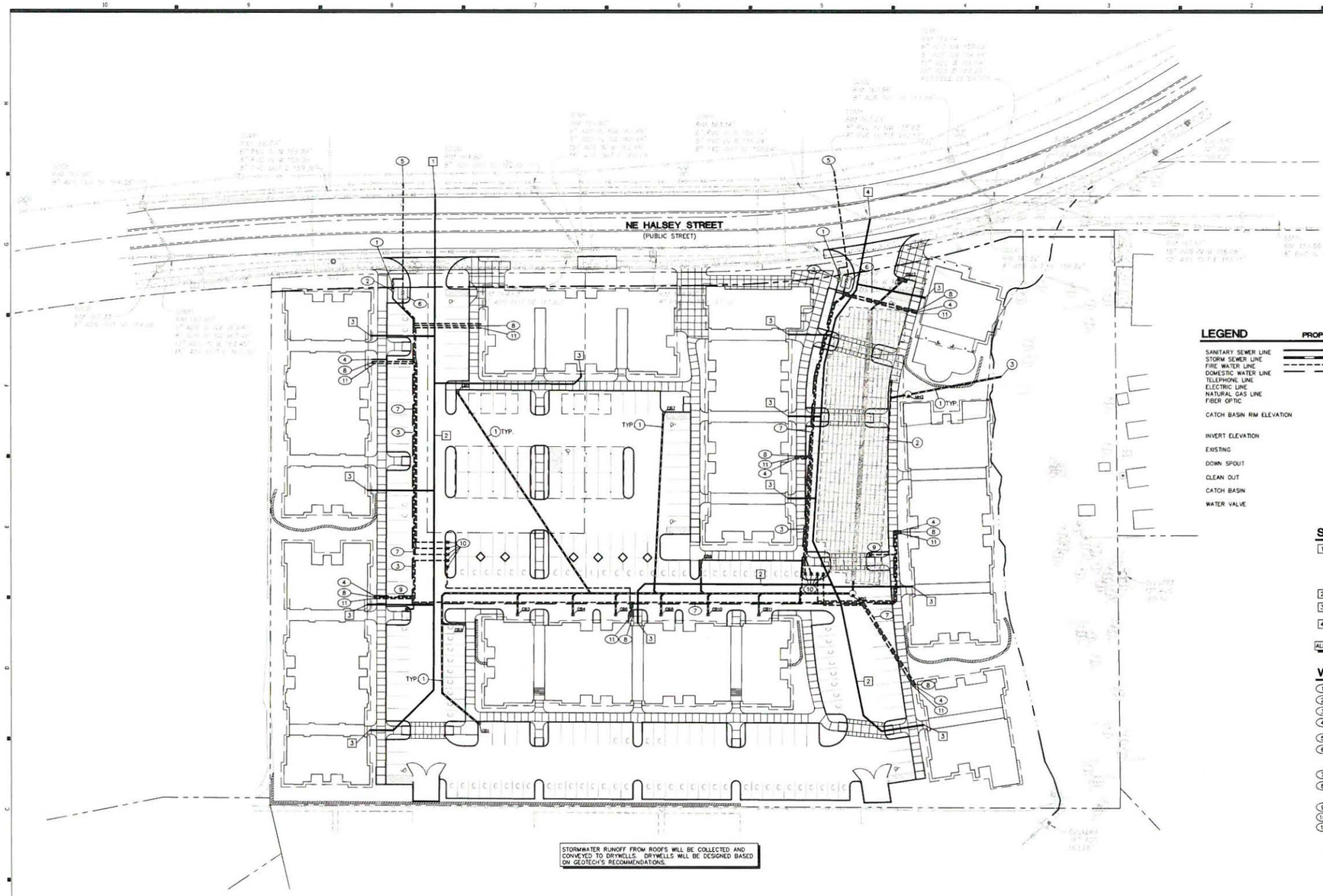
EXISTING CONDITIONS AND DEMOLITION PLAN

C1.0



NORTH

UTILITY PLAN

SCALE 1" = 30'

GRAPHIC SCALE

(IN FEET)
1 inch = 30 ft.

LEGEND

	PROPOSED	EXISTING
SANITARY SEWER LINE		
STORM SEWER LINE		
FIRE WATER LINE		
DOMESTIC WATER LINE		
TELEPHONE LINE		
ELECTRIC LINE		
NATURAL GAS LINE		
FIBER OPTIC		
CATCH BASIN RIM ELEVATION	CATCH BASIN RIM=100.00	
INVERT ELEVATION	IE=100.00	
EXISTING	(E)	
DOWN SPOUT	DS	
CLEAN OUT	CO	
CATCH BASIN		
WATER VALVE		

SANITARY NOTES

1. CONTRACTOR SHALL VERIFY EXISTING SANITARY STUB SIZE, LOCATION AND INVERT ELEVATION. LET RECORD ENGINEER KNOW OF ANY DISCREPANCIES. CONNECT TO EXISTING SANITARY STUB IE =158.62(E)
2. 6" SAN SEWER @ 1% MIN.
3. SANITARY POINT OF CONNECTION COORDINATE WITH PLUMBING PLANS
4. CONNECT TO EXISTING SANITARY MANHOLE IE=152.33

ALL SANITARY PIPING TO BE PVC 3034 AT 1.0% MIN.

WATER NOTES

1. INSTALL WATER METER SERVICE.
2. INSTALL BACKFLOW.
3. DOMESTIC WATER LINE.
4. DOMESTIC WATER POINT OF CONNECTION COORDINATE WITH PLUMBING PLANS.
5. TAP EXIST. WATER MAIN.
6. 6" DCDA W/ VAULT, SUMP PUMP AND TAMPER SWITCH PER CITY REQUIREMENTS COORDINATE WITH ELECTRICAL/PLUMBING PLANS.
7. 6" FIRE SPRINKLER LINE.
8. 6" PRIVATE FIRE SPRINKLER POINT OF CONNECTION COORDINATE WITH PLUMBING PLANS AND FIRE SPRINKLER DESIGNER.
9. INSTALL FIRE HYDRANT ASSEMBLY.
10. 4" FDC W/ AUTOMATIC BALL DRIP.
11. 4" FDC POINT OF CONNECTION COORDINATE WITH PLUMBING PLANS

ALL ON-SITE FIRE WATER PIPING TO BE C900 WITH FIELD RESTRAINED JOINTS. FDC PIPING TO BE DUCTILE IRON.

STORM NOTES

1. STORM PIPE.
2. STORMTECH CHAMBERS SC-310 201.8'x48.2' - 378 CHAMBERS WRAP ENTIRE GRAVEL AREA WITH AN IMPERVIOUS LINEAR.
3. STORM WATER OUTFALL.

ALL STORM PIPING TO BE PVC 3034 OR APPROVED EQUAL AT 1.0% MIN. UNLESS OTHERWISE NOTED

ROOF DOWNSPOUT PIPING TO BE 6" PVC ASTM 3034 @ 1% MIN. IE AT BUILDING = 2' BELOW FFE COORDINATE LOCATION WITH ARCHITECTURAL PLANS.

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE CURRENT EDITION OF THE UNIFORM PLUMBING CODE, INTERNATIONAL BUILDING CODE, AND THE INTERNATIONAL FIRE CODE. WORK SHALL ALSO CONFORM TO THE STANDARDS OF THE JURISDICTION AND TO THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
5. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
6. THIS PLAN IS GENERALLY DIAGRAMMATIC. IT DOES NOT SHOW EVERY JOINT, BEND, FITTING, OR ACCESSORY REQUIRED FOR CONSTRUCTION.
7. CLEAN OUTS SHALL BE INSTALLED IN CONFORMANCE WITH UPC CHAPTER SEVEN, SECTION 707 AND SECTION 719. NOT ALL REQUIRED CLEAN OUTS ARE SHOWN.
8. EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY CENTERLINE CONCEPTS LAND SURVEYING INC., DATED NOVEMBER 25, 2014.
9. THE CONTRACTOR SHALL VERIFY AND CONFIRM EXISTING CONDITIONS. NOTIFY ENGINEER OF VARIATIONS IN CONDITIONS SHOWN ON THE PLANS. POINTS OF CONNECTION TO EXISTING UTILITIES AND LOCATIONS WHERE NEW UTILITIES WILL CROSS EXISTING UTILITIES SHALL BE VERIFIED BY POTHOLLING PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. IT IS THE CONTRACTORS RESPONSIBILITY TO SCHEDULE POTHOLLING SUCH THAT IF CONFLICTS ARE ENCOUNTERED, SUFFICIENT TIME EXISTS TO PREPARE MODIFIED DESIGNS AND HAVE THE MODIFICATIONS APPROVED BY THE JURISDICTION WITHOUT IMPACTING THE PROJECT SCHEDULE.
10. STORM DRAIN FITTINGS ARE TO BE ECCENTRIC.
11. SITE RUNOFF HAS BEEN QUANTIFIED USING RATIONAL METHOD ANALYSIS. PIPE SIZING IS BASED ON MANNING'S FORMULA WITH N=0.013. IF THE CONTRACTOR DESIRES TO SUBSTITUTE MATERIAL WITH A DIFFERENT N-VALUE, REVISION OF CALCULATIONS WILL BE NECESSARY. THE CONTRACTOR MAY CONTACT THE ENGINEER FOR THE REVISIONS.
12. PROVIDE DRAINAGE FROM DDCV, WATER METER, AND CHECK VALVE VAULTS AS REQUIRED BY THE JURISDICTION. PROVIDE 1/2HP PUMP WITH DISCHARGE TO HEALTH DEPARTMENT APPROVED LOCATION. PROVIDE CONDUIT, WIRE, AND CONTROLS TO BUILDING EQUIPMENT ROOM.
13. DOMESTIC WATER LINES AND ACCESSORIES BETWEEN THE WATER METER AND THE BUILDING SHALL BE INSTALLED BY A LICENSED PLUMBER EMPLOYED BY A LICENSED PLUMBING CONTRACTOR.
14. UTILITIES WITHIN FIVE FEET OF A BUILDING SHALL BE CONSTRUCTED OF MATERIALS APPROVED FOR INTERIOR USE AS DESCRIBED IN THE CURRENT EDITION OF THE UPC.
15. CHANGES IN DIRECTION OF DRAINAGE PIPING SHALL BE MADE BY THE APPROPRIATE USE OF APPROVED FITTINGS AND SHALL BE OF THE ANGLES PRESENTED BY ONE-SIXTEENTH BEND, ONE-EIGHTH BEND, ONE-SIXTH BEND OR OTHER APPROVED FITTINGS OF EQUIVALENT SWEEP.
16. INLETS AND OUTLETS TO ON-SITE MANHOLES SHALL HAVE FLEXIBLE CONNECTION NO CLOSER THAN 12" AND NO FARTHER THAN 36" FROM THE MANHOLE.
17. MANHOLES SHALL HAVE SMOOTH, UNIFORM WATERWAY WITH CHANGES OF DIRECTION MADE WITH THE APPROPRIATE SWEEP OFFSET PER THE OREGON PLUMBING SPECIALTY CODE.
18. PROVIDE 4" PERFORATED FOUNDATION DRAIN WITH SILT PROTECTION SOCK. PROVIDE BACKFLOW DEVICES AT CONNECTION TO STORM SYSTEM.
19. CONTRACTOR TO INSTALL A REDUCED PRESSURE BACKFLOW DEVICE ON ALL PROJECTS WHERE THE BUILDING USE IS FOR MEDICAL, FOOD SERVICE OR PRODUCES/HANDLES HAZARDOUS WASTES.

UTILITY INFO

CB1	CB6	CB11	MH1 96" 12-CART STORMFILTER
CB2	CB7	CB12 2-CART FILTERED	MH2 60" STD FLOW CONTROL
CB3	CB8		
CB4	CB9		
CB5	CB10		

Attachment 4

HILL
ARCHITECTS
1150 BLANKENSHIP ROAD
SUITE 400
WEST LINN OREGON 97068
TEL 503 305 5034 FAX 503 305 5044

AAI alphas associates, inc.
ENGINEERING
4675 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3030 tel | 503.620.5539 fax | www.aaieng.com
Project No. A14193.11

NORTHBROOK VILLAGE
FAIRVIEW OREGON
THE PARADIS DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

DATE	REVISION/ISSUE
19-MAR-2015	SITE DESIGN REVIEW

PROJECT NUMBER	DRAWN BY	CHECKED BY
14683	jrt	cm

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UTILITY PLAN

C3.0

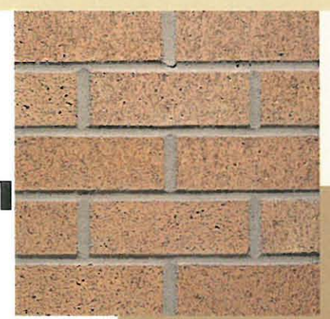
Roofing:
Composition Shingles
Charcoal

Trim:
Dark Brown

Siding 2:
Hardiplank Lap Siding
Sandstone

Siding 3 & 4:
Hardiplank Lap Siding
Light Tan

Window Frames:
Tan



Brick:
Brown

Siding 1:
Hardiplank Lap Siding
Brown

Attachment 5

HILL
ARCHITECT
1750 BLANKENSHIP ROAD
SUITE 100
WEST LINN OREGON 97068
TEL 503 305 2011 FAX 503 305 2014

NORTHBROOK VILLAGE

FAIRVIEW OREGON
FOR PARKER DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

19-MAR-2015 SITE DESIGN REVIEW

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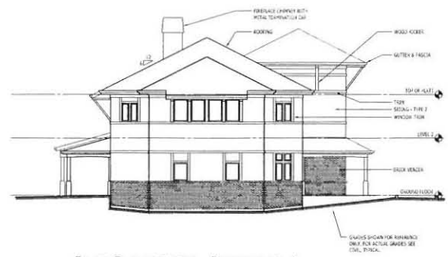
COLORS & MATERIALS

A900

Date: Monday, March 23, 2015 5:39:16 AM / Location: P:\2014_JOBS\14683 Northbrook Village\2 Drawing\A15 Site Plan.dwg / User: Robin Chard / Layout: A900

4 A301A NORTH ELEVATION - BUILDING A



2 A301A EAST ELEVATION - BUILDING A

3 A301A SOUTH ELEVATION - BUILDING A

1 A301A WEST ELEVATION - BUILDING A

Attachment 6

HILL

NORTHBROOK VILLAGE

THIS NORTH ARROW IS 8"

EXTERIOR ELEVATIONS
BUILDING 'A'

A301A

2 A301B WEST ELEVATION - BUILDINGS B1, B2 & B3
SCALE: 1/8" = 1'-0"

1 A301B EAST ELEVATION - BUILDING B1, B2 & B3
SCALE: 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL ARCHITECTS
1750 BLANKENSHIP ROAD
SUITE 400
WEST LINN, OREGON 97068
TEL 503.305.5055 FAX 503.305.5074

NORTHBROOK VILLAGE
FAIRVIEW, OREGON
THE PARKER DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

21-May-2015 Design Review

14683 RJ/DS

EXTERIOR ELEVATIONS
BUILDING 'B'

A301B

4 A301C NORTH ELEVATION - BUILDING C1
SCALE: 1/8" = 1'-0"

2 A301C EAST ELEVATION - BUILDING C1 & C2
SCALE: 1/8" = 1'-0"

3 A301C SOUTH ELEVATION - BUILDING C2
SCALE: 1/8" = 1'-0"

1 A301C WEST ELEVATION - BUILDING C1 & C2
SCALE: 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL ARCHITECTS
17350 BLANKENSHIP ROAD
SUITE 400
WEST LINN, OREGON 97068
TEL 503.305.8033 FAX 503.305.8034

NORTHBROOK VILLAGE

LAKEVIEW, OREGON
FOR PARKER DEVELOPMENT NW INC.

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14663	MJ/DS	

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EXTERIOR ELEVATIONS
BUILDING 'C'

A301C

Date: Thursday, May 21, 2015 5:25:29 PM / Location: P:\2014_ORI\14663 Northbrook Village\8 Drawing\C A301.dwg / User: Dan Sidney / Layout: C A301

4 A301C NORTH ELEVATION - BUILDING C1
SCALE: 1/8" = 1'-0"

2 A301C EAST ELEVATION - BUILDING C1 & C2
SCALE: 1/8" = 1'-0"

3 A301C SOUTH ELEVATION - BUILDING C2
SCALE: 1/8" = 1'-0"

1 A301C WEST ELEVATION - BUILDING C1 & C2
SCALE: 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL ARCHITECTS
1550 BLANKENSHIP ROAD
SUITE 400
WEST LINN, OREGON 97068
TEL 503.305.3333 FAX 503.305.3334

NORTHBROOK VILLAGE

TAYLOR, OREGON
FOR PARKER DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

21-May-2015	Design Review	
ISSUE DATE	REVISION/ISSUE	

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EXTERIOR ELEVATIONS
BUILDING 'C'

A301C

Date: Thursday, May 21, 2015 1:25:29 PM / Location: P:\2014_JOBS\14683 Northbrook Village\# Drawings\A301c.dwg / User: Don Sahley / Layout: C-A301

2 A302D WEST ELEVATION - BUILDING D1
SCALE: 1/8" = 1'-0"

1 A302D EAST ELEVATION - BUILDING D4
SCALE: 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL
ARCHITECTS
1120 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503.705.2075 FAX 503.705.2074

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR PARKER DEVELOPMENT PARTNERS

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EXTERIOR ELEVATIONS
BUILDING 'D'

A302D

Date: Thursday, May 21, 2015 9:05:35 AM | Location: P:\2014_JOBS\14683 Northbrook Village\B Drawings\D A301.dwg | User: Dan Sidney | Layout: D A302

2 A302B NORTH ELEVATION - BUILDING B1
SCALE: 1/8" = 1'-0"

1 A302B SOUTH ELEVATION - BUILDING B3
SCALE: 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL
ARCHITECTS
1700 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503 305 8015 FAX 503 305 5034

NORTHBROOK VILLAGE

FALCON CREST OREGON
FOR PARKER DEVELOPMENT NW INC.

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14003	RDDS	

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EXTERIOR ELEVATIONS
BUILDING 'B'

A302B

Date: Thursday, May 21, 2015 9:26:49 AM | Location: P:\2014_JOBS\14003 Northbrook Village B\Drawing\A-301.dwg | User: Dan Salvey | Layout: A-302

2 A302E NORTH ELEVATION - BUILDING E1
SCALE: 1/8" = 1'-0"

1 A302E SOUTH ELEVATION - BUILDING E4
SCALE: 1/8" = 1'-0"

SEE SHEET A301B FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL
ARCHITECTS
4750 BLANKENSHIP ROAD
SUITE 100
WEST LINN OREGON 97068
TEL 503.705.5015 FAX 503.705.5014

NORTHBROOK VILLAGE
FAIRVIEW OREGON
FOR: PARKER DEVELOPMENT NW INC

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14503	XXX	

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EXTERIOR ELEVATIONS

A302E

Date: Thursday, May 21, 2015 10:22:09 AM | Location: P:\2014_JOBS\14503 Northbrook Village\8 Drawing\A301.dwg | User: Ken Sabey | Layout: E-A302

2 A301E WEST ELEVATION - BUILDINGS E1, E2, E3 & E4
SCALE: 1/8" = 1'-0"

1 A301E EAST ELEVATION - BUILDINGS E1, E2, E3 & E4
SCALE: 1/8" = 1'-0"

SEE SHEET A301B FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL ARCHITECTS
17150 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503 305 8013 FAX 503 305 8014

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR PARKER DEVELOPMENT NW, INC.

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14083	MLDS	

EXTERIOR ELEVATIONS
BUILDING 'E'

A301E

2 A301F NORTH ELEVATION - BUILDING F1, F2 & F3
SCALE 1/8" = 1'-0"

1 A301F SOUTH ELEVATION - BUILDING F1, F2 & F3
SCALE 1/8" = 1'-0"

Attachment 6

HILL ARCHITECTS
1550 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
T: 503.305.5015 F: 503.305.5034

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
DOE PARKER DEVELOPMENT NW INC

THIS WIDTH SHOULD BE 3"

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14503 M3/D9

EXTERIOR ELEVATIONS
BUILDING 'F'

A301F

Date: Thursday, May 21, 2015 11:36:08 AM / Location: P:\2014_PDX\14503 Northbrook Village\8 Drawings\A301.dwg / User: Don Sakey / Layout: F A301

2 A302F WEST ELEVATION - BUILDING F1
SCALE 1/8" = 1'-0"

1 A302F EAST ELEVATION - BUILDING F3
SCALE 1/8" = 1'-0"

Attachment 6

HILL
ARCHITECT
17350 BOONES FERRY ROAD
SUITE 100
WEST LINN OREGON 97068
TEL 503 305 5013 FAX 503 305 5014

NORTHBROOK VILLAGE

FAIRVIEW OREGON
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EXTERIOR ELEVATIONS
BUILDING 'F'

A302F

Date: Thursday, May 21, 2015 11:23:25 AM / location: P:\2014_JOBS\1483 Northbrook Village\8 Drawings\ A302.dwg / User: Don Sidney / Layout: F-A302

2 A301G WEST ELEVATION - BUILDING G1, G2 & G3
SCALE 1/8" = 1'-0"

1 A301G EAST ELEVATION - BUILDING G1, G2 & G3
SCALE 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL ARCHITECT

1750 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503 305 5073 FAX 503 305 5074

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR PARADIGM DEVELOPMENT NW, INC.

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14083 RLDB

EXTERIOR ELEVATIONS
BUILDING "G"

A301G

Date: Thursday, May 21, 2015 11:57:57 AM / Location: P:\2014_JOBS\14083 Northbrook Village\Drawings\A301.dwg / Xrefs: Dwf-Sabre / Layout: G A301

2 A302G NORTH ELEVATION - BUILDING G1
SCALE: 1/8" = 1'-0"

1 A302G SOUTH ELEVATION - BUILDING G3
SCALE: 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL
ARCHITECTS
1750 BLANKENSHIP ROAD
SUITE 100
WEST LINN OREGON 97068
TEL 503 305 3011 FAX 503 306 3014

NORTHBROOK VILLAGE
FAIRVIEW OREGON
FOR: PARKER DEVELOPMENT NW INC.

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PROJECT NUMBER	DRAWN BY	CHECKED BY
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EXTERIOR ELEVATIONS
BUILDING 'G'

A302G

Date: Thursday, May 21, 2015 11:58:56 AM / Location: P:\2014_JOBS\14683 Northbrook Village\B Drawing\G A301.dwg / User: Don Silvers / Layout: G A302

2 A302H NORTH ELEVATION - BUILDING H1
SCALE 1/8" = 1'-0"

1 A302H SOUTH ELEVATION - BUILDING H3
SCALE 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL
ARCHITECTS
1150 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
T: 503 305 2019 F: 503 305 5034

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR PARKER DEVELOPMENT NW INC

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21-May-2015 Design Review

14683 HILDS

EXTERIOR ELEVATIONS
BUILDING 'H'

A302H

2 A301H WEST ELEVATION - BUILDINGS H1, H2 & H3
SCALE 1/8" = 1'-0"

1 A301H EAST ELEVATION - BUILDINGS H1, H2 & H3
SCALE 1/8" = 1'-0"

SEE SHEET A301F FOR TYPICAL ELEVATION NOTES

Attachment 6

HILL ARCHITECTS
1750 BLANKENSHIP ROAD
SUITE 400
WEST LINN, OREGON 97068
TEL 503.305.5013 FAX 503.305.5014

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR: PARKER DEVELOPMENT REI, INC.

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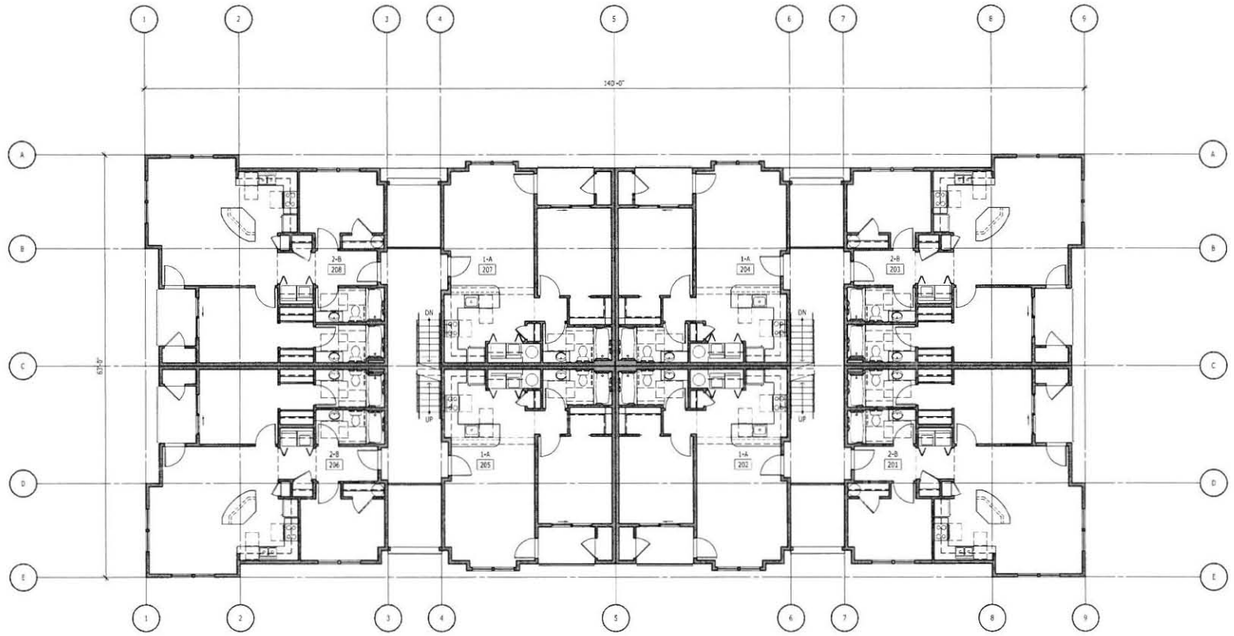
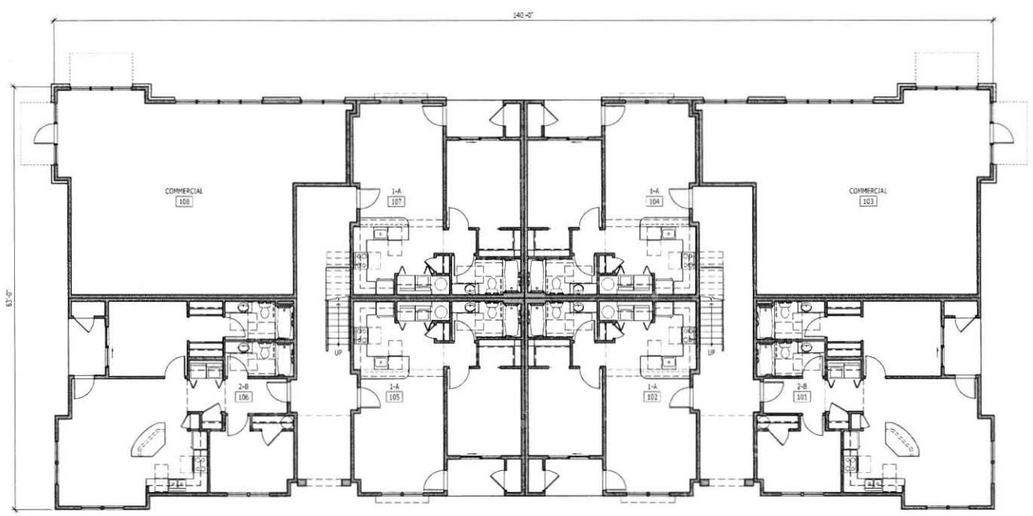
14003 RGDS

EXTERIOR ELEVATIONS
BUILDING 'H'

A301H



2 A201F Second Floor Plan - Building F
SCALE 1/8" = 1'-0"



1 A201F Ground Floor Plan - Building F
SCALE 1/8" = 1'-0"

Attachment 7

HILL ARCHITECT

1550 BLANKENSEIF ROAD
SUITE 104
WEST LINN, OREGON 97068
TEL 503 305 8019 FAX 503 305 8074

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
FOR: PARKER DEVELOPMENT NW INC.

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29-APRIL-2015 PROGRESS

Revs.	Date	Revisions Noted

Project No./Name	Drawn by	Date Issued
14683	KOX	

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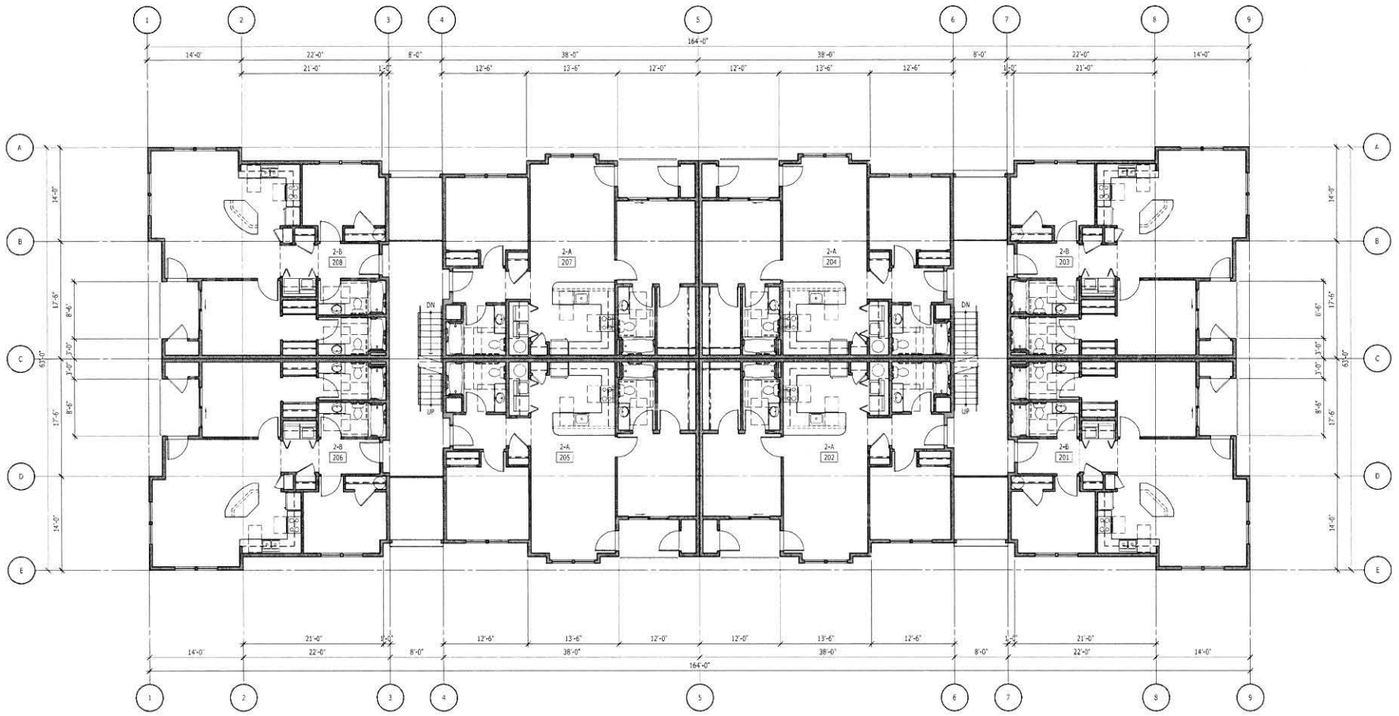
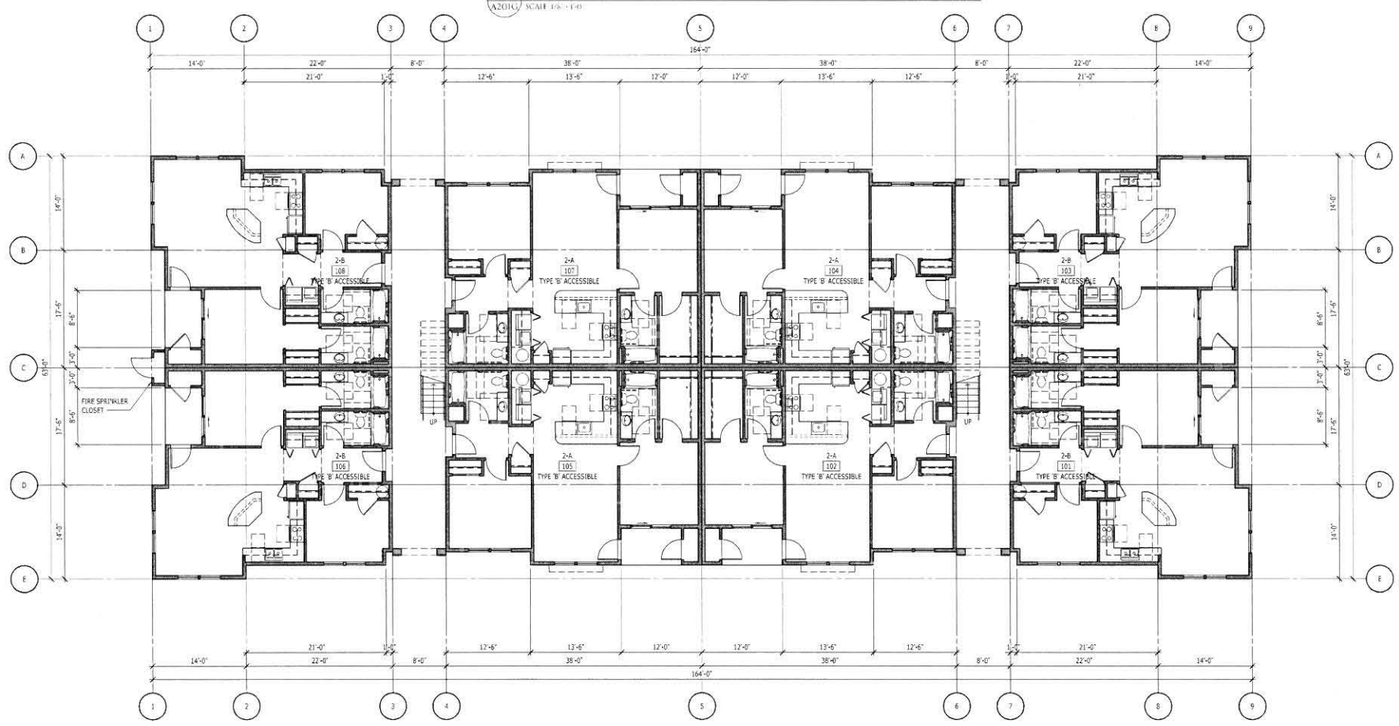
GROUND AND SECOND FLOOR PLANS

A201F

Date: Wednesday, May 06, 2015 3:05:53 PM / Location: P:\2014_JOB\14683 Northbrook Village\3 Drawings\ A201.dwg / User: Don Sakey / Layout: F A201



2 A201G SECOND FLOOR PLAN - BUILDING G
SCALE 1/8" = 1'-0"



1 A201G GROUND FLOOR PLAN - BUILDING G
SCALE 1/8" = 1'-0"

Attachment 7

P-1

HILL ARCHITECTS
1550 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503 305 8073 FAX 503 305 8074

NORTHBROOK VILLAGE

TAUALATIN, OREGON
FOR PARKER DEVELOPMENT NW INC.

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GROUND AND SECOND FLOOR PLANS

A201G

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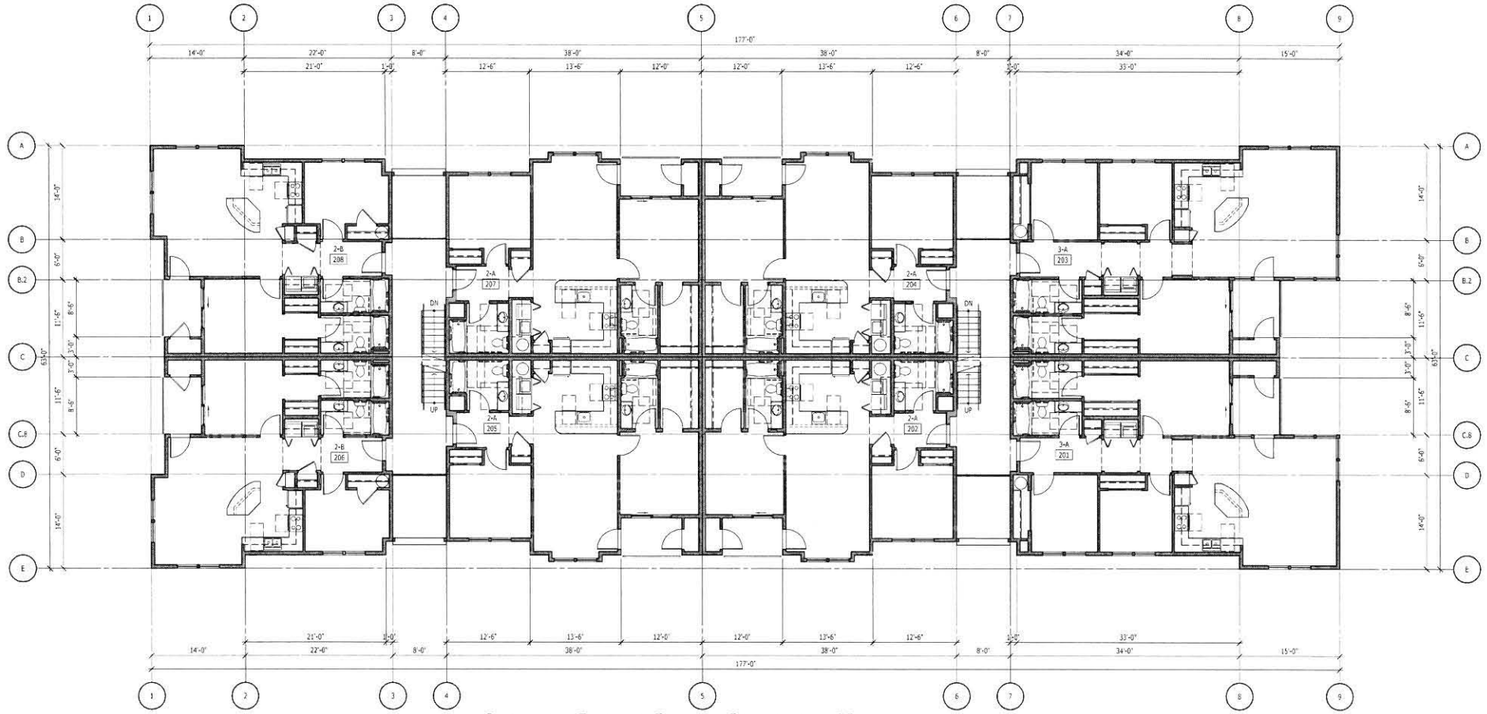
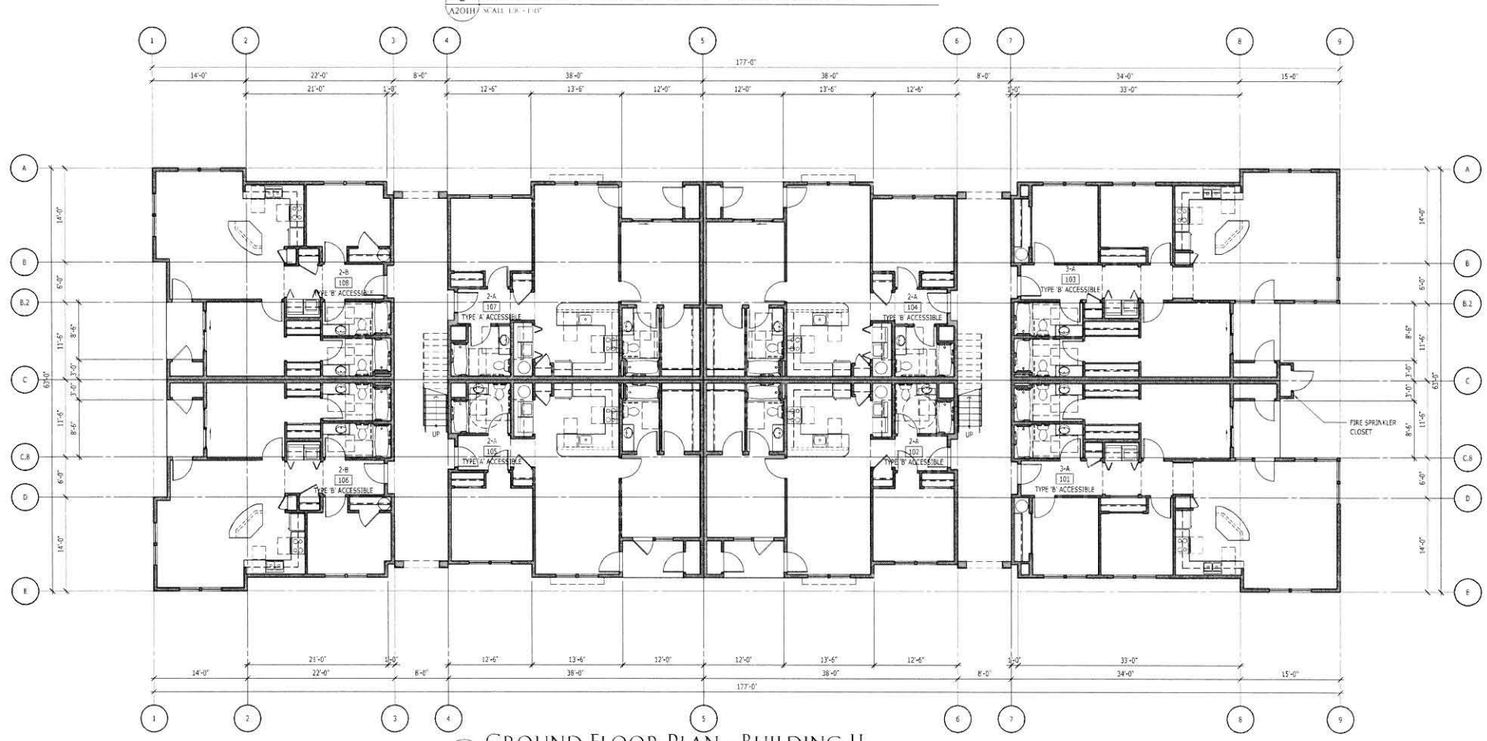


2 SECOND FLOOR PLAN - BUILDING H

A201H / SCALE 1/8" = 1'-0"



1 GROUND FLOOR PLAN - BUILDING H

A201H / SCALE 1/8" = 1'-0"

Attachment 7

HILL ARCHITECTS

1750 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503.705.5019 FAX 503.305.8031

NORTHBROOK VILLAGE

FAIRVIEW, OREGON

FOR: PARKER DEVELOPMENT, INC.

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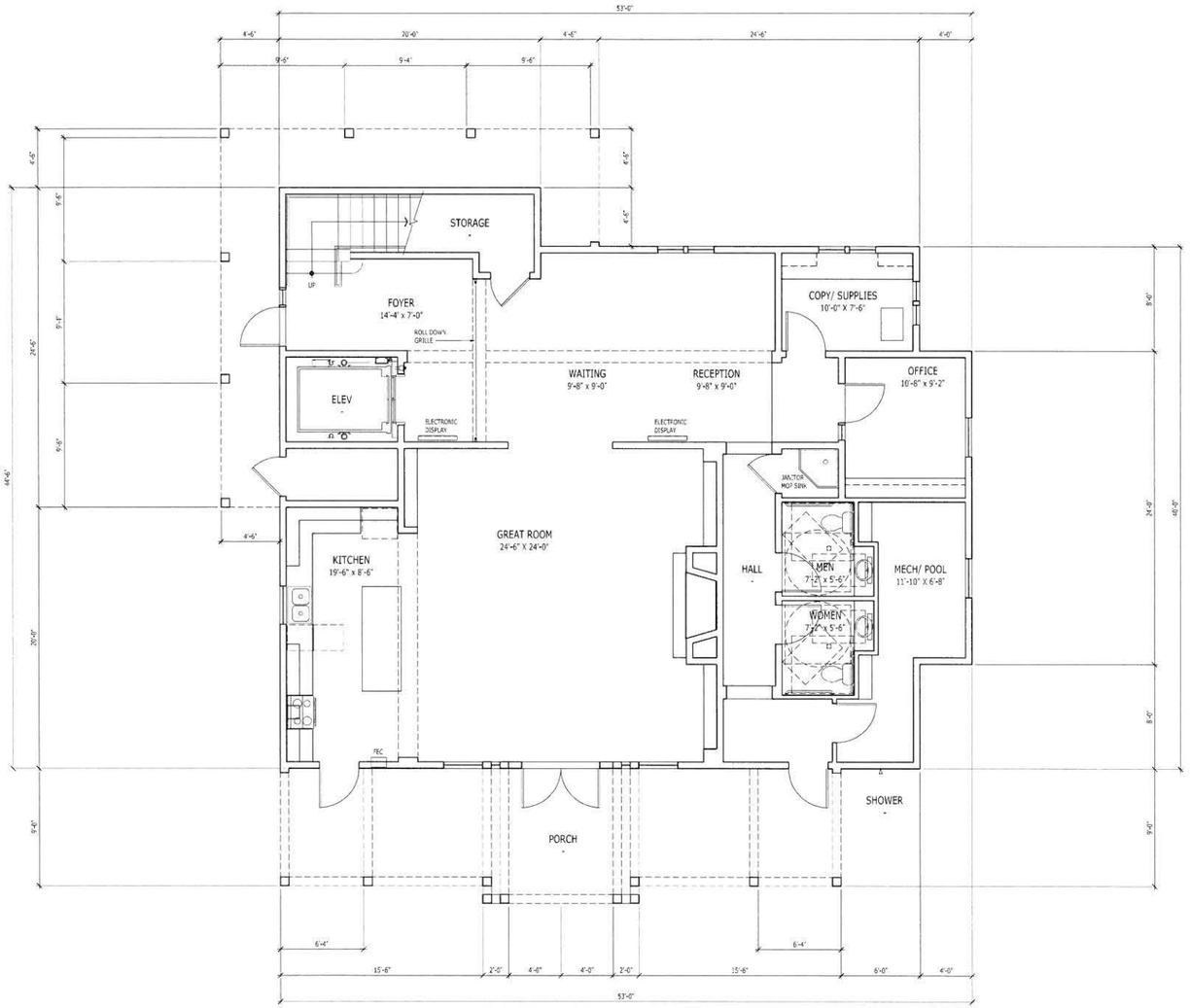
GROUND AND SECOND FLOOR PLANS

A201H

Date: Wednesday, May 06, 2015 3:50:33 PM / Location: R:\2014_Jobs\14683 Northbrook Village\B Drawings\A201.dwg / User: Dan Sahlev / Layout: A201



1 A201A GROUND FLOOR PLAN - BUILDING A
SCALE 1/4" = 1'-0"

Attachment 3

HILL ARCHITECTS
4750 BLANKENSHIP ROAD
SUITE 300
WEST LINN, OREGON 97068
TEL 503.305.8073 FAX 503.305.0951

NORTHBROOK VILLAGE

TAYLOR WOODROW
THE PARKER DEVELOPMENT NW INC.

THIS WIDTH SHOULD BE 3"

29-APR\\-2015 PROGRESS

DATE	DATE	REVISION TITLE

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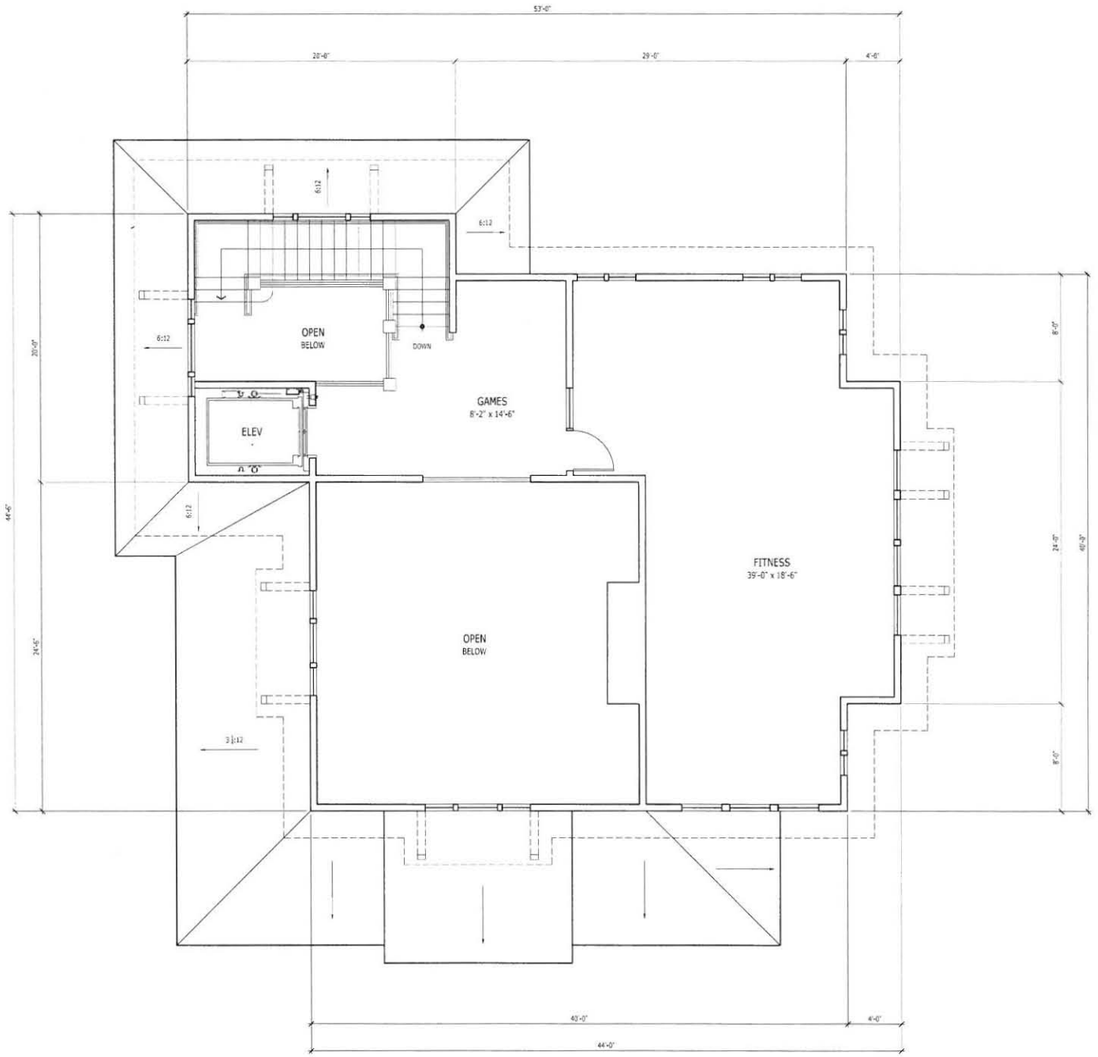
GROUND FLOOR PLAN

A201A

Date: Wednesday, May 06, 2015 2:45:03 PM / Location: P:\2014_JOBS\14683 Northbrook Village\B Drawings\A201.dwg / User: Dan Salvey / Layout: A201



1 A202A SECOND FLOOR PLAN - BUILDING A
SCALE 1/4" = 1'-0"

Attachment 1

HILL ARCHITECTS

17110 BONNETTSHIRE ROAD
SUITE 100
WILSONVILLE, OREGON 97062
TEL 503.305.5073 FAX 503.305.5074

NORTHBROOK VILLAGE

FAIRVIEW, OREGON
LOE PARKER DEVELOPMENT NW, INC.

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ISSUE	DATE	REVISION/ISSUE

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SECOND FLOOR PLAN

A202A

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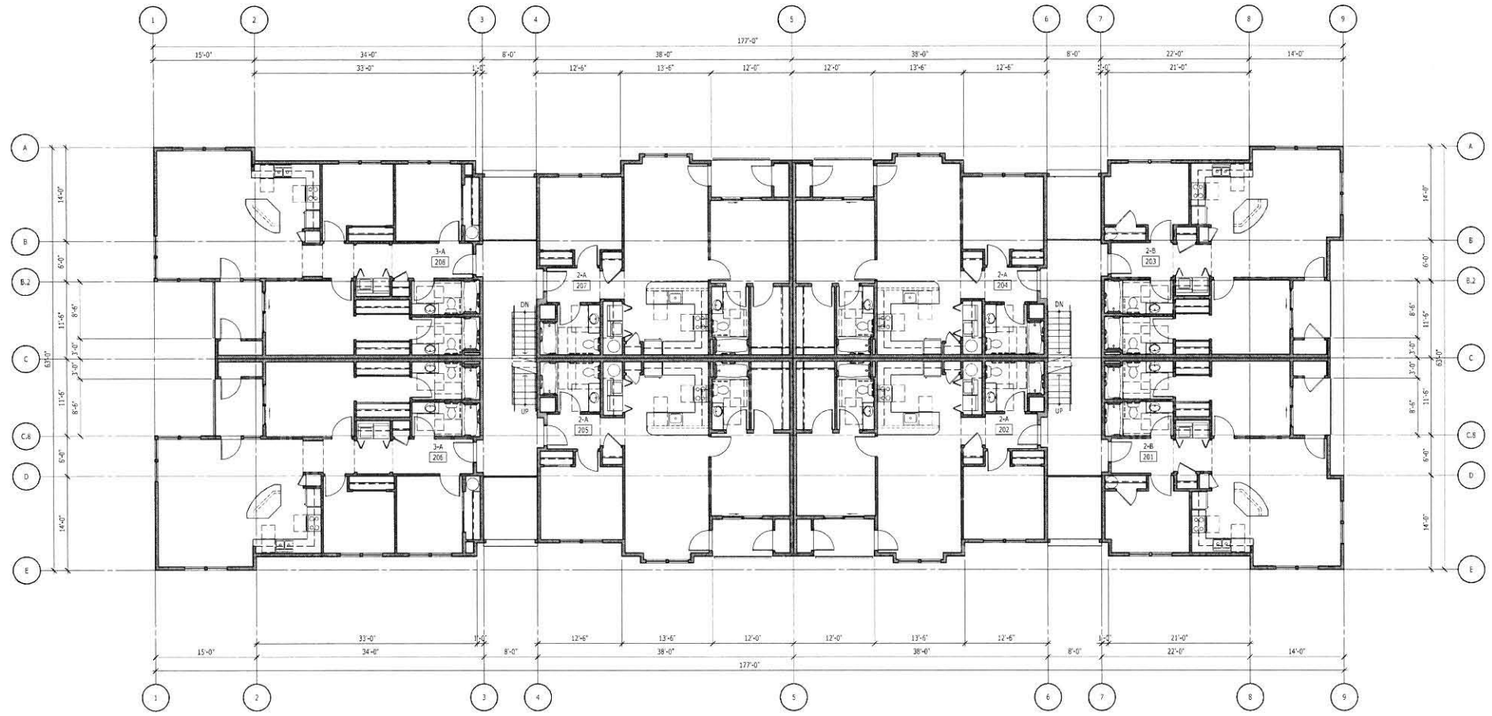
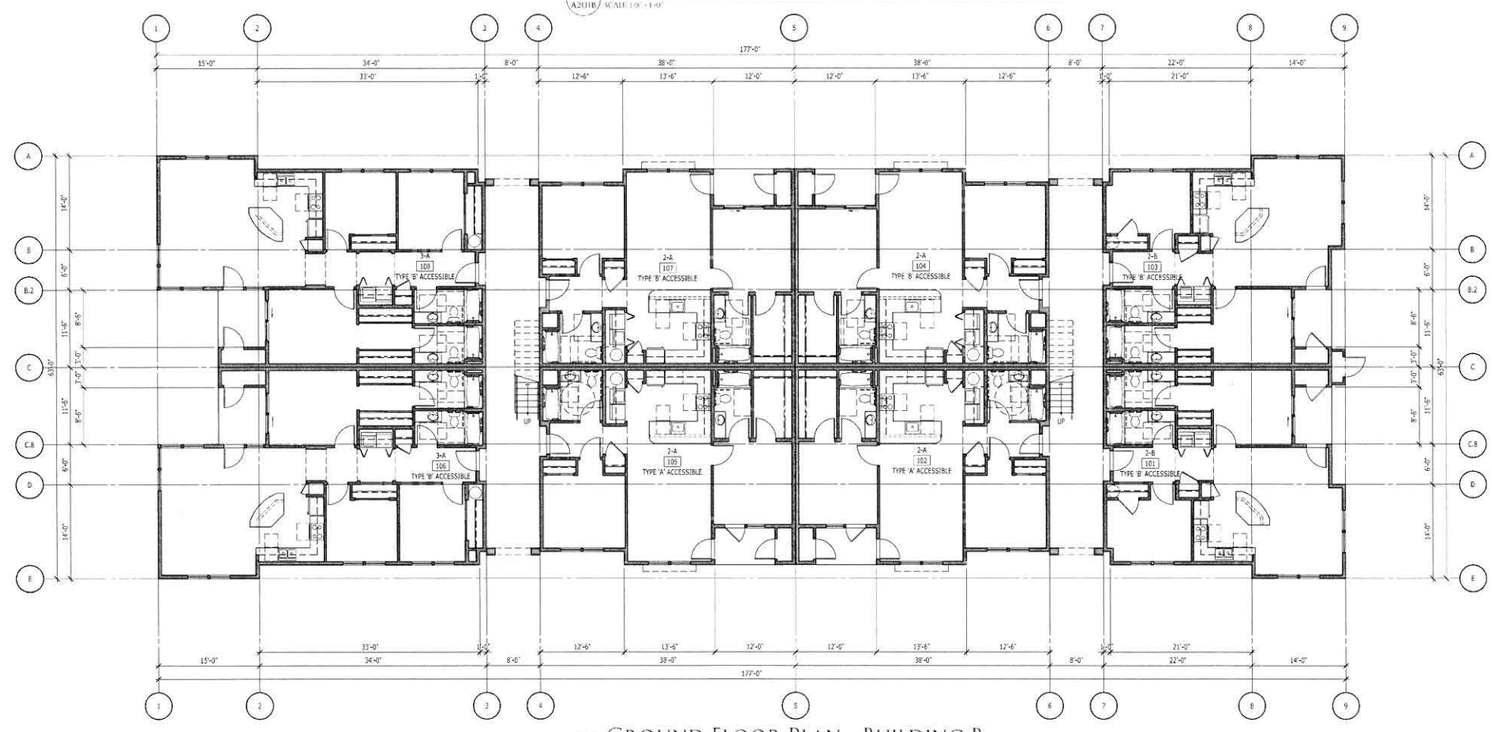


2 SECOND FLOOR PLAN - BUILDING B
A201B SCALE: 1/8" = 1'-0"



1 GROUND FLOOR PLAN - BUILDING B
A201B SCALE: 1/8" = 1'-0"

Attachment 3

HILL
ARCHITECTS
1750 BLANKENSHIP ROAD
SUITE 100
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FAIRVIEW, OREGON
HPC PARKER DEVELOPMENT NW INC

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GROUND AND SECOND FLOOR PLANS

A201B

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2 A201C Ground Floor Plan - Building C

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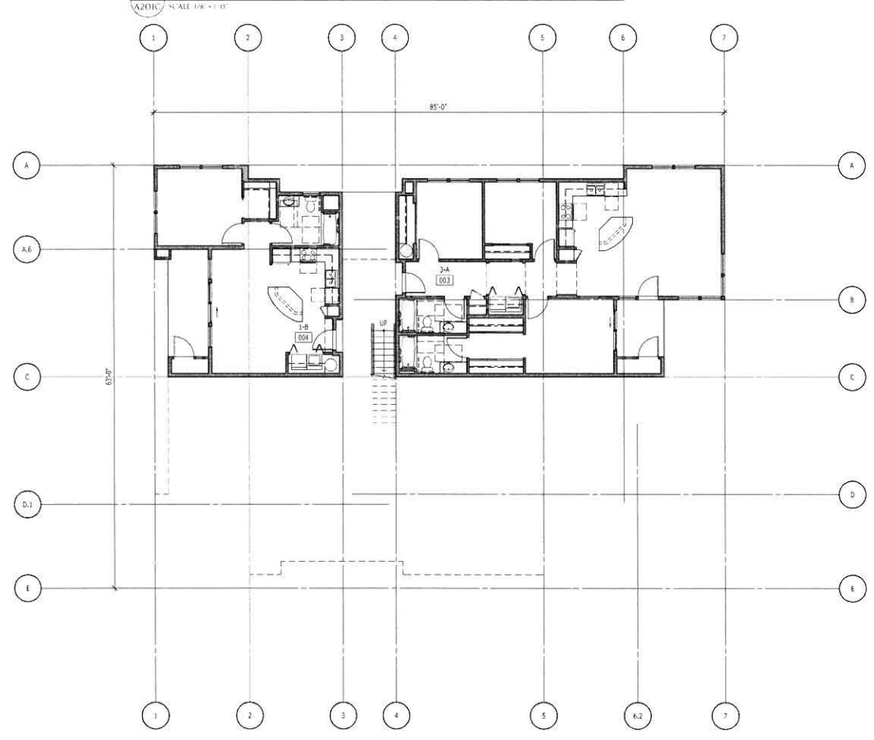

1 A201C Basement Floor Plan - Building C

SCALE: 1/8" = 1'-0"

Attachment 3

HILL ARCHITECTS

8350 BLANKENSHIP ROAD
SUITE 400
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FAIRVIEW, OREGON
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BASEMENT AND GROUND FLOOR PLANS

A201C

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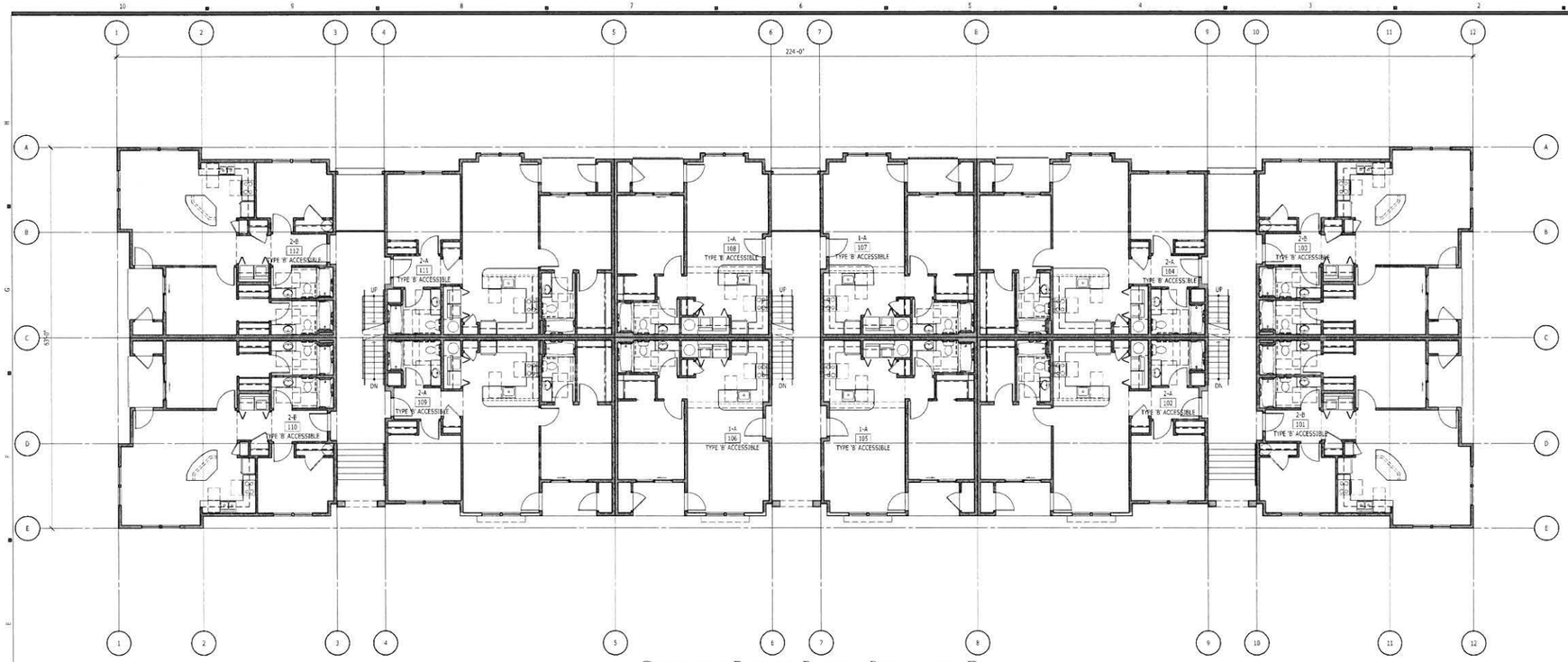
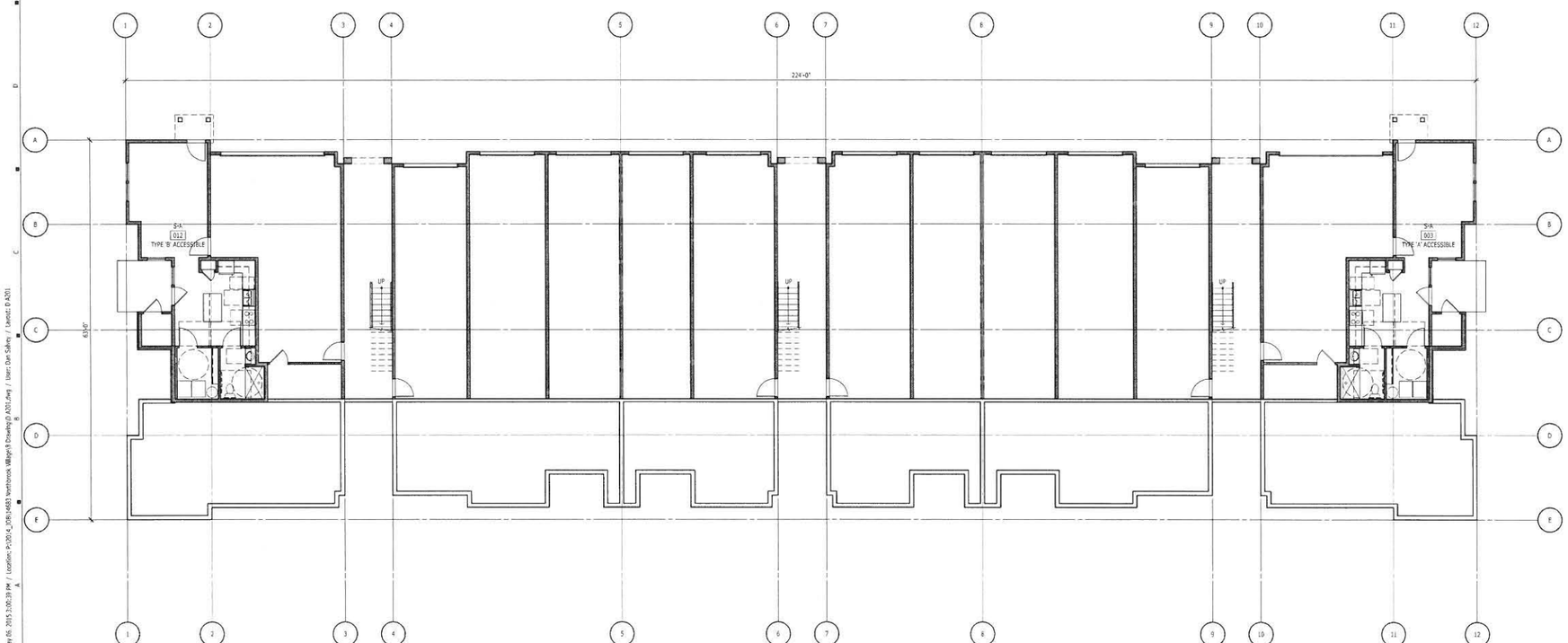


2 A201D Ground Floor Plan - Building D
SCALE: 1/8" = 1'-0"



1 A201D Parking Level Plan - Building D
SCALE: 1/8" = 1'-0"

Attachement 7

HILL
ARCHITECTS
1750 BLANKENSHIP ROAD
SUITE 100
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PARKING AND
GROUND FLOOR PLANS

A201D

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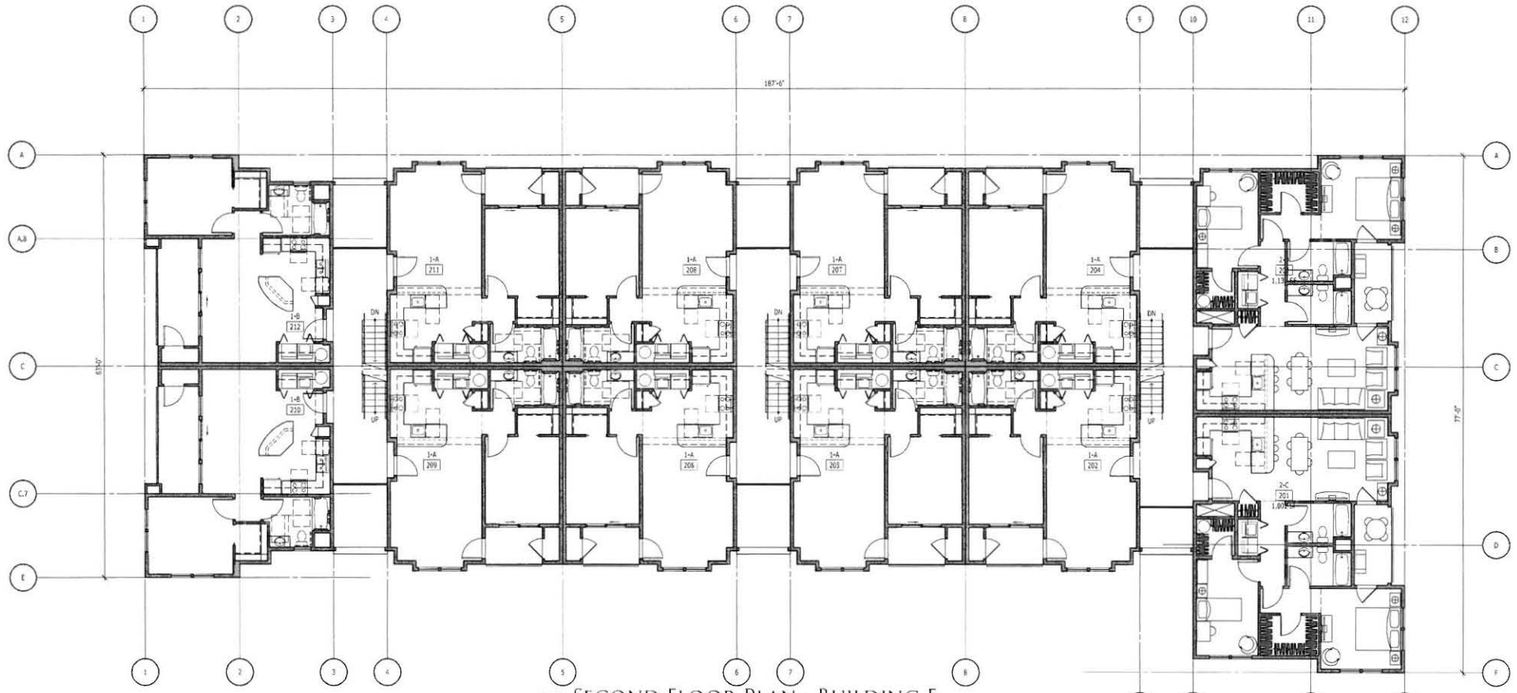
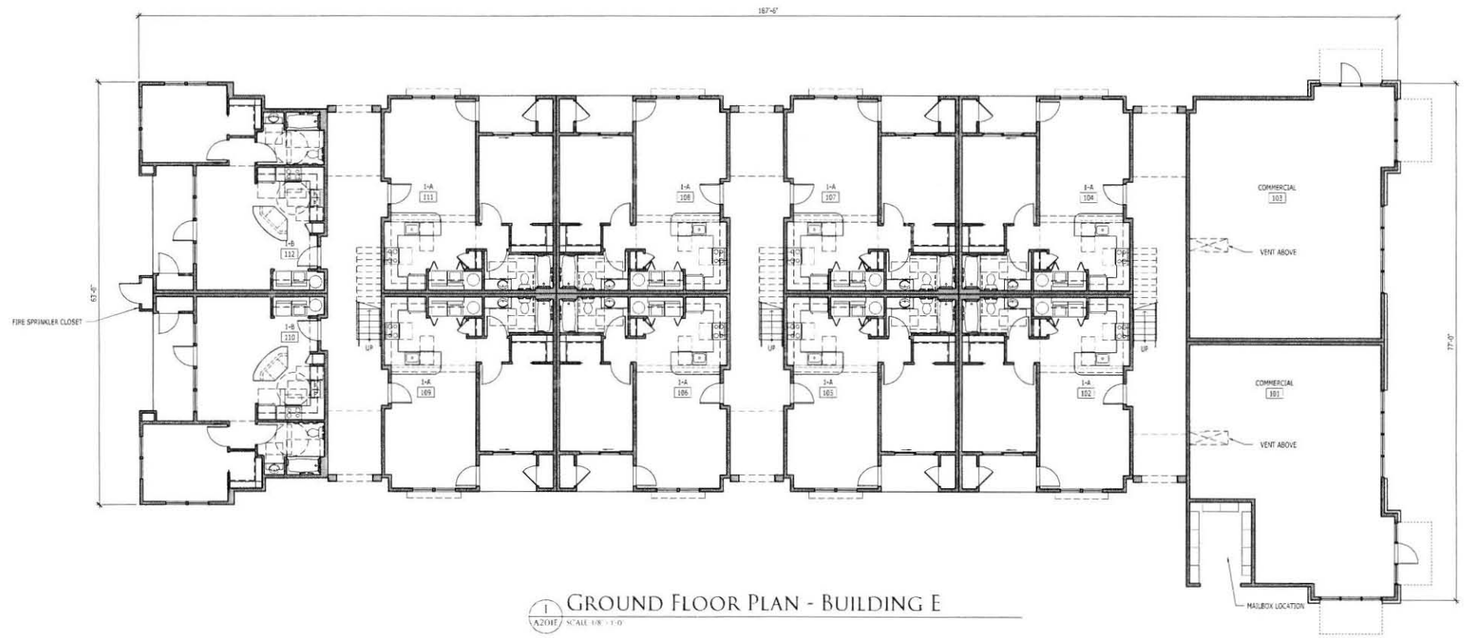


2 A201E SECOND FLOOR PLAN - BUILDING E
SCALE 1/8" = 1'-0"



1 A201E GROUND FLOOR PLAN - BUILDING E
SCALE 1/8" = 1'-0"

Attachment 7

HILL ARCHITECTS
4350 BLANKENSHIP ROAD
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TEL 503 305 8035 FAX 503 305 8034

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FOR PARKER DEVELOPMENT NW INC

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GROUND AND SECOND FLOOR PLAN

A201E

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NORTHBROOK VILLAGE
TRAFFIC IMPACT STUDY

FAIRVIEW, OREGON

DATE:
March 25, 2015

PREPARED FOR:
Hill Architects

PREPARED BY:
Michael Ard, PE
William Farley, PE

REGISTERED PROFESSIONAL ENGINEER
54983PE
OREGON
JULY 10, 2002
MICHAEL T. ARD
EXPIRES 12/31/15

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EXECUTIVE SUMMARY

1. A new mixed-use development containing 180 apartment units as well as 4,500 square feet of office/retail space is proposed for a property located on the south side of NE Halsey Street in Fairview, Oregon. The proposed development will take access via two new driveways on NE Halsey Street.

2. The proposed mixed-use development is projected to generate 98 trips during the morning peak hour, with 23 entering and 75 exiting the site. During the evening peak hour, an increase of 121 trips is projected, with 76 entering and 45 exiting the site. A weekday total of 1,284 trips is projected, with half entering and half exiting the site.

3. Based on the most recent five years of crash data, no significant existing safety hazards were evident and no mitigations are recommended.

4. Intersection sight distance was examined for the proposed new site access driveways on NE Halsey Street. Adequate sight distance is projected to be available in both directions for safe operation of the proposed site access driveways with clearing of vegetation within the right-of-way west of the west site access driveway. No other sight distance mitigations are necessary or recommended.

5. Left turn lane warrants and traffic signal warrants were examined for the study area intersections. Based on the analysis, no new turn lanes or traffic signals are recommended.

6. Based on the operational analysis, all of the study intersections are currently operating acceptably during the morning and evening peak hours. Under year 2018 traffic conditions, the intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed development. No capacity-related mitigations are necessary or recommended.

7. Based on the queuing analysis, the majority of the study intersections have available storage lengths in excess of the projected 95th percentile peak hour queues. The intersections of NE Halsey Street at NE 223rd Avenue and NE 223rd Avenue at W Arata Road/NE Barr Avenue have some projected 95th percentile queues that exceed the available storage. The available storage is very nearly sufficient for the 95th percentile queues, so conflicts are rare at these intersections; however consideration should be given to restricting southbound left turns onto W Arata Road to address queuing concerns that are expected to worsen in the future. Elimination of this turning movement could also facilitate increased northbound left-turn storage for the intersection of NE Halsey Street at NE 223rd Avenue.

8. The proposed site plan includes two access driveways on NE Halsey Street, in conformance with the requirements of the 2014 Oregon Fire Code and the requirements of Gresham Fire and Emergency Services. Based on the direction and distance of the proposed driveway offsets, the proposed site access driveways are projected to operate safely and efficiently. No additional access mitigations are necessary or recommended.

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PROJECT DESCRIPTION

INTRODUCTION

A mixed-use development including 180 apartment units and 4,500 square feet of office/retail space is proposed for a site located on the south side of NE Halsey Street between NE Village Street and NE 223rd Avenue in Fairview, Oregon. The proposed development will take access via two new driveways on NE Halsey Street, with one near the west side of the property and one near the east side of the property. It is anticipated that the development could be completed and occupied within three years.

The purpose of this study is to assess the traffic impact of the proposed development on the nearby street system and to recommend any required mitigative measures. The analysis will include level of service calculations, a queuing analysis and an evaluation of safety in the site vicinity.

Detailed information on traffic counts, trip generation calculations, and level of service calculations is included in the appendix to this report.

LOCATION DESCRIPTION

The subject property has approximately 625 feet of frontage along the south side of NE Halsey Street and is centered approximately 700 feet west of NE Fairview Avenue/NE 223rd Avenue. The site is surrounded by undeveloped property immediately to the west, existing multi-family residential development to the south, a mix of residential and office uses to the east, and commercial development to the north.

Access to the proposed development will be taken via two new full-movement driveways on the south side of NE Halsey Street. The driveways will connect to common internal circulation drive aisles and parking areas, allowing all site patrons to utilize either access point.

Multnomah County and the Oregon Department of Transportation have requested a detailed operational analysis for the intersections of:

- Fairview Parkway at the I-84 Westbound Ramps;
- Fairview Parkway at the I-84 Eastbound Ramps;
- Fairview Parkway at NE Halsey Street;
- NE Village Street/7th Street at NE Halsey Street;
- NE 223rd Avenue/NE Fairview Avenue at NE Halsey Street;
- NE 223rd Avenue at W Arata Road; and
- NE Halsey Street at the two proposed site access driveways.

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Interstate 84 operates under the jurisdiction of the Oregon Department of Transportation and is classified as an Interstate Highway on the National Highway System, a Freight Route and a Truck Route. It has a posted speed limit of 60 mph in the vicinity of Fairview Parkway.

Fairview Parkway is classified by the City of Fairview as a Major Arterial with a posted speed limit of 40 mph in the site vicinity. It generally has two through lanes in each direction with a center median. Turn lanes are provided at intersections. Bike lanes and sidewalks are in place along both sides of the roadway and on-street parking is generally prohibited.

NE Halsey Street is classified by the City of Fairview as a Minor Arterial, with a posted speed limit of 35 mph. It generally has one through lane in each direction, with turn lanes added at intersections. A second westbound through lane is provided west of NE Market Drive, and the roadway widens to provide 2 through lanes in each direction west of Fairview Parkway. Bike lanes and sidewalks are in place on both sides of the roadway and on-street parking is prohibited.

NE Village Street/7th Street has a posted speed limit of 25 mph in the site vicinity. It is classified by the City of Fairview as a Local Street, with one through lane in each direction. Northbound and southbound left-turn lanes are provided at NE Halsey Street, but are not available at other intersections. Partial sidewalks area available on both sides of the roadway and on-street parking is generally available.

NE 223rd Avenue/NE Fairview Avenue is classified as a Major Collector with a posted speed limit of 35 mph. It generally has one through lane in each direction, with turn lanes added as needed at intersections. South of NE Halsey Street is has a center median striped as a two-way left-turn lane. Bike lanes and sidewalks are in place on both sides of the roadway extending south from approximately 250 feet north of NE Halsey Street, but are not continuous north of this point.

W Arata Road is classified as a Neighborhood Collector with a posted speed limit of 35 mph. It has one through lane in each direction with centerline and fog line striping. Bike lanes are generally not available on either side of the roadway and on-street parking is generally not available. Partial sidewalks are in place along the south side of the roadway.

The intersection of Fairview Parkway at the I-84 Westbound Ramps operates under stop control for the westbound freeway off-ramp. Through traffic travelling along Fairview Parkway does not stop. The northbound approach has a through lane and a right-turn lane that feeds onto Interstate 84 westbound. The southbound approach has a left-turn lane that also feeds onto Interstate 84 westbound and two through lanes. The westbound approach has a left-turn lane and a right-turn lane and is fed by the Interstate 84 westbound off-ramp.

The intersection of Fairview Parkway at the I-84 Eastbound Ramps is controlled by a traffic signal. The northbound approach has two through lanes and a right-turn lane. The southbound approach has a left-turn lane with protected/permitted phasing and two through lanes. The eastbound approach has a shared left/through lane and two right-turn lanes. Marked crosswalks are in place crossing the west, north and east legs of the intersection.

The intersection of Fairview Parkway at NE Halsey Street is controlled by a traffic signal. The northbound, southbound and westbound approaches each have a left-turn lane with protected signal

phasing, a dedicated through lane and a shared through/right lane. The eastbound approach has a left-turn lane with protected signal phasing, a through lane and a right-turn lane. All four legs of the intersection have marked crosswalks with pedestrian signals in place.

The intersection of NE Halsey Street at NE Village Street/7th Street is controlled by a traffic signal. The northbound, southbound and westbound approaches each have a left-turn lane and a shared through/right lane. The eastbound approach has a left-turn lane, a through lane and a right-turn lane. All left-turn movements operate with permitted-only signal phasing. All four legs of the intersection have marked crosswalks with pedestrian signals in place.

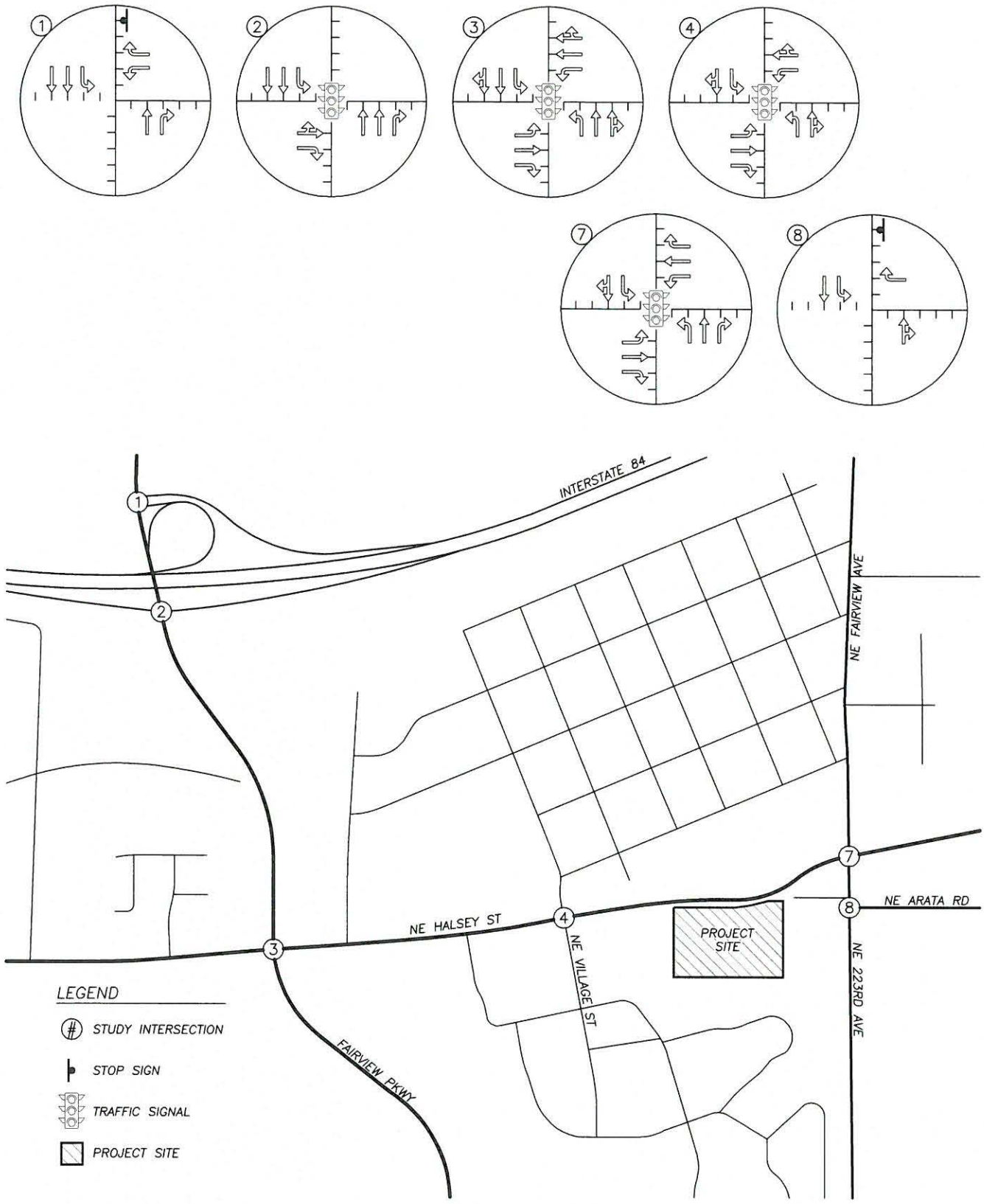
The intersection of NE Halsey Street at NE 223rd Avenue/NE Fairview Avenue is controlled by a traffic signal. The northbound, eastbound and westbound approaches each have a left-turn lane with protected signal phasing, a through lane and a right-turn lane. The southbound approach has a left-turn lane with protected signal phasing and a shared through/right lane. All four legs of the intersection have marked crosswalks with pedestrian signals in place.

The intersection of NE 223rd Avenue at W Arata Road operates under stop control for the westbound Arata Road approach. The northbound approach has a shared through/right lane. The southbound approach utilizes the center two-way left-turn lane for left-turn movements and has a dedicated through lane. The westbound approach has a left-turn lane and a right-turn lane.

Tri-Met Route 77, *Broadway/Halsey,* provides transit service in the site vicinity. The nearest bus stops are located on NE Halsey Street immediately east and west of SE Brookwood Parkway, approximately one quarter mile north of the subject property. Weekday service is from about 5:30 AM to 11:00 PM, with typical headways of 15 to 30 minutes. Saturday service is from 6:30 AM to 11:00 PM with headways of 20 to 30 minutes. Sunday service is from 7:00 AM to 11:00 PM with headways of 30 to 60 minutes.

Turning movement count data was collected during March, 2015 at the study area intersections from 7:00 to 9:00 AM and from 4:00 to 6:00 PM in order to determine the peak-hour traffic volumes. The measured traffic volumes were examined to determine the system-wide peak hour, which was used for analysis. The peak hours occurred from 7:10 to 8:10 AM and from 4:05 to 5:05 PM. Detailed traffic count data is included in the appendix to this report.

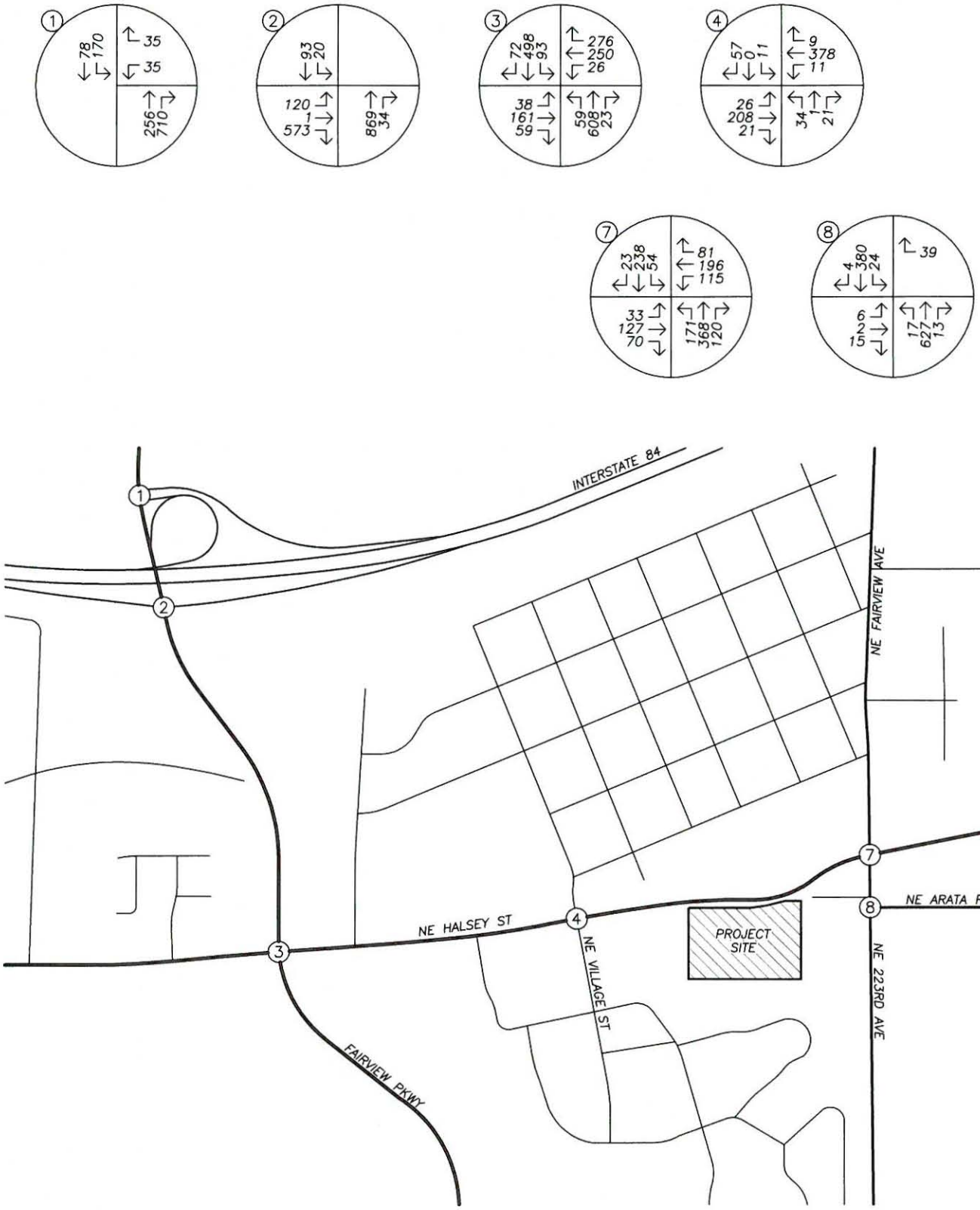
Figure 1 on page seven shows the project study area and the location of the site. Figures 2 and 3 on pages eight and nine show the existing traffic volumes at the study area intersections during the morning and evening peak hours, respectively.



VICINITY MAP

no scale

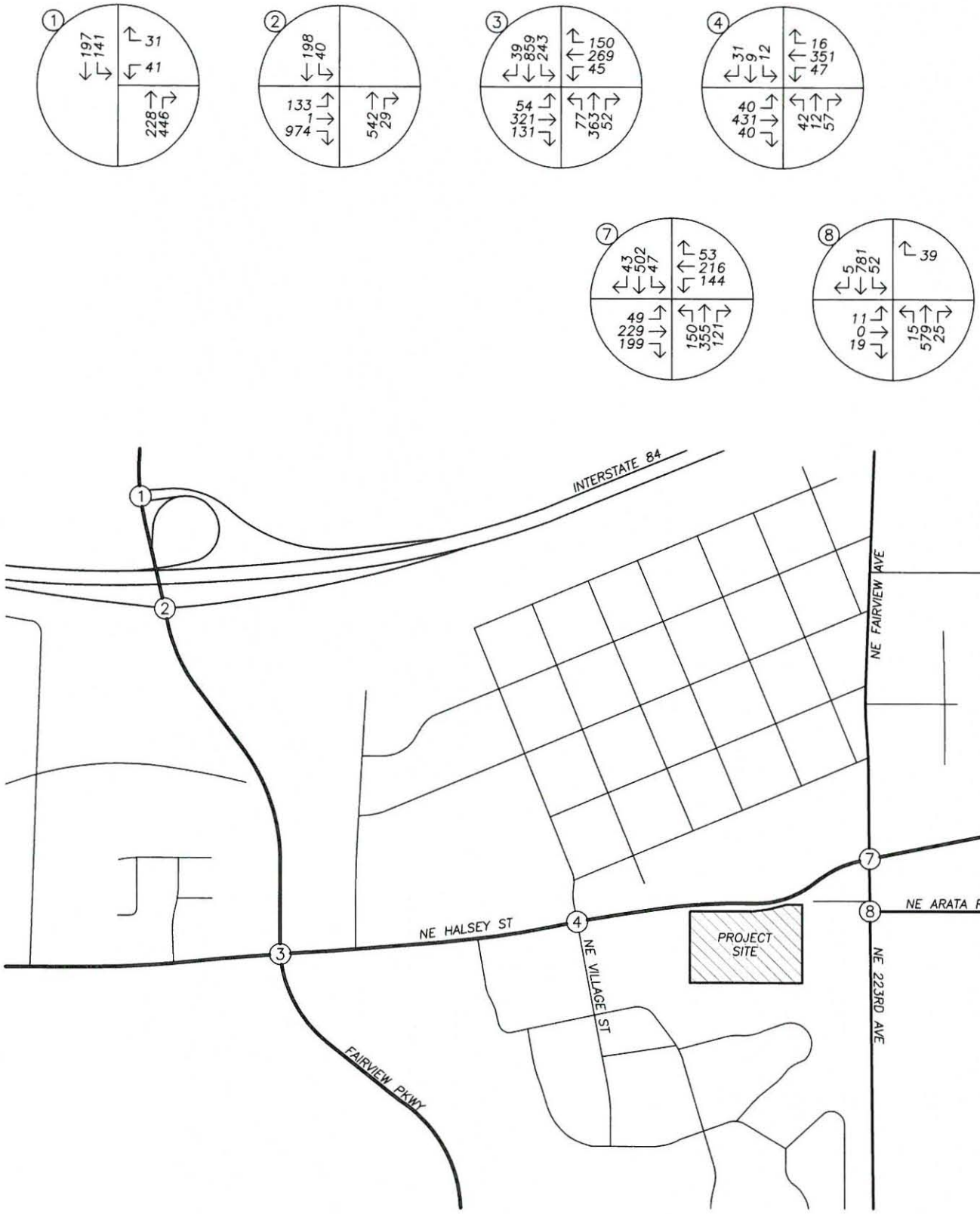
FIGURE 1



TRAFFIC VOLUMES
Existing Conditions
AM Peak Hour

no scale

FIGURE 2



TRAFFIC VOLUMES
Existing Conditions
PM Peak Hour

no scale

FIGURE 3

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TRIP GENERATION & DISTRIBUTION

TRIP GENERATION

To estimate the number of trips that will be generated by the proposed residential development, trip rates from the *TRIP GENERATION MANUAL,* Ninth Edition, published by the Institute of Transportation Engineers, were referenced. The trip rates used were those for land use codes 220, *Apartment*, 710, *General Office*, and 820, *Shopping Center*. The trip rates are based on the number of dwelling units for the apartments and on the gross floor area for the office and retail land uses.

The proposed mixed-use development is projected to result in an increase of 98 trips during the morning peak hour, with 23 entering and 75 exiting the site. During the evening peak hour, an increase of 121 trips is projected, with 76 entering and 45 exiting the site. A weekday total of 1,284 trips is projected, with half entering and half exiting the site.

The table below summarizes the trip generation data. Detailed trip generation worksheets are also included in the technical appendix.

TRIP GENERATION SUMMARY

	AM Peak Hour			PM Peak Hour		
	Entering	Exiting	Total	Entering	Exiting	Total
180 Apartments	18	74	92	73	39	112
3,400 sf General Office	4	1	5	1	4	5
1,100 sf Shopping Center	1	0	1	2	2	4
Total	**23**	**75**	**98**	**76**	**45**	**121**

For a conservative analysis, no reductions to the trip generation estimate were taken for internalization, pass-by trips or transit use.

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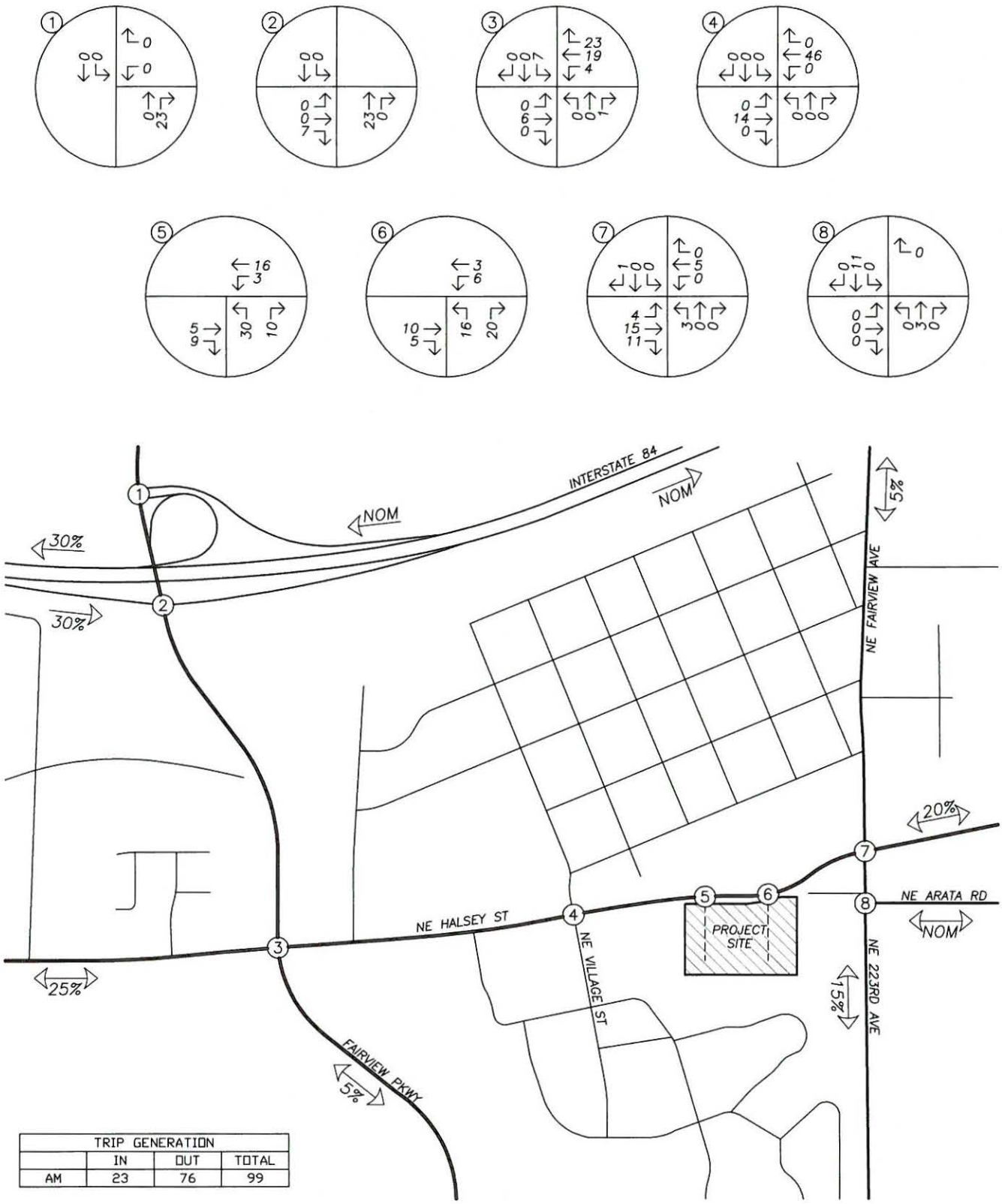
TRIP DISTRIBUTION

The distribution of site trips was determined based on the locations of likely trip destinations as well as the locations of major transportation facilities and existing travel patterns in the site vicinity.

Overall, 30 percent of site trips are projected to travel to and from the west via Interstate 84, 25 percent of site trips are projected to travel to and from the west via NE Halsey Street, 5 percent of site trips are projected to travel to and from the southwest on Fairview Parkway, 20 percent of site trips are projected to travel to and from the east on NE Halsey Street, 15 percent of site trips are projected to travel to and from the south on NE 223rd Avenue, and 5 percent of site trips are projected to travel to and from the north on NE Fairview Avenue.

A nominal number of site trips would be expected to utilize NE Village Street and W Arata Road. Although some site trips are likely to travel to and from the nearby Target store and local retail destinations immediately north of the subject property, for a conservative analysis all site trips were assigned to routes passing through the study intersections in accordance with the above trip distribution description.

Figures 4 and 5 on pages 12 and 13 illustrate the distribution and assignment of the site trips during the morning and evening peak hours, respectively.

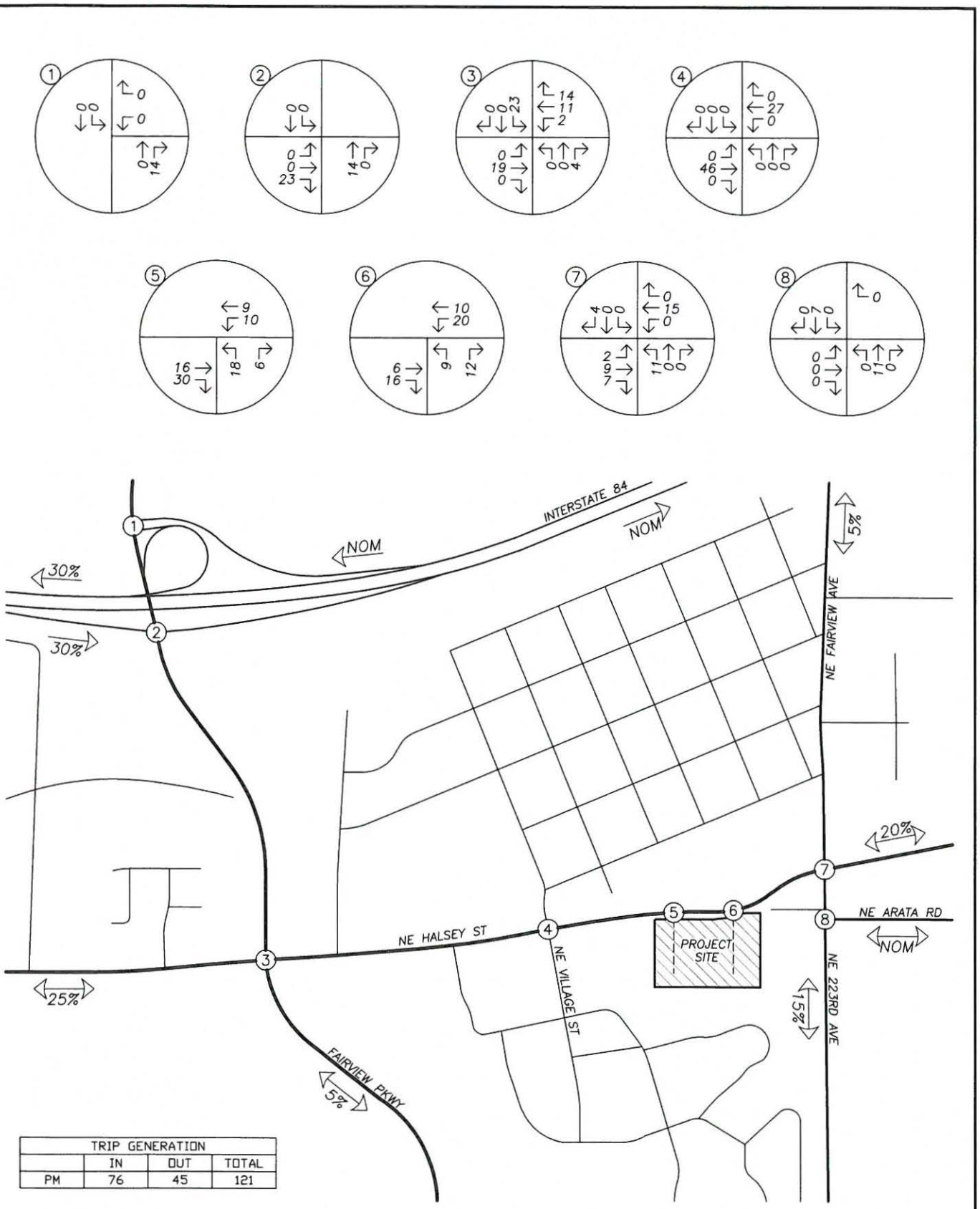


TRIP GENERATION			
	IN	OUT	TOTAL
AM	23	76	99

SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan
AM Peak Hour

no scale

FIGURE 4



TRIP GENERATION			
	IN	OUT	TOTAL
PM	76	45	121

SITE TRIP DISTRIBUTION & ASSIGNMENT
Proposed Development Plan
PM Peak Hour

no scale

FIGURE 5

1e

SAFETY ANALYSIS

CRASH HISTORY

Using data obtained from ODOT's Crash Analysis and Reporting Unit, a review of the most recent available five years of crash history (January, 2009 through December, 2013) at the study intersections was performed. The crash data was evaluated based on the number of crashes, the type of collisions, the severity of the collisions and the crash rate for the intersection. Crash rates allow comparison of safety risks at different intersections by accounting for both the number of crashes occurring and the number of vehicles that travel through the intersection. Crash rates were calculated using the common assumption that traffic counted during the PM peak period represents 10% of annual average daily traffic (AADT) at the intersection. Crash patterns and crash rates in excess of one crash per million entering vehicles (CMEV) may be indicative of specific safety hazards that should be further investigated and mitigated.

The intersection of Fairview Parkway at the Interstate 84 westbound ramps had six reported crashes during the five-year analysis period. These crashes included one rear-end collision, four turning-movement collisions, and one fixed-object collision. Three crashes at the intersection resulted in property damage only (*PDO*), one crash resulted in a possible injury or complaint of pain (*Injury-C*), and two crashes resulted in a non-incapacitating injury (*Injury-B*). The crash rate for the intersection was calculated to be 0.30 CMEV.

The intersection of Fairview Parkway at the Interstate 84 eastbound ramps had 33 reported crashes during the analysis period. Of these, 18 crashes were rear-end collisions, 6 were angle crashes (one of which involved a pedestrian), 3 crashes occurred during a turning movement, 5 involved a fixed object, and 1 crash was a non-collision (overturned vehicle). The pedestrian collision occurred when a person involved in a prior collision was standing in the roadway and was struck by a driver making an eastbound right turn. The collision resulted in a possible injury/complaint of pain to the pedestrian. Of the 18 reported rear-end collisions, 15 were related to the eastbound freeway off-ramp approach. These collisions were generally mild, with most resulting in property damage only and no collisions more severe than a report of a possible injury/complaint of pain. A total of 16 crashes resulted in property damage only while 10 crashes had reports of a possible injury/complaint of pain and 7 crashes had non-incapacitating injuries. There were no incapacitating injuries or fatalities reported. The crash rate for the intersection was calculated to be 0.94 CMEV.

The intersection of Fairview Parkway at NE Halsey Street had 13 reported crashes during the analysis period. Seven crashes were rear-end collisions, four were angle-type crashes, one was a turning movement crash that involved a bicycle, and one crash was a sideswipe while overtaking. The bicy-

cle collision occurred when a person riding a bicycle eastbound along NE Halsey Street was struck by a driver making an eastbound right turn into Fairview Parkway. Five of the crashes resulted in only property damage, seven crashes resulted in possible injuries or complaints of pain (including the one that involved the bicyclist), and one crash resulted in a non-incapacitating injury. The crash rate for the intersection was calculated to be 0.27 CMEV.

The intersection of NE Halsey Street at Village Street/7th Street had seven reported crashes during the analysis period. Two crashes at the intersection were rear-end type incidents, four crashes involved a turning movement (including one with a bicycle), and one crash was a vehicle backing into another. The bicycle collision occurred when a person riding a bicycle westbound on NE Halsey Street was struck by a driver making a southbound left turn. The collision data notes that they were unable to determine whether the driver or the person on the bicycle disregarded the traffic signal. Three of the crashes resulted in only property damage while three crashes resulted in possible injuries (including the incident with the bicyclist) and one crash resulted in a non-incapacitating injury. The crash rate for the intersection was calculated to be 0.34 CMEV.

The intersection of NE Halsey Street at Fairview Avenue/NE 223rd Avenue had 21 reported crashes during the analysis period. Of these, ten crashes were rear-end collisions, six crashes were angle-type incidents, three crashes involved a turning movement, one crash was with a pedestrian, and one crash was a sideswipe while overtaking. The pedestrian collision occurred when a person walking northbound along NE 223rd Avenue was struck by an eastbound driver that failed to yield to the pedestrian. The collision resulted in a non-incapacitating injury to the pedestrian. Nine of the crashes resulted in only property damage, ten of the crashes resulted in possible injuries, and two crashes resulted in non-incapacitating injuries (including the incident with the pedestrian). The crash rate for the intersection was calculated to be 0.55 CMEV.

The intersection of NE Arata Road at Fairview Avenue/NE 223rd Avenue had three reported crashes during the five-year analysis period. One crash at the intersection was an angle-type collision, one crash was during a turning-movement, and one collision involved a fixed object. Of the three crashes, one resulted in only property damage while the other two resulted in possible injuries or complaints of pain. The crash rate for the intersection was calculated to be 0.11 CMEV.

Based on the collision data, no significant design concerns were identified at the study intersections. Accordingly, no safety mitigations are recommended. Detailed crash reports for the study intersections are included in the appendix to this report.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was examined for the proposed site accesses onto NE Halsey Street. Intersection sight distance was measured and evaluated in accordance with the standards established in

A Policy on Geometric Design of Highways and Streets, published in 2011 by the American Association of State Highway and Transportation Officials.

Based on the posted speed limit of 35 mph on NE Halsey Street, the minimum required intersection sight distance is 390 feet in each direction. Intersection sight distance was measured to be in excess of 500 feet in each direction from the proposed east site access location. Intersection sight distance to the east at the west site access was also measured to be in excess of 500 feet. Intersection sight distance to the west from the west site access location is restricted by a horizontal curve and existing vegetation within the site frontage. With redevelopment of the site it is anticipated that a minimum of 390 feet of intersection sight distance to the west can be achieved.

Based on the detailed analysis, adequate sight distance can be made available for the proposed new site access driveways on NE Halsey Street with clearing of vegetation within the right-of-way west of the west site access. No other sight distance mitigations are necessary or recommended.

TRAFFIC SIGNAL AND TURN LANE WARRANTS

Left-turn lane warrants were examined for the unsignalized study intersections, including Fairview Parkway at the Interstate 84 westbound ramps, NE 223rd Avenue at W Arata Road, and the two proposed site access driveways on NE Halsey Street.

Based on the projected traffic volumes, traffic signal warrants will not be met at any of the intersections currently operating under stop control. No new traffic signals are recommended.

Left-turn lane warrants are primarily a safety consideration, allowing left-turning vehicles to pull out of the through traffic lane while waiting for a safe gap in the opposing traffic stream.

For the proposed site access driveways, a continuous center two-way left-turn lane is also in place along NE Halsey Street. Dedicated left-turn lanes or center two-way left-turn lanes are already in place at the off-site intersections within the study area. Accordingly, no new left-turn lanes are needed in conjunction with the proposed development.

1e

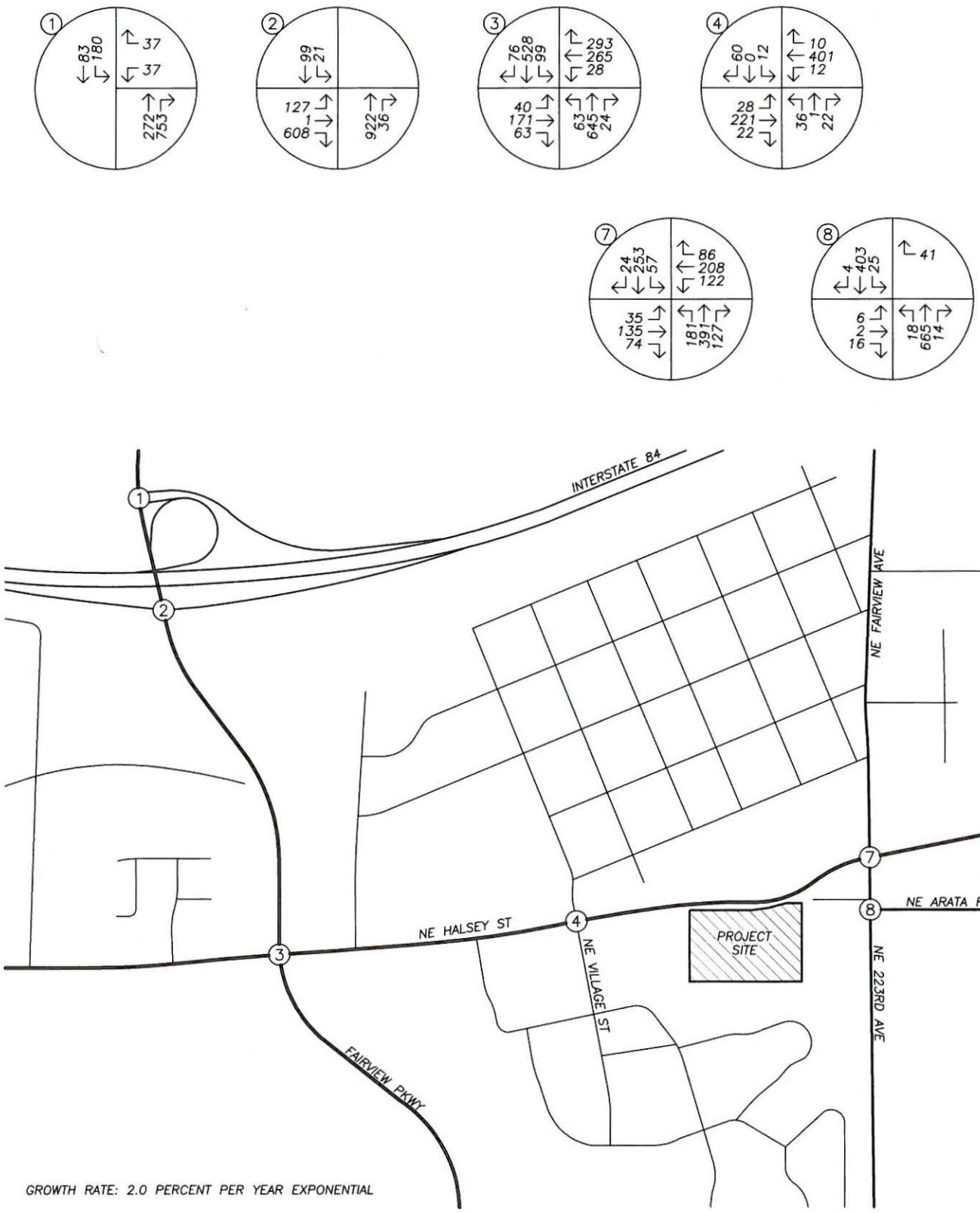
OPERATIONAL ANALYSIS

BACKGROUND TRAFFIC

Prior to analyzing the impact of the projected site trips from the proposed development, the existing traffic volumes were adjusted to account for background growth that will occur prior to full occupancy within the proposed subdivision. The proposed mixed-use development can reasonably be fully developed and occupied within three years, so the existing traffic volumes were adjusted to account for three years of growth. A two percent per year compounded growth rate was applied to the existing traffic volumes in order to account for general growth in within the region.

It should be noted that the Oregon Department of Transportation utilizes its own planning model to project future traffic volume growth for state highways. Based on data from the Future Volumes Table, Interstate 84 is projected to experience a linear growth of approximately 1.5 percent per year over the planning horizon. However in order to maintain consistency with the background growth of the city and county facilities analyzed and provide a conservative analysis, a two percent per year compounded growth rate was also applied to the turning-movement volumes at the Interstate 84 ramp terminals.

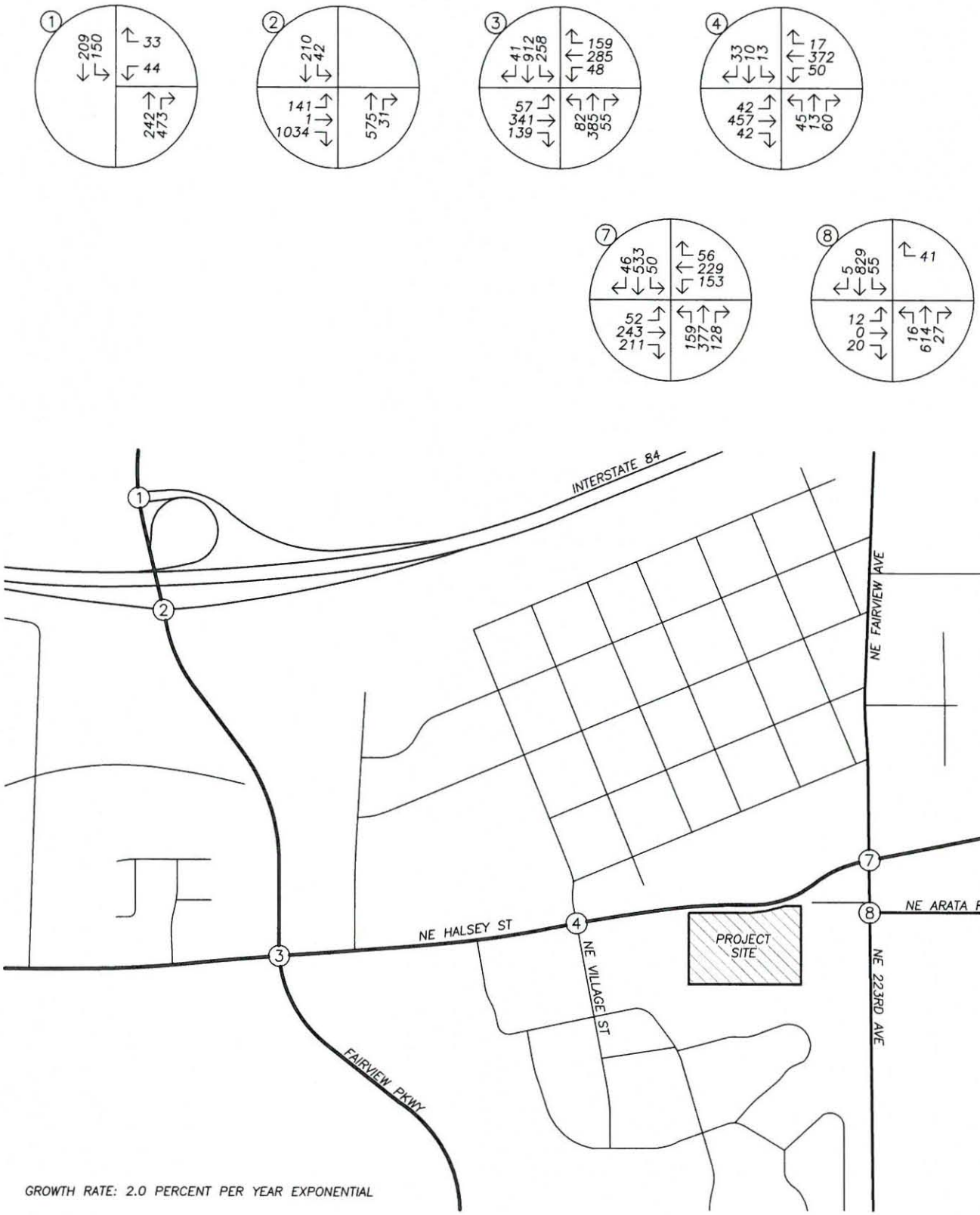
Figures 6 and 7 on pages 18 and 19 show the projected year 2018 background traffic volumes during the morning and evening peak hours. Figures 8 and 9 on pages 20 and 21 show the year 2018 traffic volumes with the addition of site trips from the proposed mixed-use development.



TRAFFIC VOLUMES
Year 2018 Background Conditions
AM Peak Hour

no scale

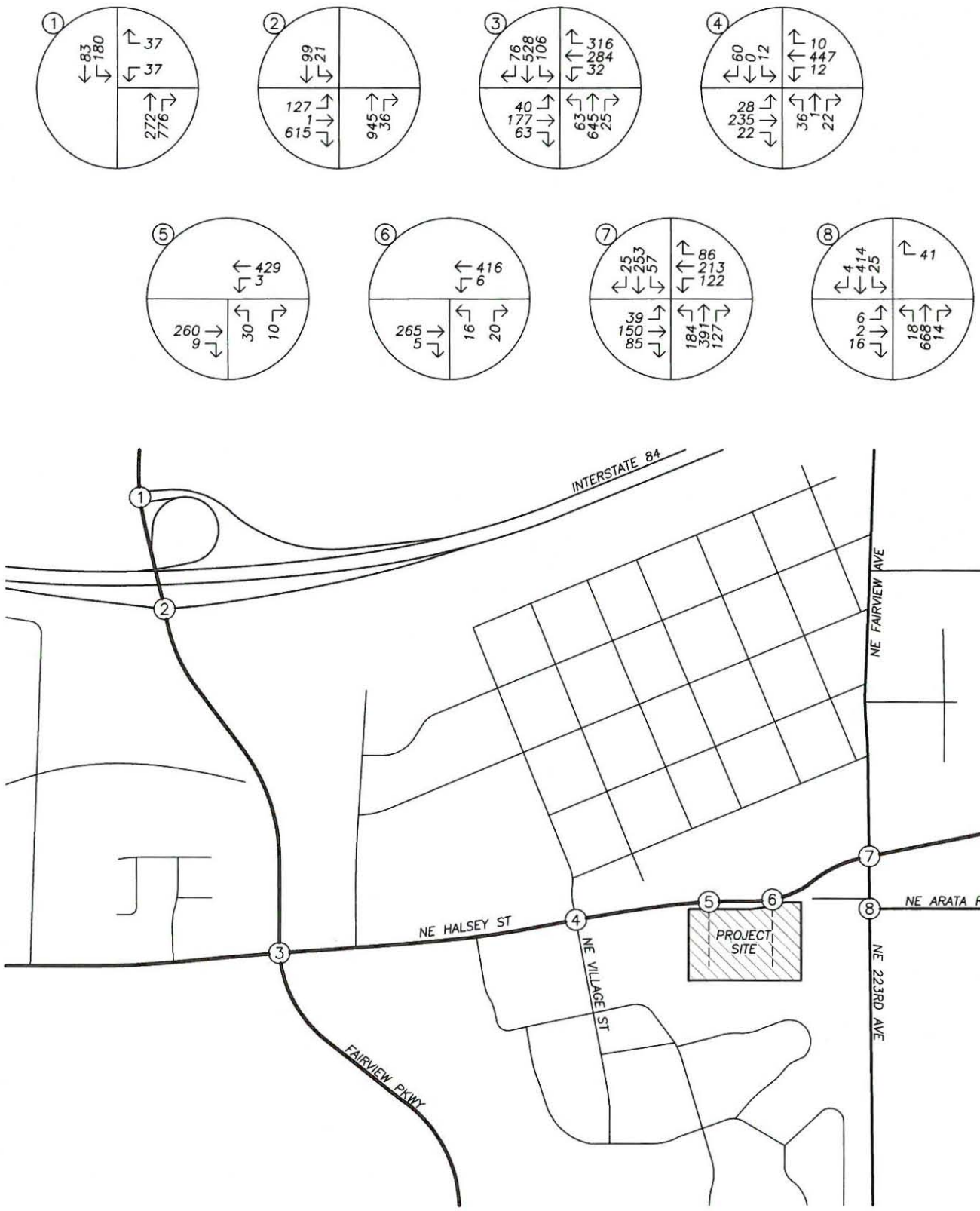
FIGURE 6



TRAFFIC VOLUMES
Year 2018 Background Conditions
PM Peak Hour

no scale

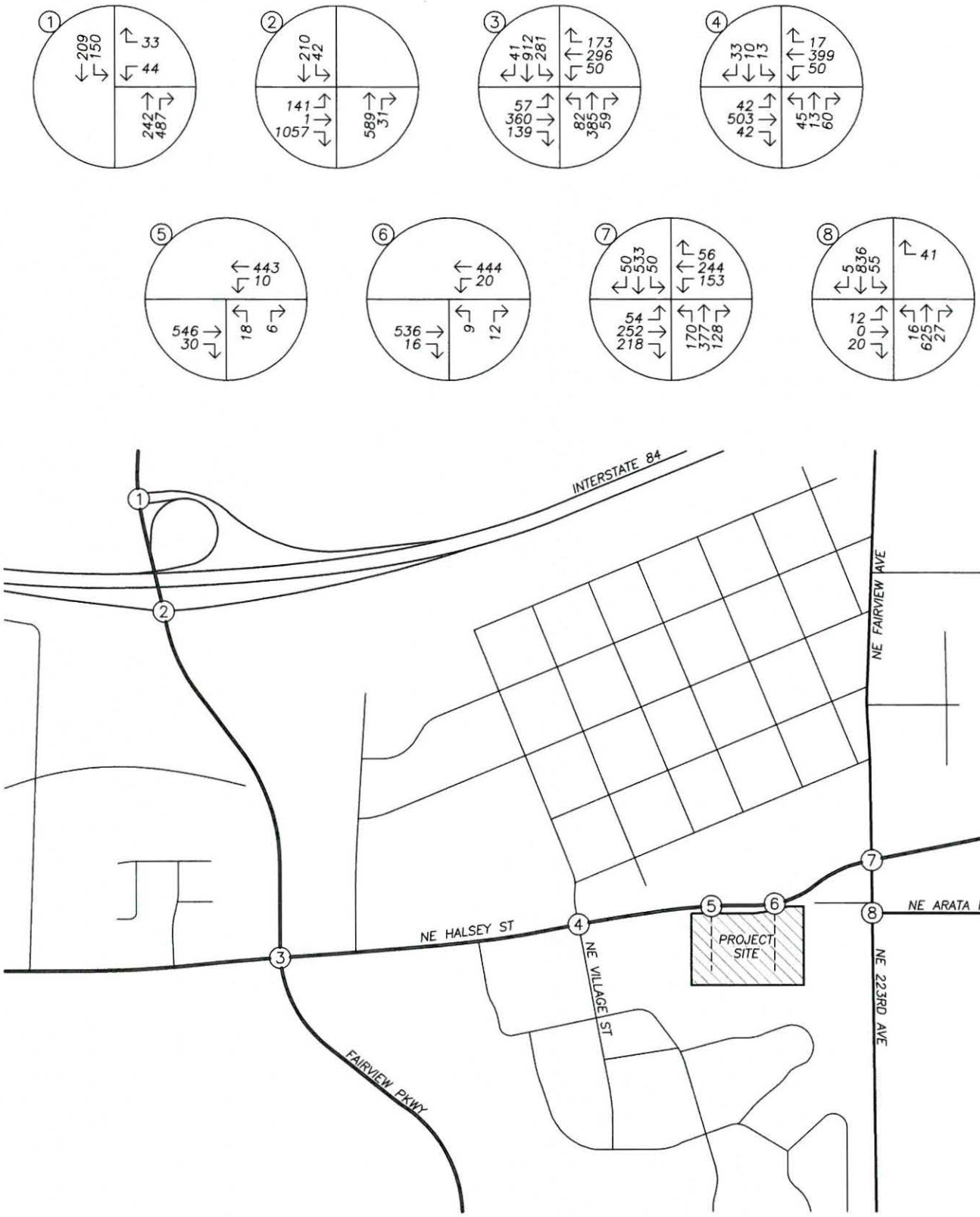
FIGURE 7



TRAFFIC VOLUMES
Year 2018 Background Plus Site Trips
AM Peak Hour

no scale

FIGURE 8



TRAFFIC VOLUMES
Year 2018 Background Plus Site Trips
PM Peak Hour

no scale

FIGURE 9

1e

CAPACITY ANALYSIS

A capacity and delay analysis was conducted for each of the study intersections. The analysis was conducted according to unsignalized intersection analysis methodologies in the *HIGHWAY CAPACITY MANUAL* (HCM) published by the Transportation Research Board. For the Interstate 84 ramp terminal intersections operating under ODOT jurisdiction, the maximum allowable v/c ratio is 0.85 per the Oregon Highway Plan. Multnomah County generally requires that intersections in urbanized areas operate at level of service "D" or better.

The intersection of Fairview Parkway at the Interstate 84 Westbound Ramps is currently operating at level of service C during the morning and evening peak hours, and with a v/c ratio of 0.15 or less for the critical movement. Under year 2018 traffic conditions the intersection is projected to continue to operate at level of service C during the morning and evening peak hours, with a v/c ratio of 0.16 or less.

The intersection of Fairview Parkway at the Interstate 84 Eastbound Ramps is currently operating at level of service B during the morning and evening peak hours, and with a v/c ratio of 0.51 or less for the critical movement. Under year 2018 traffic conditions the intersection is projected to continue to operate at level of service B during the morning and evening peak hours, with a v/c ratio of 0.53 or less.

The intersection of Fairview Parkway at NE Halsey Street is currently operating at level of service C during the morning and evening peak hours. The intersection is projected to continue to operate at level of service C through 2018 either with or without the addition of site trips from the proposed development.

The intersection of NE Halsey Street at NE Village Street/7th Street is currently operating at level of service B during the morning and evening peak hours. The intersection is projected to continue to operate at level of service B through 2018 either with or without the addition of site trips from the proposed development.

The intersection of NE Halsey Street at NE 223rd Avenue/Fairview Avenue is currently operating at level of service C during the morning and evening peak hours. Under year 2018 traffic conditions, the intersection is projected to operate at level of service C during the morning peak hour and level of service D during the evening peak hour either with or without the addition of site trips from the proposed development.

The intersection of NE 223rd Avenue at W Arata Road is currently operating at level of service B during the morning peak hour and level of service C during the evening peak hour. Under year 2018 traffic conditions, the intersection is projected operate at level of service C during the morning and evening peak hours either with or without the addition of site trips from the proposed development.

Under year 2018 traffic conditions with completion of the proposed development, the west site access intersection on NE Halsey Street is projected to operate at level of service B during the morning peak hour and level of service C during the evening peak hour.

Under year 2018 traffic conditions with completion of the proposed development, the east site access intersection on NE Halsey Street is projected to operate at level of service B during the morning and evening peak hours.

The results of the capacity analysis including the Levels of Service (LOS), delays and volume-to-capacity (v/c) ratios are shown in the table on the following page. Detailed capacity analysis results are included in the appendix to this report.

As shown in the table, the off-site study area intersections currently operate acceptably during the morning and evening peak hours and will continue to operate acceptably through 2018 either with or without the addition of site trips from the proposed development. The proposed site access intersections are also projected to operate acceptably upon completion of the project. No operational mitigations are necessary or recommended.

1e

LEVEL OF SERVICE SUMMARY

	AM Peak Hour			PM Peak Hour		
	Delay	LOS	V/C	Delay	LOS	V/C
Fairview Parkway at I-84 Westbound Ramps						
2015 Existing Conditions	18	C	0.15	16	C	0.12
2018 Background	19	C	0.16	17	C	0.14
2018 Background plus Site Trips	19	C	0.16	17	C	0.14
Fairview Parkway at I-84 Eastbound Ramps						
2015 Existing Conditions	14	B	0.51	16	B	0.45
2018 Background	15	B	0.53	17	B	0.48
2018 Background plus Site Trips	15	B	0.53	18	B	0.50
Fairview Parkway at NE Halsey Street						
2015 Existing Conditions	24	C	0.47	27	C	0.73
2018 Background	25	C	0.50	29	C	0.76
2018 Background plus Site Trips	27	C	0.53	30	C	0.78
NE Halsey Street at NE Village Street/7th Street						
2015 Existing Conditions	12	B	0.31	12	B	0.34
2018 Background	12	B	0.33	12	B	0.36
2018 Background plus Site Trips	13	B	0.36	12	B	0.39
NE Halsey Street at NE 223rd Avenue/Fairview Avenue						
2015 Existing Conditions	26	C	0.65	34	C	0.78
2018 Background	27	C	0.67	38	D	0.82
2018 Background plus Site Trips	28	C	0.67	39	D	0.84
NE 223rd Avenue at NE Arata Road						
2015 Existing Conditions	15	B	0.43	19	C	0.49
2018 Background	15	C	0.45	21	C	0.52
2018 Background plus Site Trips	15	C	0.46	21	C	0.52
NE Halsey Street at West Site Access						
2018 Background plus Site Trips	13	B	0.09	16	C	0.08
NE Halsey Street at East Site Access						
2018 Background plus Site Trips	12	B	0.07	15	B	0.06

LOS = Level of Service (per Highway Capacity Manual)
V/C = Volume-to-Capacity Ratio

1e

QUEUING ANALYSIS

A queuing analysis was also conducted in order to identify any potential concerns related to queue storage for the study intersections. The queuing analysis was conducted for year 2018 traffic conditions during the morning and evening peak hours with the addition of site trips from the proposed development. The queuing analysis was performed using a SimTraffic simulation model, with the results reported as the 95th percentile queue length. The 95th percentile queue length is the queue length that is exceeded during only five percent of the peak hour. Queues in excess of the 95th percentile queue length typically occur with insufficient frequency and duration to require mitigation.

Based on the results of the queuing analysis, the intersections of Fairview Parkway at the Interstate 84 Westbound Ramps, Fairview Parkway at the Interstate 84 Eastbound Ramps, Fairview Parkway at NE Halsey Street, NE Halsey Street at NE Village Street/7th Street and the two site access intersections are projected to have 95th percentile queue lengths that are less than the available queue storage lengths during the morning and evening peak hours with completion of the proposed development.

The intersection of NE Halsey Street at NE 223rd Avenue/NE Fairview Avenue is projected to experience northbound left-turn queues during the morning and evening peak hours that exceed the available turn-lane storage by up to ten feet. The available turn-lane storage is limited by the distance between NE Halsey Street and NE Barr Road.

The intersection of NE 23rd Avenue at W Arata Road has very limited storage available for the southbound left-turn movement, since the storage length is limited by the offset distance between W Arata Road, which forms the east leg of the intersection and NE Barr Road, which forms the west leg of the intersection. This turning movement serves 25 vehicles during the morning peak hour and 55 vehicles during the evening peak hour with an average queue length of less than one vehicle. The proposed development is projected to add a negligible amount of traffic to this turning movement and would not be projected to have a meaningful impact on queuing for this approach.

Based on the projected queues as well as the potential for conflicts between northbound vehicles on NE 223rd Avenue turning left onto NE Barr Road and southbound vehicles on NE 223rd Avenue turning left onto W Arata Road, it is recommended that consideration be given to restricting southbound left-turns onto W Arata Road. This restriction would eliminate potential conflicts between opposing left-turn movements from NE 223rd Avenue onto W Arata Road and NE Barr Road, and could also facilitate increasing the available left-turn storage length serving the northbound left-turn movement at the intersection of NE Halsey Street and NE 223rd Avenue. Conflicts at this location are currently minor; however as traffic volumes increase in the future the queue lengths will continue to increase and left-turn conflicts may become more frequent. Although it may not be necessary to restrict turning movements immediately it is apparent that restrictions may be appropriate in the near future.

A summary of the projected queue lengths and the available queue storage at the study area intersections is provided in the table on the following page. Detailed queuing analysis worksheets are also provided in the technical appendix.

1e

QUEUING ANALYSIS SUMMARY

	AM Peak Hour Queue	PM Peak Hour Queue	Existing Storage
Fairview Parkway at I-84 Westbound Ramps			
Westbound Left Turn	47'	52'	150'
Southbound Left Turn	42'	52'	115'
Fairview Parkway at I-84 Eastbound Ramps			
Eastbound Left/Through	112'	94'	300'
Eastbound Right Turn	139'	231'	260'
Southbound Left Turn	40'	57'	170'
Fairview Parkway at NE Halsey Street			
Eastbound Left Turn	79'	99'	200'
Eastbound Right Turn	57'	161'	200'
Westbound Left Turn	63'	85'	200'
Northbound Left Turn	85'	123'	180'
Southbound Left Turn	131'	254'	270'
NE Halsey Street at NE Village Street/7th Street			
Eastbound Left Turn	50'	62'	180'
Eastbound Right Turn	33'	73'	140'
Westbound Left Turn	33'	70'	180'
Northbound Left Turn	41'	50'	130'
Southbound Left Turn	30'	32'	100'
NE Halsey Street at NE 223rd Avenue/Fairview Avenue			
Eastbound Left Turn	56'	117'	180'
Eastbound Right Turn	82'	195'	200'
Westbound Left Turn	146'	226'	250'
Westbound Right Turn	102'	80'	180'
Northbound Left Turn	162'	165'	155'
Northbound Right Turn	143'	156'	175'
Southbound Left Turn	103'	173'	175'
NE 223rd Avenue at NE Arata Road			
Southbound Left Turn	27'	41'	35'
NE Halsey Street at West Site Access			
Westbound Left Turn	4'	19'	>100'
NE Halsey Street at East Site Access			
Westbound Left Turn	9'	34'	>100'

1e

SITE ACCESS CONSIDERATIONS

The proposed site plan includes two new driveways on NE Halsey Street to serve the subject property. The site has frontage only on NE Halsey Street, so it is necessary that all access be taken from this roadway. Two site accesses are required per the 2014 Oregon Fire Code for serving residential development in excess of 100 units. Additionally, Gresham Fire and Emergency Services has specifically requested two points of access for the proposed development.

The proposed site access locations are each offset approximately 40 feet to the east of existing driveways serving commercial land uses on the north side of NE Halsey Street. The direction of offset allows simultaneous left-turn movements from NE Halsey Street into the site access driveways without conflicts, so no interruptions to the flow of through traffic would be anticipated as a result of the proposed offset. For vehicles exiting from the site access location, there is the potential for conflicts within the center median if drivers attempt to make simultaneous two-stage left turns by crossing the near lanes of traffic to enter the median, then waiting within the median for a safe opportunity to merge into the through travel lanes on the far side of the roadway. However, based on the operational analysis the site access intersections are projected to operate acceptably (level of service C) without the need for two-stage left-turn movements. Additionally, since all potentially-conflicting approaches are readily visible from the site access driveway, drivers will be able to anticipate and avoid such conflicts in the median.

Based on the direction and distance of the proposed driveway offsets, the proposed site access driveways are projected to operate safely and efficiently. No additional access mitigations are necessary or recommended.

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CONCLUSIONS

Based on the most recent five years of crash data, no significant existing safety hazards were evident and no mitigations are recommended.

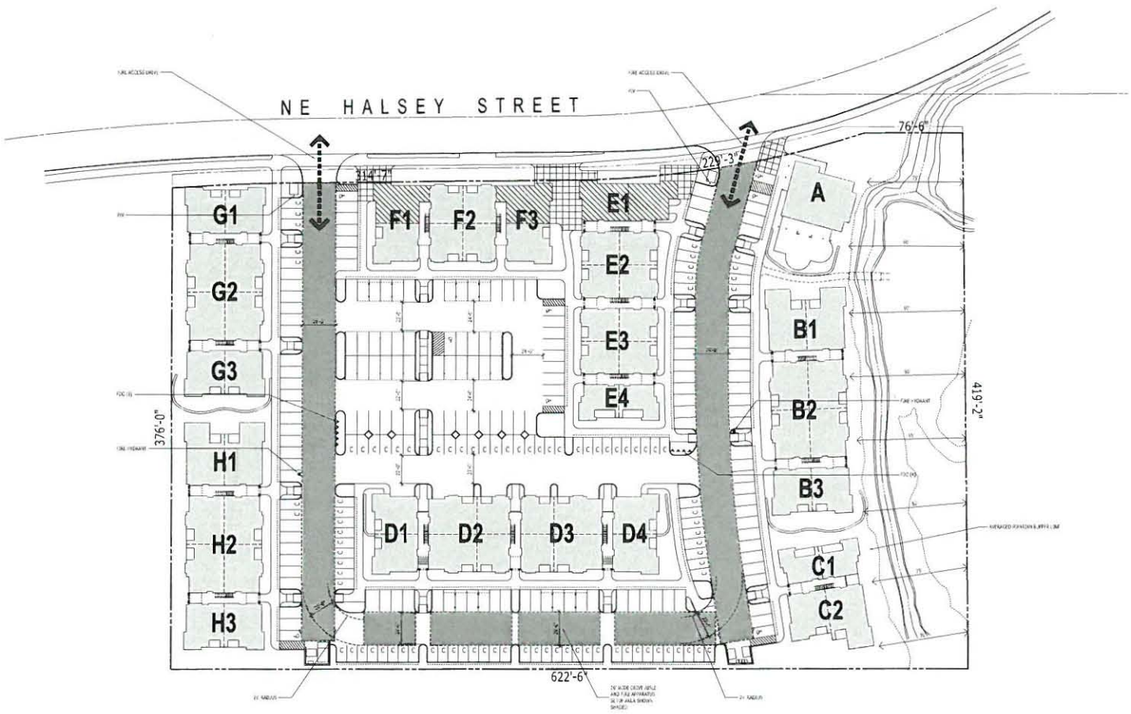
Intersection sight distance was examined for the proposed new site access driveways on NE Halsey Street. Adequate sight distance is projected to be available in both directions for safe operation of the proposed site access driveways with clearing of vegetation within the right-of-way west of the west site access driveway. No other sight distance mitigations are necessary or recommended.

Left turn lane warrants and traffic signal warrants were examined for the study area intersections. Based on the analysis, no new turn lanes or traffic signals are recommended.

Based on the operational analysis, all of the study intersections are currently operating acceptably during the morning and evening peak hours. Under year 2018 traffic conditions, the intersections are projected to continue to operate acceptably either with or without the addition of site trips from the proposed development. No capacity-related mitigations are necessary or recommended.

Based on the queuing analysis, the majority of the study intersections have available storage lengths in excess of the projected 95th percentile peak hour queues. The intersections of NE Halsey Street at NE 223rd Avenue and NE 223rd Avenue at W Arata Road/NE Barr Avenue have some projected 95th percentile queues that exceed the available storage. The available storage is very nearly sufficient for the 95th percentile queues, so conflicts are rare at these intersections; however consideration should be given to restricting southbound left turns onto W Arata Road to address queuing concerns that are expected to worsen in the future. Elimination of this turning movement could also facilitate increased northbound left-turn storage for the intersection of NE Halsey Street at NE 223rd Avenue.

The proposed site plan includes two access driveways on NE Halsey Street, in conformance with the requirements of the 2014 Oregon Fire Code and the requirements of Gresham Fire and Emergency Services. Based on the direction and distance of the proposed driveway offsets, the proposed site access driveways are projected to operate safely and efficiently. No additional access mitigations are necessary or recommended.



1 Fire Access Site Plan

0' 15' 30' 60'

HILL

Northbrook Village

Fire Access Site Plan

A103

RECOMMENDED PLANT LIST

TREES

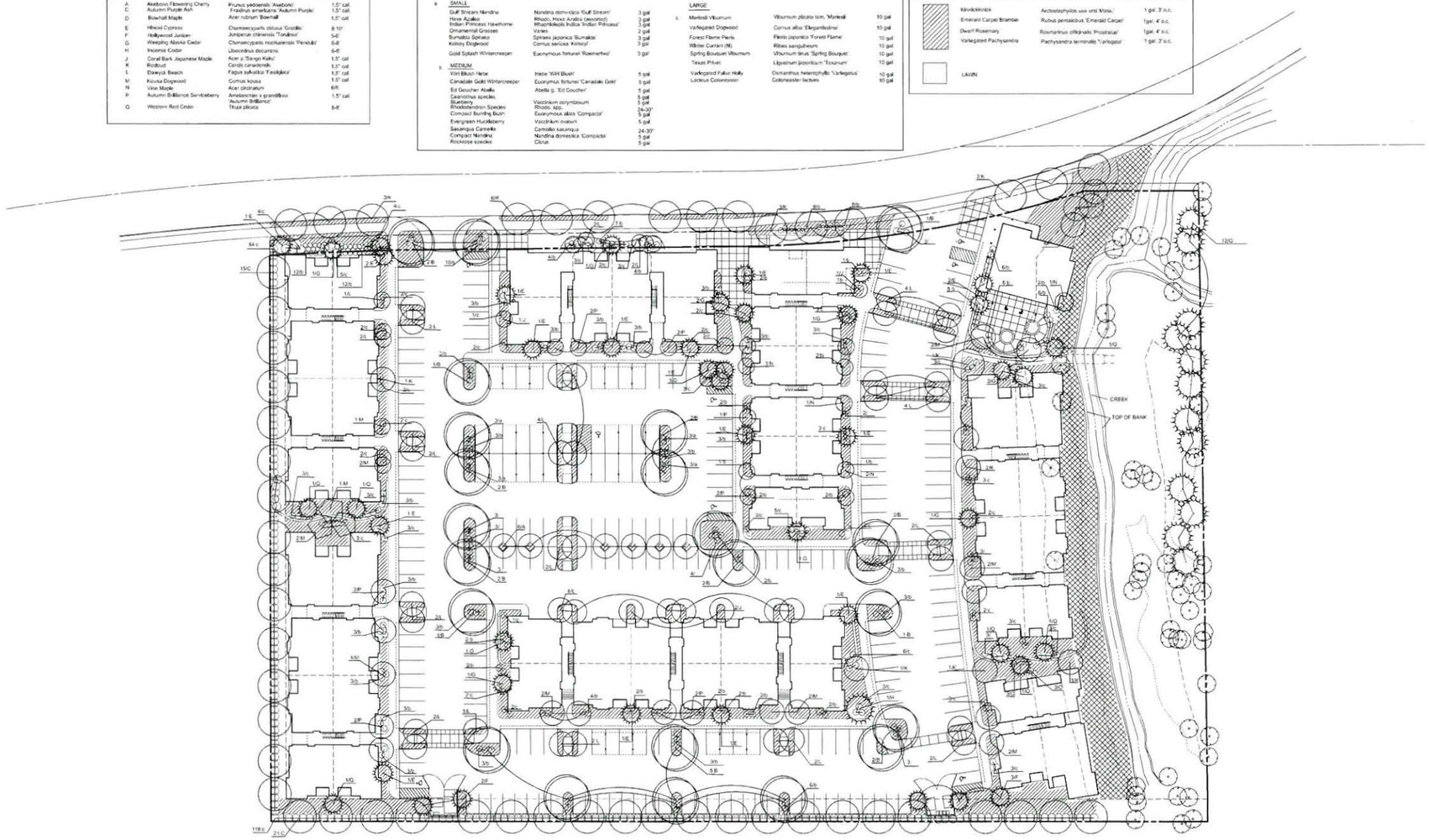
SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
A	Akebono Flowering Cherry	Prunus yedoensis 'Akebono'	1.5" cal
C	Autumn Purple Ash	Fraxinus americana 'Autumn Purple'	1.5" cal
D	Bowhall Maple	Acer rubrum 'Bowhall'	1.5" cal
E	Hinoki Cypress	Chamaecyparis obtusa 'Gracilis'	8-10'
F	Hollywood Juniper	Juniperus chinensis 'Torulosa'	5-6'
G	Weeping Alaska Cedar	Chamaecyparis nootkatensis 'Pendula'	6-8'
H	Incense Cedar	Libocedrus decurrens	6-8'
J	Coral Bark Japanese Maple	Acer p.'Sango Kaku'	1.5" cal
K	Redbud	Cercis canadensis	1.5" cal
L	Dawyck Beech	Fagus sylvatica 'Fastigiata'	1.5" cal
M	Kousa Dogwood	Cornus kousa	1.5" cal
N	Vine Maple	Acer circinatum	6/8
P	Autumn Brilliance Serviceberry	Amelanchier x grandiflora 'Autumn Brilliance'	1.5" cal
Q	Western Red Cedar	Thuja plicata	6-8

SHRUBS

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE
a	SMALL		
	Gulf Stream Nandina	Nandina domestica 'Gulf Stream'	3 gal
	Hino Azalea	Rhodo. Hino Arabis (assorted)	2 gal
	Indian Princess Hawthorne	Rhaphiolepis Indica 'Indian Princess'	3 gal
	Ornamental Grasses	Varies	2 gal
	Bumalda Spiraea	Spiraea japonica 'Bumalda'	3 gal
	Kelsey Dogwood	Cornus sericea 'Kelseyi'	3 gal
	Gold Splash Wintercreeper	Euonymus fortunei 'Roemerthe'	3 gal
b	MEDIUM		
	Will Blush Heine	Heine 'Will Blush'	5 gal
	Canadale Gold Wintercreeper	Euonymus fortunei 'Canadale Gold'	5 gal
	Ed Goucher Abelia	Abelia g. 'Ed Goucher'	5 gal
	Ceanothus species		5 gal
	Blueberry	Vaccinium corymbosum	5 gal
	Rhododendron Species	Rhodo. spp.	24-30"
	Compact Burning Bush	Euonymous alata 'Compacta'	5 gal
	Evergreen Huckleberry	Vaccinium ovatum	5 gal
	Sasanqua Camelia	Camellia sasanqua	24-30"
	Compact Nandina	Nandina domestica 'Compacta'	5 gal
	Rockrose species	Cistus	5 gal
c	LARGE		
	Merkeall Viburnum	Viburnum plicata tom. 'Merkeall'	10 gal
	Variegated Dogwood	Cornus alba 'Elegantissima'	10 gal
	Forest Flame Pieris	Pieris japonica 'Forest Flame'	10 gal
	Winter Currant (N)	Ribes sanguineum	10 gal
	Spring Bouquet Viburnum	Viburnum tinus 'Spring Bouquet'	10 gal
	Texas Privet	Ligustrum japonicum 'Texanum'	10 gal
	Variegated False Holly	Osmanthus heterophyllo 'Variegatus'	10 gal
	Lucious Colonnade	Gaultheissier facticus	10 gal

GROUNDCOVER

SYMBOL	COMMON NAME	BOTANICAL NAME	SIZE, SPACING
	Kinnikinnick	Arctostaphylos uva ursi 'Massa.'	1 gal. 3' o.c.
	Emerald Carpet Bramble	Rubus pentalobus 'Emerald Carpet'	1gal. 4' o.c.
	Dwarf Rosemary	Rosmarinus officinalis 'Prostratus'	1gal. 4' o.c.
	Variegated Pachysandra	Pachysandra terminalis 'Variegata'	1 gal. 3' o.c.
	LAWN		



LEGEND

SYMBOL	DESCRIPTION
	Existing Tree to be Removed
	Existing Tree to be Preserved
	Native Riparian Plant Material. Riparian areas disturbed by construction will be enhanced with native plant material.

NOTES

1. PROPOSED LANDSCAPING WILL BE WATERED WITH A SUBSURFACE, AUTOMATIC IRRIGATION SYSTEM.
2. EXISTING TREE INFORMATION TO BE PROVIDED BY ARBORIST.
3. SOIL PREPARATION AND PLANTING TREES, SHRUBS AND GROUNDCOVER:

   Amount/1,000 square feet:
   20 lbs. Gypsum
   2" Soil Amendment
   10 lbs. Commercial Fertilizer A
   Broadcast the following materials evenly over topsoil placed in each planting area. Rototill materials into topsoil - 4-6" deep.

1 L101 LANDSCAPE PLAN

SCALE 1" = 30'

Attachment 10

HILL ARCHITECTS
1336 BLANKENSHIP ROAD
SUITE 100
WEST LINN, OREGON 97068
TEL 503 305 3044 FAX 503 305 3044

ANDERSON ASSOCIATES
LANDSCAPE ARCHITECTURE
PLANNING
2860 SE Ash Street
Portland, OR 97214
Ph. 503-318-0549

NORTHBROOK VILLAGE
FAIRVIEW, OREGON
THE PARKER DEVELOPMENT NW, INC.

THIS WIDTH SHOULD BE 3"

08-APRIL-2015 SITE DESIGN REVIEW

MARK	DATE	REVISION TITLE

PROJECT NUMBER: 14083
DRAWN BY: dr
CHECKED BY:

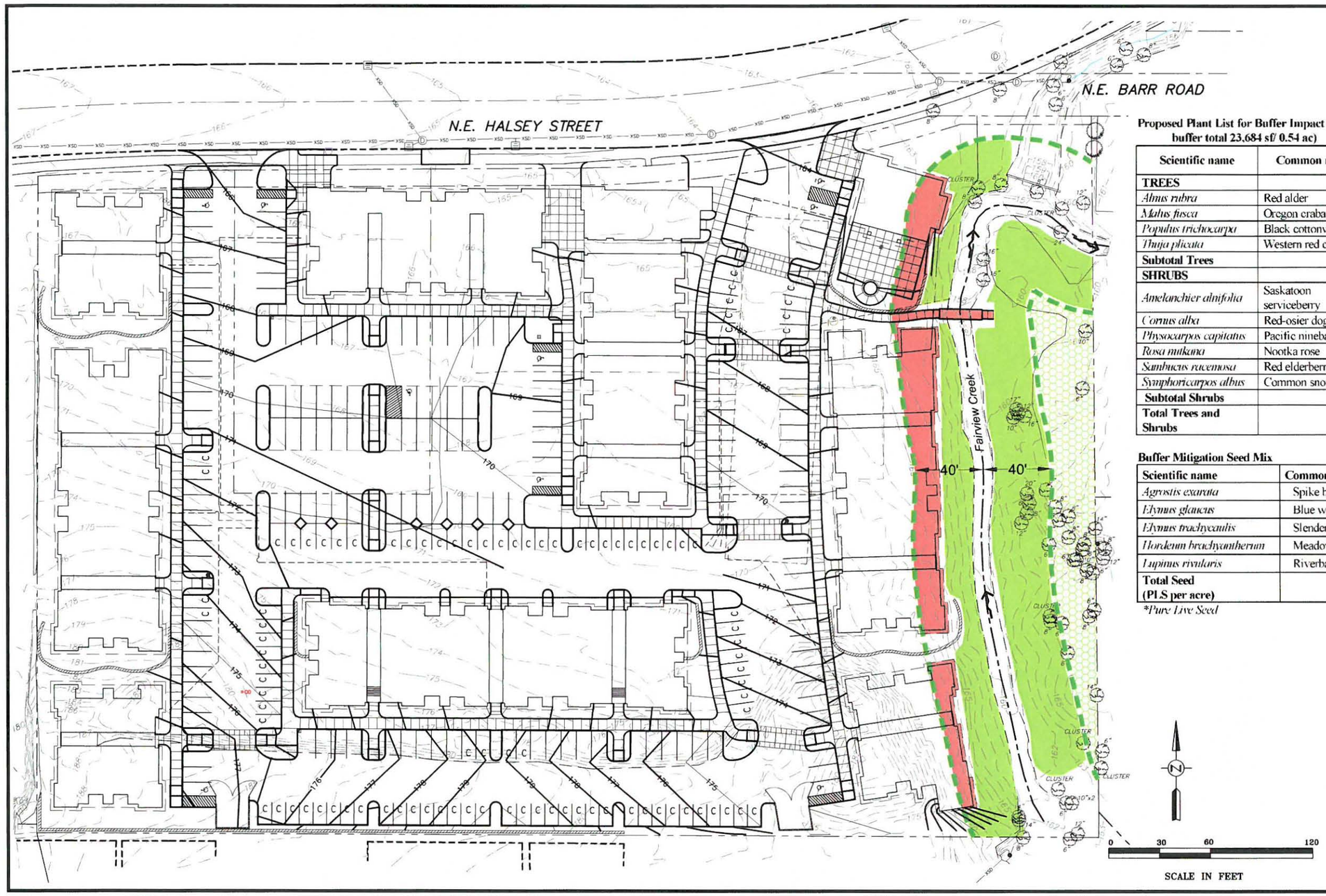
© 2015 Hill Architects

LANDSCAPE PLAN

L101

Date: Tuesday, April 07, 2015 3:32:52 PM | Location: P:\2014_ORI\14083 Northbrook Village\9 Drawing\L101-Northbrook-DD Plans-4_6_15.dwg | / Xref: Xrefs: Chard / Layout: L101

Attachement 11



Proposed Plant List for Buffer Impact Mitigation (Combined areas both within and outside buffer total 23,684 sf/ 0.54 ac)

Scientific name	Common name	Plant Form	Minimum Spacing	Quantities
TREES				
Alnus rubra	Red alder	1 gal/ 24" min.ht.	12' OC	40
Malus fusca	Oregon crabapple	1 gal/ 24" min.ht.	12' OC	50
Populus trichocarpa	Black cottonwood	1 gal/ 24" min.ht.	12' OC	50
Thuja plicata	Western red cedar	1 gal/ 24" min.ht.	12' OC	60
Subtotal Trees				**200**
SHRUBS				
Amelanchier alnifolia	Saskatoon serviceberry	1 gal/ 18" min.ht.	5' OC	100
Cornus alba	Red-osier dogwood	1 gal/ 18" min.ht.	5' OC	150
Physocarpos capitatus	Pacific ninebark	1 gal/ 18" min.ht.	5' OC	200
Rosa nutkana	Nootka rose	1 gal/ 18" min.ht.	5' OC	200
Sambucus racemosa	Red elderberry	1 gal / 18" min.ht.	5' OC	100
Symphoricarpos albus	Common snowberry	1 gal/ 12" min.ht.	4' OC	150
Subtotal Shrubs				**900**
Total Trees and Shrubs				**1,100**

Buffer Mitigation Seed Mix

Scientific name	Common name	Lbs/ac PLS*
Agrostis exarata	Spike bentgrass	7
Elymus glaucus	Blue wildrye	10
Elymus trachycaulis	Slender wildrye	8
Hordeum brachyantherum	Meadow barley	10
Lupinus rivularis	Riverbank Lupine	2
Total Seed (PLS per acre)		**37**

**Pure Live Seed*

LEGEND

- Riparian Buffer
- Riparian Encroachment (Impervious) (4,504 sf / 0.10 ac)
- 40' Buffer Planting Area (17,319 sf / 0.40 ac)
- Planting Area Outside 40' Riparian Buffer (6,365 sf / 0.15 ac)
- Direction of Flow

PHS
Pacific Habitat Services,Inc.
9450 SW Commerce Circle, Suite 180 Wilsonville, Oregon 97070
Phone: (503) 570-0800 Fax (503) 570-0855

Riparian Buffer Encroachment and Mitigation Planting Plan
Northbrook Village Apartments - Fairview, Oregon

FIGURE 1

03-25-2015

Attachement 12

Riparian Buffer Mitigation Plan for Northbrook Village Apartments in Fairview, Oregon

Prepared for

Hill Architects
1750 Blankenship Road #400
West Linn, OR 97068

Prepared by

Pacific Habitat Services, Inc.
9750 SW Commerce Circle, Suite 180
Wilsonville, Oregon 97070

PHS Project Number: 5616

March 26, 2015

RIPARIAN BUFFER MITIGATION PLAN FOR NORTHBROOK VILLAGE APARTMENTS IN FAIRVIEW, OREGON

The Northbrook Village Apartments project is a mixed-use development on a 5.55-acre site along NE Halsey Street in Fairview, Oregon. Up to 180 residential apartments, commercial space, clubhouse, and associated parking will be located on the developable space to the west of Fairview Creek, which runs through the eastern portion of the site from south to north.

Fairview Creek is a perennial stream that has been mapped within the City of Fairview's Natural Resource Inventory, and is subject to regulation under FDC Chapter 19.106 Natural Resource Regulations. Resource Protection area setbacks required for this segment of Fairview Creek are 40 feet wide, as measured in both directions from the centerline of the creek. Development is restricted within the setbacks; however, due to circumstances unique to this project, a variance from the required setback width is requested of the City of Fairview.

Request for Variance

The Northbrook Village Apartments project will require a variance from the City's 40-foot resource protection area setback from Fairview Creek. A Class C variance (under FDC 19.520.040), to be determined within the Type III design review process, will be required since the project does not fit either Class A or Class B criteria.

A separate narrative from the Applicant is included with this submittal to address the applicable criteria for this variance request.

Current Condition

The riparian buffers along this section of Fairview Creek are distinctly different in vegetation cover, with the west buffer being recently cleared of Himalayan blackberry, which previously dominated the site. A few scattered trees and shrubs have been retained, including both native and non-native species. The east bank, by contrast, is fully vegetated but also largely dominated by Himalayan blackberry. Scattered clumps of black cottonwood, red alder, and hawthorn emerge from the blackberry thickets, except in wetter areas where reed canarygrass is the dominant groundcover. This mostly degraded plant community is highly amenable to enhancement measures.

Buffer Mitigation

In order to mitigate for the project's encroachment into the creek's western buffer, a mitigation planting plan is proposed that will enhance both the remaining west buffer as well as most of the eastern buffer along the affected stream reach. The plan has been developed in accordance with FDC 19.106.040, utilizing Option 2 to address buffer area encroachments. Option 2 was chosen since it more effectively replaces lost riparian functions by requiring native plantings based on the area impacted.

The mitigation planting areas will exceed the total area of buffer encroachment (11,620 square feet and 9,719 square feet, respectively), and plant numbers will meet the density requirements of FDC 19.106.040. At the required 1 tree and 5 shrubs per 100 square feet, the 11,620 square-foot area will require at least 116 trees (116 X 1) and 580 shrubs (116 X 5). As such, a total of 700 trees and shrubs are proposed. The attached Figure 1 depicts the encroachment and mitigation areas, and also lists the recommended native plantings. A native seed mix will also be applied as a soil-stabilizing groundcover. All plant introductions must be conducted following further weed control measures to provide a suitable planting

Planting List and Rationale

Native woody plantings will be installed along the channel and elsewhere throughout the retained buffer areas in order to increase riparian vegetative structural and species diversity.

Ten native tree and shrub species will be installed to increase the area's diversity over time. An appropriate grass seed mix will also be applied throughout the mitigation area to provide more immediate ground cover following excavation activities. The proposed riparian planting plan is depicted in Figure 1 (attached). A species list is provided below.

Proposed Plant List for Buffer Impact Mitigation Area (11,620 sf/ 0.27 acre)

Scientific name	Common name	Plant Form	Minimum Spacing	Quantities
TREES				
Alnus rubra	Red alder	1 gal/ 24" min.ht.	12' OC	30
Malus fusca	Oregon crabapple	1 gal/ 24" min.ht.	12' OC	30
Populus trichocarpa	Black cottonwood	1 gal/ 24" min.ht.	12' OC	35
Thuja plicata	Western red cedar	1 gal/ 24" min.ht.	12' OC	25
			Subtotal Trees	**120**
SHRUBS				
Amelanchier alnifolia	Saskatoon serviceberry	1 gal/ 18" min.ht.	5' OC	75
Cornus alba	Red-osier dogwood	1 gal/ 18" min.ht.	5' OC	100
Physocarpus capitatus	Pacific ninebark	1 gal/ 18" min.ht.	5' OC	125
Rosa nutkana	Nootka rose	1 gal/ 18" min.ht.	5' OC	125
Sambucus racemosa	Red elderberry	1 gal / 18" min.ht.	5' OC	75
Symphoricarpos albus	Common snowberry	1 gal/ 12" min.ht.	4' OC	80
			Subtotal Shrubs	**580**
Total Trees and Shrubs				**700**

Buffer Mitigation Seed Mix

Scientific name	Common name	Lbs/ac PLS*
Agrostis exarata	Spike bentgrass	7
Elymus glaucus	Blue wildrye	10
Elymus trachycaulus	Slender wildrye	8
Hordeum brachyantherum	Meadow barley	10
Lupinus rivularis	Riverbank Lupine	2
Total Seed (PLS per acre)		**37**

**Pure Live Seed*

Suggested Plant Establishment Aids

Plant survival will be enhanced significantly if irrigation is supplied during the dry summer months of the first few years of establishment. Typically, providing the equivalent of up to 1.5 inches of precipitation weekly to each plant during the driest periods will suffice. Water should be applied relatively infrequently (1-2 times per week) for sufficient periods to provide the needed water to deeper roots; this will enable the plants to develop deeper root systems for better long term survival.

Mulching around each plant base can also aid in water retention and to a lesser extent, retard weedy plant growth.

Stem guards may be necessary to deter herbivory by rodents; these can be applied at a later time if necessary if damage becomes apparent.

Noxious/Invasive Species Control

Control measures will generally target any noxious species listed by the Oregon Department of Agriculture (ODA), as well as the more widespread invasives that are no longer listed due to their pervasive nature. The most appropriate approach at this site is to introduce native woody plants and grass seed and help those species succeed by minimizing competition from common invasives.

As such, control measures such as periodic mowing and possibly the limited use of herbicides should be considered in keeping invasives from outcompeting more desirable plantings.

Physical Control (Mowing)

Mowing around planted species twice per year (mid-to late spring and early fall) can prove to be a successful and cost effective control method in favoring natives, with herbicide use mostly restricted to controlling invasive broadleaf weeds and brambles (i.e. Canada thistle, teasel, Himalayan blackberry) on an as-need basis.

Chemical Control (Herbicide Treatments)

Herbicide treatments may also be appropriate at times, in particular for weedy forbs that can be controlled selectively. However, our preference is to maximize use of mechanical, non-chemical methods to keep invasives under control, as there is arguably less impact to sensitive wildlife species (esp. amphibians). Approval must be obtained from the City prior to use of herbicides.

Spot spray applications should be applied on an as-need basis to help control invasives that are not being controlled effectively by mowing alone. Vegetation can often be controlled best by using herbicide in combination with a freshly mowed surface in order to remove excess biomass and provide enhanced plant/herbicide contact. Backpack spot spraying will also provide more selective control of smaller weed patches, on an as-need basis only.

Summary of Tasks Associated with Noxious/Invasive Weed Control

	Task	Timeline
Noxious/Invasive Weed Control	Monitor site conditions to determine specific control needs	Twice annually (early Spring and mid-Summer) at minimum
	Mowing	Early to Mid-Spring annually
		Early to Late-Fall annually
	Herbicide Application	During Spring Growth stage (adjust per species targeted) or as needed
		During Fall Nutrient Storage stage (adjust per species targeted) or as needed

Monitoring Plan

Proposed Performance Standards and Success Criteria

A primary goal of the riparian mitigation is to increase the vegetative species and structural diversity along Fairview Creek. Therefore, the standards of success in the mitigation area will emphasize the development of a native riparian forest community that can compete favorably with invasive groundcover species.

To this end, performance standards will include rates of survival for woody species, coupled with appropriate control of invasive non-native species. Emphasis will be given to minimizing the ability of invasives to compete with the more desirable native species.

Vegetation: A minimum of 80% of the overall number of native trees and shrubs planted in the riparian area shall be present after 5 years. Control and/or removal of invasive vegetation will be conducted as necessary over the 5 year maintenance period.

Monitoring Methods

The compensatory non-wetland mitigation site will be monitored for success for a minimum of five years following completion of grading and planting activities. Annual monitoring visits will occur at least once annually between May and September to assess site conditions. A simple census or stem count of native trees and shrubs in the planted area will provide a success rate relative to numbers planted. The estimated extent of native and non-native groundcover plants will also be documented, and photodocumentation from at least three fixed locations will provide a visual record of structural changes during the monitoring period.

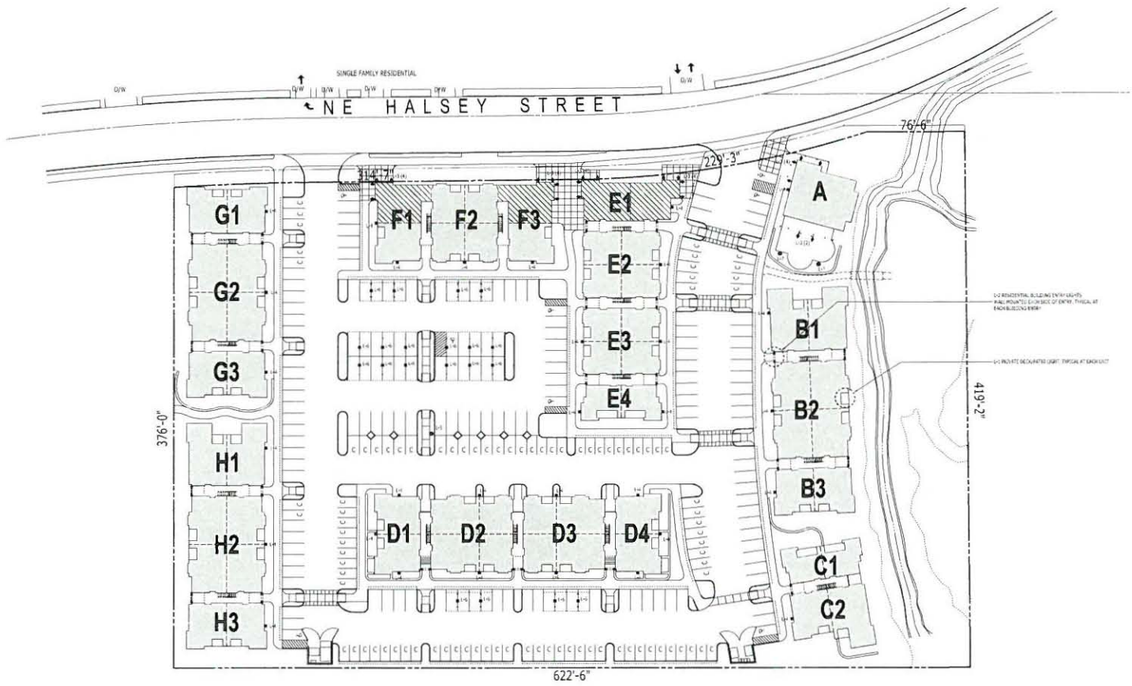
An annual monitoring report summarizing the data collected will be submitted to City of Fairview by December 31 of each monitoring year. The monitoring report will provide an assessment of the site's progress toward meeting success criteria, and any remedial steps to be taken toward that goal; monitoring tasks are summarized in the table below.

Summary of Tasks Associated with Annual Mitigation Monitoring

Monitoring Component	Task	Timeline
Vegetation	Woody stem counts; visually estimate invasive species control success	Late spring or summer of each year
Annual Monitoring Report	Documentation of vegetation success, discussion of goals and success criteria, recommendations for remedial actions	By December 31 of each year

Contingency Plan for Buffer Mitigation Failures

The applicant or their representatives will be responsible for the mitigation area plantings, and will implement the appropriate contingency measures in the event that the target mitigation goals are not being met during the required monitoring period. Coordination between the applicant and the City of Fairview shall occur to determine the most appropriate corrective measures, which may include reseeding, supplemental planting, additional irrigation, and noxious weed control as necessary.



SITE LIGHTING FIXTURE SCHEDULE

L-1	PRIVATE DECORATIVE	WALL MOUNTED	COMPACT FLUR	17ft ABOVE FLOOR
L-2	RESIDENTIAL BUILDING ENTRY	WALL MOUNTED	COMPACT FLUR	17ft ABOVE FLOOR
L-3	MAJOR STAIR BUILDING ENTRY	WALL MOUNTED	COMPACT FLUR	17ft ABOVE FLOOR
L-4	SITE LIGHTING	WALL PACK	METAL HALIDE	22ft ABOVE GRADE
L-5	SITE LIGHTING	POLE MOUNTED	METAL HALIDE	22ft ABOVE GRADE
L-6	CARPORT	CEILING MOUNTED	FLUORESCENT	CARPORT CEILING
L-7	BUILDING 'A' PATIO	POLE MOUNTED	COMPACT FLUR	12ft ABOVE GRADE

1 SITE LIGHTING PLAN
SCALE: 1" = 30'

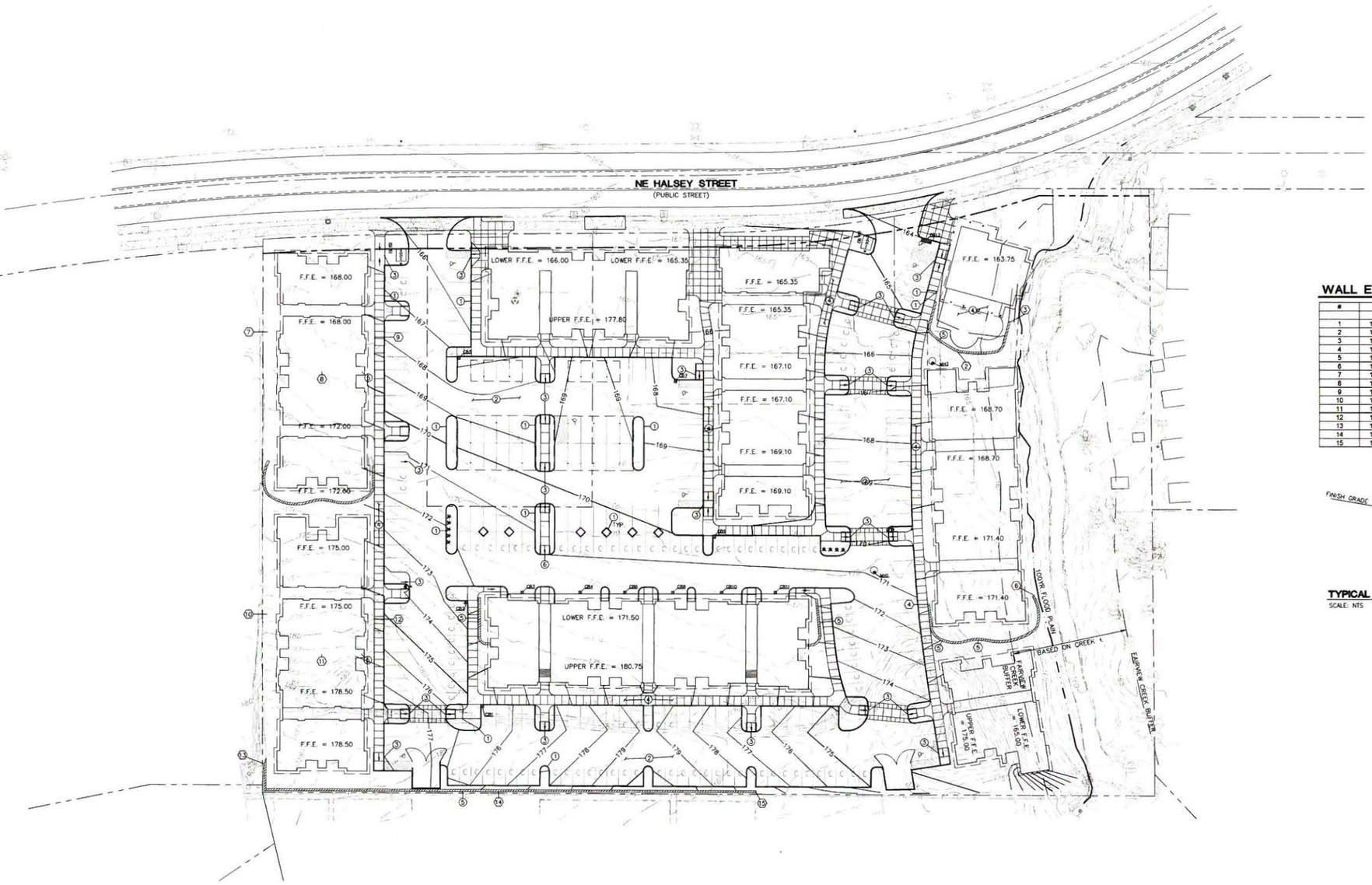
0 15' 30' 60'

HILL

NORTHBROOK VILLAGE

SITE LIGHTING PLAN

A102



NORTH

GRADING PLAN

SCALE 1" = 30'

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

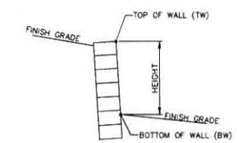
A.D.A. ACCESSIBLE NOTE:

ALL CURB RAMPS SHALL CONFORM TO THE A.D.A. REQUIREMENTS PER THE LATEST VERSION OF THE INTERNATIONAL BUILDING CODE. RAMP SLOPE SHALL NOT EXCEED 1V:12H.

MAXIMUM CROSS SLOPE IS 2% ANY DIRECTION IN A.D.A. PARKING AREA

WALL ELEVATIONS

#	BW (FT)	TW (FT)	HEIGHT (FT)
1	164.00	165.50	1.50
2	164.25	168.00	3.75
3	163.50	164.00	0.50
4	170.50	172.50	2.00
5	170.50	174.00	3.50
6	163.00	171.50	8.50
7	167.75	171.50	3.75
8	167.50	171.50	4.00
9	167.50	169.00	1.50
10	174.50	179.00	4.50
11	174.50	177.50	3.00
12	174.50	176.00	1.50
13	177.50	190.00	12.50
14	177.25	183.00	5.75
15	178.50	179.00	0.50



TYPICAL WALL DETAIL

SCALE: NTS

KEY NOTES

1. CONSTRUCT STD. VERTICAL CURB
2. CONSTRUCT ASPHALT PAVING
3. CONSTRUCT ADA RAMP
4. CONSTRUCT SIDEWALK
5. CONSTRUCT RETAINING WALL

UTILITY INFO

CB1	CB6	CB11	MH1 96" 12-CART STORMFILTER
CB2	CB7	CB12 2-CART FILTERED	MH2 60" STD FLOW CONTROL
CB3	CB8		
CB4	CB9		
CB5	CB10		

GENERAL GRADING NOTES

1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF THE JURISDICTION AND THE PROJECT SPECIFICATIONS.
2. THE CONTRACTOR SHALL HAVE A FULL SET OF THE CURRENT APPROVED CONSTRUCTION DOCUMENTS INCLUDING ADDENDA ON THE PROJECT SITE AT ALL TIMES.
3. THE CONTRACTOR SHALL COMPLY WITH ORS 757.541 TO 757.571 REQUIRING NOTIFICATION OF INTENDED EXCAVATION TO UTILITY PROVIDERS.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATION OF PRIVATE UTILITIES SUCH AS GAS, TELEPHONE, POWER, CABLE TELEVISION, ETC. CONFIRM VAULT LOCATIONS WITH ENGINEER.
5. THE CONTRACTOR SHALL KEEP THE ENGINEER AND JURISDICTION INFORMED OF CONSTRUCTION PROGRESS TO FACILITATE SITE OBSERVATIONS AT REQUIRED INTERVALS. 24-HOUR NOTICE IS REQUIRED.
6. EXISTING CONDITIONS BASED ON TOPOGRAPHIC BOUNDARY AND UTILITY SURVEY PREPARED BY CENTERLINE CONCEPTS LAND SURVEYING INC., DATED NOVEMBER 25, 2014.
7. FINISH GRADES ARE TO BE BROUGHT TO WITHIN 0.08 FT IN 10 FT OF THE GRADES SHOWN AT SUBGRADE AND TO WITHIN 0.03 FT IN 10 FT AT FINISH GRADE. FINISH GRADES INCLUDE PLACEMENT OF ROCKERY, AND RUNOFF PROTECTION TOPSOIL, SOIL AMENDMENT AND LANDSCAPING. SITE GRADING CONTRACTOR TO COORDINATE WITH LANDSCAPE CONTRACTOR.

LEGEND

	PROPOSED	EXISTING
CONTOUR--1 TO 4 FOOT INTERVALS	102	102
CONTOUR--5 FOOT INTERVALS	100	100
SEDIMENT FENCE		
CATCH BASIN RIM ELEVATION	CATCH BASIN RIM=100.00	
SPOT ELEVATION	100.00	
TOP FACE OF CURB ELEVATION	TC	
ASPHALT ELEVATION	AC	
GRADE	G	
DOOR THRESHOLD	DT	
EXISTING	(E)	
CATCH BASIN		

Attachment 34

HILL ARCHITECTS
1750 BLANKENSHIP ROAD
SUITE 400
WEST LINN OREGON 97068
TEL 503 305 5049 FAX 503 305 2014

AAI alphas associates, inc.
ENGINEERING
4575 SW Griffith Drive | Suite 300 | Beaverton, OR | 97005
503.620.3030 tel | 503.620.5539 fax | www.aaieng.com
Project No. A14193.11

NORTHBROOK VILLAGE

FAIRVIEW OREGON

FOR: PACIFIC DEVELOPMENT NW, INC.

THIS WIDTH SHOULD BE 3"

19-MAR-2015 SITE DESIGN REVIEW

ISSUE	DATE	REVISION NOTE

PROJECT NUMBER	DRAWN BY	CHECKED BY
14683	jrt	crh

ALL THESE INSTRUMENTS OF SERVICE, WHETHER PRELIMINARY OR FINAL, INCLUDE THE ORIGINAL AND UNALTERED WORK OF THE ARCHITECT AND MAY NOT BE REPRODUCED, DISTRIBUTED AND/OR USED IN WHOLE OR IN PART FOR ANY PURPOSE WITHOUT WRITTEN CONSENT OF THE ARCHITECT.

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GRADING PLAN

C2.0

AAI afghan associates, inc.
ENGINEERING

MEMORANDUM

DATE: March 19, 2015

TO: City of Fairview

BY: Craig Harris, PE

SUBJECT: Stormwater Management Memo

PROJECT: Northbrook Village Apartments, Fairview, OR

PROJECT NO.: A14193.11

This memorandum is to outline the stormwater management process utilized for the Northbrook Village Apartments project located on tax lots 9300-9400 in Fairview, Oregon.

The project will include nine apartment buildings with a total footprint of approx. 74,179SF and construction of a new 118,610SF parking lot. The existing site is residential in nature and slopes from the southwest to the northeast. There is a steep bench along the south property line that contains slopes greater than 25%. Along the east property line is Fairview Creek. The total existing site is ~242,009SF with a total of ~10,140SF of existing impervious. Post construction impervious area will be ~197,374SF.

The current stormwater runoff sheet flows to the east to Fairview Creek. The proposed drainage system will collect runoff from the pavement and hardscape areas and pipe it to a mechanical filtration and then to a StormTech Chamber system for detention. A flow control manhole will manage the stormwater release rates. The stormwater quality for the new parking lot will be accomplished using a 12-cart 96" StormFilter Manhole and a 2-cart StormFilter Catchbasin. Roof runoff will be conveyed to drywells that are designed based on the geotechnical recommendations.

The water Quality and Detention facilities required for this project have been be designed according to the requirements outlined in the "Stormwater Management Manual" by the City of Portland, dated January, 2014. Since this site flows to Fairview Creek we are required to detain the post construction 2/yr storm to the rate of 1/2 of the 2/yr pre-development (Lewis & Clark) release rate. And conveyance piping is sized to handle expected flows from the 25yr design storm.

cc: File

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503.620.3030 | tel 503.620.5539 | fax

www.aaleng.com