PLANNING COMMISSION MEETING
Tuesday, November 22, 2016
6:30 p.m.
Council Chambers
2nd Floor City Hall

MEETING AGENDA

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

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

3. **REVIEW AND ADOPT MINUTES:** October 11, 2016

4. **PUBLIC HEARING**
   a. Application 2016-029-CPA: Adopt the 2016 Fairview Transportation System Plan Volume 1 & 2 and amend the Fairview Comprehensive Plan and Development Code

      Applicable Fairview Municipal Code (FMC) Criteria:
      - FMC: 19.205.020
      - FMC 19.413.040(G)
      - Fairview Comprehensive Plan: Chapter 2, Policy 7.B
      - Statewide Planning Goals 1 and 12 and Oregon Administrative Rule 660-012

5. **COMMISSION UPDATES**

6. **STAFF UPDATES**

7. **TENTATIVE AGENDA**

8. **ADJOURNMENT**

NEXT PLANNING COMMISSION MEETING TUESDAY, DECEMBER 13, 2016

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.

MINUTES
PLANNING COMMISSION MEETING
1300 NE Village Street
Fairview, OR 97024
Tuesday, October 11, 2016

PRESENT: Gary Stonewall, Chair
Jack McGiffin
Keith Kudrna
Ed Jones
Steve Kaufman

ABSENT: Les Bick

STAFF: Erika Palmer, Senior Planner
Devree Leymaster, City Recorder

1. CALL TO ORDER

Chair Stonewall called the meeting to order at 6:30 PM.

2. CITIZENS WISHING TO SPEAK ON NON-AGENDA ITEMS

Chair Stonewall inquired if any person would like to speak on a non-agenda item, hearing none moved to approval minutes.

3. REVIEW AND ADOPT MINUTES

Commissioner Kudrna moved to approve the September 13, 2016 minutes and Commissioner Jones seconded. The motion passed unanimously.

4. DISCUSSION ITEMS

a. Food Carts/Trucks

Senior Planner Palmer shared Troutdale is looking at draft food cart language and emphasized the definition for a food cart does not include food trucks. Food carts are semi-permanent and are pushed or pulled. She reviewed the definition language, proposal is to allow in the Town Center Commercial (TCC) zone, would be a Type II application process, propose one year permit with annual review, and the food and beverage cart permit code language will be added to FMC 19.400 Misc. Permits. She clarified the Type II process is a staff review and all applicable criteria would have to be met for approval.

SP Palmer reviewed the submission requirements including site plan requirements, verification food cart has been inspected and meets County Health standards, hard surface requirements, unit dimensions: maximum length 26 feet and no greater than 200 sq. ft., setback and separation distances, vehicle parking, screening, seating, fire safety, gray water disposal criteria, etc.

Commissioner Kaufman inquired if the permit would be by calendar year. SP Palmer replied yes. He inquired how the proposed code language was developed. SP Palmer answered staff created a matrix of other city codes and included language in consideration of what is applicable to Fairview and the community. Commissioner Kaufman asked about verification of parking standards and ensuring carts do not impact required parking. SP Palmer replied staff will verify previous approvals for parking standards as part of the application review process.

The Commission directed staff to continue with the code process. SP Palmer noted the next step is for staff to write findings and facts for the proposed language and to notify the state. Planning

Commission will review the code language for an adoption recommendation tentatively in December.

5. COMMISSION UPDATES

None.

6. STAFF UPDATES

Senior Planner shared the following.

- Halsey Corridor Project – community meeting scheduled October 27 at Wood Village Baptist Church from 6:00 – 8:30 PM.
- Mayor's Business Roundtable - November 17, topics to include the Halsey Corridor project and update on the Parks & Recreation master plan.
- Commissioner Walzyk resigned. Applications for the vacant position and terming positions will be accepted through November 22 with candidate interviews and appointment consideration scheduled for December 7.
- Upcoming Planning Commission meetings: October 25 - public hearing, 49 unit design review (205th) , November 2 – joint work session with City Council regarding the Transportation System Plan (TSP); November 22 – public hearing to adopt the TSP; and December 13 – design review for Fairview Elementary and Fairview Lake draft riparian buffer code language.

7. TENTATIVE AGENDA

- October 25 – public hearing for a 49 unit design review.

8. ADJOURNMENT

Meeting adjourned by consensus at 6:55 PM.

Devree A. Leymaster City Recorder	Gary Stonewall Chair
	Date

PLANNING COMMISSION STAFF REPORT
TRANSPORTATION SYSTEM PLAN FINDINGS OF FACT
Exhibit A

Staff Contact:	Erika Palmer, Senior Planner Email: palmere@ci.fairview.or.us Phone: (503) 674-6242
Public Hearing Date:	November 22, 2016
Date of Report:	November 15, 2016
Application Number:	2016-29-CPA Transportation System Plan
Exhibits:	A. Findings of Fact B. 2016 Fairview Transportation System Plan: Volume 1 & 2 C. Proposed Text Amendments to Fairview Comprehensive Plan D. Proposed Text Amendments to Fairview Development Code E. Metro Regional Transportation Functional Plan (RTFP) Findings F. Draft adoption Ordinances

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Application/Proposal:	To adopt *2016 Fairview Transportation System Plan: Volume 1 & 2* to wholly replace the *Fairview Transportation System Plan, June 1999,* to amend the Fairview Comprehensive Plan, and to amend the Fairview Development Code
Applicant:	City of Fairview
Public Notice:	Notice was published in the Gresham Outlook on November 11, 2016, 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:

Criteria 1: 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".

Criteria 2: FMC 19.413.040(G), Type IV Procedures

G. Decision Making Consideration. The recommendation by the planning commission and the decision by the city council shall be based on consideration of the following factors:

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

Criteria 3: Fairview Comprehensive Plan: Chapter 2, Policy 7.B

B. Major revisions will require re-evaluation of the public's need expressed in the Plan. (Major revisions may include land use changes that have widespread and significant impact beyond the immediate areas such as quantitative changes producing large volumes of traffic; a qualitative change

in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships)

Criteria 4: Statewide Planning Goals 1 and 12 and Oregon Administrative Rule 660-012

State wide Planning Goal 12 establishes the content of transportation plans. Oregon Administrative Rule 660-012 specifies in great detail the compliance requirements for Goal 12. In order to promote a coordinated and connected statewide transportation system, consistency is required among local transportation plans, regional plans (Metro RTP), and the State Transportation System Plan. Cities are required to adopt transportation plans for the territory within their planning jurisdiction.

2. APPLICATION NARRATIVE/ BACKGROUND/LOCATION

The City of Fairview received a Transportation and Growth Management Grant through the Oregon Department of Transportation to update the city's 1999 Transportation. A TSP is required by the State of Oregon to help integrate the City's transportation investment plans into the statewide and regional transportation systems.

The TSP provides a long-term guide for city transportation investments that reflects the vision of the community. The plan identifies community goals, establishes standards, and identifies priorities for improvement projects. The plan will evaluate the current transportation system and outline strategies and projects that are important to protecting and enhancing the quality of life in Fairview. Adopting a new TSP is an important "first step" toward funding and implementing needed transportation improvements.

A Community Advisory Committee made up of residents business owners engaged directly with the project team throughout the update. A Technical Advisory Committee also helped guide the update and included a range of government agency representatives and technical staff. The city also hosted a webpage and held three community events to engage the public at critical stages of the update.

The proposal is to:

- Adopt the *2016 Fairview Transportation System Plan: Volume 1 & 2*, to replace in whole the Transportation System Plan, June 1999, approved by Council August 1999 (See Exhibit B);

- Amend the Fairview Comprehensive Plan to remove references to the previous Transportation System Plan and incorporate elements of the *2016 Fairview Transportation System Plan: Volume 1* (See Exhibit C); and
- Amend the Development Code to align it with the policies set forth in the *2016 Fairview Transportation System Plan: Volume 1* (See Exhibit D).

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 1: The proposed Transportation System Plan 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 TSP includes specific policies that are intended to improve livability and provide a safe and efficient transportation system while addressing issues of accessibility, safety, and capacity in that same network.

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

Finding 2: The proposed Transportation System Plan (TSP) will not be detrimental to the general interests of the community. The TSP provides a long-term guide for city transportation investments that reflect the vision of the community. The plan identifies community goals, establishes standards and identifies priorities for transportation improvement projects. The goals, objectives, and policies of the TSP will benefit residents of Fairview and the region as a whole.

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

Finding 3: The proposed Transportation System Plan 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 4: The proposed Transportation System Plan does 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 guidelines.*

Finding 5: The TSP addresses two Statewide Planning Goals directly: Goal 1 – Citizen Participation and Goal 12 – Transportation, and is subject to the rules set forth in OAR 660-012. (See Findings 10 and 11)

2. *Comments from applicable federal or state agencies*

Finding 6: The Transportation System Plan Project Management Team received input throughout the process from a Technical Advisory Committee made up of representatives of other agencies and stakeholders, including Oregon Department of Transportation.

3. *Applicable intergovernmental agencies*

Finding 7: The Transportation System Plan Project Management Team received input throughout the process from a Technical Advisory Committee made up of representatives of other agencies and stakeholders, including Multnomah County, Metro, Tri-Met, and the Reynolds School District.

4. *Applicable Comprehensive Plan policies*

Finding 8: The adoption of the Transportation System Plan, and the amendment of the Fairview Comprehensive Plan is in accordance with the policies set out in the Comprehensive Plan (See Finding 9).

Fairview Comprehensive Plan Chapter 2, Policy 7.B

B. Major revisions will require re-evaluation of the public's need expressed in the Plan. (Major revisions may include land use changes that have widespread and significant impact beyond the immediate areas such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships)

Finding 9: The Transportation System Plan includes a re-evaluation of the public's need expressed in major sections on Safety, Motor Vehicles, Transit, Pedestrian, Bicycle, Single Occupancy Vehicles, and Freight. Each of these sections identifies future needs

through 2035 based on input from the Community Advisory Committee, the Technical Advisory Committee, and a review of the transportation system to identify current conditions and identified future needs.

Statewide Planning Goals 1 and 12 and Oregon Administrative Rule 660-012

Goal 1 – Citizen Participation

Finding 10: The TSP was developed with a robust citizen participation process. The Project Management Team received input from a Community Advisory Committee made up of five members of the Fairview community, a project website hosted on the City's website, and through a series of community events to engage the public at critical stages of the update. The dates for these events are as follows:

- Open House #1 – March 14, 2016
  TSP Process, Goals & Objectives, Needs
- Open House #2 – August 2, 2016 (National Night Out)
  Potential Projects & Solutions
- Open House #3 – September 15, 2016 (NeighborFair)
  Review Draft TSP

Goal 12 – Transportation and OAR 660-12

Finding 11: The TSP is believed to substantially comply with Statewide Planning Goal 12 and the policies and procedures set forth in OAR 660-12, including the requirements for coordination with affected agencies and regional and state transportation plans.

4. ALTERNATIVES

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

A. Recommend to City Council adoption of the 2016 Fairview Transportation System Plan: Volume 1 & 2.

B. Modify the findings and/or the Transportation System Plan and recommend adoption as modified.

C. Deny the request 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 adoption of the 2016 Fairview Transportation System Plan: Volume 1 & 2.

2016 Fairview Transportation System Plan: Adoption Draft - Volume I

November 2016

Fairview

Transportation System Plan

Prepared for:

City of Fairview

Oregon Department of Transportation

Prepared by:

DKS Associates

Acknowledgements

Project Team

City of Fairview

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Technical Advisory Committee (TAC)

Jessica Berry, Multnomah County

Grace Cho, Metro

Steve Gaschler, City of Troutdale

Kathy Houcke, Reynolds School District

Canh Lam, Oregon Department of Transportation

Scott Sloan, City of Wood Village

Avi Tayar, Oregon Department of Transportation

Thanh Tran, Oregon Department of Transportation

Vanessa Vissar, TriMet

Community Advisory Committee (CAC)

Jose Gutierrez, Reynolds High School Student

Ray Hansen, Fairview Resident

Keith Kudrna, Fairview Planning Commissioner

Henry Pelfrey, Fairview Resident & Business Owner

Darren Riordan, Fairview Resident

A special acknowledgement goes out to the Fairview residents, property owners, and stakeholders who attended community meetings and/or submitted comments, and to the Oregon Department of Transportation, which financed the project and provided invaluable staff support.

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Volume 2 Contents

Volume 2 of the Fairview Transportation System Plan includes all background memoranda, meeting summaries, and technical data that were the basis for developing the Fairview Transportation System Plan.

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Context

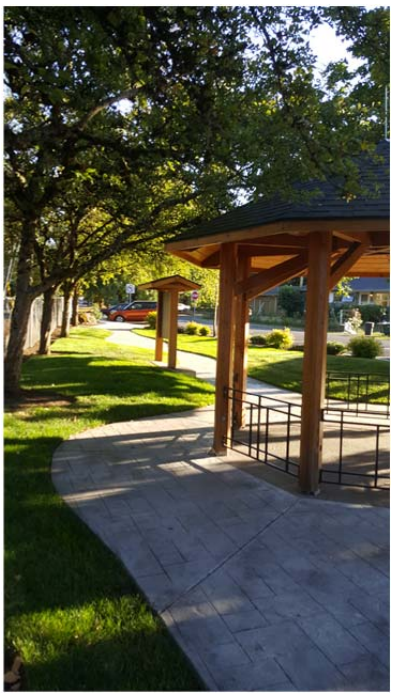
Setting

The City of Fairview is located along Interstate 84 (I-84) approximately 15 miles east-northeast from downtown Portland in northern Multnomah County. Fairview borders the Columbia River and offers the charms of a small town community while providing convenient access to the many opportunities offered within the Portland Metropolitan Area.

The city provides attractive neighborhoods, a diverse mix of commercial and employment areas, and numerous public parks, pathways (trails), and attractions. The attractiveness of the community is evident by the population growing approximately 18 percent from 7,561 in 2000 to 8,920 in 2010, according to the U.S. Census.

Fairview is organized around its outstanding neighborhoods, natural attractions, and critical transportation facilities. Neighborhoods include historic Old Town Fairview and Fairview Village, an award-winning mixed-use planned development which contains the city hall, schools, homes, and shopping.

Fairview also provides many opportunities for recreational activities, including access to the Columbia River, Blue and Fairview Lakes, and Salish Ponds. The city includes Chinook Landing Marine Park, Blue Lake Regional Park, and numerous city parks, pathways, and open spaces.



I-84 traverses east-west through the center of Fairview. Major east-west streets include NE Marine Drive, NE Sandy Boulevard, NE Halsey Street, and NE Glisan Street. Key north-south roadways include NE 201st Avenue, Fairview Parkway, and NE 223rd Avenue.

Figure 1 shows the roadway network of the city, along with eight study intersections of the Transportation System Plan.

FIGURE 1

City of Fairview
TRANSPORTATION SYSTEM PLAN

Study Area

Context

Challenge

The role of the Transportation System Plan (TSP) is to guide how the long-range transportation needs of the community will be addressed. As Fairview grows to accommodate new businesses, residents, and visitors, the city faces a challenge to preserve and improve the transportation network that people rely upon. The TSP is an important "first step" toward implementing transportation improvements that will serve the expected future growth and address the current transportation issues in the city.

The TSP focuses on making travel safer and more convenient for Fairview residents, businesses, and visitors.

Significant changes have occurred in Fairview since the adoption of the 1999 TSP. This update reflects changes in existing conditions, needs through the year 2035, new state and regional policies, and new city and partner agency priorities.

The TSP includes an updated inventory of existing conditions, a new assessment of future transportation conditions, plans for improvements to the transportation system for all modes (e.g. roadway, pedestrian and bicycle), transportation policies and performance measures, and a financing and implementation plan. The financing plan will inform the identification of a "financially-constrained" set of projects that are likely to be constructed during the 20-year planning period.

The TSP will assist Fairview in competing for funding of transportation projects by establishing community support and identifying priority improvements. This TSP update prioritizes community investments that:

- Provide for complete roadway corridors including walking and biking facilities that make active transportation connections more convenient, direct, and comfortable.
- Increase safety for everyone using the roads.
- Enhance popular recreational opportunities on pathways and in parks around Fairview.
- Support freight and other commercial activities.

The TSP is an important "first step" to assist Fairview in competing for funding of transportation projects.

Fairview in 2035

To determine needed investments for the city's transportation system, the project team reviewed current travel conditions and forecasted travel trends through 2035. The 2014 American Community Survey estimates Fairview's population at 9,218, close to the city's Comprehensive Plan build-out forecast of 10,500 As a result, the city expects relatively little growth in the number of households in Fairview.

Fairview is expected to add about 4,000 jobs by 2035, nearly doubling current employment in the city.

The relatively small residential growth stands in contrast to the projected employment growth, which is expected to nearly double. Over 4,000 new jobs are expected to be added in Fairview by 2035.

Table 1: Land Use Control Totals (Fairview UGB Total)

Land Use Category	2015	2035	Growth
Households	4,591	4,929	339 (7%)
Employment	4,057	8,079	4,022 (99%)

Source: Metro Regional Travel Demand Forecast Model (2010 and 2040)
Note: Fairview Transportation Analysis Zone (TAZ) boundaries do not precisely correspond to city limits. Values shown in Table 1 include Metro TAZs 601 and 606-619.

Future land use development estimates are developed by Metro.

TSP Volume II (Section E) includes details related to land use assumptions and traffic forecasts. The general areas with the largest employment growth include:

- Industrial areas north of I-84 and east of NE 223rd Avenue (approximately 1,700 new jobs)
- Commercial and industrial lands on either side of NE Sandy Boulevard west of NE 223rd Avenue (approximately 1,000 new jobs when including adjacent employment areas in Gresham)
- Fairview Village and Town Center area, near NE Halsey Street and Fairview Parkway (approximately 600 new jobs)

Context

Purpose

The TSP prepares Fairview for accommodating travel in the best manner possible through 2035.[1] The long-term view will guide city actions in developing and maintaining transportation network performance more efficiently than a piecemeal approach. The plan attempts to balance the needs of walking, bicycling, driving, transit, and freight in a manner that reflects community values and protects what makes Fairview a great place to call home, do business, and visit.

As the transportation element of the city's Comprehensive Plan, the TSP embodies the community's vision for an equitable, efficient, and financially stable transportation system. The TSP outlines strategies and projects that are important for protecting and enhancing the quality of life in Fairview. It includes a collection of current data, future forecasts, project ideas, decisions, and standards in a single document. The city, Multnomah County, Metro, private developers, and state or federal agencies all have a role in implementing elements of the TSP.

By setting priorities for available and anticipated funds in the planning period, the TSP provides a foundation for budgeting, grant writing, and requiring public improvements of private development. It also identifies and advocates for the projects and services that the city would like to implement, but cannot reasonably expect to fund in the next 20 years.

The State of Oregon requires a TSP to integrate the city's investment plans into the statewide transportation system. TSP Volume II, Section C presents the larger planning context, including details of applicable statewide plans and regulations that guide the TSP.

The Fairview TSP update is the result of a collaboration between city staff, various public agencies, key stakeholders, the community, and consultants. The Project Management Team (PMT) guided the process of updating the TSP and included staff from the City of Fairview, ODOT, and the consultant team. Throughout this process, the PMT took time to understand multiple points of view, obtain fresh ideas, and encourage broad participation, as it collected and analyzed data and developed possible solutions.

Local plans and documents considered in the TSP include:

- Metro Regional Transportation Plan (2014)
- East Metro Connections Plan (2012)
- TriMet Eastside Service Enhancement Plan (2015)
- Sandy Boulevard Corridor Refinement Plan (2001)
- Halsey Street Conceptual Design Project (2005)
- Metro Regional Trails and Greenways Plan (2014)
- Columbia-Cascade River District Economic Development Plan (2007)
- Comprehensive Plan
- Development Code

[1] The TSP horizon year was set to 2035 to align with the findings of the East Metro Connections Plan.

Public Involvement

Conversations with Fairview's Community Advisory Committee, residents, and business representatives were vitally important to the TSP update process.

The PMT received public input through the Community Advisory Committee, Technical Advisory Committee, a project website, and community events. The Public Involvement Plan (TSP Volume II, Section B) identified strategies for community engagement and stakeholder feedback early in the TSP Update process.

The Community Advisory Committee (CAC) engaged directly with the PMT throughout the update, reviewing and commenting on technical memoranda and meeting with the project team at four key stages during the project. The CAC helped to identify agreement on project issues and alternatives, and included voices from a range of community members and interests. The Technical Advisory Committee (TAC) included government agency representatives, key technical staff, and transit service providers. The TAC met three times to help guide the issues, needs, and solutions. The TAC also reviewed analysis results and discussed recommended solutions.

The city hosted a project website[2] that the PMT regularly updated. The website provided an opportunity to share TSP progress with the community. TSP materials and interactive surveys allowed the public to give their thoughts on transportation issues in Fairview and to explore possible solutions.

The PMT also held three community events to engage the public at critical stages of the update. Each TSP Open House gave residents and the broader community an opportunity to learn more about the project, review analysis results, provide ideas for solutions, and express their thoughts on priorities to improve the transportation system. The community events occurred on the following dates:

- Open House #1 – March 14, 2016
  TSP Process, Goals & Objectives, Needs
- Open House #2 – August 2, 2016 (National Night Out)
  Potential Projects & Solutions
- Open House #3 – September 15, 2016 (NeighborFair)
  Review Draft TSP

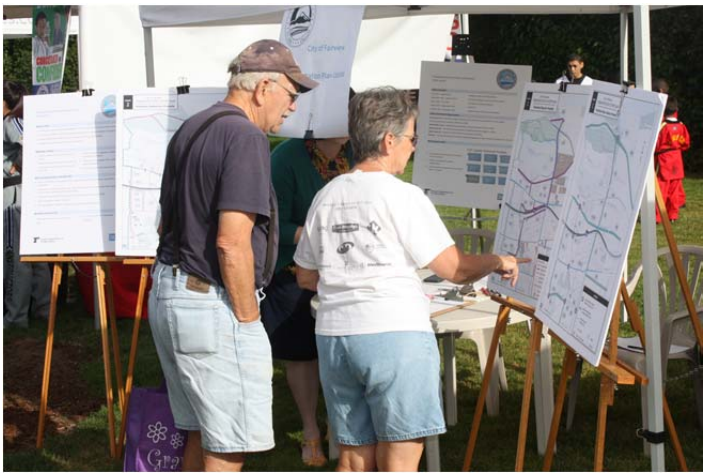
[2] http://fairvieworegon.gov/index.aspx?NID=448

TSP Development

The public involvement process occurred throughout the TSP update, as illustrated in Figure 2. The PMT reviewed and suggested revisions for each memorandum generated through the TSP update process and then distributed to a wider audience via the project website. The project team incorporated input from the CAC, TAC, and public into the final memoranda. TSP Volume II presents each of these memoranda, which serve as the basis of the content presented in the TSP.

Transportation Needs	Transportation Solutions	Draft TSP	Final TSP
Review the transportation system to identify current conditions and problems, and determine future needs through 2035.	Evaluate potential solutions (projects and strategies) to address identified transportation system needs through 2035.	Identify priority solutions and projects that best meet the project goals and associated evaluation criteria in a Draft TSP.	Adopt Final TSP.
• CAC Meetings #1 & 2 • TAC Meeting #1 • Open House #1	• CAC Meeting #3 • TAC Meetings #2 & 3 • Open House #2	• CAC Meeting #4 • Open House #3	• Public Hearings

Figure 2: The TSP Process



Community Engagement

Goals, objectives, and policies that reflect the community's values and priorities embody the vision for the 2016 Fairview TSP. The goals, objectives, and policies integrate ideas from the previous TSP with more recent plans.

The goals, objectives, and policies provide a guide for the city's future actions.

The transportation goals set local priorities for TSP implementation by identifying desired outcomes or community characteristics. Objectives provide stepping-stones for achieving the goals. Policies guide future land use decisions and set out specific city actions to achieve the goals and objectives of the TSP.

The PMT also used the goals and objectives to define evaluation criteria that guided the development of solutions and identification of priorities during the TSP Update.

Goal 1 - Livability

Plan, design and construct transportation facilities in a manner that enhances the livability of Fairview.

- **Objective 1**: Maintain the livability of Fairview through proper location and design of transportation facilities.
- **Objective 2**: Provide direct, safe, and secure pedestrian, bicycle, and transit access to support active transportation connections between key activity centers, transit services, and existing (and planned) transportation facilities.
- **Objective 3**: Protect neighborhoods from excessive vehicular through traffic and travel speeds while providing reasonable access to and from residential areas.

TSP goals and objectives were used to define evaluation criteria that guide solutions and priorities during the TSP Update.

Policy 1: The city shall develop and maintain design and spacing standards for roadways based on the roadway functional classification system and in consideration of surrounding land uses.

Policy 2: The city shall develop and maintain design and spacing standards for active transportation facilities (including sidewalks, pathways, and bike routes).

Policy 3: The city shall consider applying neighborhood traffic management strategies in residential areas with excessive traffic volumes or speeds.

Goal 2 - Balanced Transportation Choices

Provide legitimate choices for travelers in Fairview by developing a well-connected and balanced transportation system for all modes of transportation.

- **Objective 1**: Develop and implement roadway design standards that recognize the multi-purpose nature of the right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.
- **Objective 2**: Coordinate with Tri-Met to improve transit services in Fairview.
- **Objective 3:** Provide direct access to bicycle facilities at all major activity centers (such as trails, schools, parks, public facilities and retail areas).
- **Objective 4**: Provide direct access to sidewalks or pathways at all major activity centers (such as trails, schools, parks, public facilities and retail areas).
- **Objective 5**: Develop active transportation facilities that serve recreational users and link to recreational pathways.
- **Objective 6**: Provide local street connections to minimize out-of-direction travel, especially for people who walk and bike.
- **Objective 7**: Support transportation demand management (TDM) programs and strategies.
- **Objective 8**: Support land use development that is compatible with transportation connections for bicycle, pedestrian and transit travel.

Policy 1: The city shall develop and maintain a transportation system that reasonably accommodates all modes of travel (including pedestrians, bicycles, transit, and motor vehicles).

Policy 2: The city shall coordinate with TriMet to support transit service improvements for Fairview, including those identified in the TriMet Eastside Service Enhancement Plan.

Policy 3: The city shall support Tri-Met transit services by providing, or requiring through the development approval process, bicycle and pedestrian connections to transit stops and seeking opportunities to develop transit-supportive land uses.

Policy 4: All newly constructed (or reconstructed) streets in Fairview where average daily traffic volumes are expected to exceed 3,000 vehicles per day (through the future horizon year) and vehicle speeds are expected to exceed 30 miles per hour shall include bicycle lanes or higher order bicycle facilities.

Policy 5: All newly constructed (or reconstructed) streets in Fairview shall include sidewalks except where a specific alternative plan has been developed (e.g., Fairview Village).

Policy 6: The city shall develop and maintain a transportation system that supports recreational uses (i.e., travel for exercise or enjoyment).

Policy 7: The city shall apply spacing standards for local or neighborhood street connections associated with new development to be no more than 530 feet apart, wherever feasible and consistent with applicable access spacing standards. Wherever local street connections can not be provided within 530 feet, active transportation connections shall be provided no more than 330 feet apart wherever feasible.

Policy 8: The city shall support bicycle and pedestrian connections between activity centers, streets, and other transportation facilities.

Policy 9: The city shall support the implementation of local, regional, and statewide Transportation Demand Management (TDM) programs and strategies to encourage shifts to off-peak travel periods and reductions in overall motor vehicle trips.

Policy 10: The city shall support land uses that support transit service and accommodate pedestrian and bicycle connections.

Goal 3 - Safety

Strive to achieve a safe transportation system by developing facility design standards, access management policies and speed controls that consider all modes of transportation.

- **Objective 1**: Relate transportation facility design to the intended use and be sensitive to context, including the needs of other agencies and neighboring communities.
- **Objective 2**: Maintain transportation infrastructure to safe standards.

- **Objective 3**: Provide safe and secure active transportation facilities and crossings that create connections between activity centers in Fairview.
- **Objective 4**: Designate safe and secure routes to all schools.
- **Objective 5**: Implement access management standards for arterial and collector streets that are consistent with ODOT, Metro and Multnomah County policies and standards, where applicable.
- **Objective 6**: Use available historical crash data to identify, evaluate and prioritize high accident locations within the city.
- **Objective 7**: Improve transportation safety through a comprehensive program of engineering, evaluation, education, encouragement, and enforcement.
- **Objective 8**: Meet Illuminating Engineering Society (IES) lighting standards for all new roadways and retrofit existing roadways to provide energy efficient roadway lighting.

Policy 1: The city shall support safe travel for all users through safe facility design, traveler education, encouraging safe behavior, and law enforcement.

Policy 2: The city shall consider safety and security for all travelers in the design of active transportation facilities and roadway crossings.

Policy 3: The city shall consider context sensitive design exceptions to react to practical needs of individual cases or to limit environmental and cost impacts, as long as the basic needs of the transportation system are met.

Policy 4: The city shall support application of Multnomah County design standards for arterial and collector streets under Multnomah County jurisdiction.

Policy 5: The city shall apply jurisdictionally appropriate access spacing standards as part of development review and to all new road construction. For roadway reconstruction, reasonable solutions (e.g., consolidating driveways) shall be required to more closely meet adopted standards.

Policy 6: The city shall coordinate with agency partners to review historical crash data and systematically identify, evaluate, prioritize and remedy transportation safety issues.

Policy 7: The city shall maintain transportation facilities under city jurisdiction and coordinate with Multnomah County and/or ODOT for the maintenance of other transportation facilities within the city.

Policy 8: The city shall require any proposed development that includes more than 10 dwelling units or generates at least 100 vehicle trips per day to provide a transportation impact analysis pursuant to requirements in the Fairview Development Code.

Policy 9: The city shall partner with each school to identify safe routes to school and require residential development to identify and support safe routes to school.

Policy 10: The city shall coordinate with the Multnomah County lighting district to prioritize roadway lighting improvements near routes to schools, parks, and the town center.

Policy 11: The city shall require all new streets to meet IES lighting standards.

Goal 4 - Performance-Based Management

Manage the transportation system based on performance measures set and maintained by the city.

- **Objective 1**: Maintain a minimum intersection Level of Service (LOS) standard for the City of Fairview.
- **Objective 2**: Establish parking ratios to provide adequate parking, while providing an incentive to limit the use of single occupant vehicles.
- **Objective 3**: Provide a cost-effective transportation system where the public, land use developers and users pay their respective share of the system's costs proportional to their respective demands placed upon the multi-modal system.
- **Objective 4:** Prioritize transportation solutions that help to advance multiple goal areas.
- **Objective 5:** Strive to reduce total vehicle miles traveled (VMT) in Fairview and the region.

Policy 1: The city shall apply Level of Service (LOS) D (as defined by the Highway Capacity Manual) as the minimum performance standard for roadway intersection traffic operations on roadways under city jurisdiction. Exceptions to these standards may be applied under specific circumstances where approved by the Public Works Director. At intersections with multiple roadway jurisdictions the city shall defer to the mobility standards of the partner agency.

Policy 2: The city shall identify parking standards that encourage travel by active transportation modes (e.g., bicycle, pedestrian, transit) in the development code.

Policy 3: The city shall consider proportional, sustainable, and equitable funding sources to maintain and improve the transportation system.

Policy 4: The city shall prioritize transportation investments where multiple goals and objectives can be met (e.g., supporting active transportation connections, improving safety, enhancing neighborhood livability).

Policy 5: The city shall consider opportunities and strategies aimed at reducing vehicle miles traveled (VMT).

Goal 5 - Accessibility

Develop transportation facilities that are accessible to all members of the community and minimize out of direction travel.

- **Objective 1**: Design and construct transportation facilities to provide equitable access and barrier-free transportation choices for all people.
- **Objective 2**: Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.
- **Objective 3**: Coordinate with Multnomah County, Metro, and ODOT to develop an efficient arterial grid system that provides access within and through the city.
- **Objective 4**: Reduce total housing and transportation costs for residents of Fairview.
- **Objective 5**: Strive for equity in the distribution of benefits from potential transportation improvements and work towards fair transportation access for all users.

Policy 1: In planning for, approving, and funding improvements to the transportation system the city shall consider the needs of all people, including low income, children, elderly, and those with disabilities.

Policy 2: In planning for, approving, and funding improvements to the transportation system the city shall consider the distribution of benefits and impacts for all people, including (but not limited to) low income, children, elderly, and those with disabilities.

Policy 3: All newly constructed (or reconstructed) transportation facilities in Fairview shall meet the requirements of the Americans with Disabilities Act.

Policy 4: The city shall encourage transportation system investments that allow housing diversity and mixed land uses and help reduce the total housing and transportation costs for residents of Fairview.

Policy 5: The city shall support reducing transportation costs in the community through development of pedestrian and bicycle access to transit services.

Policy 6: The city shall coordinate with Multnomah County, Metro, and ODOT to support an efficient arterial grid system that provides access within and through the city.

Goal 6 - Efficiency

Provide for efficient movement of goods and services.

- **Objective 1**: Reduce travel times and improve travel time reliability for all modes including freight and transit.
- **Objective 2**: Require safe routing of hazardous materials consistent with federal and state guidelines.
- **Objective 3**: Work with City of Gresham, Multnomah County, Metro and ODOT to develop, operate and maintain intelligent transportation systems and technological solutions that reduce travel delay and improve system efficiency, including coordination of traffic signals and improved traveler information.

Policy 1: The city shall support technological strategies and tools such as active management (TSMO) techniques and Intelligent Transportation Systems (ITS) solutions where appropriate to improve travel efficiency.

Policy 2: The city shall coordinate with federal agencies, the Public Utility Commission, the Oregon Department of Energy and Oregon Department of Transportation as needed to assure consistent laws and regulations for the transport of hazardous materials.

Policy 3: The city shall support travel strategies identified in the Metro Regional Mobility Corridors, East Metro Connections Plan, and other plans and programs that support efficient goods movement.

Goal 7 - Coordination

Implement the Transportation System Plan (TSP) in a coordinated manner.

- **Objective 1:** Coordinate and cooperate with adjacent communities and partner agencies (including Multnomah County, Wood Village, Troutdale, Gresham, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Fairview.
- **Object 2:** Consider overall transportation system costs and benefits when identifying project solutions and prioritizing public investments.

Policy 1: The city shall maintain plan and policy conformance to the Oregon Transportation Plan, Regional Transportation Plan and Transportation Planning Rule (OAR 660-012).

Policy 2: The city shall seek opportunities to collaborate with neighboring communities and partner agencies on identifying and funding transportation projects.

Policy 3: The city will consider impacts to the overall transportation system when evaluating transportation improvements within Fairview.

Goal 8 - Health

Develop the transportation system to support healthy and active living choices for community members.

- **Objective 1**: Provide an environment in which people are encouraged to walk, bike, or use other active modes of transportation.

- **Objective 2**: Provide comfortable active transportation facilities for all ages and ability-levels.
- **Objective 3**: Minimize negative impacts to the natural environment.
- **Objective 4**: Reduce vehicle emissions in the community.

Policy 1: The city shall seek opportunities to remove barriers to travel that create indirect, difficult, or uncomfortable travel for active transportation modes.

Policy 2: The city shall support and encourage the provision of active transportation amenities such as bicycle parking and transit stop shelters.

Policy 3: The city shall support development of active transportation facilities for all ages and ability levels.

Policy 4: The city shall support less able travelers choosing to walk or bike in Fairview by developing a well-linked network of comfortable walking and biking routes through applications such as low-speed streets, separated facilities (e.g., pathways), and high-visibility crossings.

Policy 5: The city shall strive to avoid adverse impacts to the scenic, natural, and cultural resources in Fairview.

Policy 6: The city shall support strategies that aim to reduce greenhouse gas emissions and improve air and water quality.

The success of the TSP policies depends on how standards and investments are implemented.

Welcome To Fairview Sign

Fairview has many opportunities to improve the connectivity, safety, and performance of the transportation network. Smart investments will preserve, protect, and better connect the infrastructure in place.

Constraints and Challenges

Although Fairview is part of a larger metropolitan area, many destinations in the city are within reasonable walking or biking range. However, people may become discouraged from walking or biking when there are barriers to convenient connections to desired destinations. Examples of barriers in Fairview that limit direct and comfortable connections include:

- Limited crossing opportunities (e.g., I-84, railroads)
- Natural features (e.g., lakes, ponds)
- Infrastructure gaps (e.g., lack of sidewalks, inconsistent bike lanes)
- Uncomfortable travel conditions (e.g., along high speed or narrow roadways)
- Roadway network connectivity (e.g., cul-de-sacs, long blocks)

The north part of Fairview (north of NE Sandy Boulevard) has limited north-south street network connectivity due to barriers including I-84, Fairview and Blue Lakes, railroads, and established land uses. NE 223rd Avenue is the only roadway connection between NE Marine Drive and NE Glisan Street within Fairview. In consideration of established land uses in the area and given the regional importance of the nearby transportation facilities and natural resources, no new roadways will be considered in the TSP that would provide a major street alternative for north-south connections (between NE Halsey Street and NE Marine Drive).

NE 223rd Avenue is the primary north-south roadway connection within Fairview.

Existing & Future Conditions Evaluation in TSP Volume II (Section E) includes information about traveler characteristics and a detailed description of the transportation system in Fairview.

Safety

Traveler safety depends on transportation facility design and use. Proper design of transportation facilities includes consideration of multiple user types, access to facilities, operations, and maintenance. These factors can significantly affect transportation safety. The TSP uses historical crash data to identify locations where traveler safety issues were most critical.

Crash History

The updated safety analysis identified NE Sandy Boulevard and NE Halsey Street as roadway segments that have a high collision rate (greater than the statewide average for similar facilities). ODOT collision data from 2009 to 2013 and traffic volume data are used to calculate the collision rates. For more details about crash history analysis, refer to Vol. II, Section F.

The Safety Priority Index System (SPIS) is another source for identifying safety needs. SPIS is a tool developed by ODOT to identify locations with safety concerns, based on a combination of collision frequency, rate, and severity. I-84 at the Fairview Parkway interchange, NE 223rd Avenue near NE Halsey Street and NE 223rd Avenue near NE Glisan Street are among the top fifteen percent SPIS locations.

Further safety consideration is also appropriate near the intersection of NE Arata Road and Wood Village Boulevard, where a fatal collision occurred in 2012.

NE Sandy Boulevard and NE Halsey Street do not meet access (driveway) spacing standards and have high crash rates (compared to similar facilities).

Roadway Access

Access management is a broad set of techniques that balance the need to provide for efficient and safe travel with the ability to allow access to individual destinations. Appropriate access management standards and techniques can reduce congestion and accident rates, and may lessen pressures to construct additional roadway capacity.

The amount of driveways along NE Sandy Boulevard and NE Halsey Street exceed the recommended number of approaches based on Multnomah County standards. While the high number of driveways improves access, it also reduces mobility and introduces potential conflicts that compromise safety for all users. In Fairview, the two roadway segments that do not meet access spacing standards

correspond to the two roadway segments with high collision rates. For more details about access management and applicable standards, refer to Vol. II, Section F.

As redevelopment occurs and the city considers connectivity improvements, the city may pursue access management strategies to reduce driveway conflicts along NE Sandy Boulevard and E Halsey Street, as well as other roadways throughout the city.

Roadway Design

The TSP identifies design standards to support the intended function of transportation facilities consistent with the community vision. The TSP defines roadway design standards for roadways under city jurisdiction later in the TSP. Multnomah County and ODOT identify design standards for roadways under their jurisdiction.

Roadway improvements are needed to address the following list of design issues for major streets in the roadway network:

- NE 223rd Avenue south of I-84 (to NE Arata Road) does not meet Multnomah County standards and would benefit from multi-modal improvements that improve access, connectivity and safety.
- NE 223rd Avenue north of I-84 (to NE Marine Drive) narrows at the railroad bridge (located approximately 2,000 feet north of I-84) and does not currently provide consistent standard travel lanes, sidewalks, or bike lanes.

Railroad Bridge Crossing on NE 223rd Avenue

Many of the major streets in Fairview do not meet current roadway design standards.

- NE Arata Road (between NE 223rd Avenue and NE 238th Avenue) does not meet Multnomah County standards and would benefit from frontage improvements including sidewalk construction, lighting and landscaping.
- NE Sandy Boulevard does not meet Multnomah County standards or the standards defined in the Sandy Boulevard Corridor Refinement Plan. NE Sandy Boulevard west of NE 223rd Avenue should have a street design that supports neighborhood activities and safe bicycle and pedestrian travel. East of NE 223rd Avenue, NE Sandy Boulevard should support industrial and commercial uses.
- NE Glisan Street (between NE 201st Avenue and Fairview Parkway) does not meet Multnomah County standards. The East Metro Connections Plan identifies a need for bike lanes, sidewalks, on-street parking and four vehicle lanes.
- NE Halsey Street does not meet the downtown visions for Fairview, Wood Village, Troutdale or Multnomah County. The Halsey Street Conceptual Design Project and East Metro Connections Plan identify a need for a two-lane road with a median and/or turn lanes, full bike lanes, sidewalks, and pedestrian crossings).

This TSP updates design standards for city roadways and the city should implement these standards as part of the Development Code. This consistency provides clarity to support potential development opportunities and help to ensure consistency in roadway design throughout the city.

Infrastructure Maintenance

The condition of pavement, curbs, and other transportation infrastructure affects the comfort of all travelers but can also impact safety. Collision risk may be heightened when roadway markings are unclear or when loose or uneven pavement exacerbates slippery conditions. People walking or using bikes may be particularly sensitive to uneven pavement or poor striping.

The TSP does not prescribe maintenance strategies or priorities. Each of the agencies that have jurisdiction of roadways in the city: ODOT, Multnomah County, City of Gresham and the City of Fairview monitor the condition of pavement in Fairview.

Motor Vehicle

Safe and efficient motor vehicle transportation is critical for maintaining the economic vitality of Fairview. Many employers in the area depend on convenient roadway access, especially to connect to customers via I-84. Other employers need vehicle mobility to be maintained to meet business needs. Many residents of Fairview also rely on convenient travel to reach employment opportunities in and around the Portland Metro region.

Motor vehicle needs identified in the TSP build on previous findings from the East Metro Connections Plan and Metro RTP.

Traffic Mobility

The TSP reviewed traffic operations under existing and future conditions at eight study intersections. The project team compared conditions during the PM peak hour to applicable mobility standards to identify deficiencies. Based on this analysis, the project team expects that three study intersections would fail to meet Multnomah County operational standards during the PM peak hour in the year 2035. These intersections are:

- NE 223rd Avenue at NE Glisan Street,
- NE 223rd Avenue at NE Marine Drive (westbound ramps), and
- NE 223rd Avenue at NE Fairview Lake Way.

The East Metro Connections Plan[3] analyzed future traffic patterns between I-84 and US 26 for the year 2035. The Plan found that in 2035, more automobiles will travel between US 26 and I-84 via NE 238th Avenue and NE 242nd Avenue than via Fairview Parkway. However, due to the 40-foot truck length restrictions on 238th Avenue and NE 242nd Avenue between NE Halsey Street and NE Glisan Street, trucks are likely to use Fairview Parkway south of I-84 as an alternative to NE 238th Avenue and NE 242nd Avenue. Additionally, the plan anticipates a major bottleneck at the intersection of NE 223rd Avenue and NE Stark Street south of Fairview city limits. This bottleneck may influence drivers in Fairview to take alternate routes to get into or out of the city.

Ramp meter operations may affect future traffic performance on NE Fairview Parkway near the I-84 interchange. ODOT installed ramp meters on the westbound I-84 on-ramp but they are currently not in

Refer to Vol. II, Section F for details about:

- Motor Vehicle Operations
- Applicable Mobility Standards
- Inventory of Roadway Facilities Inventory

[3] East Metro Connections Plan, All vehicle and truck-only travel patterns between I-84 and US 26 (2010 and 2035), Page 11, June 2012.

use. If the ramp meters are turned on (during the morning peak) at some point in the future, traffic operations on NE Fairview Parkway will need to be monitored to ensure that backups do not affect adjacent intersections, including at the eastbound I-84 ramps.

The TSP will identify solutions to address identified traffic congestion and mobility deficiencies:

- Traffic operations on Fairview Parkway between NE Sandy Boulevard and NE Glisan Street.
- Traffic operations on NE Glisan Street between Fairview Parkway and NE 223rd Avenue.
- North-south capacity that connects between NE Stark Street and NE Glisan Street between NE 201st Avenue and Fairview Parkway to accommodate forecasted future traffic volumes (per the East Metro Connections Plan).
- The NE 223rd Avenue and NE Glisan Street intersection is expected to fail to meet the signalized intersection operating standard in the year 2035 PM peak hour.
- Two stop-controlled intersections on NE 223rd Avenue are also expected to fail to meet the Multnomah County intersection operating standard during the 2035 PM peak hour when trying to make turns onto NE 223rd Avenue from NE Marine Drive (westbound ramps) and from NE Fairview Lake Way.

Fairview Parkway near I-84 Interchange

Roadway Connectivity

The ability to travel between different parts of the city conveniently and efficiently is an important part of transportation system planning. Poorly connected street networks can create out-of-direction travel, reduce access to services, increase emergency response time, discourage active transportation, and funnel traffic to one location, creating congestion. Well-connected local streets can also reduce demand for costly projects to widen arterial or collector roadways and construct traffic signals and turn lanes.

Major Street Network Connectivity

The Metro Regional Transportation Functional Plan[4] (RTFP) identifies requirements for street network connectivity. The RTFP[5] requires cities to incorporate "a network of major arterial streets at one-mile spacing and minor arterial streets or collector streets at half-mile spacing".

In the north-south direction, the Fairview area has good arterial and collector connectivity with four north-south arterials or collectors across approximately two miles: NE 201st Avenue, Fairview Parkway, NE 223rd Avenue, and NE 238th Avenue. However, three of these four roadways do not extend north of NE Sandy Boulevard. As a result, NE NE 223rd Avenue is the only major roadway within the city that connects the north and south parts of Fairview, creating a bottleneck for drivers desiring to connect between the north and south parts of Fairview. The north part of Fairview (north of NE Sandy Boulevard) does not meet the RTFP street network connectivity standards. Options for roadway alignments are limited due to Fairview Lake and Blue Lake and difficulties in constructing new at-grade railroad crossings.

In the east-west direction, Fairview has good arterial and collector connectivity throughout the city with four arterials or collectors across approximately two miles: NE Glisan Street, NE Halsey Street, NE Sandy Boulevard, and NE Marine Drive, in addition to I-84. The distance between NE Sandy Boulevard and NE Marine Drive exceeds one mile in some locations because Fairview Lake and Blue Lake limit roadway connections in the area. Each of the four major streets provides continuous east-west travel routes across Fairview.

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[4] Regional Transportation Functional Plan, Metro, 2012.
[5] Section 3.08.110

Local Street Network Connectivity

Some parts of the local street network in Fairview are well-connected in a grid network while in other locations, cul-de-sacs and dead-end roads limit connectivity. Many of these areas lacking connectivity are limited by physical barriers (e.g. interstate freeway, railroad tracks, lakes) that limit the potential for connectivity improvements.

The Metro RTP defines maximum local street spacing of 530 feet, with bicycle and pedestrian pathways no more than 330 feet apart for residential or mixed-use developments of more than five acres. While the city does not expect to have extensive residential development, the Metro network guidelines are useful in identifying areas that would benefit from future connections as redevelopment occurs. The TSP includes a conceptual Local Street Connectivity Plan for Fairview.

Local Street

Transit

TriMet provides transit service in Fairview, and throughout the Portland-Metropolitan area. TriMet provides fixed route bus service as well as an advance-reservation paratransit service called LIFT, for transit users with disabilities.

Figure 3 shows transit routes and stop locations along with ridership levels. There are 37 TriMet bus stops along two fixed routes (Routes 21 and 77) in Fairview. Not all of the bus stops offer benches and shelters, and some lack sidewalk connections to the surrounding neighborhoods and businesses. Park and ride facilities for transit users are at the Reynolds School District Offices off NE Halsey Street.

Most transit users in the city are less than a half mile from a bus stop. While biking can increase access to transit for people living or working in locations that are further from bus stops, gaps in the existing bicycle network limit the potential for biking to transit stops in Fairview.

The availability of safe and direct roadway crossing opportunities is another factor that could limit access to transit. Bus stops throughout the city could benefit from enhanced crossings that would increase the general pedestrian friendliness of the roadway and trail network.

TriMet gathered ideas for improving service in the communities of East Portland, Fairview, Gresham, Troutdale, and Wood Village in developing the Eastside Service Enhancement Plan.[6] The process identified the need for new north-south lines, new frequent service lines, and more frequency and hours of service on existing lines.

Significant needs related to improving transit usage in Fairview include:

- Gaps in the sidewalk system and limited crossing opportunities on roadways that have transit service (i.e., NE Sandy Boulevard and NE 223rd Avenue) impede pedestrian connectivity to transit.
- Improvements outlined in the TriMet Eastside Service Enhancement Plan would expand transit coverage and increase service frequency.

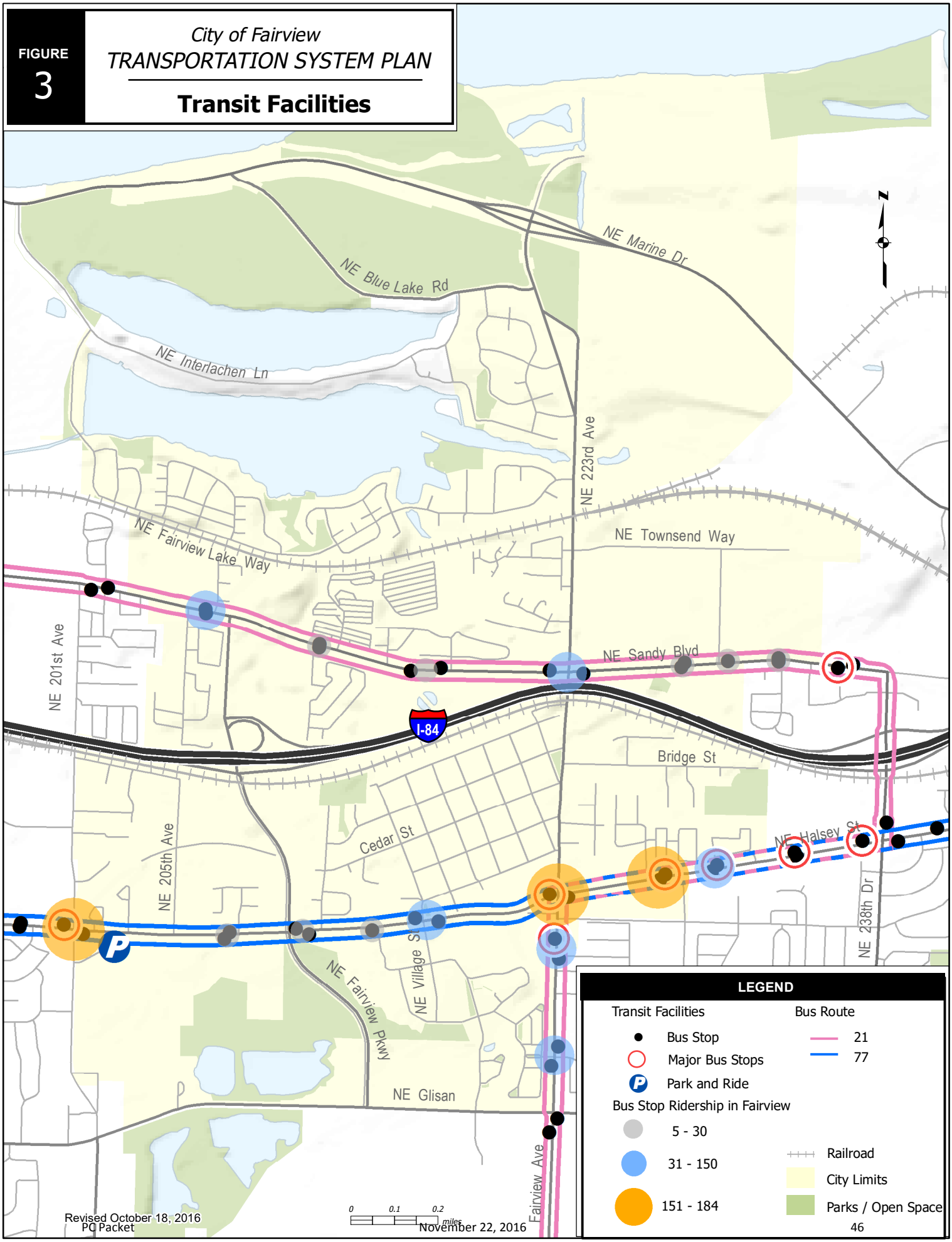
The TriMet Eastside Service Enhancement Plan will guide transit improvements in Fairview.

[6] TriMet Eastside Service Enhancement Plan: Draft Vision for Future Service: http://future.trimet.org/east/refined-draft-vision-for-the-eastside-service-enhancement-plan

FIGURE 3

City of Fairview
TRANSPORTATION SYSTEM PLAN

Transit Facilities



Pedestrian

Planning for pedestrians helps the city provide a complete, multi-modal transportation system and supports healthy lifestyles while addressing social equity issues. Pedestrian facilities allow young people, elderly people, and those not financially able to afford motorized transport to have access to goods, services, employment, and education.

Figure 4 illustrates the current pedestrian system. Pathways (trails) highlight some of the natural resources and attractions that the community has to offer and provide comfortable connections that enhance the sidewalk system. However, significant gaps exist in the network, particularly along NE Sandy Boulevard and NE 223rd Avenue. Arterial and collector roadways can act as barriers to pedestrian movement if there are not safe and consistent facilities. A major need exists in Fairview for providing consistent sidewalks on these roadways and improving connectivity to key activity centers in the city.

The city can support pedestrian travel by developing direct and safe connections between activity generators (e.g., schools, parks, employers, stores and residences) and residences. Continuous sidewalk connections on arterial and collector roadways with conveniently located crossing opportunities allow for safe non-motorized travel options. In addition to transportation facilities, pedestrian travel can be supported with mixed-use developments and buildings with front doors that are oriented directly toward the public right-of-way.

Key issues identified in the pedestrian network:

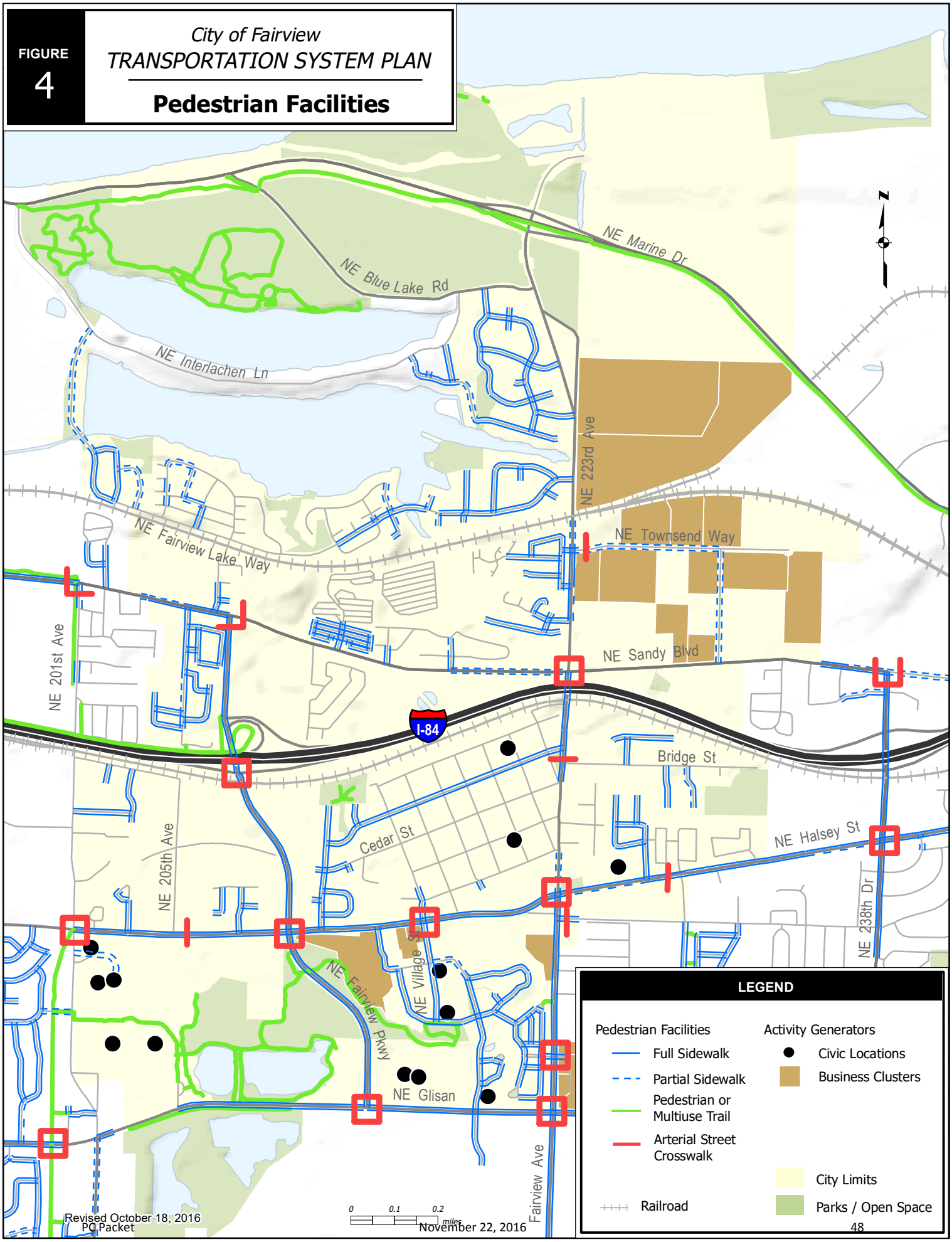
- Significant sidewalk gaps and limited crossing opportunities along NE Sandy Boulevard and NE 223rd Avenue.
- The railroad bridge over NE 223rd Avenue provides space for a two-lane roadway only. Pedestrians and bicycles currently pass under the bridge on the roadway, climb around on the steep dirt shoulder, or climb up to the bridge and illegally cross the railroad tracks.
- Several residential neighborhoods lack sidewalks along all streets (e.g. Old Town Fairview near Fairview Elementary School).
- Limited pedestrian connectivity between NE Arata Road and NE Halsey Street east of NE 223rd Avenue.

NE Sandy Boulevard and NE 223rd Avenue have significant sidewalk gaps and limited crossing opportunities.

FIGURE 4

City of Fairview
TRANSPORTATION SYSTEM PLAN

Pedestrian Facilities



Bicycle

High quality bicycle facilities that are safe, comfortable, and well connected encourage residents and visitors in Fairview to make healthy and active transportation choices. Bicycle trips typically cover distances that are longer than pedestrian trips and can reduce roadway congestion. Fairview's bicycling network, shown in Figure 5, consists of shared roadways, shoulder bikeways, bike lanes, and shared-use pathways.

Bicycle trips can generally fall into three groups: commuters, activity-based, and recreational. Commuter trips are typically roundtrip between home and work (sometimes linking to transit) via direct, major connecting roadways and/or local streets. Bicycle lanes provide good accommodations for these trips. Activity based trips can be home-to-school, home-to-park, home-to-neighborhood commercial or home-to-home. Many of these trips are on local streets with some connections to the major functional classification streets. Recreational trips share many of the needs of both the commuter and activity-based trips, but may have greater needs for off-street routes or connections to rural routes.

Inconsistent facilities and barriers to travel can inhibit the attractiveness of potential bicycle trips. Bicycle improvements could address key community issues for traveling by bicycle in Fairview:

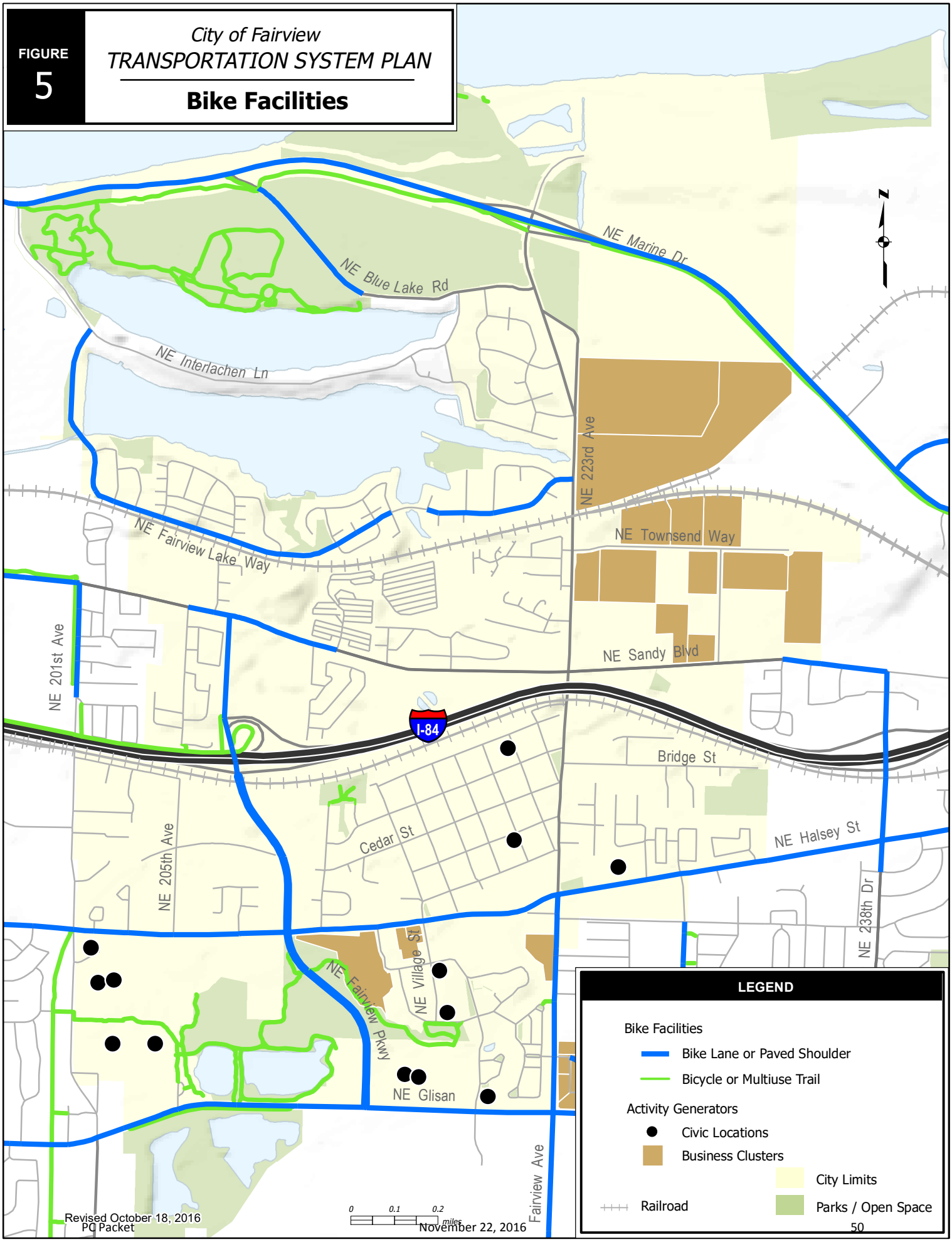
- The railroad bridge over NE 223rd Avenue provides space for a two-lane roadway only. Pedestrians and bicycles currently pass under the bridge on the roadway, climb around on the steep dirt shoulder, or climb up to the bridge and illegally cross the railroad tracks.
- Significant gaps in the bicycle network on NE Sandy Boulevard and NE 223rd Avenue.
- Lack of bicycle facilities on NE Blue Lake Road east of the entrance to Blue Lake Park.

NE Sandy Boulevard and NE 223rd Avenue have significant gaps in the bicycle facilities network.

FIGURE 5

City of Fairview
TRANSPORTATION SYSTEM PLAN

Bike Facilities



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Mode Share Target

Metro sets regional targets for the amount of trips that are made by means other than someone driving alone or a "single occupant vehicle" (SOV). These regional targets are set for the portion of non-SOV travel (trips made by pedestrian, bike, transit, carpool, etc.) based on the assumed land use density (the 2040 Growth Concept design type). Metro structured the targets so that more dense areas have a higher targeted share of non-SOV trips as follows:

- Portland Central City (60-70%)
- Regional Centers, Town Centers, Main Streets, Station Communities, Corridors, Passenger Intermodal Facilities (45-55%)
- Industrial Areas, Freight Intermodal Facilities, Employment Areas, Inner Neighborhoods, Outer Neighborhoods (40-45%)

The regional travel demand model provides estimates of the various modes of travel in areas defined as transportation analysis zones (TAZs). Based on the 2040 model data (summarized in Table 2), the targets are expected to be typically achieved throughout Fairview. However, industrial areas north of I-84 and east of NE 223rd Avenue are identified as not meeting regional mode share targets in 2040 and may benefit from strategies to enhance pedestrian and bicycle opportunities in the area. Refer to Vol. II, Section F for detailed mode share estimates.

The city is expected to meet Metro mode share targets in most parts of Fairview.

Industrial areas north of I-84 and east of NE 223rd Avenue may benefit from strategies to enhance pedestrian and bicycle opportunities in the area.

Table 2: Trip Mode Share (for person-trips to or from Fairview Transportation Analysis Zones)

Mode	Share Estimate for 2040
Drive Alone	50%
Shared Ride or Passenger	34%
Transit	7%
Walk	6%
Bike	3%

Source: Metro Regional Travel Demand Forecast Model

Freight

Efficient truck movement plays a vital role in the economical movement of raw materials and finished products.

Efficient truck movement plays a vital role in maintaining and developing Fairview's economic base. Well-planned truck routes can provide for the economical movement of raw materials and finished products. The city should plan the transportation system to accommodate this goods movement need. Establishing truck routes for vehicles traveling through the city provides for efficient movement while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system.

The Regional Freight Plan identified reconstructing the railroad bridge on NE 223rd Avenue (approximately 2000 feet north of I-84) as a Medium-High Regional Priority.[7] This improvement would consist of reconstructing the railroad bridge to accommodate wider travel lanes, sidewalks, and bike lanes.

It is also important to note that the 40-foot truck length restriction on NE 238th Avenue and NE 242nd Avenue between NE Halsey Street and NE Glisan Street (outside the City of Fairview's limits) may increase heavy vehicle demand on Fairview Parkway.

Other Modes

Although automobiles, transit, walking, biking, and freight are the primary modes of transportation in Fairview, the TSP update also looked at the needs of rail, air, waterway, and pipeline transportation modes.

The project team identified no significant needs for rail, air, waterway, and pipelines in Fairview.

[7] Metro Project IDs of 10393 and 10394.

Investments

Fairview must make strategic investment decisions to implement a set of transportation improvements that meet identified needs through 2035.

Current Funding

The city receives approximately $482,000 annually (in 2015 dollars) to maintain, operate, and improve the transportation system. The city relies on two primary revenue sources to fund transportation expenses:

- State Highway Fund distributions, and
- Multnomah County fuel tax distributions.

Transportation funding is limited, so a fiscally responsible approach to enhancing and maintaining the transportation system is imperative.

State Highway Fund

The State Highway Fund includes revenues from the state motor vehicle fuel tax, vehicle registration fees, and truck weight-mile fees, as well as Federal funds. The state allocates a portion of the State Highway Trust Fund monies to local cities on a per capita basis. By statute, Fairview may use its allocation of this money for any road-related purpose, including walking, biking, bridge, street, signal, and safety improvements. State law requires that a minimum of one percent of the State gas tax and vehicle registration funds received be set aside for construction and maintenance of walking and bicycling facilities.

County Gas Tax

Multnomah County has a gas tax of three cents per gallon. Disbursements from the gas tax revenues provide a portion of transportation revenues in the city. Non-residents such as those who stop for gas while traveling along I-84 fund a part of these revenues.

Other Revenue Sources

Other miscellaneous small revenues may supplement city transportation funds. The city may also use its General Fund to supplement operations and maintenance (e.g., equipment purchase, personnel). However, the project team does not consider this type of fund transfer a consistent revenue stream for the sake of estimating future transportation revenues.

Project-Specific Funding

In addition to the recurring revenues described previously, Fairview may receive project-specific funding through federal, state or regional programs and grants. One important example is the ODOT Statewide Transportation Improvement Program (STIP), which funds many of the safety, highway, and bridge improvement projects constructed in Oregon. The 2015-18 STIP (Project 18019) includes Arata Road Improvements (from NE 223rd Avenue to NE 238th Avenue). Therefore this project will be included in the TSP as a funded transportation improvement.

The city needs most of the funding received for transportation to maintain and operate existing infrastructure.

Unlike revenues from the State Highway Fund and county gas tax, the city does not receive these types of external funding annually, but often relies upon this funding to complete critical transportation improvements. Because specific funding sources have not been determined and these revenues are not a reliable or consistent source for the city, these funding sources are not included in the summary of transportation revenues.

Current Expenditures

The city spends approximately $393,000 annually (in 2015 dollars) to maintain, operate, and improve the transportation system. The expenditures incurred include:

- Street maintenance,
- Sidewalk repair,
- Trail maintenance,
- Personnel and staff expenses,
- Capital improvements and purchases,
- Equipment and other operating costs
- Departmental and contractual services, and
- Street lighting.

Capital improvement expenditures may include projects that support maintaining the existing transportation system (e.g., repaving or purchasing maintenance equipment).

Funding Forecast

Over the last five years, transportation-related revenues (approximately $482,000 per year) have slightly exceeded transportation-related expenditures (approximately $393,000 per year) to maintain and operate the transportation system in Fairview. The project team used historical funding and expenditures together with assumptions about growth to estimate the available funding for transportation projects through 2035. Refer to TSP Volume II, Section E for detailed breakdowns of the expected revenue sources and estimated maintenance expenses.

Revenue Forecast

There is no index for cost inflation built into gas tax. However, the project team forecasted gas tax revenues to increase proportionally with the city's population growth. The population growth rate in Fairview is likely to be relatively small; approximately five percent increase by 2035.[8,9] As a result, the gas tax revenues are not expected to increase substantially, and will likely not keep up with inflation.

The project team expects Fairview to receive approximately $9.9 million in County and State gas tax distributions and other revenues through 2035. This estimate applies the expected population growth in Fairview to historical revenues.

Expenditure Forecast

City expenditures for maintenance, operations and management of the transportation system are likely to increase over time with inflation. Based on historical expenditures and expected increases in costs, expenditures will total approximately $10.5 million through 2035.

Transportation projects that enhance or expand the current transportation system are not included in this estimate. It is also important to note that the current spending on maintenance and preservation activities may not have kept up with the desired quality for

[8] This estimate is based on extrapolations of Metro Regional Travel Demand Forecast Model data, for households in Fairview Transportation Analysis Zones.

[9] A five percent population increase translates to approximately 400-500 more residents in Fairview by 2035.

infrastructure. To address deferred maintenance and future needs, maintenance costs may be higher than the historical spending indicates.

The forecasted gap between revenues and expenditures will narrow over time and then become negative (expenditures exceeding revenues) by 2025. With anticipated revenues remaining relatively flat (due to small population increase in Fairview and no cost inflation index for gas taxes) and maintenance costs increasing, Fairview will need to utilize the existing street fund balance to maintain the current levels of maintenance and operations.

Fairview is not likely to have significant funding to contribute to TSP solutions through 2035.

Estimated Project Funding

Based on the current revenue and expenditure forecasts, Fairview will spend about $550,000 more than it will receive in transportation funds through 2035. The PMT estimated the current funding balance to be approximately $550,000. Therefore, unless the city explores additional funding opportunities, Fairview is not likely to have significant funding to contribute to TSP solutions through 2035.

Unless the city identifies new local revenue sources, Fairview will be fully reliant on external sources (e.g., grants) to fund transportation projects.

Without local funding, transportation improvements will be fully reliant on external funding sources or additional (i.e., new) revenues. As a result, Fairview may be at a disadvantage in competitive grant applications that require a local funding match.

NE Sandy Boulevard

Investments

This section of the TSP presents the transportation system improvements to address transportation needs and deficiencies identified in Fairview. These solutions improve facilities and services for all modes of transportation. The solutions come from previous planning efforts (such as the East Metro Connections Plan) or the TSP project team, advisory committees, or public.

The TSP must identify a list of TSP solutions that falls within a reasonable range of available funding.

Funding Category

The project team divided transportation improvements into two categories based on funding availability:

- **Financially Constrained** solutions are reasonably likely to be funded, based on the Metro Regional Transportation Plan and ODOT Statewide Transportation Improvement Program.
- **Illustrative** solutions address transportations system needs, but exceed available funding through 2035. The city is not likely to construct Illustrative projects before 2035 unless additional transportation funding sources become available.

The project team compared all proposed solutions using evaluation criteria to consider the ability to address TSP goals in an objective manner. The results of the evaluation criteria scoring indicated that the city could prioritize many of the Illustrative solutions ahead of Financially Constrained solutions, including a number of active transportation projects. However, the lack of local funding necessitates that the city base the Financially Constrained list on available external funding sources (as identified by the Metro RTP).

Financially Constrained projects are reasonably likely to be funded (by 2035) based on the Metro RTP and ODOT STIP.

Higher than expected grant funding, development, or ODOT funding may contribute to more revenues than estimated. If the city identifies additional funding sources, the city may expand the Financially Constrained solutions list to include more projects from the Illustrative solutions list. Conversely, lower revenues or higher than expected expenses could result in fewer projects being constructed from the Financially Constrained solutions list.

Based on evaluation criteria results and guidance from the PMT, TAC, CAC, and public, the project team prioritized the Illustrative solutions to identify those that the city should focus on when pursuing funding opportunities. Volume II, Section G and I includes details about the process of selecting and prioritizing solutions.

Transportation Strategies

Some transportation strategies can enhance transportation system performance without adding new capacity, by applying Transportation System Management ("TSM") and Transportation Demand Management ("TDM") improvements. These solutions are often more cost effective than physically expanding the roadway system. TSM and TDM strategies place emphasis on improving safety, reducing traffic delay, reducing drive-alone motor vehicle demand, and encourage using the existing transportation system more efficiently.

Transportation System Management

TSM focuses on low cost strategies to enhance operational performance of the transportation system. TSM strategies include traffic control improvements, traffic signal coordination, traffic calming, access management, local street connectivity, and intelligent transportation systems (ITS).

Intelligent Transportation Systems

ITS applies advanced technologies and proven management techniques to relieve congestion, enhance safety, provide services to travelers, and assist transportation system operators in implementing suitable management strategies for motor vehicle traffic. ITS achieves system efficiency by providing additional information to travelers, system operators, and the infrastructure itself.

Transportation Demand Management

TDM describes actions that remove single occupant motor vehicle trips from the roadway network during peak travel demand periods. Providing attractive alternatives to driving alone will help change travel behavior to better accommodate the expected growth in travel demand identified for Fairview.

Opportunities to expand TDM and other measures in Fairview include:

- Support individualized marketing programs or other outreach efforts designed to encourage using travel options
- Support alternative vehicle types by identifying potential electric vehicle plug-in stations and implementing code provisions

Investments

- Encourage and support TriMet service enhancements
- Improve street connectivity
- Invest in pedestrian and bicycle facilities
- Improve amenities and access for transit stops. Actions could include; instituting site design requirements allowing redevelopment of parking areas for transit amenities, requiring safe and direct pedestrian connections to transit, and permitting transit-supportive uses outright in commercial and institutional zones.
- Establish site development standards that require pedestrian and bicycle access through sites and connections to adjacent sties and transportation facilities
- Develop requirements for secure long-term bicycle parking for significant places of employment, park and ride facilities and other major transit stops, and multi-family residential uses

TSM and ITS projects in the Illustrative solutions list include arterial corridor management projects on NE 207th Avenue and NE Glisan Street. These projects would upgrade traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. These improvements could also provide real-time and forecasted information to motor vehicle travelers.

A TDM project identified in the Illustrative solutions list is the Metro Travel Options Program. The individualized marketing program would implement and/or support intensive outreach to targeted neighborhoods to deliver travel options information and services.

Wayfinding on Gresham-Fairview Trail

Financially Constrained Solutions

The Financially Constrained Solutions list includes transportation improvements that are reasonably likely to be funded and constructed by the year 2035. The project team determined that Fairview is not likely to have significant funding to contribute to TSP solutions through 2035 unless additional (i.e., new) funding sources are identified. Transportation improvements will be reliant on external funding sources or additional revenues.

Financially Constrained projects are considered reasonably likely to be funded by 2035.

The Financially Constrained Solutions list in Tables 3 and 4 includes committed projects, solutions identified in the Metro Regional Transportation Plan[10] financially constrained project list, access management strategies, and two local programs to support sidewalk infill projects. The RTP projects are all on Multnomah County roadways, except for NE 201st Avenue (City of Gresham jurisdiction). The project team used cost estimates from the Metro RTP estimates unless otherwise noted.

The project team based the distinction between short-term and medium-term prioritization on project timing identified in the Metro RTP. Short-term projects have an estimated completion date within the next 10 years. Medium-term projects have an estimated completion date between 2026 and 2035.

The solutions lists do not reflect any commitment of funding by ODOT, Metro, Multnomah County, City of Gresham or the City of Fairview.

All roadway projects identified in the Financially Constrained Solutions list apply to roadways under Multnomah County jurisdiction, except for projects on NE 201st Avenue (City of Gresham jurisdiction). All project design elements on Multnomah County facilities are subject to County approval. The actual design elements for any facility are subject to change, and will ultimately be determined through a preliminary and final design process.

This TSP, including the solutions lists, does not have any legal or regulatory effect on land or transportation facilities that the city does not own. Although the TSP includes evaluation and proposed improvements of non-city facilities, the TSP does not obligate its governmental partners to take any action or construct any projects. Without additional action by the governmental entity that owns the

[10] http://www.oregonmetro.gov/regional-transportation-plan

subject facility or land (e.g., Multnomah County, City of Gresham, ODOT) any project that involves a non-city facility is merely a recommendation.

Table 3: Financially Constrained Solutions for Multnomah County or City of Gresham Facilities

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
Short-term (2016-2025)			
R1*	NE 223rd Ave. Reconstruction (Fairview Creek to NE Halsey St.)	Reconstruct NE 223rd Ave. to major collector standards with 2 travel lanes, center turn lane and/or median, sidewalks and bicycle lanes. Context sensitive design through Old Town Fairview.	$12,000,000**
R2*	NE 223rd Ave. Improvements (Fairview Creek to 40-mile loop/NE Marine Dr.)	Improve NE 223rd Ave. to major collector standards including 2 travel lanes, center turn lane and/or median, sidewalks, bicycle lanes; Replacement of RR bridge not included in this proposal (Metro ID 10394).	$8,000,000**
R5*	NE Arata Rd. Reconstruction (NE 223rd Ave. to NE 238th Ave.)***	Widen to 3-lane with center turn lane, sidewalk, and bike lane enhancements.	$5,100,000
R7*	NE Sandy Blvd. Reconstruction (NE 201st Ave. to NE 230th Ave.)	Reconstruct to minor arterial standards with bike lanes, sidewalks and drainage improvements utilizing recommendations from TGM grant.	$8,400,000
R8*	NE Sandy Blvd. Improvements (NE 230th Ave. to NE 238th Ave.)	Improvements to correct substandard conditions.	$800,000
R10*	NE Glisan St. Improvements (NE 201st/202nd Ave. - Fairview Pkwy.)	Add bike lanes, sidewalks, on-street parking, four motor vehicle travel lanes and green street drainage.	$17,000,000
R17*	Reconstruct railroad crossing on NE 201st Ave. at I-84	Reconstruct railroad bridge to accommodate active transportation modes.	$2,400,000
Medium-term (2026-2035)			
R3*	Reconstruct railroad crossing on NE 223rd Ave. (north of I-84)	Reconstruct railroad bridge to accommodate wider travel lanes, sidewalks, and bike lanes	$10,400,000
R9	*NE Sandy Blvd. Access Management*	*Implement an access management program to improve safety and access along NE Sandy Blvd. in Fairview*	*$200,000*
R12	*NE Halsey St. Access Management*	*Implement an access management program to improve safety and access along NE Halsey St. in Fairview*	*$100,000*
R14*	NE Marine Dr. Reconstruction (Interlochen to Troutdale frontage roads)	Reconstruct to standards.	$29,000,000
R16*	NE 201st Avenue (NE Halsey St. to NE Sandy Blvd.)	Improve to collector standards	$17,000,000

*Metro RTP Project. Timeline (short-term or medium-term) based on Metro RTP.
**Updated TSP cost estimate differs from Metro RTP
***Construction expected Summer 2017
Projects noted with italics may be led by the City of Fairview.

Table 4: Financially Constrained Solutions for City of Fairview Facilities

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
Short-term (2016-2025)			
A2	Residential Sidewalk Infill Program	Develop city program to fund completion of the sidewalk system for residential areas in Fairview.	-*
A3	Old Town Fairview Sidewalk Infill Program	Develop city program to fund completion of the sidewalk system for Old Town Fairview.	-*

*No cost assumed beyond city and agency staff time to establish program.

Pedestrian Crossing on NE 223rd Avenue

Illustrative Solutions

This section details the Illustrative Solutions list of transportation improvement that the project team identified through the needs analysis and public involvement process. The community supports these projects and strategies but they are not included in the list of Financially Constrained Solutions as funding is not likely available through the 2035 planning horizon without enhanced or new transportation funding streams. The project team presents the Illustrative solutions categorized by primary mode and/or purpose.

Illustrative Solutions are not likely to be funded before 2035.

Prioritization

The TSP identifies prioritization for Illustrative Solutions in the event that additional funds become available. The TSP categorizes solutions into high, medium, and low priority. The project team prioritized Illustrative Solutions based on the evaluation results, community input, and prioritization strategies identified in the Metro Regional Active Transportation Plan[11] and RTFP[12]. TSP Volume II, Section I identifies project evaluation results and planning level cost estimates for each project.

The TSP prioritizes Illustrative Solutions in the event that additional funding becomes available.

Roadway Improvements

Solutions identified for roadways in Fairview include multi-modal corridor improvements (Table 5), motor vehicle mobility improvements (Table 6), and safety strategies (Tables 7). Figure 6 shows roadway improvements on both the Financially Constrained and Illustrative Solutions lists.

The TSP anticipates that corridor improvements (i.e., building roadways to standards including bicycle and pedestrian facilities, as appropriate) and access management strategies will address safety issues. However, the TSP recognizes that issues may persist after implementing improvements on some roadway segments. Therefore, the TSP also identifies safety studies for roadway segments with existing safety issues to ensure that the responsible agency addresses safety issues after corridor improvements and access management modifications.

The TSP did not identify any major motor vehicle or safety needs for roadways under city jurisdiction.

[11] 2014 Regional Active Transportation Plan, Metro, 2014
[12] Section 3.08.220.

Table 5: Illustrative Solutions – Multi-Modal Corridor Improvements for Multnomah County or City of Gresham Facilities

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
High Priority			
R15*	NE 201st Avenue (NE Glisan St to NE Halsey St.)	Improve to collector standards.	$50,000,000
R13*	NE Marine Dr. at NE 223rd Ave. Interchange Improvements	Widen to accommodate freight traffic and provide bicycle and pedestrian facilities.	$28,000,000
Medium Priority			
R18**	Fairview Pkwy. Extension	New 2-3 lane collector between NE Glisan St. and NE Stark St. (in Gresham.)	$14,000,000
R20	*Old Blue Lake Rd. Access Improvements*	*Improve access to NE 223rd Ave. in conjunction with right-of-way vacation.*	*$91,000*

*Metro RTP Project - not included in Financially Constrained list
**Identified in East Metro Connections Plan
Projects noted with italics may be led by the City of Fairview.

Table 6: Illustrative Solutions – Motor Vehicle Mobility for Multnomah County Facilities

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
Medium Priority			
M1*	NE 207th Ave. Arterial Corridor Management (NE Glisan St. to NE Sandy Blvd.)	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information.	$7,200,000
M2*	NE Glisan St. Arterial Corridor Management (NE 162nd Ave. to NE 242nd Ave.)	Install upgraded traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. Provide realtime and forecasted traveler information.	$8,000,000
Low Priority			
M3	*NE 223rd Ave./NE Marine Dr. (WB) Intersection Improvement*	*Convert this intersection to all-way stop controlled or construct a roundabout.*	*$720,000*
M4	*NE 223rd Ave./NE Glisan Street Intersection Improvement*	*Add turn lane at this signal-controlled intersection.*	*$970,000*

*Metro RTP Project - not included in Financially Constrained list
Projects noted with italics may be led by the City of Fairview.

Table 7: Illustrative Solutions – Safety

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
High Priority			
S5	NE 223rd Ave. Guardrail	Construct approximately 500 feet of guardrail on the east side of 223rd Ave. north of NE Sandy Blvd.	$25,000
Low Priority			
S1	NE Sandy Blvd. Safety Study	If safety issues remain after implementing corridor improvements (R7, R8, R9, and A1), conduct a study to further analyze issues on NE Sandy Blvd. and identify improvements.	$50,000
S2	NE Halsey St. Safety Study	If safety issues remain after implementing corridor improvements (R12), conduct a study to further analyze issues on NE Halsey St. and identify improvements.	$50,000
S3	NE 223rd Ave. Safety Study	If safety issues remain after implementing corridor improvements (R1, R2 and R3), conduct a study to further analyze the issues on NE 223rd Ave. south of I-84 and identify improvements.	$50,000
S4	I-84 Safety Study	If safety issues remain after ramp metering is operational, conduct a study to further analyze the issues on I-84 near the Fairview interchange ramps and identify improvements.	$50,000
S6	Streetlight Improvements	Identify areas needing additional lighting and construct 10 new streetlights.	$50,000

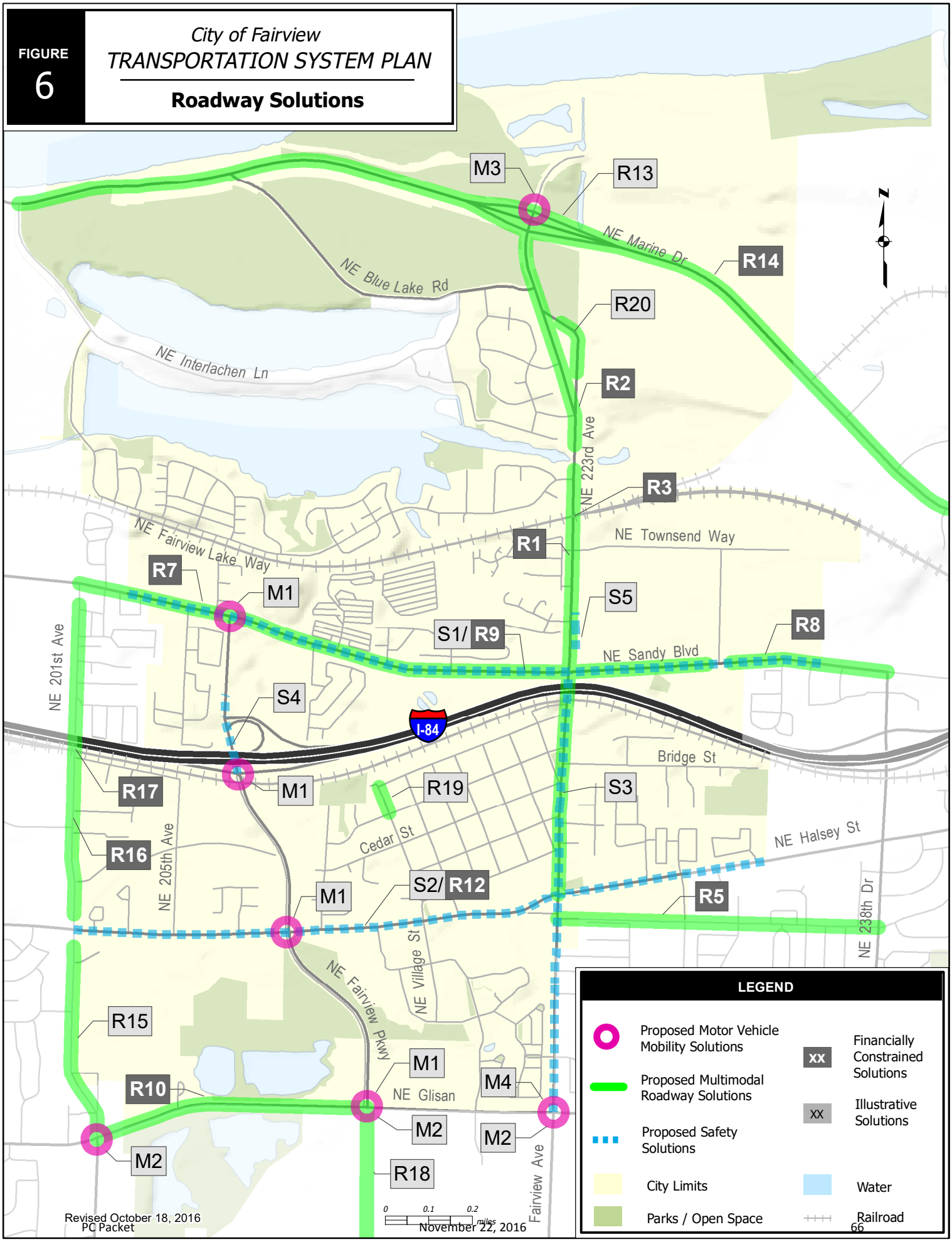
Note: The City of Fairview may lead safety projects.

Lane Markings

FIGURE 6

City of Fairview
TRANSPORTATION SYSTEM PLAN

Roadway Solutions

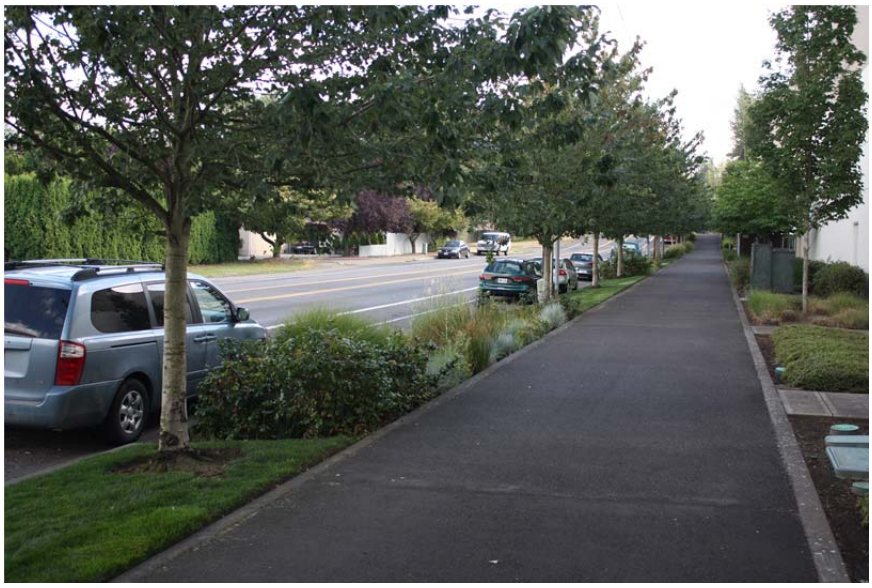


Active Transportation Solutions

Table 8 (Multnomah County facilities) and Table 9 (city facilities) include Illustrative Solutions for pedestrian, bicycle and transit travel. The TSP separates projects listed in these tables from other improvements included as part of multi-modal roadway improvements (Table 4) because of their focus on active transportation modes.

The city will support transit services through developing pedestrian and bicycle facilities that provide access to transit and supporting the TriMet Service Enhancement Plan. TriMet will implement any transit project or program in cooperation with other relevant agencies.

Figures 7 and 8 show all recommended pedestrian and bicycle solutions on the Illustrative and Financially Constrained lists, respectively.



Multi-use Pathway on NE 201st Avenue

The TSP did not identify stand-alone active transportation projects in the Financially Constrained Solutions list due to limited City funding.

The City may seek additional funding opportunities to construct active transportation solutions identified in the Illustrative Solutions list.

The TSP sets forth a policy framework that is supportive of active transportation solutions to achieve the community vision and identifies priorities to support future funding pursuits.

Table 8: Illustrative Solutions – Bicycle, Pedestrian, & Transit on Multnomah County Facilities

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
High Priority			
A1	NE Sandy Blvd. Pedestrian Crossing Treatments	Provide pedestrian crossings at locations recommended in the plan including at: NE 205th Ave., the bus stop between Fairview Pkwy. and NE Blossom Hill Rd. (mid-block crossing), NE Arbor Crest Dr., NE 230th Ave., and Eldeberry St. (in Wood Village).	$500,000
A6	TriMet Service Enhancement Plan	Proposed transit service enhancements in East Portland Metro.	Unknown/ Unavailable
A15	NE Blue Lake Rd. Bike Lanes	Widen roadway to construct bike lanes east of Blue Lake Park entrance.	$1,100,000
A17	NE Halsey St at NE 201st Ave. Pedestrian Improvements	Add pedestrian push buttons and improve curb ramps at intersections	$20,000
Medium Priority			
A11	NE Blue Lake Rd. Sidewalks	Construct sidewalks between NE Marine Dr. and NE Fairview Ave. (NE 223rd Ave.)	$390,000
A16	NE Halsey Street Pedestrian Crossing	Provide pedestrian crossing between NE Village St. and NE 223rd Ave.	$100,000
A25	NE 223rd Ave. Bike Path	Construct off-street multi-use/bike pathways along NE 223rd Ave to connect between NE Sandy Blvd. and NE Marine Dr.	$2,100,000
A27	NE 223rd Ave. Pedestrian Crossing	Provide pedestrian crossing between NE Halsey St. and NE Glisan St.	$100,000

*Metro RTP Project - not included in Financially Constrained list

Table 9: Illustrative Solutions – Bicycle, Pedestrian, & Transit on City of Fairview Facilities

Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
High Priority			
A4*	Travel Options: Individualized Marketing Program	Implement and/or support intensive outreach to targeted neighborhoods that encourages delivery of local travel options information and services to interested residents.	$1,300,000
A5	Multi-use Connection between NE Arata Rd. and NE Halsey St.)	Complete multiuse gap to connect NE Arata Road and NE Halsey St between NE Fairview Ave. (NE 223rd Ave.) and Wood Village Blvd.	$45,000
A12	Bridge St. Sidewalks	Construct sidewalks between NE Fairview Ave. (NE 223rd Ave.) and east end of roadway.	$220,000

Table 9 (Continued): Illustrative Solutions – Bicycle, Pedestrian, & Transit on City of Fairview Facilities

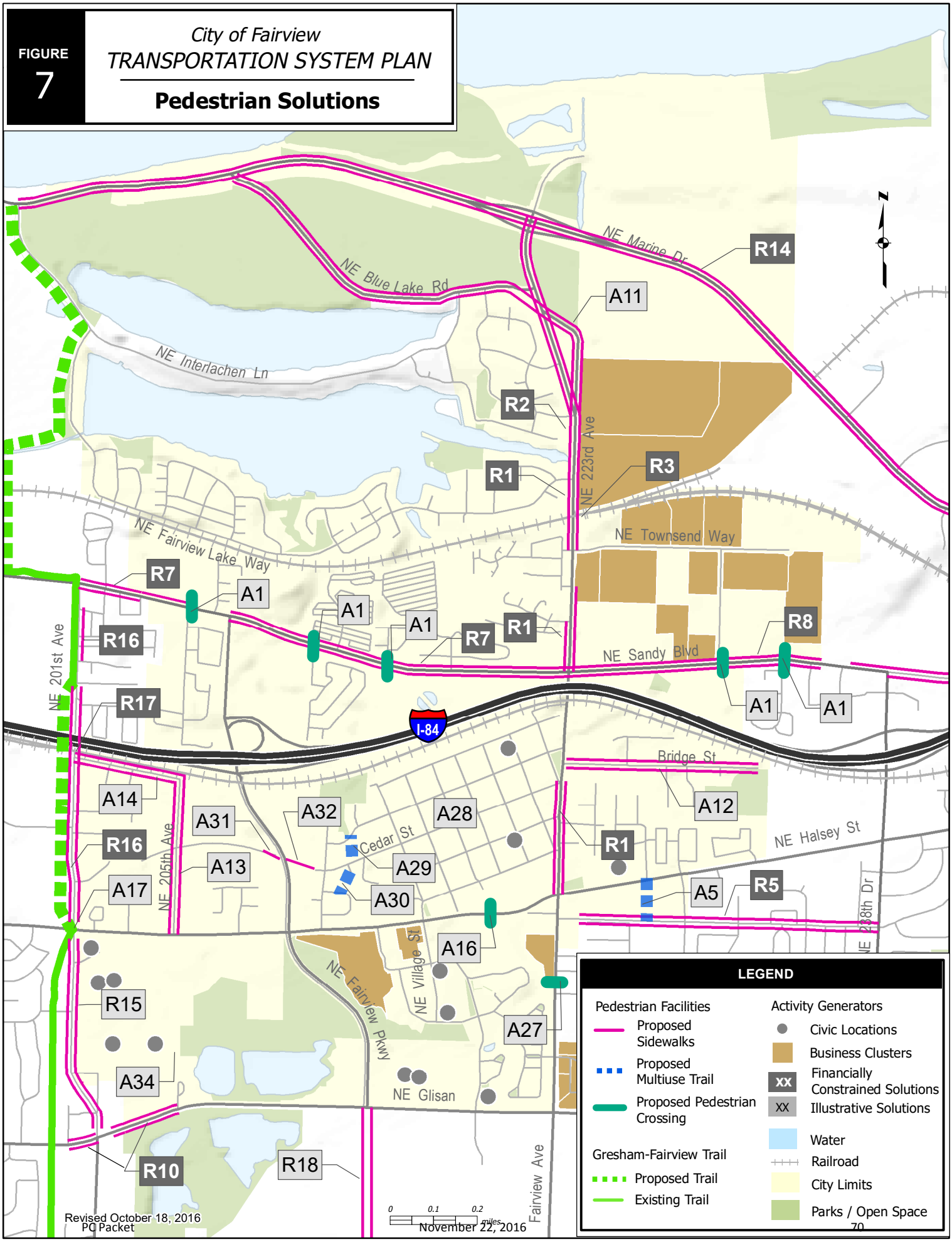
Project ID	Name	Description	Estimated Cost to Public ($ 2016 Dollars)
High Priority			
A19	NE Fairview Parkway Bike Path	Construct multi-use/bike pathway parallel to NE Fairview Pkwy. to connect between Salish Ponds City Park and Park Cleone City Park	$900,000
A28	Old Town Fairview Sidewalk Infill - Construction	Construct the sidewalk system for Old Town Fairview.	$5,500,000
Medium Priority			
A13	NE 205th Ave. Sidewalks	Construct sidewalks between NE Halsey St. and NE Thompson St.	$170,000
A14	NE Thompson St. Sidewalks	Construct sidewalks between NE 201st Ave. and NE 205th Ave.	$130,000
A18	Salish Ponds Bike Path	Construct multi-use/bike pathway to connect between Reynolds Middle School and NE Fariview Pkwy. through Salish Ponds City Park.	$750,000
A20	South Railroad Bike Path	Construct multi-use/bike pathway parallel to I-84 along the railroad to connect between Park Cleone City Park and NE 223rd Ave.	$1,000,000
A21	I-84 Bike Path	Construct multi-use/bike pathway parallel to I-84 connecting Fairview Pkwy. to NE 223rd Ave.	$1,400,000
A22	South Sandy Connector Bike Path	Construct multi-use/bike pathway connecting proposed I-84 Bike Pathways to NE Sandy Blvd.	$350,000
A23	North Sandy Connector Bike Path	Construct multi-use/bike pathway connecting proposed North Railroad Bike Pathways to NE Sandy Blvd. (Includes railroad crossing.)	$35,000
A24	North Railroad Bike Path	Construct multi-use/bike pathway along railroad right-of-way to connect between NE Fairview Lake Way and NE Marine Dr.	$3,100,000
A26	Chinook Landing Bike Path	Construct multi-use/bike pathway connecting NE 223rd Ave. and NE Marine Dr.	$700,000
A29	NE Hancock St.- NE San Raphael St. Path	Reconstruct multi-use/pedestrian path.	$35,000
A30	NE Hancock St. - NE Weidler Cr. Path	Reconstruct multi-use/pedestrian path.	$35,000
A31	NE Wistful Vista Dr. Access - West	Construct local street extension from NE Wistful Vista Dr. to Fairview Pkwy. for bicycle, pedestrian, and emergency vehicle access.	$450,000
A32	NE Wistful Vista Dr. Access - East	Construct local street extension from NE Hancock St. to Fairview Pkwy. for bicycle, pedestrian, and emergency vehicle access	$210,000
A33	Sidewalk Curb Ramp Improvement Program	Evaluate all City sidewalk ramps for ADA compliance and construct as needed to comply.	$1,000,000
A34	Salish Ponds Elementary School Path Access	Construct ADA compliant ramp from Salish Ponds Elementary School parking lot to west entrance of Salish Ponds Park.	$7,500

*Metro RTP Project - not included in Financially Constrained list

FIGURE 7

City of Fairview
TRANSPORTATION SYSTEM PLAN

Pedestrian Solutions



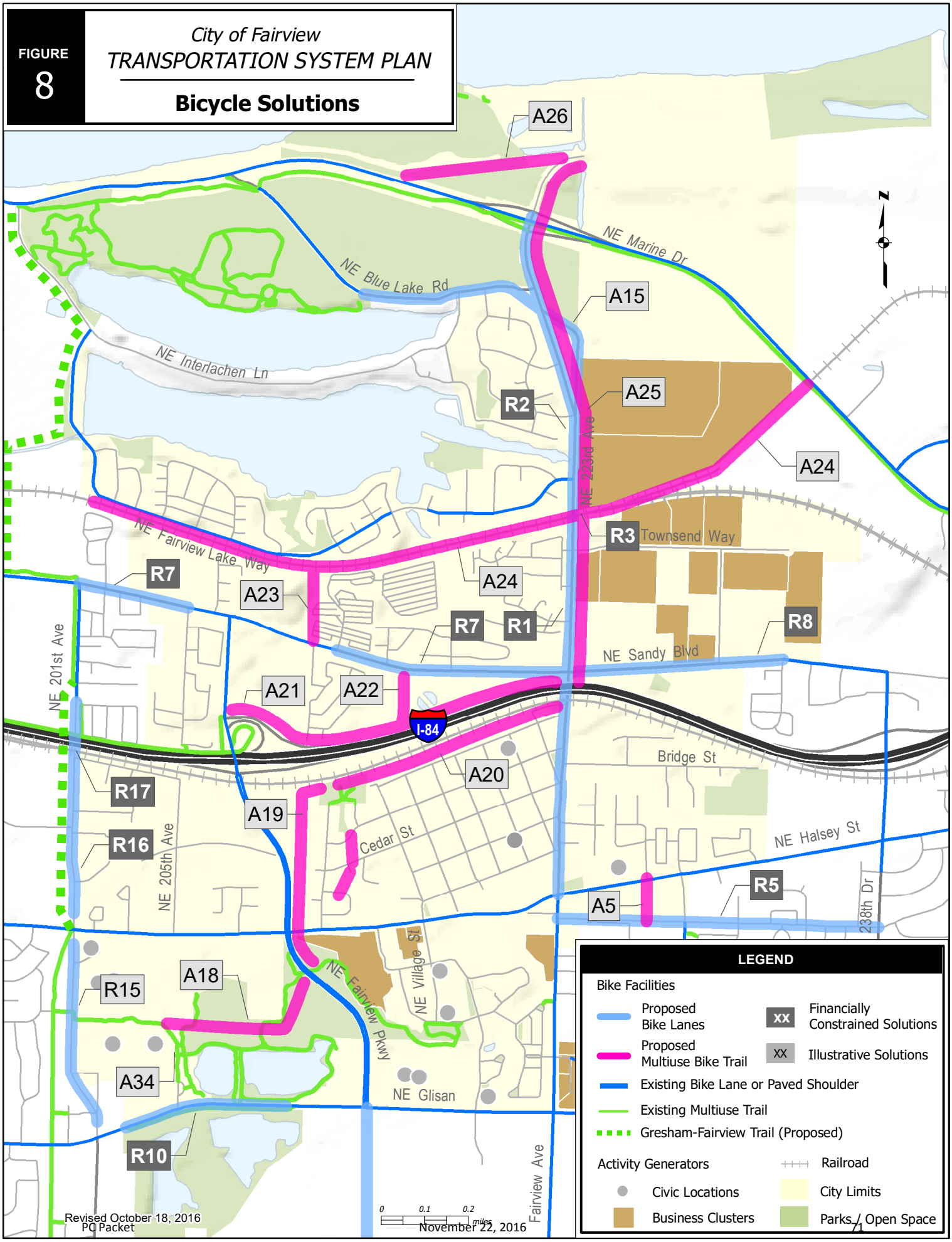
Revised October 18, 2016
PC Packet

November 22, 2016

FIGURE 8

City of Fairview
TRANSPORTATION SYSTEM PLAN

Bicycle Solutions



Revised October 18, 2016
PC Packet

November 22, 2016

Local Street Connectivity

Providing a well-connected roadway network can enhance accessibility for various travel modes, improve emergency response times, and balance traffic levels on existing roadways by better dispersing traffic.

There are a number of locations in Fairview where roadways do not connect, especially where limited by barriers such as wetlands, railroad tracks, or incomplete development. Topography, environmental conditions, and other barriers (e.g. interstate freeway, railroad tracks) limit the level of potential connectivity in several areas of Fairview.

Figure 9 shows the conceptual Local Street Connectivity Plan for Fairview. The TSP proposes connections that are intended to improve connectivity for all transportation modes and reduce potential neighborhood traffic impacts by better balancing traffic flows on existing streets. The arrows in the figure represent conceptual connections that illustrate the general direction for the placement of future connections. The identified alignments are not specific and will be determined upon development review, as appropriate.

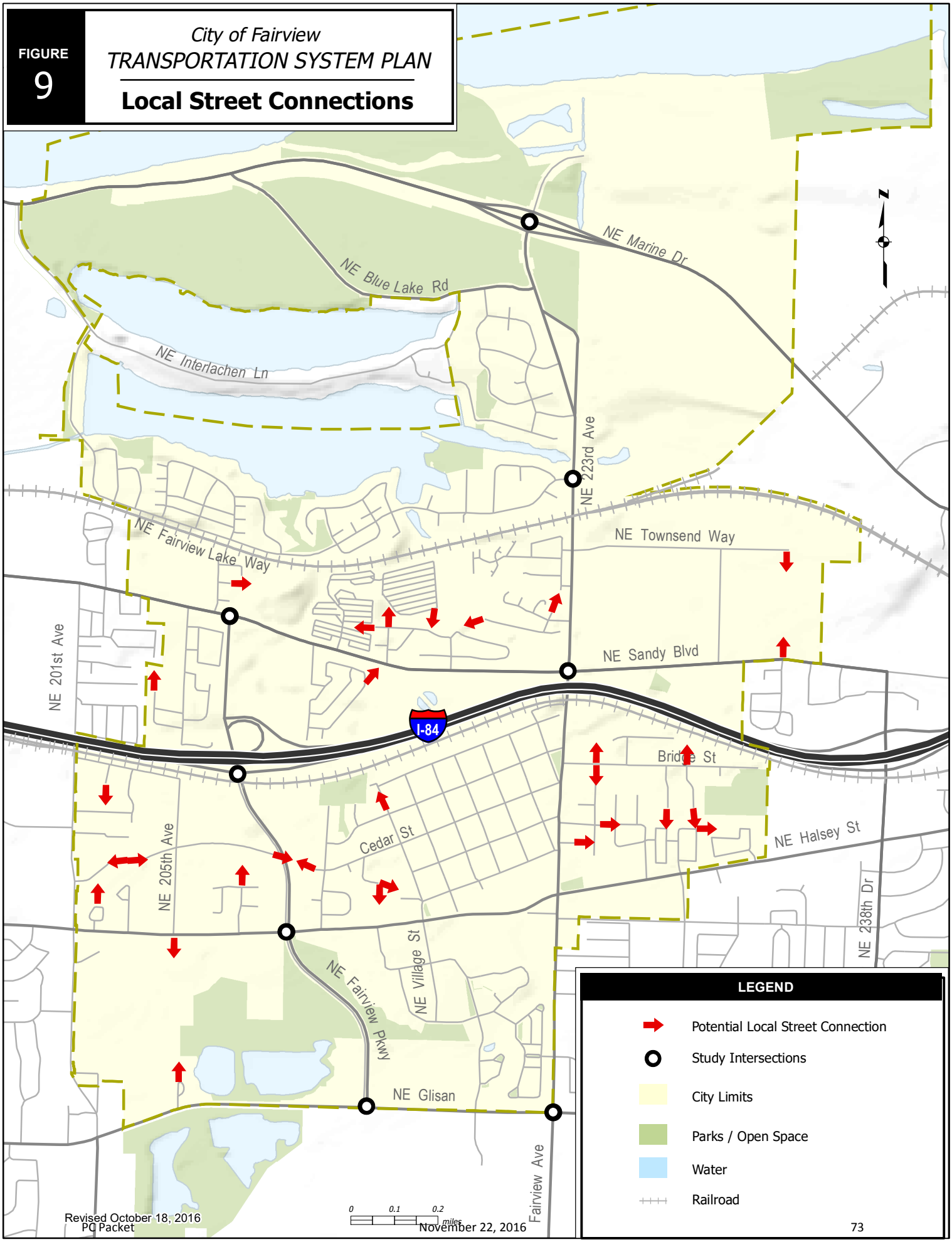
The TSP also identifies the extension of 7th Street (between Depot Street and Main Street) as a local street improvement project (R19) in Old Town Fairview.

Pedestrians on Main Street

FIGURE 9

City of Fairview
TRANSPORTATION SYSTEM PLAN

Local Street Connections



The TSP sets standards and regulations to ensure future property development or redevelopment is consistent with the city's transportation vision and goals.

Multi-Modal Street System

A multi-modal street system is a hierarchy of streets organized by functional classification and jurisdiction. These classifications define a scale and design appropriate to the transportation function provided and adjacent properties and land uses. Each street classification balances the needs of all travel modes, including pedestrians, bicyclists, transit riders, and motorists. The multi-modal street classification system allows design element variation in a manner that is sensitive to the context and character and constraints of the surrounding property.

Jurisdiction

Public roadways in Fairview are under the jurisdiction of the City of Fairview, City of Gresham, Multnomah County or ODOT. Each responsible jurisdiction sets various standards for the roadways to maintain the appropriate level of performance, provide access, and accommodate a variety of users. Figure 10 shows the jurisdiction of all roadways in Fairview.

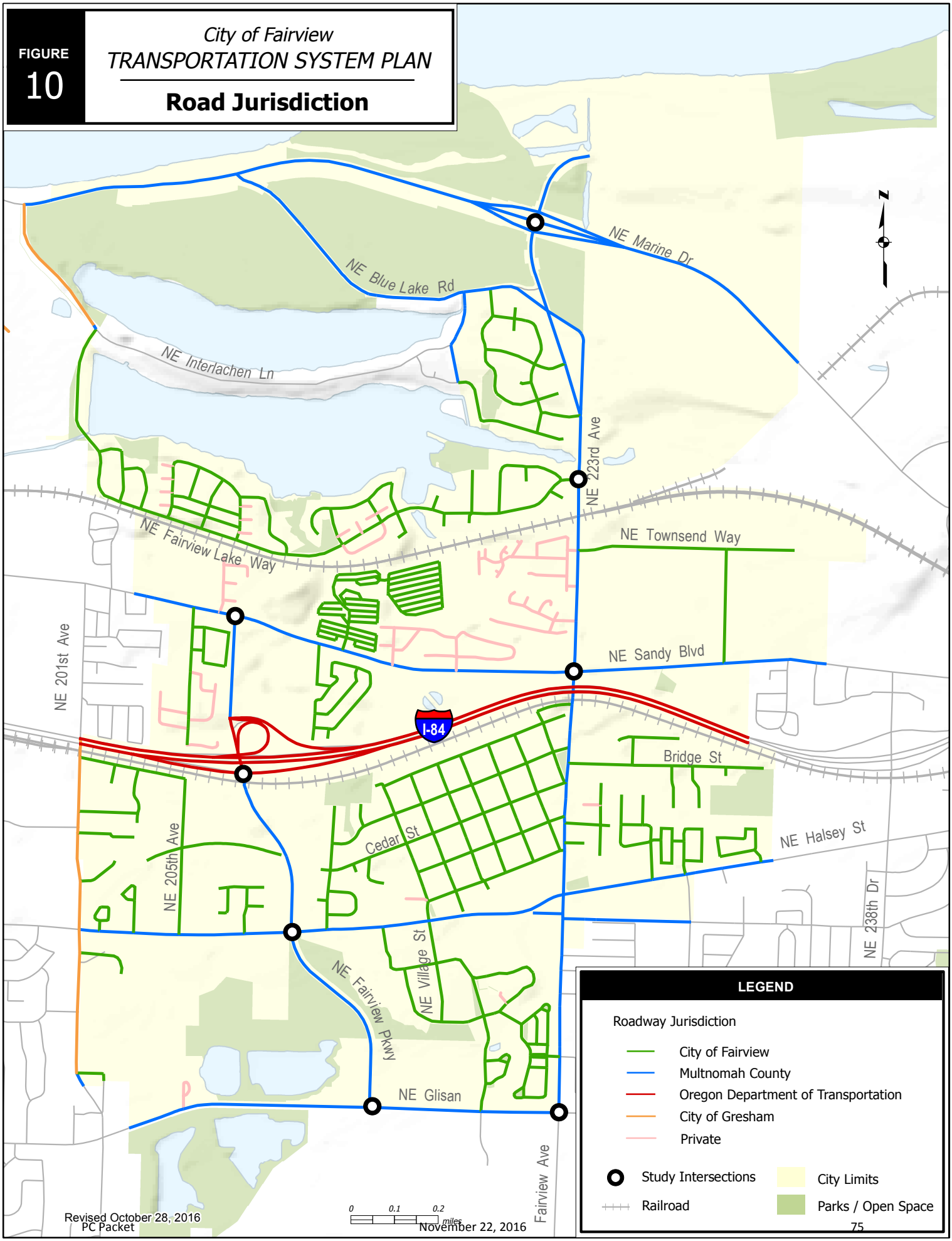
All arterial and major collector streets in Fairview are under Multnomah County jurisdiction.

Fairview Parkway

FIGURE 10

City of Fairview
TRANSPORTATION SYSTEM PLAN

Road Jurisdiction



Functional Classification

Agencies typically classify roadways based on the level of usage and type of vehicular travel they are intended to serve. The Fairview functional classification system (Figure 11) is consistent with the federal functional classifications and the previous TSP with the exception of Arata Road, which was changed from a major collector to a neighborhood collector for consistency with the City of Wood Village. Any street not designated as either an interstate, arterial, or collector is considered a local street.

- **Interstate Highways** are limited access state roadways that serve high volumes of motor vehicle traffic and are primarily utilized for longer distance regional or statewide trips.
- **Major Arterials** are roadways intended to move traffic through Fairview and support the highway system. These roadways generally experience higher traffic volumes and often connect to locations outside of the city or act as corridors connecting many parts of the city and region.
- **Minor Arterials** are roadways intended to serve through traffic and local traffic traveling to and from major arterials or the interstate highway. These roadways link major commercial, residential, industrial and institutional uses. Arterials and major collector facilities are required by state law to provide bicycle facilities.[13]
- **Major Collectors** provide both access and circulation for residential, commercial and/or industrial areas. Collectors differ from arterials in that they provide more of a citywide circulation function, do not require as extensive access control, and penetrate residential neighborhoods, distributing trips from the neighborhood and local street system.
- **Neighborhood Collectors** are usually long relative to local streets and provide connectivity to major collectors or arterials. Because neighborhood routes have greater connectivity, they generally have more traffic than local streets and are used by residents in the area to get into and out of the neighborhood, but do not serve citywide/large area circulation. They are typically about a quarter-mile to a half-mile in total length. Traffic from cul-de-sacs and other local streets may use neighborhood collectors to gain access to major collectors or arterials.

All arterial and major collector streets in Fairview are required to provide bicycle facilities.

[13] Transportation Planning Rule, OAR 660-012-0045 (3)(b)(B).

- **Local Streets** provide direct access to immediately adjacent land. These roadways are often lined with residences and are designed to serve lower volumes of traffic traveling at low speeds (generally 20 to 25 miles per hour).

The function of roadways also depends on speed limits and traffic controls. Figure 12 shows speed limits on Fairview roadways and traffic controls at study intersections.

Freight Routes & Restrictions

In Fairview, ODOT classifies I-84 (Columbia River Highway No. 2) as an Interstate Highway, National Highway System (NHS), National Network, Freight Route, and Reduction Review Route. It provides mobility, safe and efficient high-speed continuous-flow operation, and connections to major cities, regions within and outside of the state, and regional trips within the metropolitan area. The State Highway Freight System classifies I-84 as a Federal Truck Route and an Oregon Freight Route.

The Regional Freight Plan[14] identifies I-84 as a "Main Roadway Route" and the following roadways as "Road Connectors" in the regional freight system in Fairview: NE Marine Drive, NE Sandy Boulevard, NE 223rd Avenue north of I-84, Fairview Parkway, and NE Glisan Street (east of Fairview Parkway). It is also important to note that there is a 40-foot truck length restriction on NE 238th Avenue and NE 242nd Avenue between NE Halsey Street and NE Glisan Street (outside the City of Fairview's limits) that may increase heavy vehicle demand on Fairview Parkway.

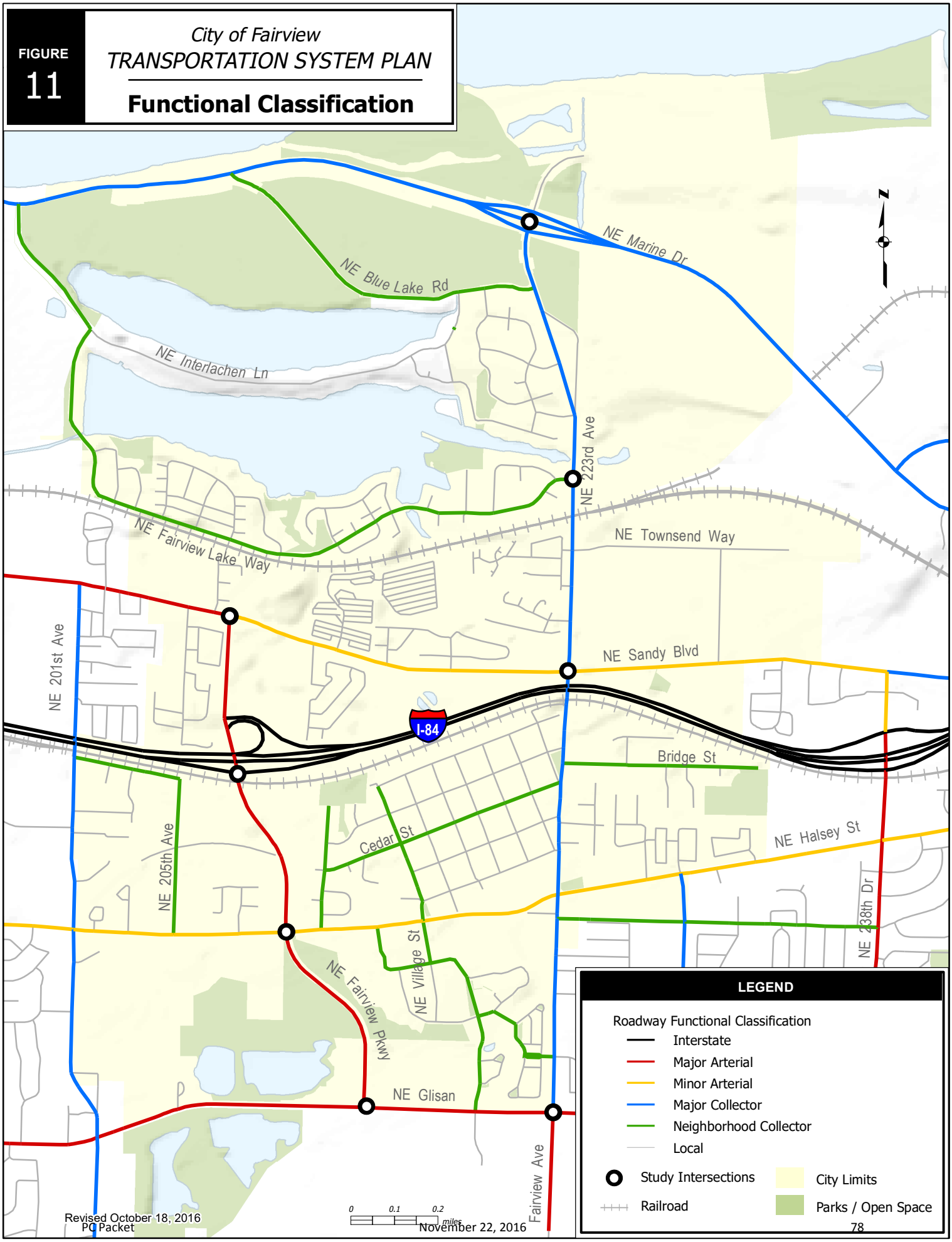
Sign at I-84 Interchange

[14] *Regional Freight Plan*, Metro, June 2010.

FIGURE 11

City of Fairview
TRANSPORTATION SYSTEM PLAN

Functional Classification



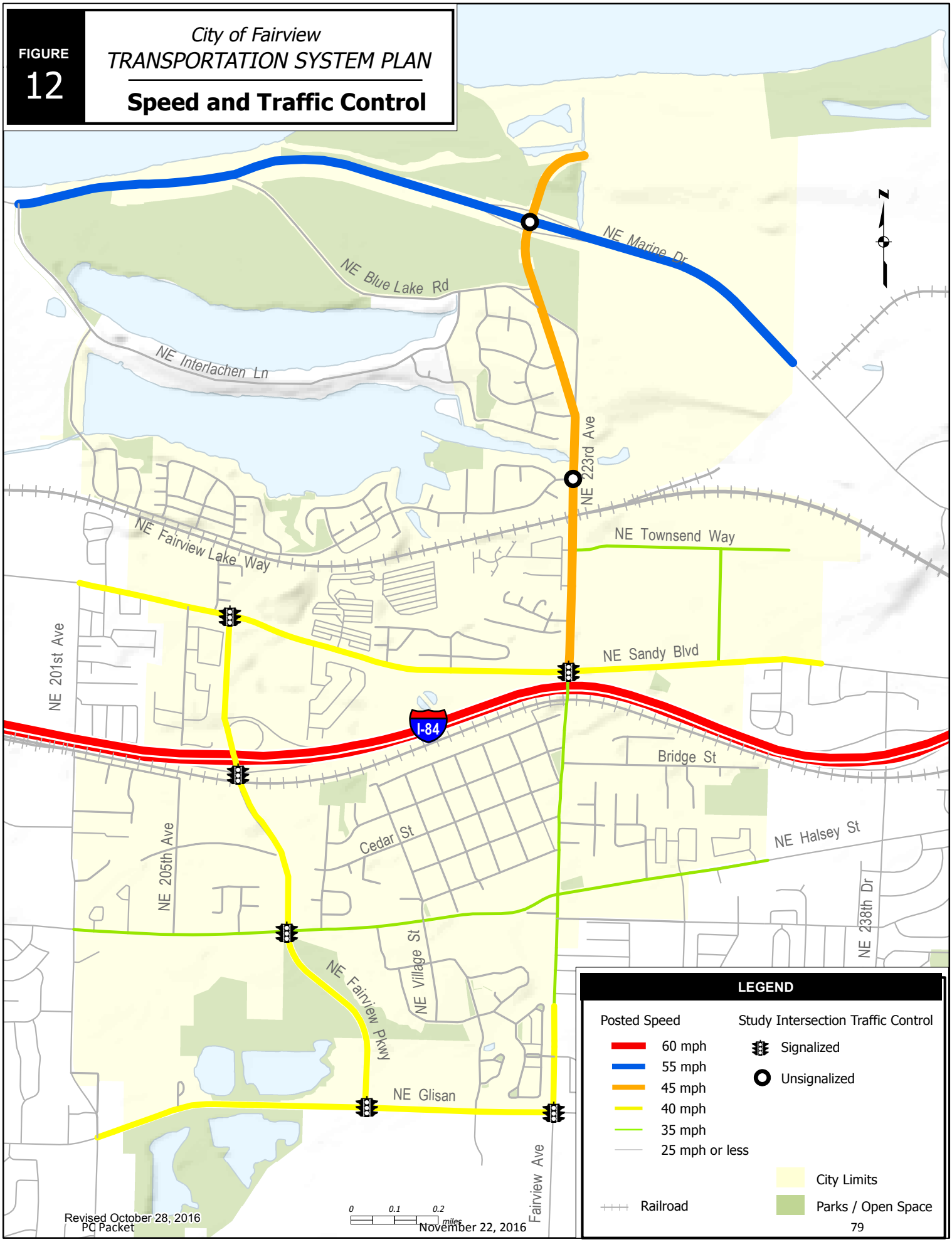
Revised October 18, 2016
PC Packet

November 22, 2016

FIGURE 12

City of Fairview
TRANSPORTATION SYSTEM PLAN

Speed and Traffic Control



Street Design Standards

The characteristics of existing city streets in Fairview were developed to meet the function and demand for each facility over time. Roadway design can vary from segment to segment depending on adjacent land uses, demand, and when the roadway was constructed. Street design standards will provide clear guidance for future development while also allowing for a degree of flexibility to fit with surrounding land uses and practical constraints.

> The city should implement roadway design standards as redevelopment occurs and with other transportation improvements.
>
> These standards support the intended street system function.

Street design standards define a system that provides consistency in roadway characteristics and supports the intended uses outlined in the roadway functional classification system. The city and county should implement roadway design standards as redevelopment occurs and with other transportation improvements.

All arterials (major and minor) and major collectors in Fairview are under Multnomah County jurisdiction and subject to Multnomah County design standards with the exception of NE 201st Avenue (City of Gresham jurisdiction). Other roads under Multnomah County jurisdiction (e.g., Blue Lake Road[15]) may require a road rules variance to apply cross-section standards identified in the TSP.

Figures 13 through 19 illustrate the proposed cross-section standards for neighborhood collectors and local streets in Fairview as well as alleys and cul-de-sacs. Table 10 summarizes the applicable right-of-way and paved width for each roadway type. Alternative roadway cross-section standards apply for Old Town Fairview[16], Fairview Lake Road[17], and Arata Road[18].

The Public Works Director may approve exceptions to roadway standards to provide for safe transitions between roadway types or to fit within the character of existing neighborhoods (e.g., Fairview Village). The Public Works Director may also approve exceptions to

---

[15] The preferred right-of-way width on a Multnomah County Neighborhood Collector is 60 feet.
[16] City of Fairview Renaissance Plan, McKeever/Morris, Inc., July 25, 1997
[17] Fairview Lake Design Overlay street standards are identified in Fairview Municipal Code 19.107.060(A)
[18] Arata Road Conceptual Design Plan Final Report, City of Wood Village, Oregon, July 25, 2008.

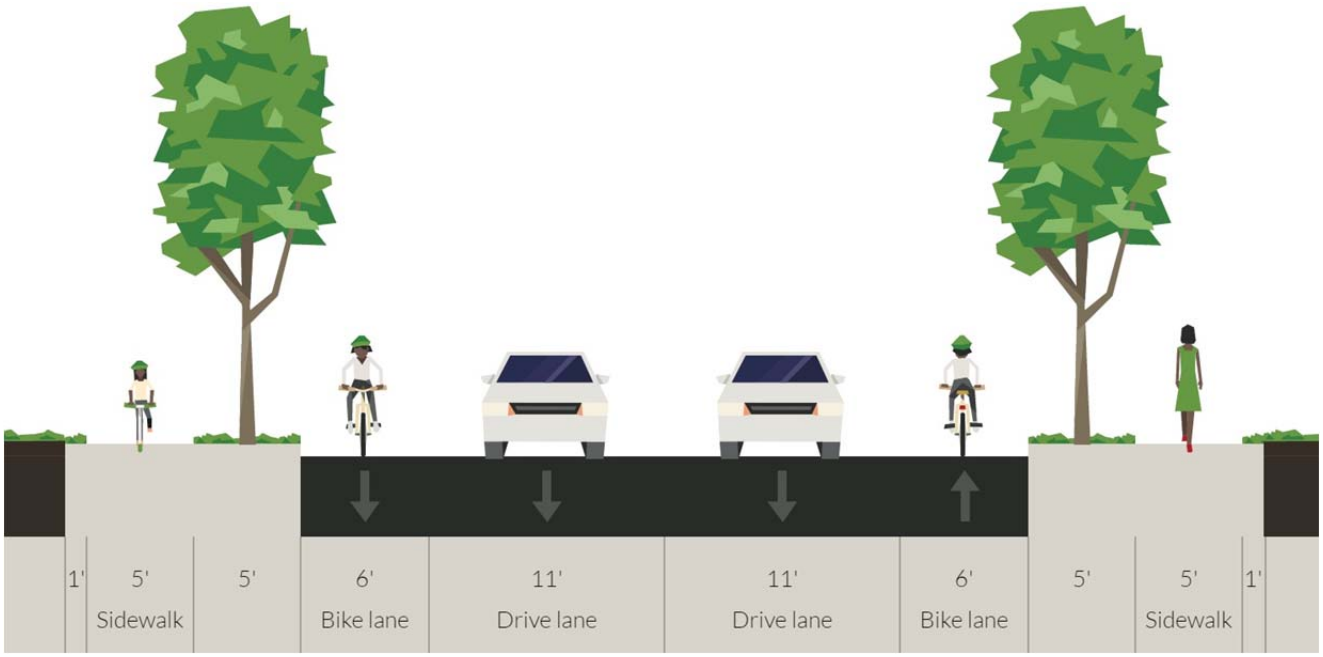
roadway standards to provide enhanced bicycle facilities such as buffered bike lanes, protected bike lanes, or physically separated bicycle facilities.

Refer to TSP Volume II, Section I for additional details about street design and information about how the TSP updated the standards.

Table 10: Right-of-Way and Paved Width by City Roadway Type

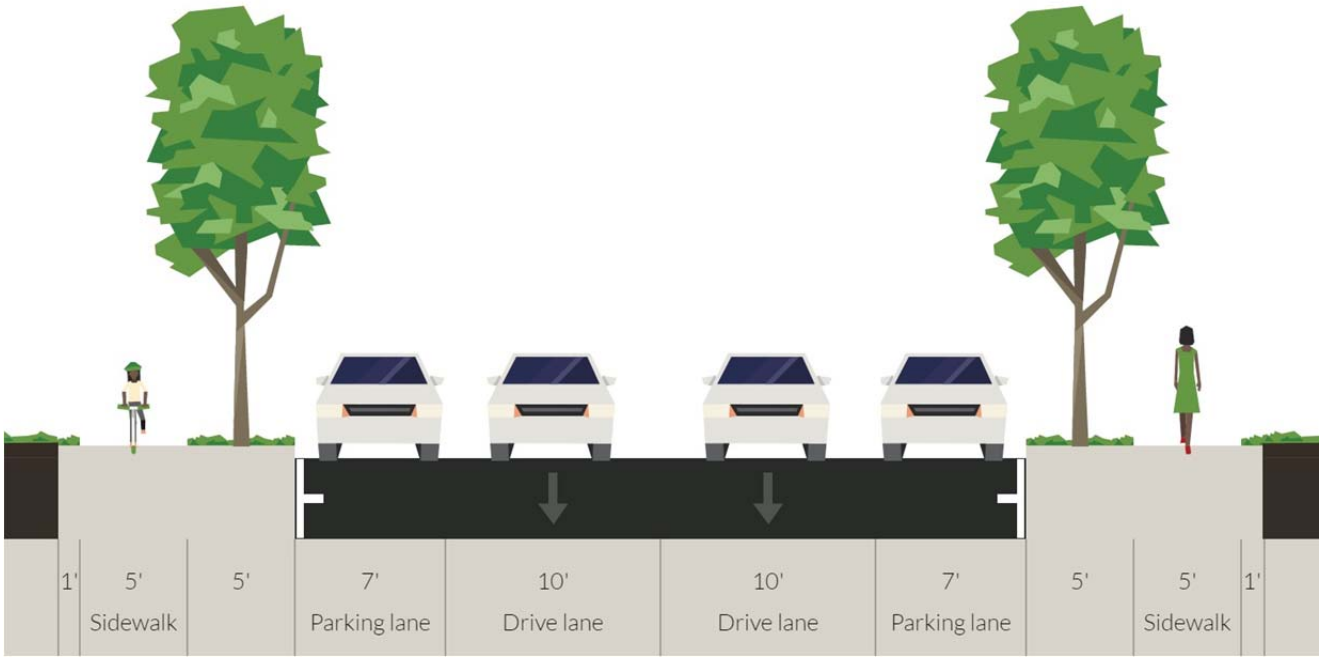
Roadway Type	Paved Width (curb-to-curb)	Right-of-Way
Neighborhood Collector with bike lane	34 feet	55-56 feet*
Neighborhood Collector with parking	34 feet	55-56 feet*
Local Residential	28 feet	49-50 feet*
Local Commercial	38 feet	60 feet
Local Industrial	40 feet	60 feet
Alley	16 feet (buffer on both sides) 20 feet (buffer on one side)	24 feet
Cul-de-sac	24 feet	47 feet

* The city may reduce sidewalk buffer width (on both sides of the street) from 1 foot to 0.5 foot in residential areas



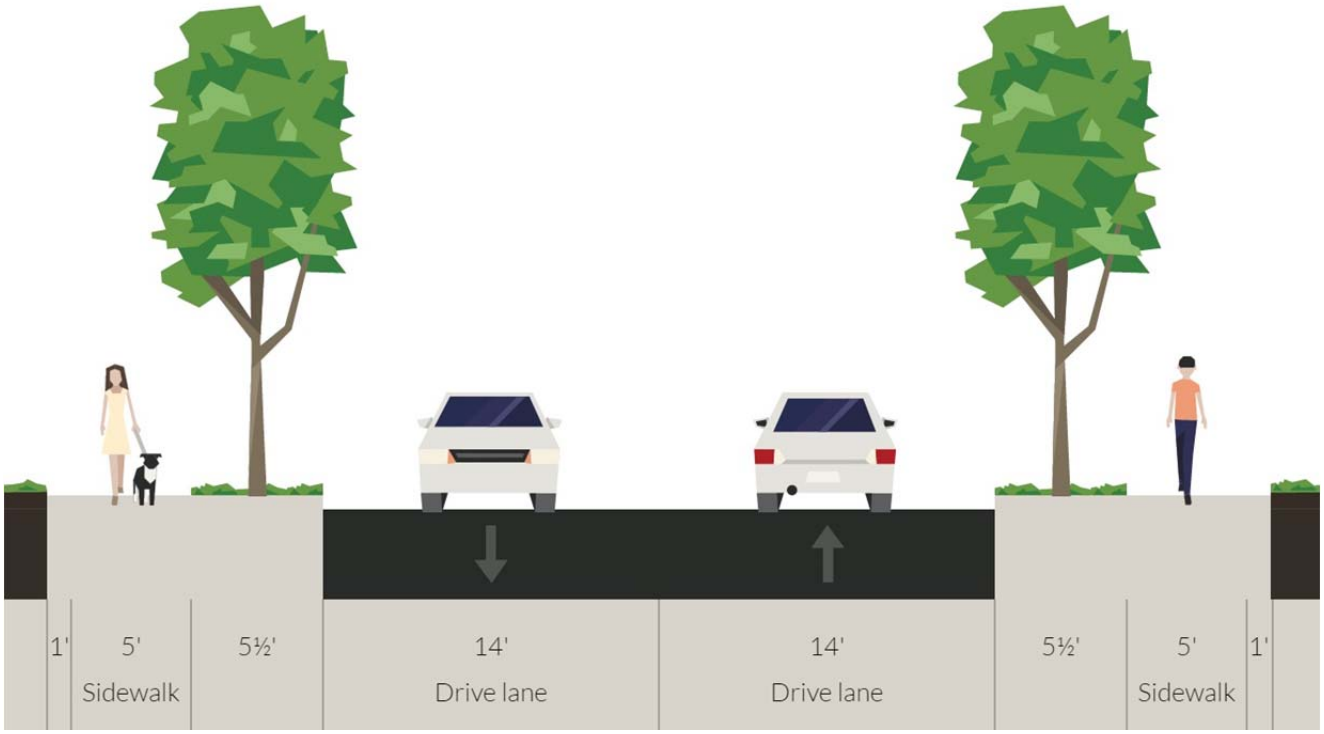
Note: the city may reduce the sidewalk buffer width from 1 foot to 0.5 foot in residential areas

Figure 13: Cross-Section Standard for Neighborhood Collector with Bike Lane



Note: the city may reduce sidewalk buffer width from 1 foot to 0.5 foot in residential areas

Figure 14: Cross-Section Standard for Neighborhood Collector with Parking



Note: the city may reduce sidewalk buffer width from 1 foot to 0.5 foot in residential areas
Note: parking permitted on both sides of the street

Figure 15: Cross-Section Standard for Local Residential Street

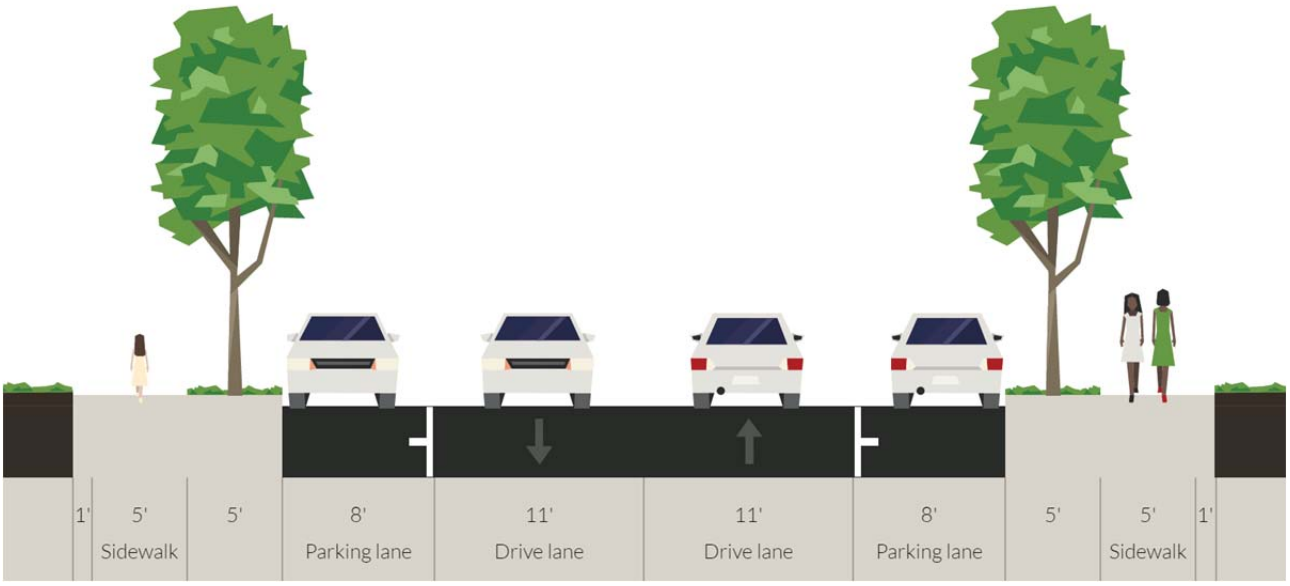


Figure 16: Cross-Section Standard for Local Commercial Streets

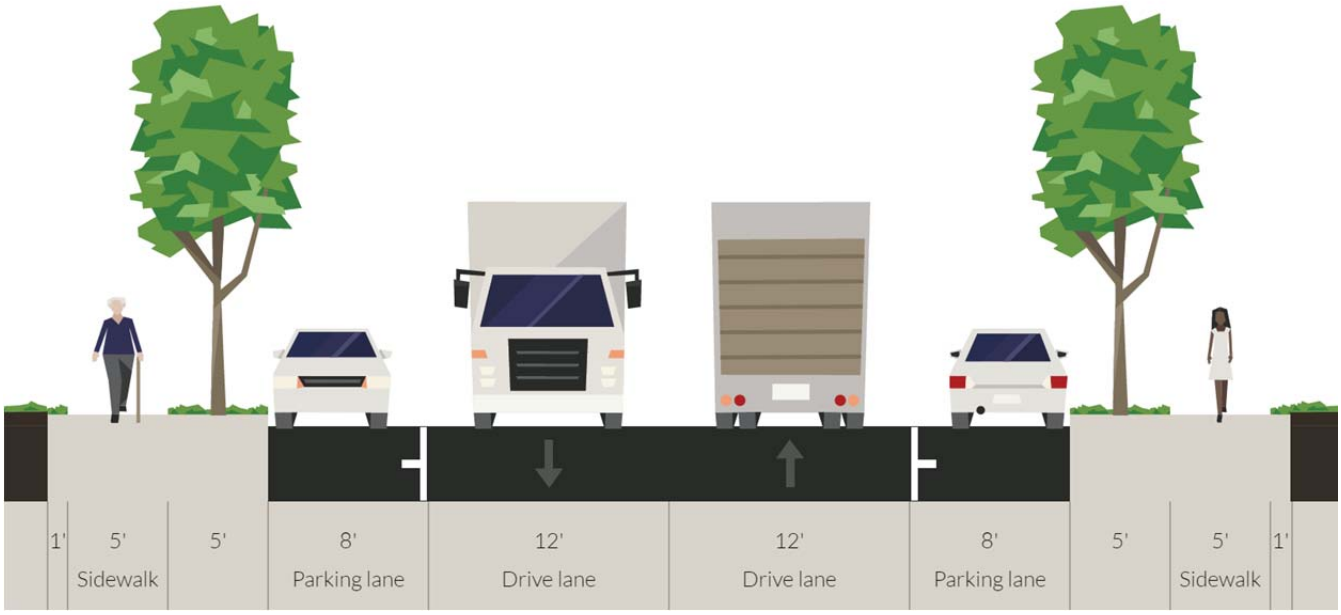
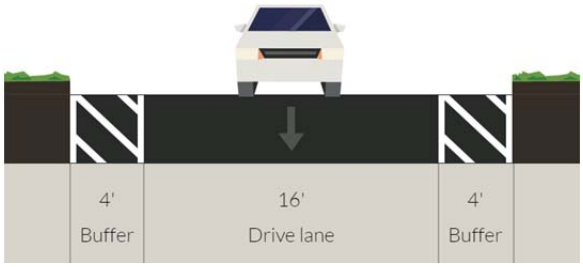
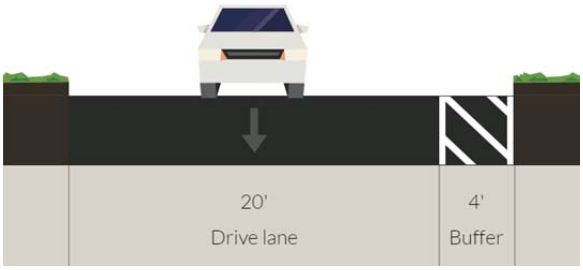


Figure 17: Cross-Section Standard for Local Industrial Streets

Option A: buffer on both sides

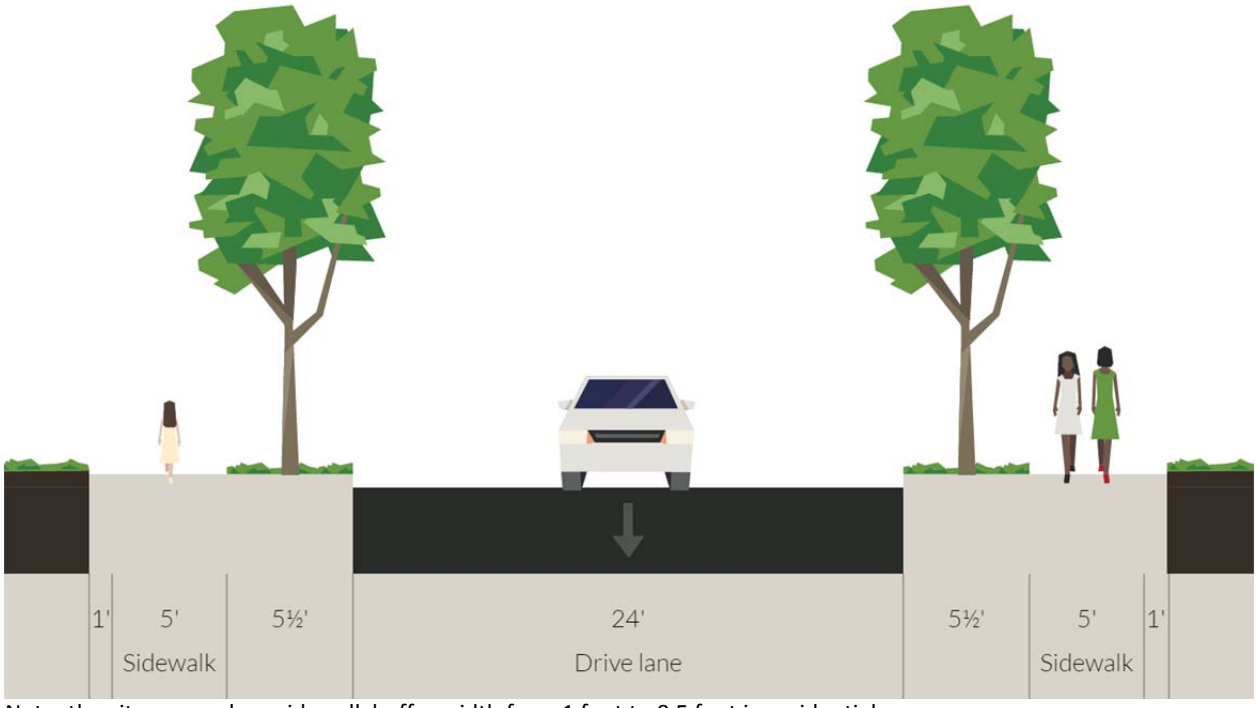


Option B: buffer on one side



Note: no parking permitted in alleys

Figure 18: Cross-Section Standard for Alleys



Note: the city may reduce sidewalk buffer width from 1 foot to 0.5 foot in residential areas

Figure 19: Cross-Section Standard for Cul-de-sacs

Spacing Standards

To promote efficient circulation throughout the city, land divisions and large site developments should support a well-connected network of transportation facilities. Spacing standards support the intended function of roadways as defined by the roadway functional classification.

Access Spacing Standards

Properly implementing access management standards and techniques can reduce congestion and improve safety.

Access Management is a broad set of techniques that control vehicular access to maintain the capacity of the facilities and preserve their functional integrity. Access management strives to balance maintaining the integrity of the facility with providing access to adjacent parcels. Properly implementing access management standards and techniques can reduce congestion and accident rates, lessen the need for roadway widening, conserve energy, and reduce air pollution.

Access spacing standards for local streets in Fairview require a minimum of 50 feet separation.[19] Multnomah County access spacing standards apply on arterial or major collector streets. Table 11 shows Multnomah County's[20] intersection spacing standards for arterials and collectors. Table 12 shows Multnomah County's[21] driveway spacing standards.

ODOT sets access spacing standards for driveways and approaches to the state highway system.[22] A minimum ¼ mile access spacing standard is applied at ODOT interchange ramp terminals. For I-84, new interchanges must be spaced at least three miles from existing interchanges.

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[19] Refer to Title 19.162.020 subsection G3 for special provisions

[20] Multnomah County Design and Construction Manual, p.1-6 https://multco.us/file/16499/download. Note – the Multnomah County Manual includes spacing standards in metric format; for consistency with the rest of the City of Fairview standards, these standards are shown rounded to the nearest 10 feet or mile.

[21] Multnomah County Design and Construction Manual, Table.1.2.5.

[22] 1999 Oregon Highway Plan, OHP Policy 3A, Access Management Standards (Appendix C):http://www.oregon.gov/ODOT/TD/TP/pages/ohp.aspx

Table 11: Minimum Intersection Spacing Standards (Multnomah County)[23]

Functional Classification	Major/Principal Arterial	Minor Arterial	Major Collector	Neighborhood Collector	Local Residential Street	Local Commercial/ Industrial Street
Major/Principal Arterial	1 mile	1 mile	¼ mile	980 feet	490 feet	490 feet
Minor Arterial	1 mile	½ mile	980 feet	790 feet	390 feet	390 feet
Major Collector	¼ mile	980 feet	790 feet	590 feet	300 feet	330 feet
Neighborhood Collector	980 feet	790 feet	590 feet	490 feet	200 feet	200 feet

Table 12: Minimum Private Driveway Access Spacing Standards (Multnomah County)

Functional Classification	Major/ Principal Arterial	Minor Arterial	Major Collector	Neighborhood Collector	Local Residential Street	Local Commercial/ Industrial Street
Minimum Driveway Spacing	394 feet	295 feet	148 feet	99 feet	50 feet*	50 feet*

* Does not apply to single family residential uses (no minimum spacing standard).

Maximum Block Spacing

Table 13 defines the maximum block length and perimeters for Fairview. Mixed-use and residential development proposed on sites five acres or greater must submit a site plan that identifies conceptual street connections that are consistent with Tables 11-13 and the TSP Local Street Connections (Figure 9). The City Public Works Director may modify or waive these standards due to major barriers (e.g., railways, freeways, topography, pre-existing development, or other resources).

[23] Multnomah County's standards are in metric format. The project team has converted the distances to feet to be consistent with the rest of the City's TSP.

Table 13: Maximum Block Length and Perimeter

Land Use District	Maximum Block Length	Maximum Block Perimeter
Town Center Commercial[24]	200 feet	1,200 feet
Corridor or Neighborhood Commercial	300 feet	1,200 feet
Residential	530 feet	1,600 feet
General Industrial[25]	700 feet	1,700 feet

Connectivity standards support direct connections that offer legitimate travel choices for people in the community.

The city may grant exceptions to the roadway spacing standards when property owners divide blocks by one or more multi-use pathways that minimize out-of-direction travel for people who walk or bike. The city requires multi-use pathways constructed in lieu of street connections to be located at a maximum distance of 330 feet apart.

The city requires proposed pathways to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and park and transit facilities. To the greatest extent possible, access must be reasonably direct, providing a route or routes that do not deviate unnecessarily from a straight line or that do not involve a significant amount of out-of-direction travel. Multi-use pathways must be no less than 10 feet wide and located within a 20-foot-wide right-of-way or easement that allows access for emergency vehicles.

[24] Exceptions defined by Fairview Municipal Code 19.65.050
[25] Exceptions defined by Fairview Municipal Code 19.80.060

Performance

The following section identifies standards and targets established to maintain the desired performance of the transportation system.

Roadway Mobility Standards

Mobility standards for intersections in Fairview provide a quantifiable measure to evaluate the existing transportation system and assess the impacts of new development. They are an important tool to require developers to construct improvements that sustain the transportation system as growth and development occur. ODOT, Multnomah County, and the City of Fairview each define mobility standards that apply to roadways under their jurisdiction.

The City of Fairview designates Level-of-Service (LOS) "D" as the minimum performance standard for both signalized and unsignalized intersections during peak hour operation under Fairview jurisdiction. Exceptions to these standards may be applied in special circumstances to permit LOS "E" at signalized and unsignalized intersections during the peak hour, and LOS "F" on local streets intersecting with arterials or collectors, if approved by the Public Works Director.

The city standard is generally consistent with the Multnomah County standards for minimum acceptable performance for signalized and unsignalized intersections.[26] However, the County standard for Neighborhood Collectors in urban areas is LOS "C".

Where more than one performance measure would apply at an intersection, the city will apply the measure of the partner agency. ODOT standards call for a maximum volume to capacity (v/c) ratio of 0.85 for the ramp terminals at I-84 freeway interchanges.

The city mobility standard differs from the Metro standards. Metro standards require roadways to operate at or below a volume to capacity (v/c) ratio of 1.1 during the peak first hour, and 0.99 during the peak second hour in the designated Town Center. The standard for roadway segments through the Main Street land use area require below a

Mobility standards are a tool to require improvements to sustain motor vehicle mobility as growth and development occur.

[26] Multnomah County Design and Construction Manual, p.1-7 https://multco.us/file/16499/download

volume to capacity (v/c) ratio of 0.99 during the peak first and second hours for all other roadways.

RTP Performance Targets

The Metro RTP established new performance targets (see Table 14) for safety, congestion, freight reliability, climate change, active transportation, sidewalk/trail/transit infrastructure, clean air, travel, affordability, and access to daily needs. Fairview will work toward and support achieving the regional goals reflected in the performance targets.

Table 14: RTP Performance Targets

Objective	Target by 2035
Safety	Reduce serious injuries and fatalities in all modes of travel by 50% (vs. 2007-2011 average)
Congestion*	Reduce vehicle hours of delay (VHD) by 10% per person (vs. 2010)
Freight reliability	Reduce VHD per truck trip by 10% (vs. 2010)
Climate change	Reduce transportation greenhouse gas emissions per capita below 2010 levels
Active transportation	Triple walking, biking and transit mode share (vs. 2010)
Basic infrastructure	Increase by 50% access times to sidewalks, bikeways, and trails (vs. 2010)
Basic infrastructure	Increase by 50% access times to sidewalks, bikeways, and trails (vs. 2010)
Clean air	Ensure 0% population exposure to at-risk levels of pollution
Travel	Reduce vehicle miles traveled per person by 10% (vs. 2010)
Affordability	Reduce average household combined cost of housing and transportation by 25% (vs. 2010)
Access to daily needs	Increase by 50% the number of essential destinations within 30 minutes by bike, transit for low-income, minority, disabled pop. (vs. 2005)

Transportation Impact Study Requirements

The city may require a transportation impact study prepared by a qualified professional to determine access, circulation, traffic and other transportation requirements. Any proposed development that includes more than 10 dwellings or generates at least 100 vehicle trips per day must provide an analysis of traffic, safety, and transportation impacts. Traffic impacts should be evaluated for the build-year of the proposed development as well as the future year (planning horizon), as required for compliance with the Oregon Transportation Planning Rule.

The transportation impact analysis should identify traffic operations impacts at intersections where expected traffic will generate more than 50 vehicle trips per day. Safety-related mitigations should be identified where the expected traffic will generate at least a 10% increase to existing traffic on an approach to a high crash intersection or at least a 10% increase to existing traffic on a high crash roadway segment.

Developments on properties identified as industrial lands in Title 4 of the Metro Urban Growth Management Functional Plan must include a freight network impact statement in all traffic studies. 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 TSP.

TSM and ITS Coordination

I-84 and several of the regionally significant roadways in Fairview could benefit from TSM infrastructure. Before agencies make future investments along these roadways, or interchange ramps, designs should be reviewed with city, Multnomah County, and ODOT staff to determine if communications or other ITS infrastructure should be addressed as part of the street design/construction.

Neighborhood Traffic Management Tools

Neighborhood Traffic Management design techniques can promote safe and slow travel on streets in residential areas and business districts.

Neighborhood Traffic Management (NTM), or traffic calming, refers to street design techniques used to promote safe, slow streets (primarily in residential and mixed-use areas). The intention of these tools is to mitigate the impacts of traffic on neighborhoods and business districts that need a greater balance between safety and mobility. They are not intended to create significant reductions to vehicle capacity. Physical traffic calming techniques include:

- Narrowing the street by providing curb extensions or bulb-outs, or mid-block pedestrian refuge islands
- Deflecting the vehicle pathways vertically by installing speed humps, speed tables, or raised intersections
- Deflecting the vehicle pathways horizontally with roundabouts, traffic circles, or mini-roundabouts
- Altering vehicle routing by constructing diverters or applying turn restrictions at roadway intersections
- Alternative road surfaces (e.g., brick, colored concrete, special pavers) to more clearly define areas for pedestrian travel.

Traffic calming applications must consider emergency response providers, circulation, and mobility needs.

Traffic calming measures must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers (e.g., emergency response). Any traffic calming project should include coordination with staff from emergency response providers.

Curb Extension with Ramp

The Improved Transportation System

The Financially Constrained investments identified in the TSP will improve the performance of the transportation system in Fairview. The following list highlights key outcomes expected by 2035:

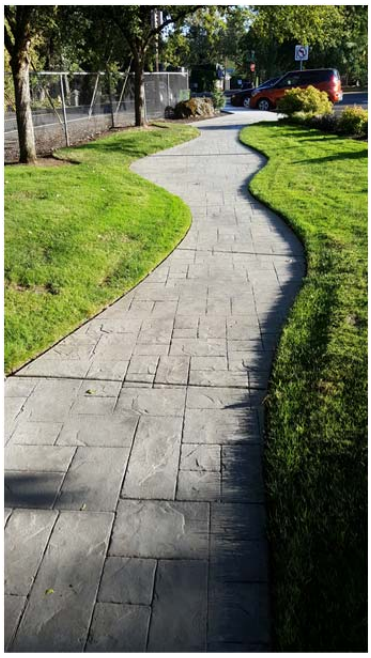
- **Expanded Active Transportation Network**: Make a number of multi-modal connections that will include sidewalk and bicycle lanes. Major improved corridors include NE 201st Avenue, NE 223rd Avenue, NE Sandy Boulevard, NE Glisan Street, and NE Arata Road.
- **Improved Safety**: The TSP identifies several projects to reduce travel conflicts, especially along Sandy Boulevard and NE Halsey Street where there are documented safety issues.
- **Sidewalk Infill**: The TSP identifies two city programs to develop funding strategies for sidewalks in Old Town Fairview and other residential areas throughout Fairview.

Other improvements identified in the Illustrative Solutions list of the TSP will further improve the performance of the transportation system in Fairview if additional funding sources become available.

Active Transportation Signs

Potential Additional Funding

The city may wish to consider expanding its funding sources in order to support desired improvements (i.e., Illustrative Solutions) within the TSP planning horizon. Potential sources of funding include:



- Transportation Utility Fees: A monthly usage fee, similar to other utilities.
- Local Gas Tax: Many communities in Oregon apply a one- to three-cent tax per gallon sold.
- Transportation System Development Charge: One-time fee charged to new developments in the city.
- General Fund Revenues: Diversion of funds from other city programs
- Local Improvement Districts: Area-specific improvements that benefit property owners within the district.
- Debt Financing: Borrowing to spread the burden of cost between current and future users.

Without additional or new funding sources, the city will continue to seek grant opportunities to fund transportation improvements. TSP Volume II, Section I contains more information on potential funding sources, including potential revenue generation estimates if implemented.

Technology Advancements

The impacts of technology on vehicles, facilities, and travel behavior are unknown, but the city can expect significant change to occur through 2035. Potential drivers of change include travel costs (e.g., energy/ fuel), electric vehicle charging stations, electric-assist bicycles, shared-use mobility, autonomous or “connected” vehicles, and “smart” infrastructure.

By focusing on providing safe multimodal connections that increase travel choices within the city, the Fairview TSP is flexible and adaptable to support future developments and technological innovation. The city will continue to monitor opportunities arising from innovations in transportation technology and anticipate their impact on investment priorities.

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TRANSPORTATION

GOAL

To provide and encourage a safe, convenient and economical transportation system.

INTRODUCTION

Adequate transportation facilities and services are essential to urbanization. The motor vehicle continues to be the predominant form of daily transportation, but increasingly there is interest in providing an integrated, multi-modal transportation system involving bicycles, pedestrians and public transit in urban areas.

Fairview is still highly dependent on the private automobile because, for most residents, employment and shopping destinations are located outside the planning area. In addition, Fairview streets are part of a regional network for a much larger population that travels through Fairview to I-84, I-205, the Portland airport, shopping, tourist attractions such as Blue Lake and the Chinook Landing boat launch, the Columbia River Gorge and Mount Hood, and metro destinations in general. Daily drive-thru traffic adds significant congestion to city streets. Major freeways, an international airport and large tourist attractions at Fairview's doorstep add challenges to transportation planning in the city.

During the rapid growth years of the 1990's and early 2000's, new sidewalks, bicycle and pedestrian pathways were built to provide transportation alternatives and recreation for people living in Fairview. Public transit was also greatly enhanced by Tri-Met with the construction of light rail from downtown Portland to Gresham, as well as added bus service to east Multnomah County. Plans for more city trails linking neighborhoods and providing access to community services, as well as needed street improvement projects have been prepared to help the City prioritize its transportation needs and allocate its financial resources for all modes of transportation.

FACTUAL INFORMATION

Transportation System Plans

As required by Statewide Planning Goal 12:Transporation and OAR 660 Division 11 Public Facilities and 660 Division 12 Transportation Planning, all cities in Oregon ~~over 2,500 people~~ must prepare, adopt and implement a transportation system plan (TSP). Through measures designed to reduce reliance on the automobile, the rules are intended to assure that the planned transportation system supports a pattern of travel and land use in urban areas which will avoid the air pollution, traffic and livability problems faced by other areas in the country.

~~In 1999 the *Fairview Transportation System Plan (TSP)* was prepared for the city in accordance with state requirements. The TSP describes existing conditions, transportation goals and policies, future demand and land use, pedestrian, bicycle, transit and vehicle facilities and needs, and funding and implementation measures to carry out the plan's improvement projects.~~

As the regional Metropolitan Planning Organization, Metro prepares and adopts a ~~In 2001 the *Sandy Boulevard Corridor Refinement Plan* was prepared for the city to focus on the specific needs and future development of that street. *The Sandy Boulevard Corridor Refinement Plan* updated the standards for all future Sandy Boulevard improvements. Changes in the standards include the cross sections, right of way width, intersection designs, mid-block pedestrian crossings, access management, street lighting, and landscaping.~~

~~In addition to Statewide Planning Goal 12 requirements, Multnomah County transportation planning policies govern all arterial streets in Fairview. Planning for these streets requires close coordination between the city and the county. At a regional level there is also the~~ *Regional Transportation Plan (RTP),* a 20-year blueprint for the region's transportation system that addresses how best to move people and goods in and through the Portland region. First adopted in 1983, the RTP is updated every five years to reflect changes in the region. The RTP is important to Fairview because it defines a regional framework that all city, county, Tri-Met, Oregon Department of Transportation (ODOT) and Port of Portland transportation plans must follow. It identifies transportation projects and programs for 20 years to implement the region's 2040 Growth Concept. The plan must meet federal and state requirements as ~~per~~ articulated in the State Transportation Planning Rule (OAR 660-012). ~~A transportation project is eligible for state and federal transportation funds distributed through Metro if it is included in the RTP and is consistent with the federal air quality standards.~~ The RTP is based on population projections as well as household and job allocations for each jurisdiction in Metro. The RTP provides a long list of proposed transportation improvement projects in the region. A transportation project is eligible for state and federal transportation funds distributed through Metro if it is included in the RTP and is consistent with federal air quality standards.

In addition to state and regional planning requirements, Multnomah County transportation planning policies govern all arterial streets in Fairview. Planning for these streets requires close coordination between the city and the county.

Finally, the statewide *Oregon Transportation Plan (OTP),* administered by the ~~Oregon Department of Transportation (~~ODOT~~)~~ is also pertinent to Fairview. It is a federally mandated plan to guide statewide transportation development. The interstate freeway I-84 bisects the Fairview planning area. Therefore, any land use change that adjoins or impacts I-84 must be coordinated with ODOT, and must be in compliance with the OTP.

Fairview's first Transportation System Plan was prepared for the city in accordance with state requirements in 1999. In 2001 the *Sandy Boulevard Corridor Refinement Plan* was prepared for the city to focus on the specific needs and future development of that street. *The Sandy Boulevard Corridor Refinement Plan* updated the standards for all future Sandy Boulevard improvements. Changes in the standards include cross sections, right of way width, intersection designs, mid-block pedestrian crossings, access management, street lighting, and landscaping for this facility. The

2016 Fairview Transportation System Plan: Volume I replaced the 1999 Transportation System Plan in total.

Transportation System Plan Goals, Needs, Funding, and Solutions

The *2016 Fairview Transportation System Plan: Volume I* sets out a vision for the city's transportation system through goals, identifies needs based on those goals, projects funding, and plans solutions to address needs based on projected funding. The solutions are divided into two categories – financially constrained solutions and illustrative projects. Projects on the financially constrained list ~~that~~ are reasonably likely to be funded by 2035, given projected funding during that time horizon.~~, and a~~The prioritized set of illustrative solutions includes projects that are not likely to be funded without enhanced or new funding opportunities, such as grants.

Land Use and Transportation

Land use is a key factor in how the transportation system operates. The amount of land that is developed, the type of land uses and how land uses are mixed together have a direct relationship to expected demands on the transportation system. Metro ~~projected~~projects land use, population and job data for all areas within the Portland urban growth boundary~~. Data sets~~ as part of the RTP update process. The most recent data from the RTP were established based on existing conditions in ~~1994~~2010 and ~~assumptions were made for~~ project out to the year ~~2020. A~~2040. The analysis includes a detailed summary of land uses ~~was compiled~~ in small geographic areas, called Transportation Analysis Zones (TAZ~~), for the years 1994 and 2020. Metro updates this base model every two years. If land uses~~). The Fairview Transportation Analysis Zones ~~–~~are ~~significantly changed~~instructive of the expected growth in ~~proportion to each other (i.e. there is a significant increase in retail employment relative to households), there will be a shift in overall operation of the~~ transportation ~~system that would be addressed in an updated RTP.~~demand locally.

The Fairview TSP is ~~based on the Metro model analyzing the number~~informed by Metro's modelling of ~~dwelling units, the number of retail employees~~ the expected growth in households and the number of ~~other~~ employees ~~by~~in the TAZ~~ in the planning area.~~. This data is combined with the Metro ~~area travel model~~Travel Demand Forecast Model to provide the information necessary for making decisions on ~~when and where improvements should be made in the~~ transportation system ~~to meet travel demands~~needs and priorities. In addition, the TSP considers existing uses and projected growth in the various neighborhoods to determine residential density levels, commercial service nodes, industrial and commercial trucking needs and other elements that affect travel demand.

~~Another means by which~~One of the key interconnections between land use ~~affects~~and transportation is the amount of connectivity in the local street plan. Good street connectivity allows for multiple access opportunities for entering and exiting a neighborhood. Multiple access points avoid funneling all the traffic onto one street, and avoid out-of-direction travel that may increase trip length for vehicles, pedestrians and bicyclists. ~~Optimal street grid connections should occur every 300 – 500 feet for pedestrians and bicyclists, and every 500 – 1,000 feet for automobiles.~~ Most of Fairview's street network already exists, and in many places is well

connected. However, there are a number of areas where neighborhood traffic is funneled onto one street, or where there are circuitous entry and exit routes to homes. The TSP ~~provides~~details constraints on major street connectivity due to physical and infrastructural barriers, and identifies local street connectivity improvements for planning and funding purposes.

Transportation Facilities in Fairview

Air and Rail Facilities: There are no airports within the City of Fairview. Fairview has access to the Portland International Airport located approximately 10 miles west of the city. Fairview is also close to the Portland-Troutdale Airport; a general aviation facility located a few miles east of the city. There are no city policies or recommendations regarding airport transportation planning. ~~The City is however, affected by noise from the two airports.~~

There are two east-west railroad lines from Portland to destinations east crossing through Fairview on both the north and south side of the I-84 freeway. The north line is the *Kenton Line* and the south line is the *Graham Line*. Trains pass through Fairview at a rate of about one train per hour. There are no on-grade railroad crossings in the City. Grade-separated crossings occur at I-84, 201st Ave., 207th Ave., and at 223rd Ave. The TSP ~~identified~~identifies rail line grade separation structures on 201st and 223rd avenues in need of safety improvements for all modes of travel.

Transit: ~~There are three~~Tri-Met provides fixed route bus ~~routes that serve the City~~service and advance-reservation paratransit service to Fairview. Bus Route 77 provides service on Halsey Street and Bus Route 12 provides service on Sandy Blvd., west of 223rd Ave. and on 223rd Avenue south of Sandy Blvd. ~~Existing transit frequencies on bus routes in Fairview range from 15 minutes on Bus Route 77 to 30 minutes on Bus Route 12. Bus Route 12 has recently been expanded to provide 15-minute service on Sandy Blvd. and on 223rd Avenue during peak commute hours. The Metro RTP identifies Halsey Street, Sandy Blvd., 201st and 223rd Avenues as *primary bus networks*, with the intention of providing high quality service operating at frequencies of 15 minutes all day. The revised Fairview TSP Transit Master Plan is included as Figure 12-A. Goals and strategies for transit in the city are detailed in the TSP.~~As of 2016, Tri-Met is developing a Service Enhancement Plan for the eastern side of its service area, including Fairview. Impending changes to service could include new routes and more frequent service. Fairview's TSP addresses transit use through solutions that increase connectivity and safe pedestrian and bicycle routes to transit stops.

~~**Transportation Demand Management (TDM):** The primary goal of the statewide transportation planning rule is to reduce the number of vehicle miles traveled (VMT) per capita. Transportation Demand Management is the general term used to describe any action that removes the single-occupant vehicle trips from the roadway network during peak travel demand periods. For instance, the city could require bicycle racks and car pool parking stalls near building entrances. Or the City could work with large employers to encourage flexible work hours or to provide transit incentives for employees. There are a number of recommended TDM strategies in the Fairview TSP to help meet this objective.~~

Bicycle Paths: ~~The~~ High quality bicycle facilities that are safe, comfortable, and well-connected encourage residents and visitors in Fairview ~~TSP summarizes existing and future facility needs for bicycles in the City, which is the basis for the Bicycle Master Plan (Figure 12-B). The metro RTP identifies regional bikeways that were included in the city master plan.~~to make healthy and active transportation choices. Bicycle trips ~~are different from~~typically cover distances that are longer than pedestrian ~~and motor vehicle~~ trips~~.~~ and can reduce roadway congestion.

Bicycle trips generally fall into three categories: commuters, activity-based and recreational. Bicycle lanes provide good accommodations for commuters; local streets can serve many activity-based trips such as home-to-school; and off-street and regional routes such as the 40-Mile Loop serve recreational bicyclists. Bicycle safety, adequate path design and connections and parking racks are some of the needs that should be considered in planning for bicycle paths. ~~Goals and policies for bicycle planning and the Bicycle Master Plan are in the Fairview TSP.~~

~~**Pedestrian Paths:** The Fairview TSP summarizes existing and future facility needs for pedestrians in the city and provides the basis for the Sidewalk Master Plan (Figure 5-10).~~
Fairview TSP includes a number of financially constrained solutions for Multnomah County facilities that include bicycle infrastructure and many illustrative solutions to enhance the bicycle network.

Pedestrian Paths: Continuity and connectivity are the key issues for pedestrians. Pedestrian trip types are residential based trips, service based trips and recreational based trips. The most important needs for pedestrians identified in the TSP are providing sidewalks on arterial and collector streets that connect to key activity centers in the city. Sidewalks should be built to certain design standards, which may vary depending on the location, adjacent land uses and the type of path. ~~Goals and policies~~The Fairview TSP includes financially constrained solutions for sidewalk ~~and~~ infill programs and many illustrative solutions to enhance the pedestrian ~~paths and the Sidewalk Master Plan are found in the Fairview TSP~~network.

~~**Streets:** The Fairview TSP summarizes existing and future needs for the motor vehicle system and provides the basis for the roadway element of the plan. The roadway plan is intended to be consistent with the Metro RTP, the *Multnomah County Comprehensive Framework Plan* and the OTP.~~

Streets: Roadways have two functions, to provide mobility and access. These functions can be incompatible since high or continuous speeds are desirable for mobility, while low speeds are more desirable for land access. Therefore, streets are separated into functional classifications. Streets designed for a high level of mobility and through movement are classified as an arterial, as compared to collector streets that offer a balance of both. Traffic volume, design and size are outcomes of functional classification. Function can best be defined by connectivity. Roadways that provide the greatest reach of connectivity are the highest-level facilities. Arterials can be defined by regional level connectivity, as they go beyond city limits. Collectors can be defined by citywide or district wide connectivity. Collectors span large areas of the city but typically do not go into adjacent jurisdictions. All other routes are usually defined as local streets, providing the highest level of access to adjoining land uses. But another functional category has been created – neighborhood route – to define streets commonly used by residents to circulate into or out of neighborhoods.

In the past, traffic volume and roadway size were linked to functional classification. More recently urban design and land use have also been tied to functional classification. By planning an effective functional classification of Fairview streets, the city can manage public facilities pragmatically and effectively. Planning must be closely coordinated with Multnomah County because the county owns and maintains Fairview's arterial and collector streets. Therefore the city relies upon the county's functional classification system and design standards for those roadways. ~~Figure 8-3 from the Fairview TSP represents the Proposed Roadway Functional Classifications in Fairview. The motor vehicle section of the TSP also addresses circulation and capacity needs, safety, maintenance, parking, neighborhood traffic management, truck routes and transportation system and demand management. Policies and strategies were developed to guide development of the motor vehicle section of the TSP.~~

The TSP identifies solutions for the roads system in Fairview to accommodate multi-modal transportation along with an expected increase in overall demand. These solutions are consistent with both Metro's Regional Transportation Plan and Multnomah County's Transportation System Plan.

Truck Routes: Efficient truck movement plays a vital role in maintaining and developing Fairview's economic base. Well-planned truck routes can provide for the economical movement of raw materials, finished products and services, while at the same time maintaining neighborhood livability. ~~The transportation system needs to accommodate trucks making local deliveries and trucks moving from industrial areas to regional highways that may be passing through Fairview. The RTP includes regional truck routes in Fairview. Principal streets through the planning area are:~~ Establishing truck routes for vehicles traveling through the city provides for efficient movement while maintaining neighborhood livability, public safety, and minimizing maintenance costs of the roadway system. Both the TSP and the Regional Freight Plan identify the reconstruction of the railroad bridge at NE 223rd Avenue as a Medium-High Regional Priority.

- ~~**North-South**~~
  - ~~201st Avenue~~
  - ~~207th Avenue (Fairview Parkway)~~
  - ~~Fairview Avenue (223rd Avenue)~~
- ~~**East-West**~~
  - ~~Marine Drive~~
  - ~~Sandy Boulevard~~
  - ~~Interstate I-84~~
  - ~~Halsey Street~~
  - ~~Glisan Street~~

POLICIES AND ACTIONS

The Transportation Policies and Actions of the Comprehensive Plan are set forth in the *2016 Fairview Transportation System Plan Volume 1*

~~GOALS, POLICIES, AND ACTIONS BY TRANSPORTATION TOPIC~~

~~The following goals and policies are taken from the Transportation System Plan, Fairview Village Comprehensive Plan, Visioning Document 2022, Old Town Vision, and Sandy Boulevard Corridor Refinement Plan. The format of this section is different due to the complexity of the issues to be addressed and the need to keep items within topical areas.~~

~~Goal 1 – Livability:~~ ~~Plan, design and construct transportation facilities in a manner that enhances the livability of Fairview in accordance with the following policies.~~

~~Policies:~~

~~1. Maintain the livability of Fairview through proper location and design of transportation facilities.~~

~~2. Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.~~

~~4. Relate the design of street capacity and improvements to their intended use.~~

~~Actions:~~

~~1. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.~~

~~2. Utilize traffic calming devices such as traffic circles and speed bumps, and consider closing some roads to vehicles, where determined appropriate.~~

~~Goal 2 – Balanced Transportation System:~~ ~~Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes).~~

~~Policies:~~

~~1. Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.~~

~~2. Coordinate with Tri-Met to improve transit service to Fairview. Fixed route transit will use arterial and collector streets in Fairview.~~

~~3. Develop bicycle and pedestrian plans, which link to recreational trails.~~

4. ~~Design local streets to encourage a reduction in trip length by providing connectivity and limiting out of direction travel. Provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.~~

5. ~~Participate in vehicle trip reduction strategies developed regionally.~~

~~**Actions:**~~

1. ~~Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bikeway.~~

2. ~~The City Council is to be consulted before any additional bicycle paths are constructed in Fairview.~~

3. ~~Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (i.e. Fairview Village Plan, Fairview Renaissance Plan, Visioning Document 2022, Old Town Vision and Sandy Blvd. Corridor Plan). All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.~~

~~**Goal 3 – Safety:** Strive to achieve a safe transportation system by developing street standards, access management policies and speed controls when constructing streets and by making street maintenance a priority.~~

~~**Policies:**~~

1. ~~Relate the design of streets to their intended use.~~

2. ~~Street maintenance shall be a priority to improve safety in Fairview.~~

3. ~~Design safe and secure pedestrian and bikeways between parks and other activity centers in Fairview.~~

4. ~~Designate safe and secure routes to schools. Each school and any new residential project shall identify the safe path to school for children.~~

~~**Actions:**~~

1. ~~Access management standards for arterial and collector streets shall follow the Multnomah County design manual to improve safety in Fairview.~~

2. ~~Consider establishing a City monitoring system that regularly evaluates, prioritizes and mitigates high accident locations within the City.~~

3. ~~Improve traffic safety through a comprehensive program of engineering, education and enforcement.~~

4. ~~New roadways shall meet IES Lighting Standards. Existing roadways shall be systematically retrofitted with roadway lighting.~~

5. ~~Incorporate tree-lined streets and landscaped medians utilizing native plants in the arterial street design standards.~~

~~**Goal 4 – Performance Measures:** Provide a cost-effective transportation system wherein the public, land use development and users pay their respective share of the system's costs proportional to their respective demands placed upon the multi-modal system.~~

~~**Policies:**~~

1. ~~A minimum intersection level of service standard shall be set for the City of Fairview. All public facilities shall be designed to meet this standard.~~

1. ~~Parking ratios shall be set to provide adequate parking, while providing an incentive to limit the use of the single occupant vehicle.~~

~~**Actions:**~~

1. ~~Transportation performance shall be set and maintained by the City.~~

2. ~~Work with Multnomah County, Metro and ODOT to develop, operate and maintain intelligent transportation systems, including coordination of traffic signals.~~

~~**Goal 5 – Accessibility:** Develop transportation facilities shall be accessible to all members of the community and minimize out of direction travel.~~

~~**Policies:**~~

1. ~~Transportation facilities shall meet the requirements of the Americans with Disabilities Act.~~

2. ~~Neighborhood and local connections shall provide adequate circulation in and out of the neighborhoods.~~

3. ~~Coordinate with Multnomah County to develop an efficient arterial grid system that provides access within the City and serves through-City traffic.~~

~~**Goal 6 – Goods Movement:** Provide for efficient movement of goods and services.~~

~~**Policies:**~~

1. ~~Arterial routes, highway access and adjacent land uses shall facilitate the efficient movement of goods and services.~~

2. Require safe routing of hazardous materials consistent with federal and state guidelines.

Goal 7 – Coordination: Implement the Transportation System Plan (TSP) in a coordinated manner.

Policies:

1. Coordinate and cooperate with adjacent agencies (including Multnomah County, Wood Village, Troutdale, Gresham, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Fairview.

Goal 8 – Sandy Boulevard: Transportation improvements on Sandy Boulevard shall comply with the provisions of the *Sandy Boulevard Corridor Refinement Plan*, the Alternatives Concept Map (See Figure 12-F: Alternatives Concept Transportation Map), and the following policies.

Policies:

1. On Sandy Boulevard land uses west of N.E. 223rd Avenue shall support neighborhood activities and increased bicycle and pedestrian travel. To the east of the intersection, the street shall support the industrial and commercial uses that will dominate this area.

2. Sandy Boulevard shall be designated as a minor arterial facility. The county designation for Sandy Boulevard (major collector) should be changed in order to be consistent with the city designation.

3. Street improvements on Sandy Boulevard shall be consistent with the street standards and the cross-section street design illustrated in the *Sandy Boulevard Corridor Refinement Plan*.

Actions:

1. Construct a bicycle path along Sandy Boulevard from 201st Ave. to 223rd Avenue. Amend the TSP Bicycle and Sidewalk Master Plans to include a bike/pedestrian pathway link in the ODOT I-84 right-of-way to Sandy Boulevard.

2. Prohibit the construction of any new at-grade railroad crossings at the time of new development.

3. Minimize the number of new accesses onto Sandy Boulevard by developing an access management plan.

Goal 9 – Fairview Village Transportation: Transportation improvements in Fairview Village shall be consistent with the goals of the Fairview Village Plan and the following policies.

Policies:

1. Continue to provide the opportunity for jobs and services within the Village and Old Town to reduce trip lengths.

2. Integrate land use and transportation to encourage transit, bicycle and pedestrian use.

3. Maintain a transportation network that emphasizes connections within Fairview Village and Old Town Fairview.

4. Transit facilities and service on N.E. Halsey Street shall continue to be integrated with the Fairview Village Commercial area, and transit service along Glisan Street will be advocated by the City.

5. The Village Commercial area is near the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

1. Alleys shall continue to be allowed in all Fairview Village residential areas. Streets shall be kept as narrow as is practicably allowed by the state fire code.

2. All pedestrian accessways and trails identified in the Fairview Village Plan shall either be within a dedicated right-of-way or easements granted to the City.

8. The City of Fairview shall be responsible for the ongoing maintenance of all pedestrian accessways and trails.

Goal 10 – The Lakes Transportation Improvements: In accordance with the *Visioning Document 2022*, the following amendments are made to the TSP and Parks Master Plan.

Policies:

1. As appropriate, consider alternative access options into and from the area at the west end of Fairview Lake.

Actions:

1. The Fairview Parks Master Plan and the Fairview TSP shall include a bike/pedestrian trail north of Blue Lake along the dike.

2. The Fairview TSP will include bike/pedestrian trail connections to Pelfrey Park.

Goal 11 – Old Town Transportation Improvements: In accordance with the Old Town Vision, comply with the following policies.

Policies:

1. Identify areas in Old Town where traffic circles and other traffic calming devices would be an effective method to reduce speed and improve safety. Coordinate traffic signalization.

~~2. The TSP shall include a pedestrian path from 201st Ave. to 207th Ave. along Wistful Vista and connect that pathway to the existing pathway along 207th so that it then connects to the Sandy Blvd/ I-84(ODOT) right-of-way.~~

~~3. Foster the removal of north-south travel barriers to east-west flowing traffic.~~

~~**Actions:**~~

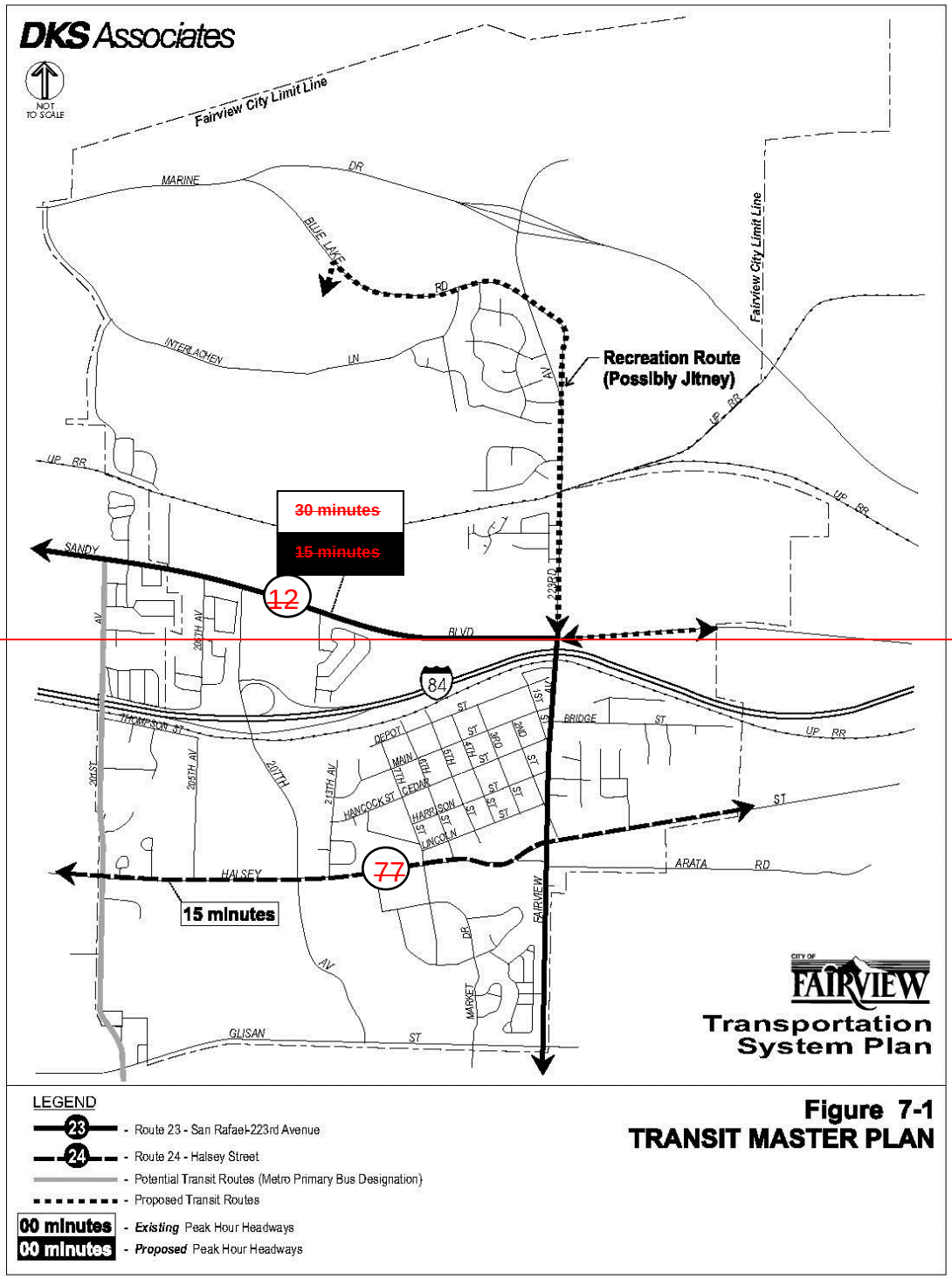
~~1. Construct transportation improvements as described in the Old Town Renaissance Plan.~~

~~2. Install distinctive street signage in the Old Town historic neighborhood.~~

SOURCES USED- listed in Appendices A & B

2016 Fairview Transportation System Plan Volume 1
Sandy Boulevard Corridor Refinement Plan
Regional Transportation Plan
Oregon Transportation Plan
Multnomah County Comprehensive Framework Plan
Oregon Land Use Goals & Guidelines

~~FIGURE 12-A~~
~~FAIRVIEW TRANSPORTATION SYSTEM PLAN~~
~~TRANSIT MASTER PLAN~~



~~FIGURE 12-B~~
~~FAIRVIEW TRANSPORTATION SYSTEM PLAN~~
~~BICYCLE MASTER PLAN~~

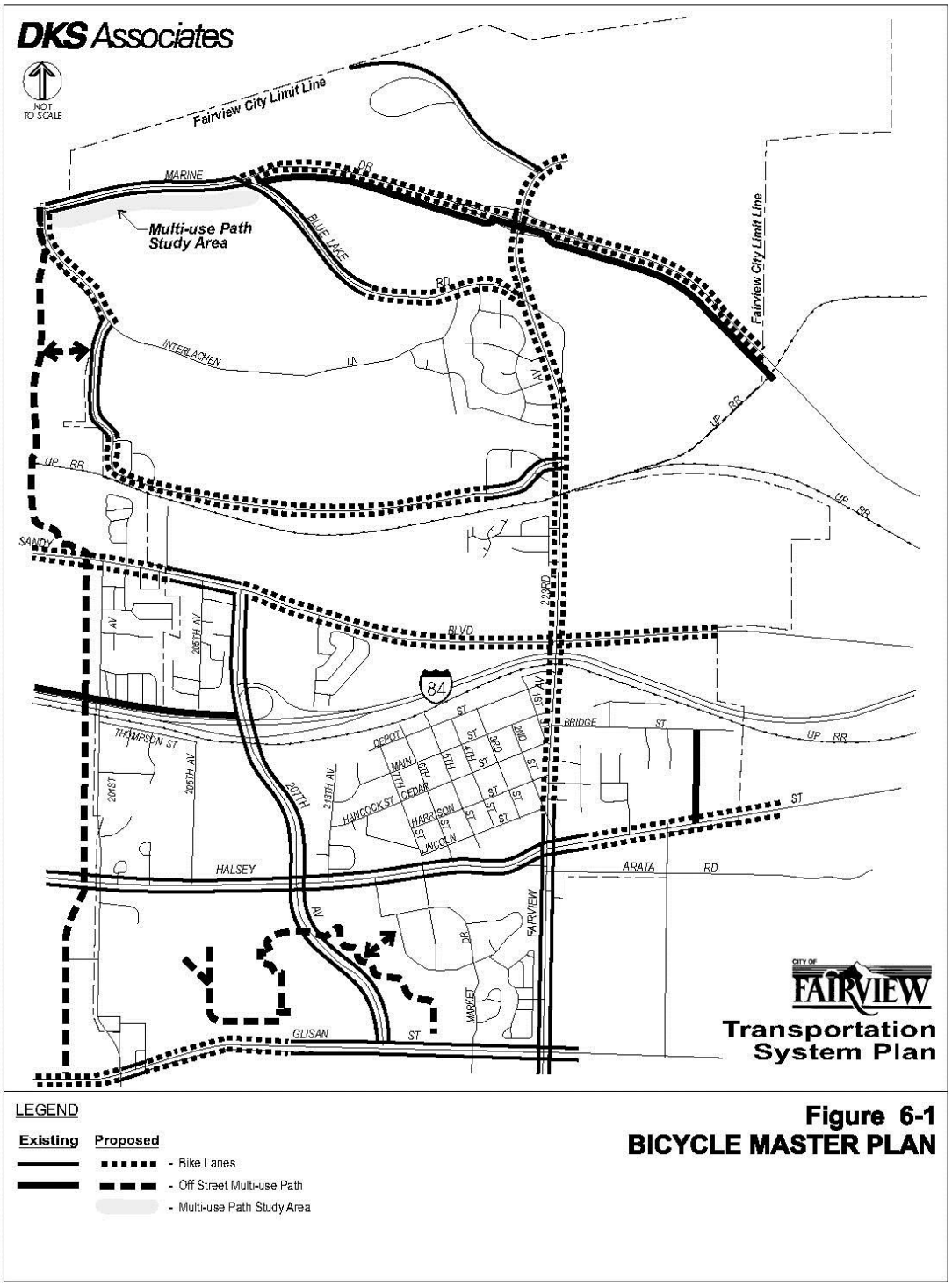
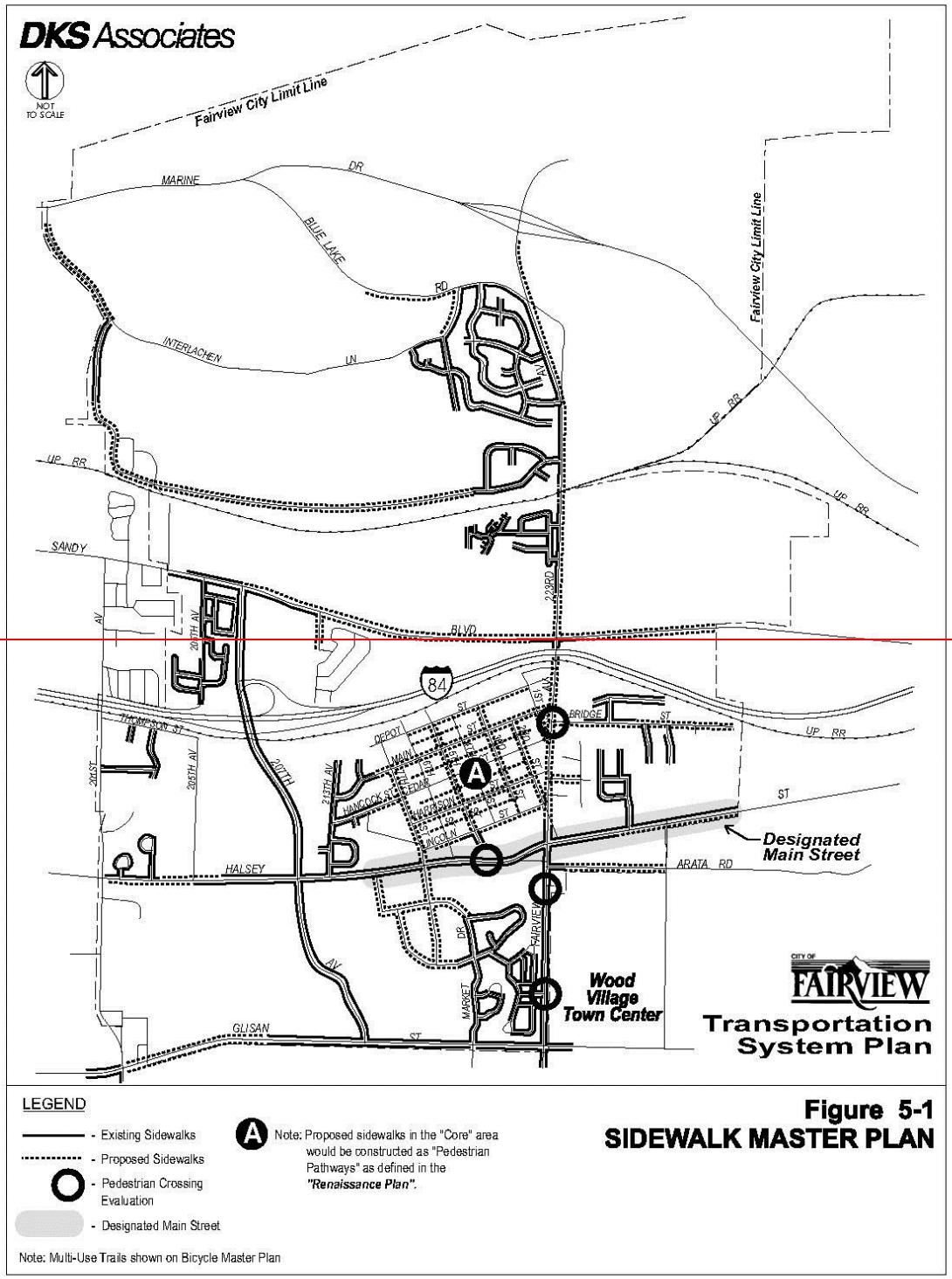
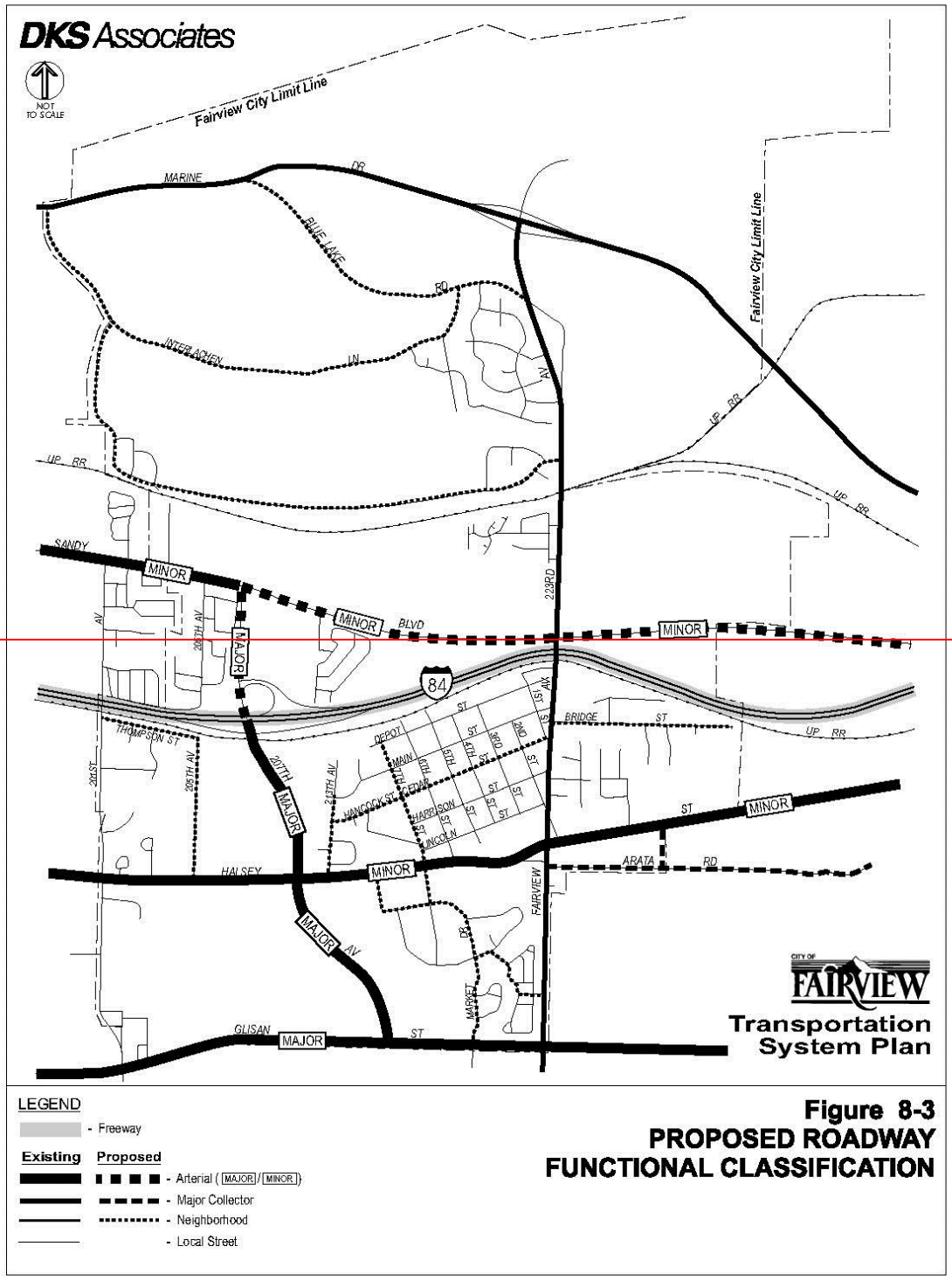


Figure 6-1
BICYCLE MASTER PLAN

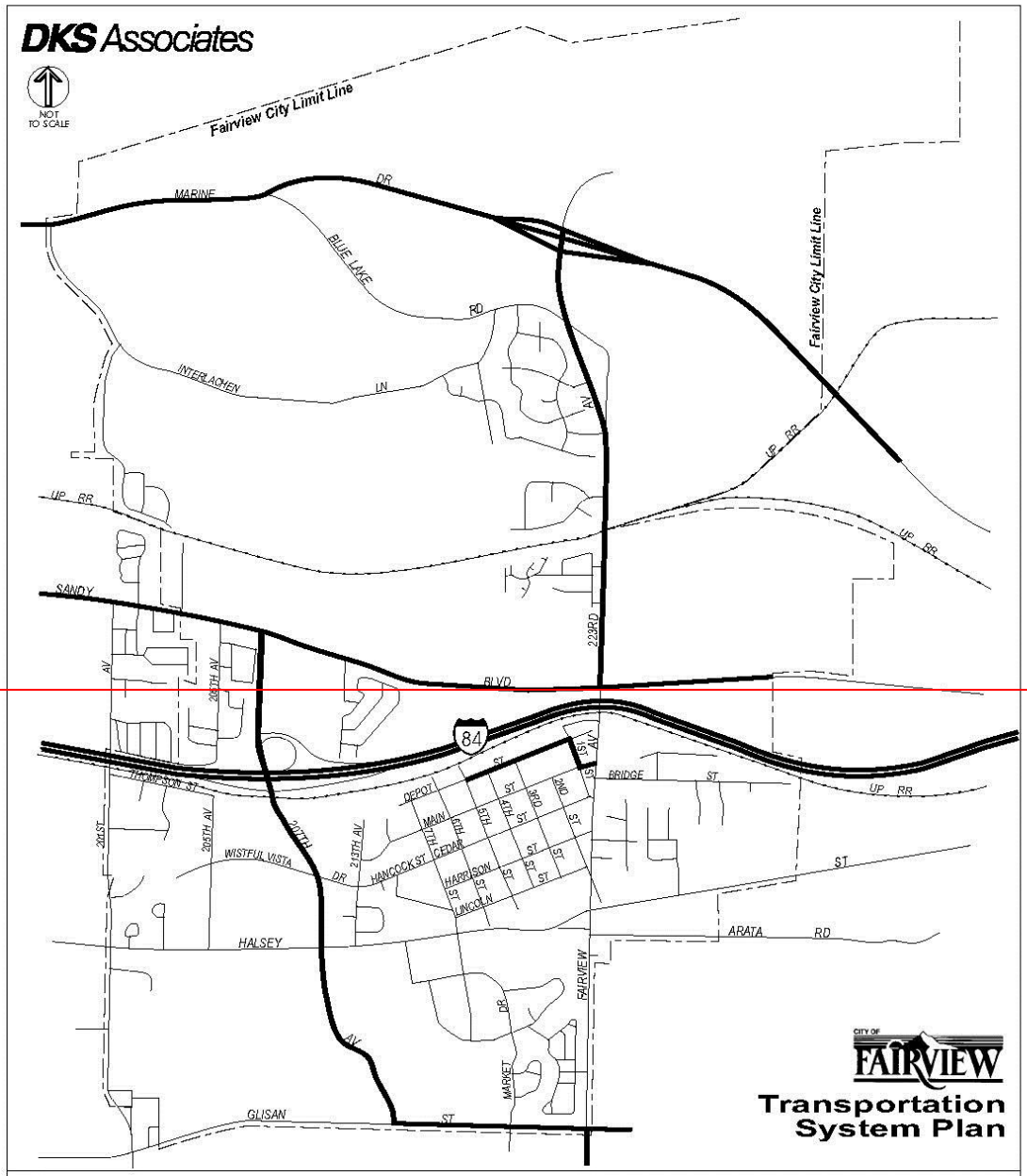
~~FIGURE 12-C~~
~~FAIRVIEW TRANSPORTATION SYSTEM PLAN~~
~~SIDEWALK MASTER PLAN~~



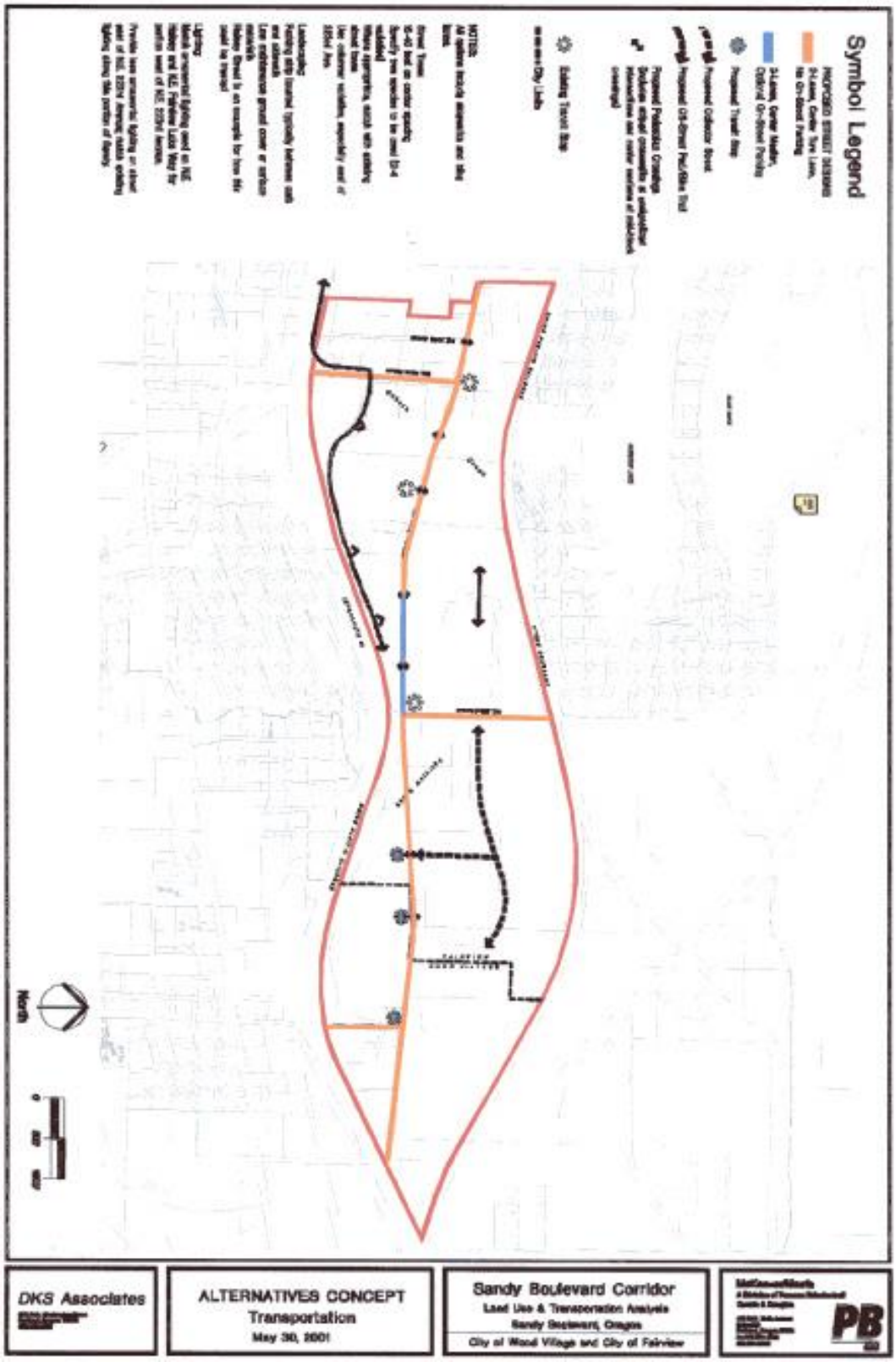
~~FIGURE 12-D~~
~~FAIRVIEW TRANSPORTATION SYSTEM PLAN~~
~~PROPOSED ROADWAY FUNCTIONAL CLASSIFICATION~~



~~FIGURE 12-E~~
~~FAIRVIEW TRANSPORTATION SYSTEM PLAN~~
~~TRUCK ROUTES MASTER PLAN~~



~~**FIGURE 12-F**~~
~~**SANDY BOULEVARD CORRIDOR REFINEMENT PLAN**~~
~~**ALTERNATIVES CONCEPT MAP**~~



CHAPTER 14

GOAL AND POLICY SUMMARY

This chapter is designed to provide an easy reference to the goals and policies contained within this comprehensive plan. While the individual chapters provide a substantially more complete description of the facts and values used in the development of that part of the city's land use program, this chapter allows the policies to be seen together and allows a broader policy perspective.

Further, by compiling the policy statements in a single place it will be easier for staff, Planning Commissioners, City Council members and citizens to use those statements when evaluating land use applications or other policy interpretations.

CITIZEN INVOLVEMENT

GOAL

To develop and implement a citizen involvement program to ensure public input to the planning process.

POLICIES

1. The City of Fairview will implement the Citizen Involvement Program outlined in the following policy statements.

    A. The City Planning Commission is the officially recognized Committee for Citizen Involvement (CCI). The CCI is responsible for the initial public announcement of the planning process and for generating land use policy based upon its own investigation and knowledge, input from the citizenry and input from the city officials and agencies.

    B. Citizen input will occur at public information meetings and informal hearings held during each phase of the planning process by the CCI or other committees formed by the CCI for the purpose of drafting_or updating a comprehensive plan.

    C. Meetings and hearings will be publicly announced and conducted according to requirements of state law and city code and will guarantee adequate opportunity for citizen input and review.

    D. The record of all meetings and hearings will be published for general circulation within the planning area and posted for public view at the City Hall and one other location within the planning area.

    E. The CCI will make policy recommendations to the Mayor and City Council, who will reply to the CCI in writing.

F. The City Council adopts the comprehensive plan and makes all decisions regarding amendments of the comprehensive plan.

G. The City of Fairview will provide staff and information support to the CCI for technical matters and will provide financial support subject to budgetary appropriation.

2. The City will periodically conduct an evaluation of the Citizen Involvement Program in the manner outlined in the following policy statements:

   A. Place a notice in the local newspaper that the CCI will meet to evaluate the Citizen Involvement Program and asking for citizen comments on the program.

   B. Review and evaluate all letters received from citizens that indicate dissatisfaction or satisfaction with the City's planning and Citizen Involvement Program.

   C. Review the Citizen Involvement Program to be sure that all procedures outlined therein were followed during the review period.

   D. If there are indications of weakness in the Citizen Involvement Program, institute new procedures.

   E. Send a written report to the City Council indicating findings.

3. When preparing to undertake significant studies or planning projects, the Planning Commission shall seek input and recommendations from the Council/Citizen Alliance Committee (CCAC) regarding public involvement. Specifically, the CCAC is encouraged to suggest programs and strategies that will provide substantive citizen involvement from all areas of the city.

4. The Planning Commission will consider all CCAC recommendations and create a public involvement program that maximizes citizen input opportunities within available resources. The Commission may also utilize the CCAC to monitor the public involvement process for effectiveness and to provide useful feedback for future processes.

5. The CCAC responsibilities are limited to public participation methods and are not to conflict with the role of the Planning Commission as a decision making and recommendation making body.

6. The City shall involve other governmental agencies in the local planning process in the following manner:

   A. Identify agencies that have regulations or existing published information pertaining to each Plan element.

B. Contact identified agencies and obtain pertinent information and/or regulations.

C. Incorporate information and regulatory data into the database and draft for each Plan element.

D. Send a copy of preliminary drafts of each Plan element to the respective agency for review and comment.

E. Send notice of hearings on the Plan to the agencies.

F. Send a copy of the adopted Plan to the agencies.

G. Maintain oral and/or written communication with all agencies affected by development proposals within the City of Fairview planning area or proposed changes in the Plan or its support documents.

H. Provide Metro with a mailing list of all agencies involved in the City of Fairview planning process.

I. Assure Metro access to the City of Fairview Citizen Involvement Program by:

(1) Providing it notice of the Committee for Citizen Involvement (Planning Commission) meetings.
(2) Providing it access to all information collected or generated by the CCI.

7. The citizens of Fairview and any affected governmental units will be given an opportunity to propose Plan changes for review and comment on any proposed Plan changes in accordance with the following procedures:

A. The City will hold a public hearing on the proposed change. If the change affects an individual parcel, at least 30 days notice of the hearing will be given to all property owners within 500 feet from the boundary of the property where the change is proposed. For textual or other changes affecting general categories of land, public announcements of the hearing will be made. If legislative changes to the Zoning Map or Development Code are proposed that may affect permissible uses or property values, individual notice to all affected properties will be provided according to state law.

B. Major revisions will require re-evaluation of the public's need expressed in the Plan. (Major revisions may include land use changes that have widespread and significant impact beyond the immediate areas such as quantitative changes producing large volumes of traffic; a qualitative change in the character of the land use itself, such as conversion of residential to industrial use; or a spatial change that affects large areas or many different ownerships)

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.

D. The following criteria will be used to establish the justification of a proposed plan amendment or zone change:

(1) Demonstration of compliance with all applicable comprehensive plan policies and map designations. Where this criterion cannot be met, a comprehensive plan amendment shall be a prerequisite to approval.
(2) Demonstration of compliance with all applicable standards and criteria of the Fairview Development Code, and other applicable ordinances.
(3) Evidence of change in the neighborhood or community or a mistake or inconsistency in the comprehensive plan or land use district map regarding the property, which is the subject of the application.
(4) Demonstration of compliance with the Fairview Transportation System Plan.

8. The Planning Commission will completely review the plan when needed based on available staff time and resources. Its recommendations will be given to the City Council. If the Planning Commission recommends a plan change, the City Council will follow the procedure outlined in paragraphs 4A through 4D above.

9. The procedures for encouraging and obtaining input from, and communicating with, the citizens and public agencies outlined in the Citizen Involvement Program will also be adhered to in future land use planning matters.

10. The City will strive to educate and involve more citizens in City decisions by expanding use of the City's website and newsletter, improving attendance at neighborhood meetings, installing informational kiosks, providing informational brochures and by preparing a citizen involvement handbook.

COMMUNITY BUILDING

GOAL

To provide sufficient land to accommodate growth to the year 2020, and provide for the orderly development of that land.

Old Town Development Goals and Objectives:

- *Preserve the historic buildings and other cultural resources of Old Town. Increase funding for public improvements that maintain the area's unique small town character and historic buildings.*
- *Preserve the Fairview Creek riparian area, as well as the wooded areas in Osburn Park and Fairview Woods areas.*
- *Maintain single-family housing density and carefully blend new construction with historic building styles.*

- *Give preference to bicycle and pedestrian transportation improvements over increased vehicle efficiency. Calm traffic on local streets.*
- *Improve the appearance of the Old Town neighborhood.*
- *Upgrade public facilities, streets and parks. As redevelopment occurs, bury utility lines.*
- *Organize community celebrations and events.*
- *Build distinctive city gateway features, and landscape city streets.*
- *Designate Halsey as a "Main Street", and remove Old Town from the "Regional Town Center" designation, as defined by the Metro 2040 Growth Concept Plan.*

Town Center Goals and Objectives:

- *Provide a strong sense of place in the Fairview Community through community design. Link the Town Center and Old Town with transit and community services.*
- *Ensure the efficient use of land and urban services*
- *Provide a mix of housing types and price ranges to accommodate neighborhood diverstity*
- *Ensure adequate open space and the protection of sensitive natural areas.*
- *Provide the opportunity for jobs and services within the Town Center and Old Town Fairview to reduce trip lengths.*
- *Integrate land use and transportation to encourage transit, bicycle and pedestrian use.*
- *Provide a transportation network that emphasizes connections within the Town Center and Old Town Fairview.*

Sandy Boulevard Corridor Goal:

- *The N.E. 223rd Avenue and Sandy Blvd. intersection should be used as a dividing line for land uses within the corridor. To the west of the intersection uses should be predominantly residential with some neighborhood-oriented service commercial, incubator office and light industrial. To the east of the intersection, industrial uses should dominate, with some destination retail commercial near the intersection of N.E. 238th Avenue.*

Lakes Goal:

- *To preserve a lake-oriented residential area, while fostering compatible economic opportunities*

POLICIES

1. A planning area boundary has been defined around the City of Fairview enclosing land area sufficient to accommodate the city's foreseeable land needs (see Figure 3-A). Agreements have been reached with the cities of Troutdale and Wood Village, and with Metro and Multnomah County to assure coordination with each jurisdiction as comprehensive plans are modified in the future.

2. The City Council will only amend the planning area boundary in accordance with regional and state requirements.

3. Land within the planning area boundary will support a mix of residential, commercial, industrial, and recreation/open space uses.

4. New residential development will generally be of moderate overall density.

- About half of the new dwelling units will be single-family detached at an average density of nearly 5 units per acre.
- Half the new dwelling units will be duplexes, multi-family developments (apartments and condominiums), and manufactured homes at an average density of 20 units per acre.
- Planned unit developments will be encouraged on parcels of land of at least 4 acres (see the Policies section of Chapter 10 – Housing).
- New housing shall fit the character of the existing neighborhood.

5. Retail and service commercial businesses serving clientele from the planning area and nearby locations will be encouraged to develop in the Town Center and arterial corridor commercial areas, as well as in clusters along 223rd Avenue at Halsey Street and Sandy Boulevard. Off-street parking will be required. Existing commercial establishments not located in areas designated by the Plan for commercial use will be allowed to continue, but will only be permitted to expand beyond their present sites upon Planning Commission approval.

6. Village Commercial, Mixed Use, and Office
   - The village commercial is near the heart of the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.
   - Larger stores may be set back from the street to allow some parking adjacent to the streets.
   - All larger stores shall be located immediately south of NE Halsey Street. Front entries in this portion of the retail area shall be oriented toward the main north/south street.
   - Transit facilities and service on NE Halsey Street shall be integrated with the Village Commercial area.
   - Residential areas shall be adequately buffered from commercial and office uses.
   - The Village Mixed Use designation shall link the Village Commercial district to the Village Office district. It will consist of small ancillary shops oriented towards the primary streets with residential units above or townhouses that may evolve to retail uses in the future. Parking and building codes shall be taken into consideration for all uses. Buildings located at the four corners of the Village Square (Village Street and Market Street Intersection. See Land Use Designations in Figure 3-D) shall be two stories or tall-facade one story buildings, with the first floor restricted to commercial/office/retail use.
   - The Village Office designation shall be adjacent to the Village Mixed Use district on the Village main street and shall be within a convenient walking distance of the Village core.
   - The office development shall be designed to human scale in a series of low- rise buildings, which generally do not exceed three stories.
   - Office development shall be oriented towards the primary streets and the adjacent upland and wetland park areas.

7. Additional commercial or industrial development will be sought on land parcels scattered along the I-84N/Union Pacific Railroad/Sandy Boulevard corridors. These areas are suitable for industrial development. Site plans for industrial development proposals will be reviewed by the Planning Commission to evaluate the relationship to adjoining land uses.

8. Suitable sites for parks will be purchased and developed where feasible and consistent with the Parks Master Plan.

9. New urban development (e.g., residential subdivisions, commercial, or industrial) may only occur when the site is provided with public streets and it is determined that water, sanitary sewer, and, if required, storm drainage facilities, are available to the premises before or in conjunction with development. All new residences and businesses must connect to the public sewer system unless the development can demonstrate economic hardship and can meet all applicable state and federal water quality standards through alternate means.

10. The City of Fairview will assume jurisdictional responsibility for providing urban services to the area contained within the planning area boundary. Agreements with Multnomah County and the cities of Gresham, Troutdale, and Wood Village acknowledging the Fairview planning area provide the basis for on-going coordination with adjoining jurisdictions. Fairview will continue to coordinate with these jurisdictions, as well as the Reynolds School District, the Rockwood Water District, and other special districts in determining urban service areas and determining immediate growth and future urbanizable areas.

11. Urban services will be extended to land within the planning area in accordance with the Fairview Capital Improvements Plan. The City anticipates a balanced mix of land uses throughout the community to assure adequate housing, commercial services, job opportunities and recreation/open space for all residents.

12. In order to assure orderly development in conformance with the Comprehensive Plan, the City will adopt the following policies for annexation and development within the planning area boundary.

    A. Annexation will be permitted if:
        (1) The proposed use of the area to be annexed conforms to the Comprehensive Plan.
        (2) The City is able to provide adequate services for the area including sewer, water, administration and fire protection.
        (3) The proposal for use of the new area meets City standards for roads, sewers, water, storm drainage and other services.
        (4) The area to be annexed is inside the urban planning area.
        (5) The majority of the area to be annexed is contiguous to the City and represents a logical direction for City expansion.

(6) The majority of the residents within the area to be annexed agree that annexation is appropriate.

B. Upon annexation, the land use designation(s) indicated by the Comprehensive Plan and Map (see Figure 3-A) for the annexation area will supersede the Multnomah County Comprehensive Plan land use designation(s). Zoning, in concert with the Fairview Comprehensive Plan, will be recommended by the Planning Commission for adoption and enforcement by the City.

13. The City of Fairview will notify Multnomah County of any proposed annexations or service extensions beyond its corporate limits.

14. The policies of this Comprehensive Plan will be implemented through the Development Code of the City of Fairview and other regulations and programs as appropriate.

15. Fairview will coordinate with Metro as elements of the Regional Plan are formulated or amended that affect Fairview. This includes use of population projections.

ACTIONS

1. Fairview will provide Metro an annual report on all new non-residential parking approved by the City.

2. Fairview will designate Halsey Street as a "Main Street" and delete Old Town from the "Town Center" designation as defined by the Metro 2040 Growth Concept Plan.

AGRICULTURAL LANDS

GOAL

To urbanize all remaining agricultural land in the Fairview Planning Area.

POLICY

1. The City of Fairview can and should provide public services and facilities to the areas inside the planning area currently zoned for agricultural use. The timing and manner in which services would be provided are described in Chapter 3, Community Building Policies 7-14. The agricultural land shall be developed consistent with the Comprehensive Plan.

OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES

GOAL

To conserve open space and protect natural and scenic resources.

POLICIES

1. Where a property contains a wetland, the Division of State Lands and/or a wetlands delineation expert shall be consulted prior to development.

2. Within identified resource areas conflicting uses shall be avoided or limited to better provide habitat for wildlife, visual diversity, maintain water quality and enhance the attractiveness and livability of the city. Where conflicting uses do affect the resource area, their impacts shall be reasonably mitigated.

3. Allow Transfer of Development Rights and other mechanisms as necessary to protect land with highly valuable natural resources.

4. Enforce compliance with provisions of the Riparian Buffer Overlay Zone, as part of the Fairview Municipal Code.

5. Bolster the Significant Environmental Concern Overlay Zone provisions in the Fairview Municipal Code to protect natural resources.

6. Public access to highly sensitive habitats shall be limited either seasonally or permanently to reduce serious impacts on wildlife.

7. All new lands protected by riparian buffers, conservation easements and mitigation shall allow public access wherever practical and according to the sensitivity of the natural resource.

ACTIONS

1. Appoint the Fairview Planning Commission to consider designation and preservation of historic buildings.

2. Develop a program for the protection of important scenic views in the planning area, such as view protection corridors.

RESOURCES QUALITY

GOAL

To maintain and improve air, water, and land resources quality consistent with federal and state mandates.

POLICIES

1. Fairview shall remain informed about the status of the federal Ground Water Rule (GWR) and begin developing a compliance strategy to address the future promulgation of the GWR.

2. Development within the Wellhead Protection Area shall be required to comply with the Wellhead Protection Ordinance.

3. Development and earth disturbing activities shall follow the City Erosion Control Ordinance.

4. Fairview shall continue to participate with Metro in regional commercial and residential recycling and waste prevention campaigns.

5. All residences and businesses must be connected to the public sewerage system.

6. Present DEQ air quality maintenance programs will be supported. Proposed developments within the City of Fairview potentially affecting air quality will be referred to the DEQ.

7. New development shall not be approved where such development will violate noise standards adopted by the Department of Environmental Quality, or is otherwise not compatible with the character of the area or the adjoining neighborhoods.

8. Fairview should continue to be involved in airport planning discussions and register noise complaints with the Port of Portland regarding the Troutdale and Portland airports.

NATURAL HAZARD AREAS

GOAL

To protect life, property, and natural resources from natural disasters and hazards.

POLICIES

1. Flood Plain Development: Development of flood plain areas will be in accordance with the National Flood Insurance Program guidelines, Metro's Title 3 of the Functional Plan, and the City's Flood Plain Ordinance.

2. Storm Drainage Improvements shall be implemented as outlined in the City's Storm Drainage Master Plan.

3. Standards to decrease impervious surface and provide on-site stormwater improvements shall be implemented and enforced on private development.

4. Wet soils area development: Development can occur in these areas only after the load-bearing capacity of soil has been determined. Foundation design must adequately respond to weak bearing soils.

5. Current seismic construction standards shall continue to be met.

6. New development must meet the wind load standards for the east county region.

RECREATIONAL NEEDS

GOAL

To satisfy the recreational needs of the citizens of the Fairview area and visitors.

POLICIES

1. Parks shall have adequate facilities according to park classification. Refer to Fairview Parks and Recreation/Open Space Master Plan. Utilize nearby public facilities, i.e. parking, restrooms.

2. Parks Committee shall review all parkland acquisitions and designs prior to review and/or approval by City Council.

3. Pursue the long-term goal of locating a senior and youth activities center within the City.

4. Provide additional capacity and higher quality spaces for sports activities, including a possible recreation center.

5. Design safe and secure pedestrian and bikeway connections between parks and other activity centers in Fairview.

6. Coordinate the development and maintenance of the 40-Mile Loop regional bicycle path with other affected agencies. Enhance protection of the trail by requiring developers to provide a trail easement and construct and maintain sections of the trail that cross their property.

7. Support implementation of the *Blue Lake Park Facility Design Concept Plan*.

ACTIONS

1. Create Parks Subcommittee to oversee volunteer efforts to operate and maintain parks.

2. Improve the Community Center facility (Old City Hall) and assure full use of the center through developing and facilitating high quality recreation programming.

3. Develop bicycle and pedestrian plans, which link to recreational trails.

4. Develop opportunities to incorporate the Columbia River into parks, recreation facilities, tourist and other riverfront activities.

5. Consider development of soccer and baseball fields of the vacant parcel in the NE corner of the City as identified on the Parks Master Plan Map and as funding allows.

6. Consider public purchase of the George property for public park use.

7. Consider expanding Park Cleone, under the adjacent power lines, in order to provide additional recreational facilities within the Old Town neighborhood.

8. Construct a community focus public gateway feature at Halsey and Fairview (223rd) Avenues, and at the 207th & I-84 interchange area. The gateway features shall be large and attractive in order to mark the entrances into the community.

9. Install distance markers along the Salish Pond trails.

10. Develop a community garden site in Old Town to foster community spirit and education.

11. Build a plaza at the Community Center site.

12. Offer adult exercise classes at the Community Center.

13. Utilize bicycle police to patrol parks and open spaces. Create a "Park Watch" program to improve security in public parks.

14. Add emergency telephones, garbage cans and other pedestrian amenities to increase security in city parks and trails. For increased security at night, consider locking gates to public parks and open spaces.

15. Consider building a skateboard park in an appropriate location within the City.

16. Install more signs, benches and picnic tables in city parks. Post "kids rules" in parks

ECONOMIC DEVELOPMENT

GOAL

To attract family-wage jobs, clean industry and businesses to serve local needs.

POLICIES

1. Encourage commercial development commensurate with the products and service needs of planning area residents and other residents of the local economic market area.

2. Focus commercial development at sites along arterial and collector streets as identified on the Plan Map.

3. All commercial development shall have off-street parking consistent with local and mandated regional standards.

4. Existing commercial establishments located in areas the Comprehensive Plan Map designates as non-commercial will be permitted to continue but not expand.

5. All industrial uses, which abut residential uses, shall be screened from the residential uses. Where possible, access to industrial uses will be prohibited from residential streets.

6. The City shall emphasize the enhancement of the tax base in its economic development activities in order to better provide adequate services to its population.

7. The "Commercial Core" along Halsey Street and 223rd Avenue is to be reflective of a "Main Street" design. This area is part of the overall Regional Town Center commercial development that includes both Fairview's Town Center along Market and Village Streets and Wood Village's Town Center focused near the intersection of Park Lane and Wood Village Boulevard.

8. Commercial development along Sandy Boulevard will be focused in three centers at 207th, 223rd and approximately 233rd. The focus of the first two centers is on providing services to the neighboring residential and industrial activities. The third center at approximately 233rd may include services but may also reflect a more regional market given the character of uses that already exist in the area.

9. Compatible light industry will be allowed in the Sandy Boulevard Corridor Commercial Areas. Heavier industrial development shall be reviewed through the conditional use process and must demonstrate an ability to meet City standards and policies for locating near residential development.

10. Consistent with the Blue Lake Master Plan, a recreationally oriented commercial development that serves visitors and neighbors may be located in the Blue Lake Park area.

11. Further reduction of the wetlands area near Halsey, to the west of Target, to provide for commercial development shall not be permitted.

12. A "gateway" concept for commercial development near I-84 will be considered. No development that substantively changes the existing quality of life in adjoining neighborhoods will be approved.

13. Fairview will continue to be an active partner in the coordinated and compatible development of the commercial and industrial lands in East Multnomah County.

ACTIONS

1. In recognition of Metro's employment target for this area, the City shall set an employment target of 7,063 jobs in Fairview by 2017.

2. The City shall evaluate whether (Fairview Parkway) NE 207th Avenue offers special opportunities for the community to attract compatible commercial development where the 207th crosses I-84.

3. Encourage bed and breakfast inns in the Old Town historic neighborhood to increase tourist facilities.

4. Enhance and intensify the efforts made towards economic development through strategy development, industrial/commercial land inventory, collaboration and marketing programs. An emphasis will be placed on the process of recruiting new business to the area as well as fostering existing business.

5. Encourage appropriate tourist oriented businesses in cooperation with neighboring communities.

HOUSING

GOAL

To provide for the housing needs of the citizens of Fairview.

POLICIES

1. Maintain existing multi-family and single-family housing development to achieve the minimum residential density allocation for new housing construction for Fairview established by OAR 660-07-0035.

2. Maintain existing multi-family housing development along Sandy Boulevard (west of NE 223rd Ave), Halsey Street, 201st Avenue, and NE 207thrd Avenue (south of Halsey Street).

3. Continue to comply with the State Housing Goal and Regional Housing Targets for the Portland region.

4. Where single-family housing is to be developed, encourage small to medium lot sizes (6,000 to 10,000 square feet).

5. New residential development will occur in accordance with the policies for urbanization stated in the Community Building chapter of the Plan.

6. The Fairview Planning Commission will review all subdivision requests within the planning area to ensure policy enforcement. When the subdivision is for an expedited land division or creates 10 or less lots, City staff may review the proposal through an administrative process. When the proposed subdivision is located outside the Fairview City Limits, the City will advise the Multnomah County Planning Commission as to the acceptability of the proposal vis-à-vis the Fairview Area Comprehensive Plan.

7. Master Planned Developments will be encouraged on parcels of land of at least 4 acres. Design and development of Master Planned Developments will be in accordance with the Development Code.

8. Manufactured homes on individual lots shall be permitted in designated residential zones subject to site development standards. Manufactured home parks are a permitted use in designated residential zones.

9. In Fairview Village, the following housing policies shall apply:
   A. Provide a mix of housing types and price ranges to accommodate neighborhood diversity.

   B. Fairview Village shall provide a range of densities ranging from 5 to 30 dwelling units per acre, which will promote an efficient use of the land and a variety of housing choices.

   C. All residential development including front doors and porches shall be oriented towards the street and have reduced setbacks.

   D. Garages, driveways and off-street parking areas shall be of a scale that is subordinate to the residence.

   E. Building location and design shall consider pedestrian scale orientation.

   F. The opportunity for accessory dwelling units shall be provided within the Village Single Family Residential and Townhouse designated areas. Density calculations shall not include accessory dwelling units.

   G. Higher residential densities close to the Village core shall be provided through the following locational criteria:
      (1) The Village Single Family Residential District shall be located on the periphery of the Village.

      (2) Village Townhouses and apartments shall be located adjacent to, or in convenient walking distance of the Village core.

      (3) Multi-family shall be encouraged in conjunction with commercial uses in the Village Commercial and Mixed-Use areas.

10. In the Sandy Boulevard Corridor area to the west of N.E. 223rd Avenue, provide a variety of residential uses and densities throughout the corridor and allow redevelopment of existing low-density residential areas with medium density town homes and row houses that are pedestrian oriented and affordable.

11. In the Old Town area residential land north of Lincoln Street shall be primarily designated for single-family dwellings.

12. Residential care facilities will be permitted in designated areas in accordance with state statutes.

13. Accessory Dwelling Units shall be permitted in all single-family residential districts.

PUBLIC FACILITIES AND SERVICES

GOAL

To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve planning area development.

POLICIES

1. No urban development shall occur without provision of essential public facilities and services.

2. Public facilities and services shall only be provided in areas (1) designated for urban development by the Comprehensive Plan map (Figure 3-A); (2) indicated by the Metro regional facilities plans to be within Fairview's jurisdiction; and (3) in accordance with policies set forth in the Community Building chapter of the Comprehensive Plan, Chapter 3.

3. Wherever possible utility facilities will be developed in a manner not dividing privately owned parcels of land.

4. Development of the various types of public facilities and services will be coordinated to most effectively direct development to the areas and at the intensities desired. The Capital Improvements Plan is adopted as part of the Comprehensive Plan.

5. Public facility planning for essential water, sewer, storm drainage, and street facilities shall be based on public facility plans in accordance with OAR Division 11. Public facility plans shall provide the primary factual basis for capital improvement programming in the City.

6. The City shall make every reasonable effort to facilitate a sound, fully coordinated public facility planning process throughout the Fairview planning area. Entities, other than the City, responsible for the planning and/or the provision of public facilities and services within the Fairview planning area are urged to cooperatively facilitate the provision of services in a manner consistent with the Fairview Comprehensive Plan.

7. As is feasible, incorporate, prioritize, and fund public improvement projects identified in city transportation, parks, neighborhood, Vision and other plans into the Fairview Capital Improvement Plan.

ACTIONS

1. Provide for distinctive street identification signs, street lamps, alley upgrades, street trees and gateway features in the Old Town historic neighborhood.

2. Seek financial grants from private donors such as Target, Fred Meyer and other local businesses to assist the city in completing public improvement projects. Partner with local schools in constructing community improvement projects

3. Incorporate bottomless culverts in stormwater management to protect streams and creeks.

4. Provide for City beautification projects in the CIP including gateway features, railroad overpass landscaping improvements, distinctive signage to tourist attractions, and burying of overhead utilities

TRANSPORTATION

~~**GOAL**~~

~~To provide and encourage a safe, convenient and economical transportation system.~~

~~**GOALS, POLICIES, AND ACTIONS BY TRANSPORTATION TOPIC**~~

~~The following goals and policies are taken from the Transportation System Plan, Fairview Village Comprehensive Plan, Visioning Document 2022, Old Town Vision, and Sandy Boulevard Corridor Refinement Plan. The format of this section is different due to the complexity of the issues to be addressed and the need to keep items within topical areas.~~

~~**Goal 1 – Livability:** Plan, design and construct transportation facilities in a manner that enhances the livability of Fairview in accordance with the following policies.~~

~~**Policies:**~~

~~1. Maintain the livability of Fairview through proper location and design of transportation facilities.~~

~~2. Encourage pedestrian accessibility by providing safe, secure and desirable pedestrian routes.~~

~~3. Relate the design of street capacity and improvements to their intended use.~~

~~**Actions:**~~

1. ~~Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.~~

2. ~~Utilize traffic calming devices such as traffic circles and speed bumps, and consider closing some roads to vehicles, where determined appropriate.~~

~~**Goal 2 – Balanced Transportation System:** Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes).~~

~~**Policies:**~~

1. ~~Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use.~~

2. ~~Coordinate with Tri-Met to improve transit service to Fairview. Fixed route transit will use arterial and collector streets in Fairview.~~

3. ~~Develop bicycle and pedestrian plans, which link to recreational trails.~~

4. ~~Design local streets to encourage a reduction in trip length by providing connectivity and limiting out of direction travel. Provide connectivity to activity centers and destinations with a priority for bicycle and pedestrian connections.~~

5. ~~Participate in vehicle trip reduction strategies developed regionally.~~

~~**Actions:**~~

1. ~~Construct bicycle lanes on all arterials and collectors within Fairview (with construction or reconstruction projects). All schools, parks, public facilities and retail areas shall have direct access to a bikeway.~~

2. ~~The City Council is to be consulted before any additional bicycle paths are constructed in Fairview.~~

3. ~~Construct sidewalks on all streets within Fairview (with construction or reconstruction projects), except where a specific alternative plan has been developed (i.e. Fairview Village Plan, Fairview Renaissance Plan, Visioning Document 2022, Old Town Vision and Sandy Blvd. Corridor Plan). All schools, parks, public facilities and retail areas shall have direct access to a sidewalk.~~

~~**Goal 3 – Safety:** Strive to achieve a safe transportation system by developing street standards, access management policies and speed controls when constructing streets and by making street maintenance a priority.~~

~~**Policies:**~~

1. ~~Relate the design of streets to their intended use.~~

2. ~~Street maintenance shall be a priority to improve safety in Fairview.~~

3. ~~Design safe and secure pedestrian and bikeways between parks and other activity centers in Fairview.~~

4. ~~Designate safe and secure routes to schools. Each school and any new residential project shall identify the safe path to school for children.~~

~~Actions:~~

1. ~~Access management standards for arterial and collector streets shall follow the Multnomah County design manual to improve safety in Fairview.~~

2. ~~Consider establishing a City monitoring system that regularly evaluates, prioritizes and mitigates high accident locations within the City.~~

3. ~~Improve traffic safety through a comprehensive program of engineering, education and enforcement.~~

4. ~~New roadways shall meet IES Lighting Standards. Existing roadways shall be systematically retrofitted with roadway lighting.~~

5. ~~Incorporate tree-lined streets and landscaped medians utilizing native plants in the arterial street design standards.~~

~~Goal 4 – Performance Measures:~~ ~~Provide a cost-effective transportation system wherein the public, land use development and users pay their respective share of the system's costs proportional to their respective demands placed upon the multi-modal system.~~

~~Policies:~~

1. ~~A minimum intersection level of service standard shall be set for the City of Fairview. All public facilities shall be designed to meet this standard.~~

2. ~~Parking ratios shall be set to provide adequate parking, while providing an incentive to limit the use of the single occupant vehicle.~~

~~Actions:~~

1. ~~Transportation performance shall be set and maintained by the City.~~

2. ~~Work with Multnomah County, Metro and ODOT to develop, operate and maintain intelligent transportation systems, including coordination of traffic signals.~~

~~Goal 5 – Accessibility:~~ ~~Develop transportation facilities shall be accessible to all members of the community and minimize out of direction travel.~~

Policies:

1. Transportation facilities shall meet the requirements of the Americans with Disabilities Act.

2. Neighborhood and local connections shall provide adequate circulation in and out of the neighborhoods.

3. Coordinate with Multnomah County to develop an efficient arterial grid system that provides access within the City and serves through-City traffic.

Goal 6 – Goods Movement: Provide for efficient movement of goods and services.

Policies:

1. Arterial routes, highway access and adjacent land uses shall facilitate the efficient movement of goods and services.

2. Require safe routing of hazardous materials consistent with federal and state guidelines.

Goal 7 – Coordination: Implement the Transportation System Plan (TSP) in a coordinated manner.

Policies:

1. Coordinate and cooperate with adjacent agencies (including Multnomah County, Wood Village, Troutdale, Gresham, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Fairview.

Goal 8 – Sandy Boulevard: Transportation improvements on Sandy Boulevard shall comply with the provisions of the *Sandy Boulevard Corridor Refinement Plan*, the Alternatives Concept Map (See Figure 12-F: Alternatives Concept Transportation Map), and the following policies.

Policies:

1. On Sandy Boulevard land uses west of N.E. 223rd Avenue shall support neighborhood activities and increased bicycle and pedestrian travel. To the east of the intersection, the street shall support the industrial and commercial uses that will dominate this area.

2. Sandy Boulevard shall be designated as a minor arterial facility. The county designation for Sandy Boulevard (major collector) should be changed in order to be consistent with the city designation.

3. Street improvements on Sandy Boulevard shall be consistent with the street standards and the cross-section street design illustrated in the *Sandy Boulevard Corridor Refinement Plan*.

Actions:

1. Construct a bicycle path along Sandy Boulevard from 201st Ave. to 223rd Avenue. Amend the TSP Bicycle and Sidewalk Master Plans to include a bike/pedestrian pathway link in the ODOT I-84 right-of-way to Sandy Boulevard.

2. Prohibit the construction of any new at-grade railroad crossings at the time of new development.

3. Minimize the number of new accesses onto Sandy Boulevard by developing an access management plan.

Goal 9 – Fairview Village Transportation: Transportation improvements in Fairview Village shall be consistent with the goals of the Fairview Village Plan and the following policies.

Policies:

1. Continue to provide the opportunity for jobs and services within the Village and Old Town to reduce trip lengths.

2. Integrate land use and transportation to encourage transit, bicycle and pedestrian use.

3. Maintain a transportation network that emphasizes connections within Fairview Village and Old Town Fairview.

4. Transit facilities and service on N.E. Halsey Street shall continue to be integrated with the Fairview Village Commercial area, and transit service along Glisan Street will be advocated by the City.

5. The Village Commercial area is near the Village core and shall be easily accessible from the surrounding neighborhoods by walking, biking, transit or auto.

6. Alleys shall continue to be allowed in all Fairview Village residential areas. Streets shall be kept as narrow as is practicably allowed by the state fire code

7. All pedestrian accessways and trails identified in the Fairview Village Plan shall either be within a dedicated right-of-way or easements granted to the City.

8. The City of Fairview shall be responsible for the ongoing maintenance of all pedestrian accessways and trails.

Goal 10 – The Lakes Transportation Improvements: In accordance with the *Visioning Document 2022*, the following amendments are made to the TSP and Parks Master Plan.

Policies:

1. As appropriate, consider alternative access options into and from the area at the west end of Fairview Lake.

~~**Actions:**~~

1. ~~The Fairview Parks Master Plan and the Fairview TSP shall include a bike/pedestrian trail north of Blue Lake along the dike.~~

2. ~~The Fairview TSP will include bike/pedestrian trail connections to Pelfrey Park.~~

~~**Goal 11 – Old Town Transportation Improvements:** In accordance with the Old Town Vision, comply with the following policies.~~

~~**Policies:**~~

1. ~~Identify areas in Old Town where traffic circles and other traffic calming devices would be an effective method to reduce speed and improve safety. Coordinate traffic signalization.~~

2. ~~The TSP shall include a pedestrian path from 201st Ave. to 207th Ave. along Wistful Vista and connect that pathway to the existing pathway along 207th so that it then connects to the Sandy Blvd/ I-84(ODOT) right-of-way.~~

3. ~~Foster the removal of north-south travel barriers to east-west flowing traffic.~~

~~**Actions:**~~

1. ~~Construct transportation improvements as described in the Old Town Renaissance Plan.~~

2. ~~Install distinctive street signage in the Old Town historic neighborhood.~~

(See *2016 Fairview Transportation System Plan, Volume 1 for goals and policies)*

ENERGY CONSERVATION

GOAL

To assure that urban land use activities are planned, located and constructed in a manner that maximizes energy efficiency.

POLICIES

1. Support programs for household and industry energy conservation.

2. Pattern land use in the City to:
   A. Place the highest intensity uses (e.g., commercial, multi-family housing) nearest the major area access routes (e.g., Halsey Street).
   B. Create compact development patterns to reduce the costs for and efficiency of energy supply facilities.
   C. Cluster retail sales and service offices adjacent to residential areas to reduce the walking or driving necessary to satisfy daily household needs.

3. Support development of well defined, safe pedestrian and bicycle paths and street crossings from residential areas to schools, parks and recreation centers, and public buildings (e.g., City Hall, post office, library).

4. Consider efforts to plan and develop bicycle commuter routes in east Multnomah County.

5. Follow a program of phased development of new residential areas while encouraging infill development to make maximum and most efficient use of existing or newly created energy transmission facilities.

6. Support recycling and energy-recovery programs in solid waste disposal at the individual and citywide levels.

7. Modify the Development Code when necessary to enforce land use patterns, building forms or siting practices which in common practice will reduce energy consumption or improve energy use efficiency.

8. Support use of mass transit (Tri-Met) and carpooling when possible for work and shopping trips.

9. Promote economic development in Fairview and neighboring cities to increase employment opportunities in the region and avoid long automobile commutes.

APPENDIX A

LIST OF SUPPORT DOCUMENTS

The following documents have been previously adopted or recognized by the City Council and support the City's Comprehensive Plan in whole or in part.

2016 Fairview Transportation System Plan: Volume 1, September 2016, DKS Associates (Approved by City Council DATE)

- The City's twenty-year vision of transportation system needs. Provides a plan for motor vehicles, pedestrians, bicycles, transit and other modes of travel.

Capital Improvement Plan, February 2000, Water System update in May 2002, CH2Mhill (Resolution 6-2000 and Resolution 2-2002)

- Documents the development of capital improvement plans (CIPs) for the City of Fairview public utilities, including water system, sanitary sewer system, stormwater drainage system, and roads.

Columbia South Shore Wellfield Wellhead Protection Program Reference Manual, November 2002 (Resolution 2-2003)

- Defines the groundwater protection program for the Columbia South Shore wellhead protection area, which includes the majority of the City of Fairview, as well as portions of the cities of Gresham and Portland.

Fairview Cultural Resources Inventory and Historic Context, August 1992, Dodd and Edwards Historical Research

- A comprehensive cultural resource survey for the City of Fairview Planning Area, which includes identified buildings, structures, districts, site and objects of historical significance.

Fairview Lake Agreement, September 2002 (Approved by City Council September 18, 2002)

- Agreement between the Multnomah County Drainage District #1, the Fairview Lake Property Owners Association, and the City of Fairview setting out transfer of lake permits from the drainage district to the City and defining other lake management issues.

Parks and Recreation/Open Space Master Plan, May 2001, McKeever/Morris (Resolution 7-2001)

- Guides all park system development in the City of Fairview. Includes a needs assessment and inventory, and provides an action plan for specific projects and policies.

Recreation Plan, August 2002 (Accepted by City Council August 2002)

- Guides the development of recreation programming and facilities within the City of Fairview, based upon the priorities and analysis of the Parks and Recreation/Open Space Master Plan.

Renaissance Plan, July 1997, McKeever/Morris, Inc.

- A plan for capital improvements and programs for the Old Town neighborhood, including gateway features, pedestrian pathways and crossings, a plaza, and several other improvements.

Sandy Boulevard Corridor Refinement Plan, July 2001, DKS Associates (Approved by City Council August 2001)

- Plans the land use and transportation of the Sandy Boulevard Corridor area of Fairview and Wood Village, and serves as a tool to guide new development, redevelopment, and public investment.

Standard Specifications for Public Works Construction, 1996, Amended 1998 (Resolution 8-1996 and Resolution 24-1998)

- Defines requirements, standards, and procedures for construction of public improvements. Also includes the erosion control technical guidance handbook.

Storm Drainage Master Plan, April 1993, Oakley Engineering (Resolution 08-1993)

- Plans for the orderly provision of drainage services within the City and provides solutions for the conveyance of floodwaters through the City.

Storm Drainage Master Plan for Northeast Fairview, 2003, Newton Consultants (Resolution 4-2003)

- Provides for implementation of stormwater management planning and drainage infrastructure development in the northeast Fairview area, which was not included in the Storm Drainage Mater Plan in 1993.

~~*Transportation System Plan,* June 1999, DKS Associates (Approved by City Council August 1999)~~

- ~~The City's twenty-year vision of transportation system needs. Provides a plan for motor vehicles, pedestrians, bicycles, transit and other modes of travel.~~

Visioning Document 2022, September 2002, (Accepted by Council as a guiding document September 2002)

- A guiding document for the future of Fairview. Includes goals and objectives for each area of the City.

APPENDIX B

LIST OF REFERENCE DOCUMENTS

Blue Lake Regional Park Economic Feasibility Study and Facility Design Concept, December 2001, Metro Regional Parks and Greenspaces Department

- Analyzes and recommends a range of facility concepts to be developed at Blue Lake Regional Park.

Fairview Lake Management Plan, City of Fairview

- A guiding document for the Fairview Lake Property Owners and the City of Fairview in operations, practices, education, and other actions necessary to maintain the aesthetic value, water quality, recreational use, and general livability for both the people and wildlife of Fairview Lake.

Flood Insurance Study City of Fairview, July 1995, Federal Emergency Management Agency

- Investigates the existence and severity of flood hazards in the City of Fairview and aids in the administration of the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973.

Local Action Plan on Global Warming, April 2001, City of Portland and Multnomah County

- A joint plan between the City of Portland and Multnomah County to reduce greenhouse emissions in the Portland area. Does not mandate other local governments to comply.

Metro 2040 Growth Concept, 1995, Metro

- Defines regional growth and development in the Portland metropolitan region by setting land-use and transportation policies. Sets the direction for implementing policies in Metro's functional plans and the regional framework plan.

Metro Regional Framework Plan, December 1997, Metro

- Sets out the land-use, transportation, parks, water resources, natural hazards and related policy directives for the Portland metropolitan region.

Metro's Urban Growth Management Functional Plan, Last updated September 2003, Metro

- Implements the regional goals and objectives adopted by the Metro Council as the Regional Urban Growth Goals and Objectives (RUGGO), including the Metro 2040 Growth Concept and the Regional Framework Plan. Recommends and requires changes to city and county comprehensive plans and implementing ordinances.

Multnomah County Comprehensive Framework Plan, Multnomah County Transportation

- Outlines Multnomah County's functional classification system for roadways.

Oregon Land Use Goals & Guidelines, First adopted 1974, Department of Land Conservation and Development

- The 19 statewide planning goals are the foundation of the Oregon land use planning program. The goals express the state's policies on land use and on related topics, such as citizen involvement, housing, and natural resources. State law requires each city and county to adopt a comprehensive plan and the zoning and land-division ordinances needed to put the plan into effect. The local comprehensive plans must be consistent with the statewide planning goals. Most of the goals are accompanied by "guidelines," which are suggestions about how a goal may be applied.

Oregon Transportation Plan, 1992*,* Oregon Department of Transportation

- The guiding document for the state modal plans and local transportation system plans. The plan includes policies for bicycle and pedestrian facilities, public transportation, highways, waterways, airports and railroads.

Regional Solid Waste Management Plan, Metro

- Defines plan to achieve a solid waste system that is regionally balanced, economically sound, cost-effective, technologically feasible, and acceptable to the public.

Regional Transportation Plan, 2014~~Summer 2000~~, Metro

- Sets the direction for regional investments for the next 20 years through a mix of transportation options, including roadways, light rail, freight, transit, pedestrian access, and bicycles.

APPENDIX C

LIST OF COMPREHENSIVE PLAN AMENDMENTS

1979		Comprehensive Plan Adoption
1980	06-1980	Comprehensive Plan Amendment
1981	04-1981	Comprehensive Plan Amendment
1982	02-1982	Comprehensive Plan Amendment
1983	01-1983	Comprehensive Plan Amendment
1985	03-1985	Comprehensive Plan Amendment
1986	16-1986	Comprehensive Plan Amendment
1987	03-1987	Comprehensive Plan Amendment
1989	10-1989	Comprehensive Plan Amendment
	12-1989	Comprehensive Plan Amendment
	15-1989	Adoption of the Comprehensive Plan Map
	19-1989	Comprehensive Plan Amendment Pursuant to Periodic Review
1991	04-1991	Comprehensive Plan Amendment to Implement Plan Changes Proposed in the Periodic Review Final Local Review Order
	05-1991	Comprehensive Plan Map Amendment
1994	08-1994	Comprehensive Plan and Map Amendment to Include Fairview Village
1995	02-1995	Comprehensive Plan Map Amendment
1998	14-1998	Comprehensive Plan Amendment for South Fairview Lake Design Overlay Zone
1999	06-1999	Comprehensive Plan Amendment
2000	08-2000	Comprehensive Plan Map Amendment
	12-2000	Comprehensive Plan Amendment for Columbia River Manufacturing
2001	08-2001	Comprehensive Plan Amendment- Natural Resource Policy
2002	02-2002	Comprehensive Plan Map Amendment
	10-2002	Comprehensive Plan Map Amendment
2004	10-2004	Comprehensive Plan Amendment – Complete Update
2009	04-2009	Comprehensive Plan Amendment – Chapter 9, Economic Development - Metro Title 4 Policy Statement and Map
2016	XX-XXXX	Comprehensive Plan Amendment – Chapter 10, Transportation System Plan Update

Underlined = proposed change
~~Strike~~ = proposed deletion

19.13.130 "M" definitions.
"Maneuvering area/aisle" refers to the driving area in a parking lot where motor vehicles are able to turn around and access parking spaces.

Main/Primary Entry/Entrance. A "main entrance" is the entrance, or entrances, to a building that most pedestrians are expected to use. Generally, smaller buildings have one main entrance. Main entrances may also be the widest entrance of those provided for use by pedestrians. In multitenant buildings, main entrances open directly into the building's lobby or principal interior ground level circulation space. When a multitenant building does not have a lobby or common interior circulation space, each tenant's outside entrance is a main entrance. Buildings may also have main entrances opening directly into a reception or sales area, a courtyard, or plaza.

"Major transit stop" means stops that are located where two or more existing or planned routes intersect or where there are existing or planned transfer locations between transit systems, Park & Ride lots, and shopping centers and other major destinations.

"Major transit street" means a primary corridor for transit, receiving half-hour or better service during peak traffic hours. Typically, these streets are also arterials or major collectors.

"Manufactured home" means a transportable single-family dwelling conforming to the Manufactured Housing Construction and Safety Standards Code of the U.S. Department of Housing and Urban Development, but is not regulated by the Oregon State Structural Specialty Code and Fire Life Safety Regulations, and is intended for permanent occupancy.

Manufactured Home Park. See ORS Chapter 446.

"Mass movement" means the movement of earth (rock, soil, or fill) downslope as a function of gravity. The main types of mass movement include earthflow, slump, rockslide, rockfall and mudflow.

"Ministerial" means a routine governmental action or decision that involves little or no discretion. The issuance of a building permit is such an action.

"Mitigation" means to avoid, rectify, repair, or compensate for negative impacts which result from other actions (e.g., improvements to a street may be required to mitigate for transportation impacts resulting from development).

Mixed-Use Building/Development/Horizontal/ Vertical. See FMC 19.30.130(C).

"Multifamily housing" means housing that provides more than three dwellings on an individual lot (e.g., multiplexes, apartments, condominiums, etc.). See FMC 19.30.130.

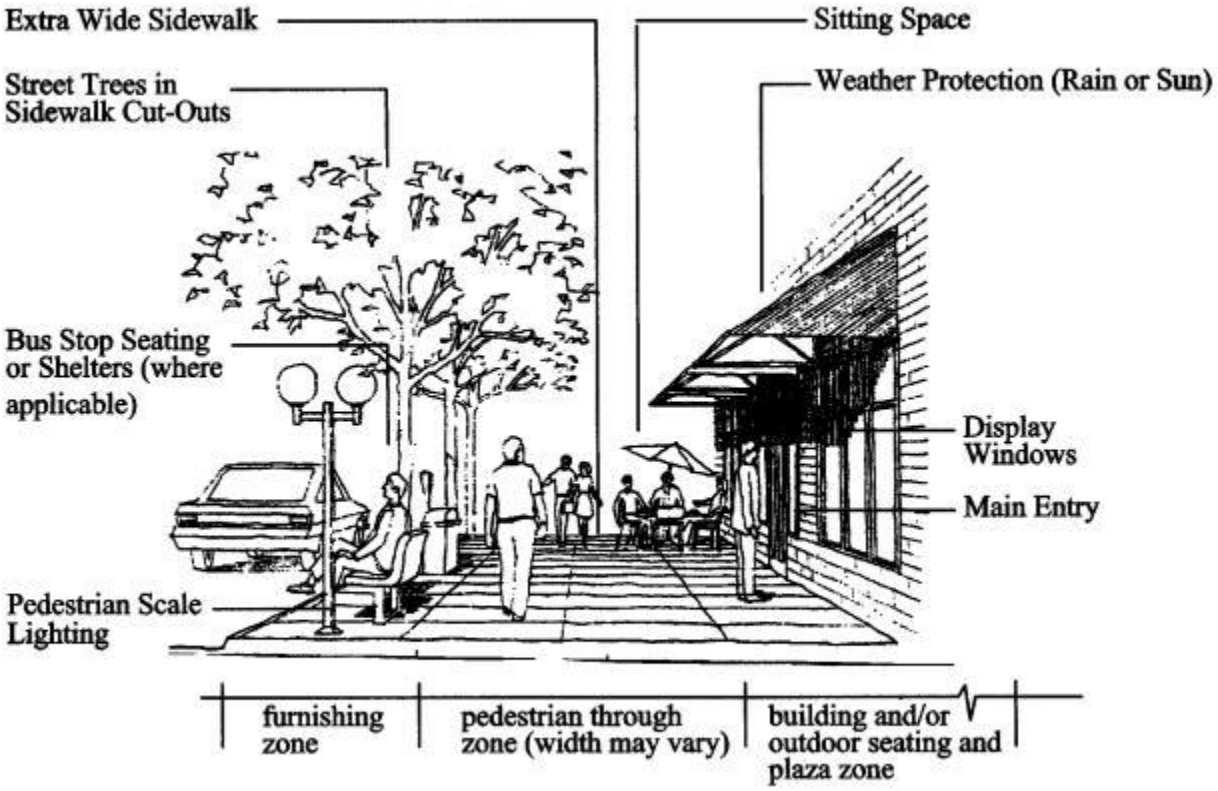
"Multi-use pathway" means pathways for pedestrian and bicycle use. See FMC 19.162.030 (A)(4). (Ord. 6-2001 § 1)

19.60.080 Pedestrian and transit amenities.
A. Purpose and Applicability. This section is intended to complement the building orientation standards in FMC 19.60.050, and the street standards in Chapter 19.165 FMC by providing comfortable and inviting pedestrian spaces within the neighborhood commercial district. Pedestrian amenities serve as informal gathering places for socializing, resting, and enjoyment of the city's neighborhood commercial districts, and contribute to a walkable district. This section applies to all of the following types of buildings:

1. 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

2. Commercial and mixed use buildings subject to site design review.

Figure 19.60.080 – Pedestrian and Transit Amenities (Typical)



B. Guidelines and Standards. Every development shall provide one or more of the "pedestrian amenities" listed in subsections (B)(1) through (B)(3) of this section, and illustrated above. 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 that incorporates seating (e.g., fountain, sculpture, etc.);

~~5. Transit amenity, such as bus shelter or pullout, in accordance with the city's transportation plan and with consideration of guidelines established by Tri-Met.~~ (Ord. 6-2001 § 1)

C. Transit amenities. Development on sites that are adjacent to or incorporate transit streets shall provide improvements as described in this section at any existing or planned transit stop located along the site's frontage, unless waived by the community development director.

1. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

2. Development shall at a minimum provide reasonably direct pedestrian connections, as defined in 19.162.030 FMC, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

3. Improvements at major transit stops. A proposed development that is adjacent to or includes an existing or planned major transit stop will be required to plan for access to the transit stop and provide for transit improvements, in consultation with TriMet and consistent with an agency adopted or approved plan at the time of development. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Development requirements and improvements may include the following:

a) Intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

b) Building placement within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections.

c) Transit passenger landing pads accessible to disabled persons to transit agency standards.

d) An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by TriMet.

e) Lighting to TriMet standards.

f) Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.

4. Any Type II land divisions where further divisions are possible, and all Type III land divisions, multiple-family developments, community services uses, and commercial or industrial uses located on an existing or future planned major transit street shall meet the TriMet transit facility requirements. Applicants shall consult with TriMet to determine necessary transit facility improvements in conjunction with the proposed development. Proposals shall be consistent with the road crossing improvements that are identified in the Transportation System Plan on streets with existing or planned transit service.

19.70.080 Pedestrian and transit amenities.

A. Purpose and Applicability. This section is intended to complement the building orientation standards in FMC 19.70.050, and the street standards in Chapter 19.165 FMC, by providing pedestrian spaces within the corridor center commercial district. This section applies to all development applications that are subject to site design review or conditional use permits.

B. Guidelines and Standards. Every development shall provide at least one 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, Sandy Blvd. Corridor Refinement Plan, and guidelines established by Tri-Met.~~ (Ord. 6-2001 § 1)

C. Transit amenities. Development on sites that are adjacent to or incorporate transit streets shall provide improvements as described in this section at any existing or planned transit stop located along the site's frontage, unless waived by the community development director.

1. Transit facilities include bus stops, shelters, and related facilities. Required transit facility improvements may include the dedication of land or the provision of a public easement.

2. Development shall at a minimum provide reasonably direct pedestrian connections, as defined in 19.162.030 FMC, between building entrances and the transit facility and between buildings on the site and streets adjoining transit stops.

3. Improvements at major transit stops. A proposed development that is adjacent to or includes an existing or planned major transit stop will be required to plan for access to the transit stop and provide for transit improvements, in consultation with TriMet and consistent with an agency adopted or approved plan at the time of development. Requirements apply where the subject parcel(s) or portions thereof are within 200 feet of a transit stop. Development requirements and improvements may include the following:

a) Intersection or mid-block traffic management improvements to allow for pedestrian crossings at major transit stops.

b) Building placement within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections.

c) Transit passenger landing pads accessible to disabled persons to transit agency standards.

d) An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by TriMet.

e) Lighting to TriMet standards.

f) Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.

4. Any Type II land divisions where further divisions are possible, and all Type III land divisions, multiple-family developments, community services uses, and commercial or industrial uses located on an existing or future planned major transit street shall meet the TriMet transit facility requirements. Applicants shall consult with TriMet to determine necessary transit facility improvements in conjunction with the proposed development. Proposals shall be consistent with the road crossing improvements that are identified in the Transportation System Plan on streets with existing or planned transit service.

19.150.100 Loading areas.

A. Loading areas within a street right-of-way in the Fairview Village may be approved when all of the following conditions are met:

1. Area is signed for short duration only (i.e., less than one hour);

2. Expected visits are infrequent (less than three operations occur daily between 7:00 a.m. and 6:00 p.m. or all operations occur between 12:00 a.m. and 5:00 a.m. at a location that is not adjacent to a residential zone);

3. Area does not unreasonably obstruct traffic;

4. Area does not obstruct a primary emergency response route; and

5. Designation is acceptable to the applicable roadway authority.

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. Access shall be managed to maintain an adequate "level of service" and to maintain the "functional classification" of roadways as required by the city's transportation system plan. Major roadways, including highways, arterials, and collectors, serve as the primary system for moving people and goods. "Access management" is a primary concern on these roads. Local streets and alleys provide access to individual properties. If vehicular access and circulation are not properly designed, these roadways will be unable to accommodate the needs of development and serve their transportation function. This section attempts to balance the right of reasonable access to private property with the right of the citizens of the city and the state of Oregon to safe and efficient travel. It also requires all developments to construct planned streets (arterials and collectors) and to extend local streets.

To achieve this policy intent, state and local roadways have been categorized in the transportation system plan by function and classified for access purposes based upon their level of importance and function (see Chapter 19.165 FMC). Regulations have been applied to these roadways for the purpose of reducing traffic accidents, personal injury, and property damage attributable to access systems, and to thereby improve the safety and operation of the roadway network. This will protect the substantial public investment in the existing transportation system and reduce the need for expensive remedial measures. These regulations also further the orderly layout and use of land, protect community character, and conserve natural resources by promoting well-designed road and access systems and discouraging the unplanned subdivision of land.

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 based on the standards contained in this chapter, and the provisions of the transportation standards. An access permit may be in the form of a letter to the applicant, or it may be attached to a land use decision notice as a condition of approval. In either case, an access permit will be reviewed consistent with the procedures required for the complementary development permit. If no development permit is requested, the access permit shall be reviewed consistent with a Type III process.

2. Permits for access to state highways shall be subject to review and approval by the Oregon Department of Transportation (ODOT), except when ODOT has delegated this responsibility to the city or Multnomah County. In that case, the city or county shall determine whether access is granted based on its adopted standards.

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. The city may require a traffic study prepared by a qualified professional to determine access, circulation and other transportation 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.

E. Conditions of Approval. The city may require the closing or consolidation of existing curb cuts or other vehicle access points, recording of reciprocal access easements (i.e., for shared driveways), development of a frontage street, installation of traffic control devices, and/or other mitigation as a condition of granting an access permit, to ensure the safe and efficient operation of the street. When obtaining access to off-street parking areas (both to and from), backing onto a public street shall not be permitted, except for single-family dwellings.

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.

1. Option 1. Access is from an existing or proposed alley or mid-block lane. If a property has access to an alley or lane, direct access to a public street is not permitted.

2. Option 2. Access is from a private street or driveway connected to an adjoining property that has direct access to a public street (i.e., "shared driveway"). A public access easement covering the driveway shall be recorded in this case to assure access to the closest public street for all users of the private street/drive.

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.

4. Subdivisions Fronting onto an Arterial Street. New residential subdivisions fronting onto an arterial street shall be required to provide alleys or secondary (local or collector) streets for access to individual lots. When alleys or secondary streets cannot be constructed due to topographic or other physical constraints, access may be provided by consolidating driveways for clusters of two or more lots (e.g., includes flag lots and mid-block lanes).

5. Double-Frontage Lots. When a lot has frontage onto two or more streets, access shall be provided first from the street with the lowest classification. For example, access shall be provided from a local street before a collector or arterial street. Except for corner lots, the creation of new double-frontage lots shall be prohibited in the residential district, unless topographic or physical constraints require the formation of such lots. When double-frontage lots are permitted in the residential district, a landscape buffer with trees and/or shrubs and ground cover not less than 20 feet wide shall be provided between the back yard fence/wall and the sidewalk or street; maintenance shall be assured by the owner (i.e., through homeowners association, etc.).

Important cross-references to other code sections: Provisions in Articles II and III of this title may require buildings placed at or near the front property line and driveways and parking areas oriented to the side or rear yard. The city may require the dedication of public right-of-way and construction of a street (e.g., frontage road, alley or other street) when the development impact is proportionate to the need for such a street, and the street is identified by the Comprehensive Plan or an adopted local streets plan. (Please refer to the transportation standards in Chapter 19.165 FMC.)

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:

1. Local Streets. A minimum of 50 feet separation (as measured from the sides of the driveway/street) shall be required on local streets (i.e., streets not designated as collectors or arterials), except as provided in subsection (G)(3) of this section.

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.

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.

For single-family (detached and attached), two-family, and three-family housing types, one street access point is permitted per lot, when alley access cannot otherwise be provided; except that two access points may be permitted for two-family and three-family housing on corner lots (i.e., no more than one access per street), subject to the access spacing standards in subsection G of this section. 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. Shared driveways serve to reduce impermeable surfaces, reduce visual blight associated with large expanses of pavement, and provide more linear curb space for on-street parking.

The number of driveway and private street intersections with public streets shall be minimized by the use of shared driveways with adjoining lots where feasible. The city shall require shared driveways as a condition of land division or site design review, as applicable, for traffic safety and access management purposes in accordance with the following standards:

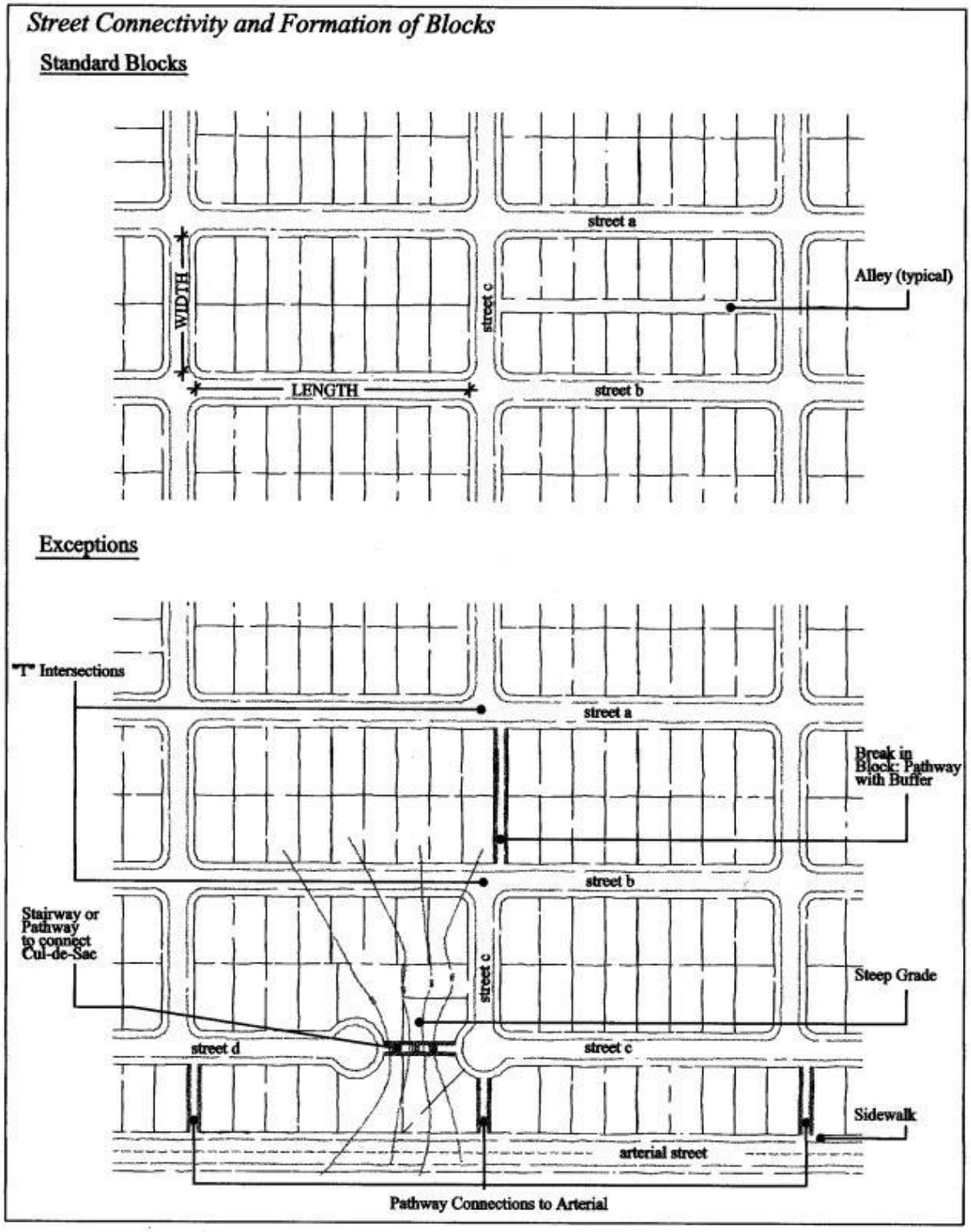
1. Shared driveways and frontage streets may be required to consolidate access onto a collector or arterial street. When shared driveways or frontage streets are required, they shall be stubbed to adjacent developable parcels to indicate future extension. “Stub” means that a driveway or street temporarily ends at the property line, but may be extended in the future as the adjacent parcel develops. “Developable” means that a parcel is either vacant or it is likely to receive additional development (i.e., due to infill or redevelopment potential).

2. Access easements (i.e., for the benefit of affected properties) shall be recorded for all shared driveways, including pathways, at the time of final plat approval or as a condition of site development approval.

3. Exception. Shared driveways are not required when existing development patterns or physical constraints (e.g., topography, parcel configuration, and similar conditions) prevent extending the street/driveway in the future.

J. Figure 19.162.020.J provides examples of street layout and connectivity.

Figure 19.162.020.J – Street Connectivity and Formation of Blocks



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. Mixed-use and residential development proposed on sites 5 acres or greater must submit a site plan that identifies conceptual street connections that are consistent with the Transportation System Plan.

2~~1~~. Block Length and Perimeter. The maximum block length and perimeter shall not exceed:

a. ~~Six hundred~~Five hundred thirty (~~600~~530) 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).

3~~2~~. Street Standards. Public and private streets shall also conform to FMC 19.165.025, Transportation standards, FMC 19.162.030, Pedestrian access and circulation, and applicable Americans with Disabilities Act (ADA) design standards.

4. A variance to street spacing standards may be granted pursuant to 19.520.030 (Class B Variances) when resources are present that are mapped on the Natural Resources Map, where street spacing can be achieved at a minimum of eight hundred (800) feet and no greater than twelve hundred (1,200) feet.

5~~3~~. Exception. Exceptions to the above standards may be granted when blocks are divided by one or more pathway(s), where spacing is no more than 330 feet as measured from the right-of-way or easement line and 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.

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, and a maximum width of 24 feet, except that one recreational vehicle pad driveway may be provided in addition to the standard driveway for lots containing more than 10,000 square feet of area.

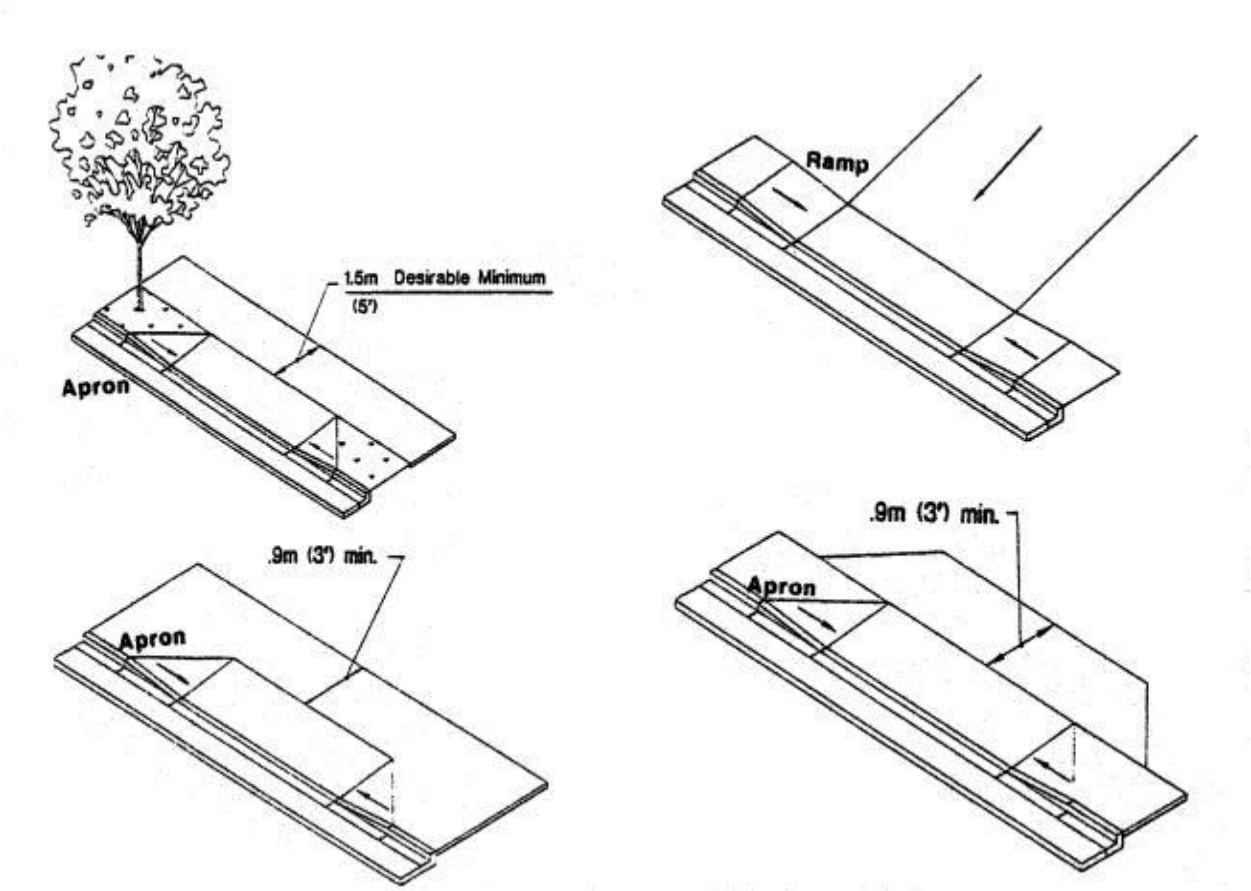
2. Multiple-family uses with between four and seven dwelling units shall have a minimum driveway width of 20 feet, and a maximum width of 24 feet.

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

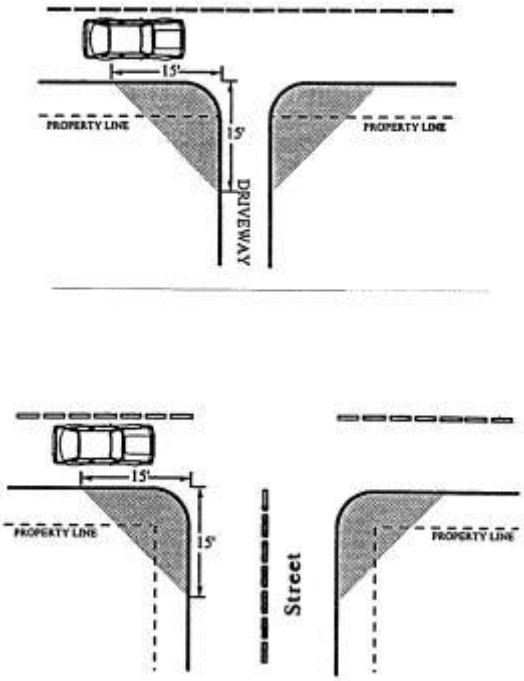


M. Fire Access and Parking Area Turn-arounds. A fire equipment access drive shall be provided for any portion of an exterior wall of the first story of a building that is located more than 150 feet from an existing public street or approved fire equipment access drive. Parking areas shall provide adequate 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.

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.

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



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)

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 FMC 19.162.020, 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.

<u>5. Connections to Other Facilities. Proposed pathways shall be located to provide access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and park and transit facilities. To the greatest extent possible, access shall be reasonably direct, providing a route or routes that do not deviate unnecessarily from a straight line or that do not involve a significant amount of out-of-direction travel.</u>

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.

Table 19.164.030.A

Vehicle Parking – Minimum Standards Option

The number of required off-street vehicle parking spaces shall be determined in accordance with the following standards. Off-street parking spaces may include spaces in garages, carports, parking lots, and/or driveways so long as vehicles are not parked in a vehicle travel lane (including emergency or fire access lanes), public right-of-way, pathway or landscape area. Credit shall be allowed for "on-street parking," as provided in FMC 19.164.030(B). Parking ratios are based on spaces per 1,000 square feet of gross leasable area unless otherwise stated. **Residential Uses** Single-Family Detached Housing. One parking space shall be provided for each detached single-family dwelling or manufactured home on an individual lot. Two- and Three-Family Housing. 1.5 spaces per dwelling unit. Multifamily and Single-Family Attached Housing. a. Studio units or 1-bedroom units less than 500 sq. ft. – 1 space. b. 1-bedroom units 500 sq. ft. or larger – 1.25 spaces. c. 2-bedroom units – 1.50 spaces. d. 3-bedroom or greater units – 1.75 spaces. e. Retirement complexes for seniors 55 years or greater – 1 space per unit, plus one per three employees. Rooming and Boarding Houses, Dormitories. Two spaces for each three guest rooms, or one per three beds, whichever is more. Senior Housing. Same as for retirement complexes. Manufactured Home Parks. Same as for single-family detached housing. Accessory Dwelling. One space.
Commercial Uses Auto, Boat or Trailer Sales, Retail Nurseries and Similar Bulk Retail Uses. One space per 1,000 square feet of the first 10,000 square feet of gross land area; plus one space per 5,000 square feet for the excess over 10,000 square feet of gross land area; and one space per two employees. <u>Bank with Drive-In. 4.3 spaces per 1,000 square feet of gross leasable area.</u> Business, General Retail, Personal Services. General – 4.1 per 1,000 square feet of gross floor area. Furniture and appliances – 0.5 space per 1,000 square feet of gross leasable area.

Chapels and Mortuaries. Two spaces per four fixed seats in the main chapel.

Fast Food with Drive Through. 9.9 spaces per 1,000 square feet of gross leasable area.

Hotels and Motels. One space per 1,000 square feet of gross leasable area.

Offices. Medical and dental offices – 3.9 spaces per 1,000 square feet of gross leasable area; general offices – 2.7 spaces per 1,000 square feet of gross leasable area.

Restaurants, Bars, Ice Cream Parlors and Similar Uses. 15.3 spaces per 1,000 sq. ft. of gross leasable floor area.

Theaters, Auditoriums, Stadiums, Gymnasiums, Similar Uses. 0.3 spaces per each seat.

Industrial Uses

Industrial Uses, Except Warehousing. 1.6 spaces per 1,000 square feet of leasable floor area.

Warehousing. 0.3 spaces per 1,000 square feet of gross floor area. Parking ratios apply to warehouses 150,000 gross square feet or greater.

Public Utilities (Gas, Water, Telephone, Etc.), Not Including Business Offices. One space per each employee on the largest shift, plus one space per company vehicle.

Public and Institutional Uses

Childcare Centers Having 13 or More Children. One space per two employees; a minimum of two spaces is required.

Churches and Similar Places of Worship. The same as other similar uses.

Golf Courses, Except Miniature. Eight spaces per hole, plus additional spaces for auxiliary uses set forth in this section. Miniature golf courses – four spaces per hole.

Hospitals. Two spaces per patient bed based on maximum capacity.

Nursing and Convalescent Homes. One space per two patient beds based on maximum capacity.

Rest Homes, Homes for the Aged, or Assisted Living. One space for each per dwelling plus one per three employees.

Schools, Elementary and Junior High. One space per employee.

Sports Club/Recreational Facilities. 4.3 spaces per 1,000 square feet of gross leasable area.

High Schools. 0.2 spaces per each student and staff member.

Colleges, Universities and Trade Schools. 0.2 spaces per each student and staff member.

Unspecified Uses

Where a use is not specifically listed in this table, parking requirements shall be determined by finding that a use is similar to those listed in terms of parking needs.

B. Credit for On-Street Parking.

1. The credit for on-street parking allows a reduction of one off-street parking space for every one on-street parking space adjacent to the development if deemed appropriate by the city.

2. On-Street Parking Credit. The amount of off-street parking required shall be reduced by one off-street parking space for every uncommitted on-street parking space adjacent to the development. On-street parking shall follow the established configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by city standards. The following constitutes an on-street parking space:

a. Parallel parking, each 24 feet of uninterrupted curb;

b. Fifty (50) degree diagonal, each with 12 feet of curb;

c. Ninety (90) degree (perpendicular) parking, each with 10 feet of curb;

d. Curb space must be connected to the lot which contains the use;

e. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and

f. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.

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. Except for single-family dwellings, the vehicle parking spaces required by this chapter may be located on another parcel of land, provided the parcel is within 500 feet walking distance of the use it serves. The distance from the parking area to the use shall be measured from the nearest parking space to a building entrance, following a sidewalk or other pedestrian route. The right to use the off-site parking must be evidenced by a recorded deed, lease, easement, or similar written instrument.

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.

D. Maximum Number of Parking Spaces. The number of parking spaces provided shall not exceed the standards in the following table:

Use	Maximum in Transit/Ped. Areas	Maximum in All Other Areas

Use	Maximum in Transit/Ped. Areas	Maximum in All Other Areas
General Office	3.4/1,000 s.f.	4.1
Light Industrial	none	none
Warehouse (150,000 s.f. or larger)	0.4	0.5
Schools, Colleges, etc.	0.3	0.3
Tennis, Racquetball Courts	1.3	1.5
Sports Club/Recreation Facilities	5.4	6.5
Retail/Commercial, Including Shop Centers	5.1	6.2
Bank with Drive-In	5.4	6.5
Movie Theater (spaces/seats)	0.4	0.5
Fast Food with Drive-In	12.4	14.9
Other Restaurants	19.1	23
Worship Places (spaces/seats)	0.6	0.8
Medical/Dental Clinic	4.9	5.9
Residential Uses	none	none
Hotel/Motel	none	none
Single-Family Detached	none	none
Residential, less than 500 s.f. per unit, one bedroom	none	none
Multifamily/Townhouse/1 bedroom	none	none
Multifamily/Townhouse/2 bedroom	none	none
Multifamily/Townhouse/3 bedroom	none	none

E. Parking Management. The planning director may require a parking management plan for development of any use that requires more than 10 parking spaces based on the minimum parking spaces provided in Table 19.164.030.A. The parking management plan shall be prepared by a qualified parking or traffic consultant or certified engineer and should include the following:

1. Defining a study area and time period necessary to evaluate parking supply and demand in the area consistent with the planning period for the city's transportation system plan.

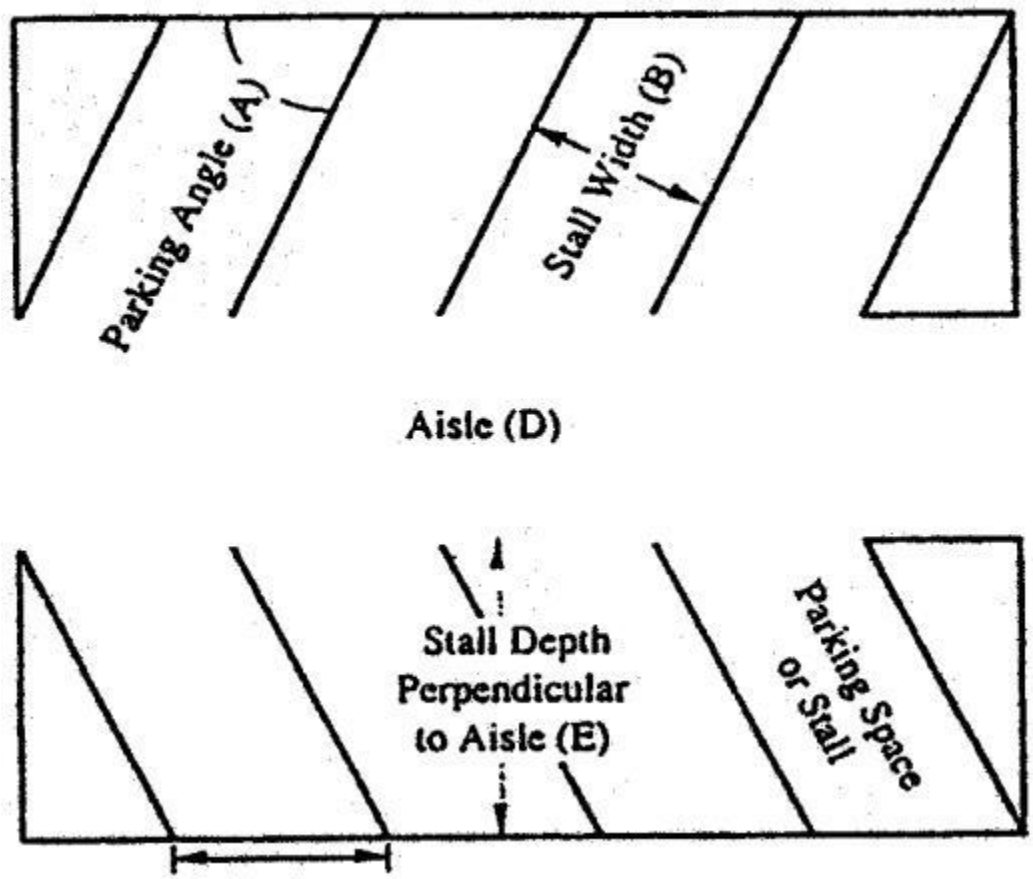
2. Surveying the capacity of the parking supply options in the study area such as shared parking, transit stations or other high-efficiency parking management alternatives.

3. Defining a study area and time period necessary to evaluate parking supply and demand in the area consistent with the planning period for the city's transportation system plan.

4. Surveying the capacity of the parking supply options in the study area such as shared parking, transit stations or other high-efficiency parking management alternatives.

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, and provide dimensions in accordance with the following table. 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.

Figure 19.164.030.F – Parking Stall Standard Dimensions and Compact Car Parking



Minimum Parking Space and Aisle Dimensions

Angle (A)	Type	Width (B)	Curb Length (C)	1-Way Aisle Width (D)	2-Way Aisle Width (D)	Stall Depth
0° (Parallel)	Standard Compact Disabled	8 ft. 7 ft. 6 in.	22 ft. 6 in. 19 ft. 6 in.	12 ft. 12 ft.	24 ft. 24 ft.	8 ft. 7 ft. 6 in.
30°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	18 ft. 15 ft.	12 ft. 12 ft.	24 ft. 24 ft.	17 ft. 14 ft.
45°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	12 ft. 6 in. 10 ft. 6 in.	12 ft. 12 ft.	24 ft. 24 ft.	19 ft. 16 ft.
60°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	10 ft. 6 in. 8 ft. 6 in.	18 ft. 15 ft.	24 ft. 24 ft.	20 ft. 16 ft. 6 in.
90°	Standard Compact Disabled	9 ft. 7 ft. 6 in.	9 ft. 7 ft. 6 in.	24 ft. 22 ft.	24 ft. 24 ft.	19 ft. 15 ft.

G. Variances. Developments may request exceptions to the parking standards, see FMC 19.520.030(A)(4).

Important cross-references: See also Article II of this title, land use district standards; Chapter 19.162 FMC, Access and Circulation; Chapter 19.163 FMC, Landscaping; FMC 19.165.050, Surface water management.

H. Disabled Person Parking Spaces. The following parking shall be provided for disabled persons, in conformance with the Americans with Disabilities Act (Figure 19.164.030.H):

Figure 19.164.030.H – Disabled Person Parking Spaces

Minimum Number of Accessible Parking Spaces
ADA Standards for Accessible Design 4.1.2 (5)

Total Number of Parking spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
	Column A		
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

* one out of every 8 accessible spaces ** 7 out of every 8 accessible parking spaces

The following graphics and text further illustrate Americans with Disability Act requirements.

U.S. Department of Justice
Civil Rights Division
Disability Rights Section

ADA Design Guide 1 Restriping Parking Lots

Accessible Parking Spaces

When a business, State or local government agency, or other covered entity restripes a parking lot, it must provide accessible parking spaces as required by the ADA Standards for Accessible Design. Failure to do so would violate the ADA.

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking lots when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases.

This ADA Design Guide provides key information about how to create accessible car and van spaces and how many spaces to provide when parking lots are restriped.

Accessible Parking Spaces for Cars

Accessible parking spaces for cars have at least a 60-inch-wide access aisle located adjacent to the designated parking space. The access aisle is just wide enough to permit a person using a wheelchair to enter or exit the car. These parking spaces are identified with a sign and located on level ground.

Van-Accessible Parking Spaces

Van-accessible parking spaces are the same as accessible parking spaces for cars except for three features needed for vans:

- a wider access aisle (96") to accommodate a wheelchair lift;
- vertical clearance to accommodate van height at the van parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space, and
- an additional sign that identifies the parking spaces as "van accessible."

One of eight accessible parking spaces, but always at least one, must be van-accessible.

Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3-feet wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more lots if equivalent or greater accessibility is provided in terms of distance from the accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

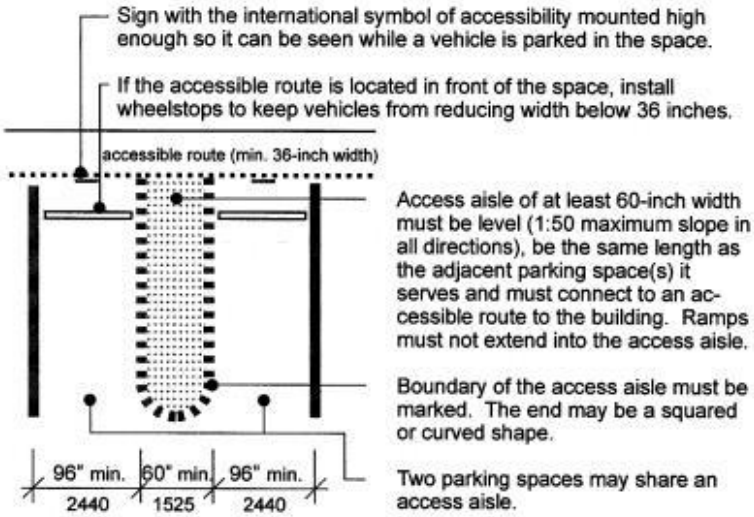
Free Technical Assistance

Answers to technical and general questions about restriping parking lots or other ADA requirements are available by telephone on weekdays. You may also order the ADA Standards for Accessible Design and other ADA publications, including regulations for private businesses or State and local governments, at any time day or night. Information about ADA-related IRS tax credits and deductions is also available from the ADA Information Line.

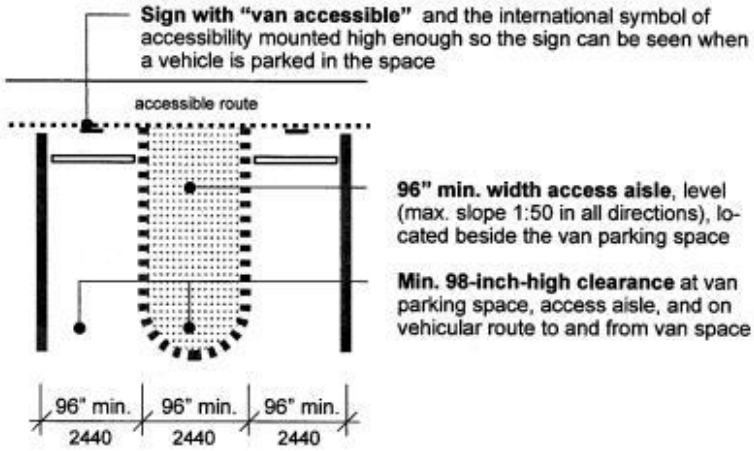
Department of Justice
ADA Information Line

800-514-0301 (voice)
800-514-0383 (tty)

Features of Accessible Parking Spaces for Cars



Three Additional Features for Van-Accessible Parking Spaces



Internet

You may also review or download information on the Department's ADA Internet site at any time. The site provides access to ADA regulations, technical assistance materials, and general ADA information. It also provides links to other Federal agencies, and updates on new ADA requirements and enforcement efforts. Internet address: **www.usdoj.gov/crt/ada/adahom1.htm**

Reference:

ADA Standards for Accessible Design (28 CFR Part 36):

§ 4.1.6 Alterations;
§ 4.1.2 Accessible Sites and Exterior Facilities: New Construction, and
§ 4.1.6 Parking and Passenger Loading Zones.

I. In parking lots three acres and larger intended for use by the general public, pedestrian pathways shall be raised or separated from parking, parking aisles and travel lanes by a raised curb, concrete bumpers, bollards, landscaping or

other physical barrier. If a raised pathway is used, curb ramps shall be provided in accordance with the Americans With Disabilities Act Accessibility Guidelines.

(Ord. 3-2010 § 5; Ord. 8-2002 §§ 1 – 3; Ord. 6-2001 § 1)

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:

A. Number of Bicycle Parking Spaces. A minimum of two bicycle parking spaces per use is required for all uses with greater than 10 vehicle parking spaces. The following additional standards apply to specific types of development:

1. Multifamily Residences. Every residential use of four or more dwelling units shall provide bicycle parking spaces according to the following standards: ~~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.~~

a. Short-term bicycle parking shall be provided at a ratio of 1 bicycle space for every 10 vehicle parking spaces, and shall be located within 30 feet of the main entrance to the building, in a location that is easily accessible for bicycles.

b. Long-term bicycle parking shall be provided at a ratio of 1 bicycle space per 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.

2. Commercial retail, office, and institutional developments. Commercial retail, office, and institutional developments shall provide bicycle parking spaces according to the following standards:~~Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.~~

a. Short-term bicycle parking shall be provided at a ratio of 1 bicycle space for every 10 vehicle parking spaces, and shall be located within 50 feet of the main entrance to the building, in a location that is easily accessible for bicycles.

b. Long-term bicycle parking shall be provided at a ratio of 1 bicycle space per employee.

3. Schools. Elementary and middle schools, both private and public~~,~~ shall provide one bicycle parking space for every eight students and employees. High schools shall provide one bicycle parking space for every five students and employees. All spaces shall be long term spaces sheltered under an eave, overhang, independent structure, or similar cover.

4. Colleges and Trade Schools. Colleges and trade schools shall provide one bicycle parking space for every eight motor vehicle spaces plus one space for every dormitory unit. Fifty (50) percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.

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.

6. Multiple Uses. For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.

B. Exemptions. This section does not apply to single-family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations, agriculture and livestock uses, or other developments with fewer than eight vehicle parking spaces.

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.

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.

E. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.

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

G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.

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)

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) against 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.

C. Creation of Rights-of-Way for Streets and Related Purposes. Streets shall be created through the approval and recording of a final subdivision or partition plat; except the city may approve the creation of a street by acceptance of a deed, provided that the street is deemed essential by the city council for the purpose of implementing the transportation system plan, and the deeded right-of-way conforms to the standards of this code. All deeds of dedication shall be in a form prescribed by the city engineer and shall name "the public," as grantee.

D. Creation of Access Easements. The city may approve an access easement established by deed when the easement is necessary to provide for access and circulation in conformance with Chapter 19.162 FMC, Access and Circulation. Setback standards do not permit conflicting structures to be built in public easements.

E. Street Location, Width and Grade. Except as noted below, the location, width and grade of all streets shall conform to the transportation system plan, and an approved street plan or subdivision plat. Street location, width and grade shall be determined in relation to existing and planned streets, topographic conditions, public convenience and safety, and in appropriate relation to the proposed use of the land to be served by such streets:

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.

F. Minimum Rights-of-Way and Street Sections. Street rights-of-way and improvements shall be the widths as required in the"Standards" section of the Fairview Transportation System Plan~~shown in Figures 19.165.025 (F)(1) to (6)~~. A variance shall be required to vary the standards found in the Fairview Transportation System Plan~~shown in Figures 19.165.025(F)(1) to (6)~~. Where a range of width is indicated, the width shall be determined by the decision-making authority based upon the following factors:

1. Street classification in the transportation system plan;

2. Anticipated traffic generation;

3. On-street parking needs;

4. Sidewalk and bikeway requirements based on anticipated level of use;

5. Requirements for placement of utilities;

6. Street lighting;

7. Minimize drainage, slope, and sensitive lands impacts, as identified by Chapter 19.106 FMC;

8. Street tree location, as provided for in Chapter 19.163 FMC;

9. Protection of significant vegetation, as provided for in Chapter 19.163 FMC;

10. Safety and comfort for motorists, bicyclists, and pedestrians;

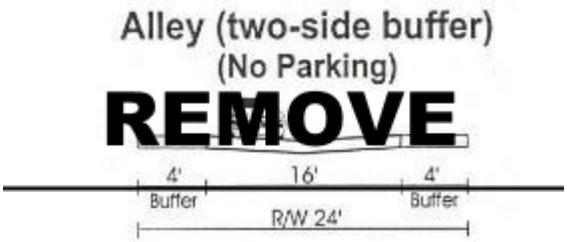
11. Street furnishings (e.g., benches, lighting, bus shelters, etc.), when provided;

12. Access needs for emergency vehicles; and

13. Transition between different street widths (i.e., existing streets and new streets), as applicable.

~~Figure 19.165.025(F)(1) – Local Residential Street Sections~~

~~Figure 19.165.025(F)(2) – Alley and Pathway Sections~~



~~Figure 19.165.025(F)(3) – Residential Collector Street Sections~~

Criteria	Major Collector
Vehicle Lane Widths:	10-12 ft.
On Street Parking:	5-8 ft.
Bicycle Lanes:	5-6 ft.
Sidewalks:	6-7 ft.
Landscape Strips:	0-8 ft.
Medians/Turn Lane Widths:	10-14 ft.
Neighborhood Traffic Management:	Under Special Conditions

REMOVE

~~Figure 19.165.025(F)(4) – Commercial/Industrial Collector Street Sections (Parking One Side)~~

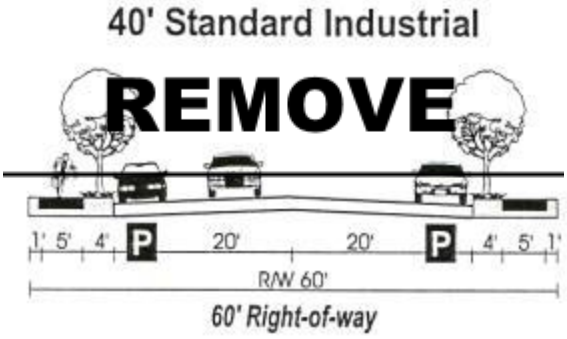


Figure 19.165.025(F)(5) – Three-Lane Arterial-Boulevard Street Section

Figure 19.165.025(F)(6)

Criteria	Principal/Major Arterial	Minor Arterial
Vehicle Lane Widths:	11-14 ft.	11-12 ft.
On Street Parking:	None	None
Bicycle Lan[illegible]	[illegible]	5-6 ft.
Sidewalks:	6-8 ft.	5-8 ft.
Landscape Strips:	0-8 ft.	0-8 ft.
Medians/Turn Lane Widths:	12-15 ft.	12-14 ft.
Neighborhood Traffic Management:	Not Appropriate	Not Appropriate

REMOVE

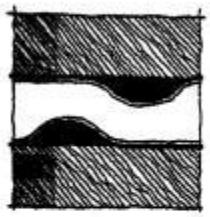
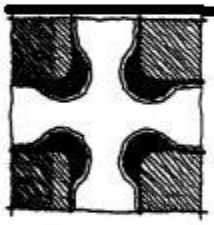
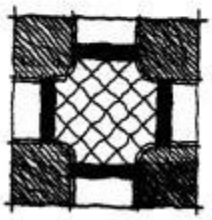
G. Traffic Signals and Neighborhood Traffic Management~~Traffic Calming Features~~.

1. Traffic~~-calming~~ management features, such as traffic circles, curb extensions, narrow residential streets, and special paving may be used to slow traffic in neighborhoods and areas with high pedestrian traffic.

2. Traffic signals shall be required with development when traffic signal warrants are met, in conformance with the Highway Capacity Manual, and Manual of Uniform Traffic Control Devices. The location of traffic signals shall be noted on approved street plans. Where a proposed street intersection will result in an immediate need for a traffic signal, a signal meeting approved specifications shall be installed. The developer's cost and the timing of improvements shall be included as a condition of development approval.

3. Preferred Neighborhood Traffic Management Tools are detailed in the Fairview Transportation System Plan.

~~**Figure 19.165.025(G) – Traffic Calming Features**~~

Drawing	*Technique*	*Description*
	Traffic Circles	Circular raised islands centered within intersections. Circles can be landscaped or surfaced with special paving. Landscaping can be maintained by the local jurisdiction or by neighborhood volunteers.
	Chicanes	Alternately placed curb extensions into the street that force motorists to drive in a serpentine pattern. Chicanes are offset from each other in mid-block locations and can be used to keep through-trucks versus local delivery off residential streets.
	Curb Bulb-outs or Neckdowns	Curb extensions placed at mid-block locations or intersections which narrow the street to provide visual distinction and reduce pedestrian crossing distances. Bulb-outs help to provide a clear visual signal to drivers that a crossing is approaching and makes waiting pedestrians more visible. Neckdowns are often longer than bulb-outs and often line up with and help to define parallel street parking areas. They narrow the appearance of the street and can be attractive, especially when landscaped.
	Special Paving	Alternative road surfaces, such as brick, colored concrete or special pavers, can be used at crossings, intersections, or along the sides of the street to break up the visual expanse of pavement and define areas of pedestrian travel.

REMOVE

H. Future Street Plan and Extension of Streets.

1. A future street plan shall be filed by the applicant in conjunction with an application for a subdivision in order to facilitate orderly development of the street system. The plan shall show the pattern of existing and proposed future streets from the boundaries of the proposed land division and shall include other parcels within 500 feet surrounding and adjacent to the proposed land division. The street plan is not binding; rather it is intended to show potential future street extensions with future development.

2. Streets shall be extended to the boundary lines of the parcel or tract to be developed, when the city council determines that the extension is necessary to give street access to, or permit a satisfactory future division of, adjoining land. The point where the streets temporarily end shall conform to subsections (H)(2)(a) through (d~~e~~) of this section:

a. These extended streets or street stubs to adjoining properties are not considered to be cul-de-sacs since they are intended to continue as through streets when the adjoining property is developed.

b. A barricade (e.g., fence, bollards, boulders or similar vehicle barrier) shall be constructed at the end of the street by the subdivider and shall not be removed until authorized by the city or other applicable agency with jurisdiction over the street. The cost of the barricade shall be included in the street construction cost.

c. Temporary turnarounds (e.g., hammerhead or bulb-shaped configuration) shall be constructed for stub streets over 150 feet in length.

d. In the case of dead-end stub streets that will connect to streets on adjacent sites in the future, notification that the street is planned for future extension shall be posted on the stub street until the street is extended and shall inform the public that the dead-end street may be extended in the future.

I. Street Alignment and Connections.

1. Mixed-use and residential development proposed on sites 5 acres or greater must submit a site plan that identifies conceptual street connections that are consistent with the Transportation System Plan.

2~~1~~. Staggering of streets making "T" intersections at collectors and arterials shall not be designed so that jogs of less than 300 feet on such streets are created, as measured from the centerline of the street.

3~~2~~. Spacing between local street intersections shall have a minimum separation of 125 feet, except where more closely spaced intersections are designed to provide an open space, pocket park, common area or similar neighborhood amenity. This standard applies to four-way and three-way (off-set) intersections.

4~~3~~. All local and collector streets which abut a development site shall be extended within the site to provide through circulation unless the applicant demonstrates that extension is prevented by environmental or topographical constraints, existing development patterns or compliance with other standards in this code. This exception applies when it is not possible to redesign or reconfigure the street pattern to provide required extensions. Land is considered topographically constrained if the slope is greater than 15 percent for a distance of 250 feet or more. In the case of environmental or topographical constraints, the mere presence of a constraint is not sufficient to show that a street connection is not possible. The applicant must show why the environmental or topographic constraint precludes some reasonable street connection.

5~~4~~. Proposed streets or street extensions shall be located to provide direct access to existing or planned commercial services and other neighborhood facilities, such as schools, shopping areas and parks and transit facilities.

6~~5~~. In order to promote efficient vehicular and pedestrian circulation throughout the city, the design of subdivisions and alignment of new streets shall conform to the following standards in Chapter 19.162 FMC, Access and Circulation. The maximum block length shall not exceed:

a. Five hundred thirty~~Six hundred~~ (530~~600~~) feet in the residential district;

b. Two hundred (200) feet in the town center commercial district, except as provided by FMC 19.65.050, Block layout and building orientation;

c. Not applicable to the general industrial district;

d. Seven hundred (700) feet in the light industrial district, except as required for commercial developments subject to Chapter 19.80 FMC;

e. Three hundred (300) feet in the corridor commercial district;

f. Three hundred (300) feet in the neighborhood commercial district.

7. A variance to street spacing standards may be granted pursuant to 19.520.030 (Class B Variances) when resources are present that are mapped on the Natural Resources Map, where street spacing can be achieved at a minimum of eight hundred (800) feet and no greater than twelve hundred (1,200) feet.

8. Exceptions to the standards in Chapter 19.165.025(I) may be granted when:

a. habitat quality or the length of the crossing required prevents a full street connection, pursuant to Chapter 19.106 FMC;

b. an access way is provided at or near midblock, in conformance with the provisions of Chapter 19.162 FMC.

~~Exceptions to the above standards may be granted when an access way is provided at or near midblock, in conformance with the provisions of Chapter 19.162 FMC.~~

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.

K. Internal Pathways. Pathways shall be at least five feet in unobstructed width and shall be constructed to sidewalk standards found in Standard Specifications for Public Works Construction, or according to Multnomah County or ODOT standards as applicable. The property owner shall keep a minimum of five feet of the pathway width clear of both permanent and temporary obstructions (e.g., utility poles, sandwich signs). Maintenance of internal pathways is the continuing obligation of the property owner or adjacent property owner. All work must comply with the city of Fairview public works construction standards.

L~~K~~. Intersection Angles. Streets shall be laid out so as to intersect at an angle as near to a right angle as practicable, except where topography requires a lesser angle or where a reduced angle is necessary to provide an open space, pocket park, common area or similar neighborhood amenity. In addition, the following standards shall apply:

1. Streets shall have at least 25 feet of tangent adjacent to the right-of-way intersection unless topography requires a lesser distance;

2. Intersections which are not at right angles shall have a minimum corner radius of 20 feet along the right-of-way lines of the acute angle; and

3. Right-of-way lines at intersection with arterial streets shall have a corner radius of not less than 20 feet.

M~~L~~. Existing Rights-of-Way. Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of FMC 19.165.025 (C).

N~~M~~. Cul-de-Sacs. A dead-end street shall be no more than 200 feet long, shall not provide access to greater than eight dwelling units, and shall only be used when environmental or topographical constraints, existing development patterns, or compliance with other standards in this code preclude street extension and through circulation:

1. All cul-de-sacs shall terminate with a circular turnaround. Circular turnarounds shall have a radius of no less than 25 feet, and not more than a radius of 40 feet (i.e., from center to edge of pavement); except that turnarounds may be larger when they contain a landscaped island or parking bay in their center. When an island or parking bay is provided, there shall be a fire apparatus lane of 20 feet in width; and

2. The length of the cul-de-sac shall be measured along the centerline of the roadway from the near side of the intersecting street to the farthest point of the cul-de-sac.

O~~N~~. Grades and Curves. Grades shall not exceed 10 percent on arterials, 12 percent on collector streets, or 12 percent on any other street (except that local or residential access streets may have segments with grades up to 15 percent for distances of no greater than 250 feet), and:

1. Centerline curve radii shall not be less than 700 feet on arterials, 500 feet on major collectors, 350 feet on minor collectors, or 100 feet on other streets; and

2. Streets intersecting with a minor collector or greater functional classification street, or streets intended to be posted with a stop sign or signalization, shall provide a landing averaging five percent or less. Landings are that portion of the street within 20 feet of the edge of the intersecting street at full improvement.

P~~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.

Q~~P~~. Streets Adjacent to Railroad Right-of-Way. Wherever the proposed development contains or is adjacent to a railroad right-of-way, a street approximately parallel to and on each side of such right-of-way at a distance suitable for the appropriate use of the land shall be created. New railroad crossings and modifications to existing crossings are subject to review and approval by Oregon Department of Transportation.

R~~Q~~. Development Adjoining Arterial Streets. Where a development adjoins or is crossed by an existing or proposed arterial street, the development design shall separate residential access and through traffic, and shall minimize traffic conflicts. The design shall include one or more of the following:

1. A parallel access street along the arterial with a landscape buffer separating the two streets;

2. Deep lots abutting the arterial or major collector to provide adequate buffering with frontage along another street. Double-frontage lots shall conform to the buffering standards in FMC 19.163.030;

3. Screen planting at the rear or side property line to be contained in a non-access reservation (e.g., public easement or tract) along the arterial;

4. Other treatment suitable to meet the objectives of this subsection; or

5. If a lot has access to two streets with different classifications, primary access shall be from the lower classification street, in conformance with Chapter 19.162 FMC.

S~~R~~. Alleys, Public or Private. Alleys shall conform to the standards in Figure 19.165.025(F)(2). While alley intersections and sharp changes in alignment shall be avoided, the corners of necessary alley intersections shall have a radius of not less than 12 feet.

T~~S~~. Private Streets. Private streets shall not be used to avoid connections with public streets. Gated communities (i.e., where a gate limits access to a development from a public street) are prohibited. Design standards for private streets shall conform to the provisions of Figures 19.165.025(F)(1) to (6).

U~~T~~. Street Names. No street name shall be used which will duplicate or be confused with the names of existing streets in Multnomah County, except for extensions of existing streets. Street names, signs and numbers shall conform to the established pattern in the surrounding area, except as requested by emergency service providers.

V~~U~~. Survey Monuments. Upon completion of a street improvement and prior to acceptance by the city, it shall be the responsibility of the developer's registered professional land surveyor to provide certification to the city that all boundary and interior monuments shall be reestablished and protected.

W~~V~~. Street Signs. The city, county or state with jurisdiction shall install all signs for traffic control and street names. The cost of signs required for new development shall be the responsibility of the developer. Street name signs shall be installed at all street intersections. Stop signs and other signs may be required.

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

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

Z~~Y~~. Street Cross-Sections. All street cross-sections must comply with the Standard Specifications for Public Works Construction pages 40-51. The final lift of asphalt or concrete pavement shall be placed on all new constructed public roadways prior to final city acceptance of the roadway and within one year of the conditional acceptance of the roadway unless otherwise approved by the city engineer. The final lift shall also be placed no later than when 90 percent of the structures in the new development are completed or one year from the commencement of initial construction of the development, whichever is less. All work must comply with public works construction standards.

1. Sub-base and leveling course shall be of select crushed rock;

2. Surface material shall be of Class C or B asphaltic concrete;

3. The final lift shall be Class C asphaltic concrete as defined by APWA standard specifications; and

4. No lift shall be less than one and one-half inches in thickness. (Ord. 3-2012 § 6; Ord. 6-2001 § 1)

Metro Regional Transportation Functional Plan (RTFP) Compliance

The following table documents where the Fairview Municipal Code (FMC) Title 19, the Development Code, addresses RTFP requirements. The left column of the table relates to the RTFP requirements and the right column identifies corresponding local requirements and contains findings verifying that the RTFP requirements are met through the implementation of the local Development Code, or will be met with adoption of the updated Transportation System Plan and associated recommended modifications to the Development Code.

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
Allow complete street designs consistent with regional street design policies **(Title 1, Street System Design Sec 3.08.110A(1))**	Findings: The City is proposing to retain street standards in the updated TSP only and replace exiting FMC Figures 19.165.025(F)(1) through (F)(5) with a reference to applicable Figures in the updated TSP. Street standards and classifications were examined as part of the TSP update process and the proposed TSP includes standards for general street design that meet the RTFP requirements. FMC 19.165 provides standards for public and private transportation facilities. The purpose is to provide for attractive and safe streets that can accommodate vehicles for planned growth and provide a range of transportation options including driving, walking, transit, and bicycling. FMC 19.165.025 defines development standards applicable to all developments. Existing Figures 19.165.025(F)(1) through (F)(5) provide street cross-section standards according to street classification as defined in the transportation system plan. These figures are proposed to be replaced by a reference to the updated TSP; TSP Figures 13 through 19 illustrate the proposed cross-section standards for neighborhood collectors and local streets in Fairview as well as alleys and cul-de-sacs. Updated neighborhood collector standards provide for all modes including dedicated bicycle lanes. Local residential and local commercial streets have provisions for all modes except dedicated bicycle lanes. Figure V-3 – Fairview Village Street Plan and Section found in FMC 19.155 defines street development standards for all streets within the Fairview Village districts. The figure includes street cross-sections for a variety of right-of-way widths and includes width requirements for streets, parking, street trees, and sidewalks.
Allow green street designs consistent with federal regulations for stream protection **(Title 1, Street System Design Sec 3.08.110A(2))**	Findings: The City's existing Public Facilities Standards (FMC 19.165) allow for green street design. The City's landscaping standards (FMC 19.163) also help reduce and manage stormwater management through landscape conservation and street tree requirements. . FMC 19.165.010(B) includes a provision allowing adopted street cross-section standards to be modified to accommodate alternative stormwater management methods in accordance with the adopted stormwater design manual and subject to approval by the public works director. In this way the City allows for the integration of stormwater management within the right of way, a key

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
	component of green street design.FMC 19.165.025 defines development standards applicable to all developments. Existing figures 19.165.025(F)(1) through (F)(5) provide street cross-section standards according to street classification, as defined in the transportation system plan. A suggested minor modification to this section will replace the FMC cross-section figures with a reference to the applicable updated TSP figures. All updated street cross-section standards, except for alleys, require landscaping strips adjacent to the street in varying widths. FMC 19.165.050 includes requirements for developers to accommodate and treat stormwater runoff from buildings and parking lots. FMC 19.163 includes provisions and standards for landscaping, street trees, fences, and walls. The chapter is organized into sections, including 19.163.020, Landscape Conservation; 19.163.030, New Landscaping; and 19.163.040, Street Trees. Landscape Conservation prevents the indiscriminate removal of trees and vegetation as a means to preserve sensitive lands. Developments subject to land division or design review are required to plant street trees in accordance with FMC 19.163.040 as a means to reduce stormwater management and for other community benefits.
Allow transit-supportive street designs that facilitate existing and planned transit service pursuant 3.08.120B **(Title 1, Street System Design Sec 3.08.110A(3))**	Findings: Existing code standards meet this RTFP by requiring pedestrian and transit facilities and ensuring good pedestrian and bicycle connectivity. Pedestrian and transit provisions are a requirement for new developments subject to design review (and conditional use permits in FCM 19.70) in the following land use districts: Neighborhood Commercial (FCM 19.60); Town Center Commercial (FCM 19.65); and, Corridor Commercial (FCM 19.70). Guidelines and standards require development to provide one of five "pedestrian amenities" which may be provided within the public right-of-way. One of the requirements is a transit amenity, such as a bus shelter or pullout, in accordance with the city's TSP, Sandy Blvd. Corridor Refinement Plan, and TriMet guidelines. FMC 19.165.025(I)(4) directs street alignments and connections to be located so as to provide direct access to transit facilities among other amenities and services.
Allow implementation of: • narrow streets (<28 ft curb to curb); • wide sidewalks (at least five feet of through zone); • landscaped pedestrian buffer strips or paved furnishing zones of at least five feet, that include	Findings: The City's Development Code meet the RTFP implementation requirements as follows: • Narrow street – FMC 19.165.025(F) defines the minimum widths for street rights-of-way according to street classification; street cross-section figures are proposed to be eliminated in this section and replaced with a reference to TSP Figures 13 through 19. Narrow streets (28 ft.

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
street trees; • Traffic calming to discourage traffic infiltration and excessive speeds; • short and direct right-of-way routes and shared-use paths to connect residences with commercial services, parks, schools, hospitals, institutions, transit corridors, regional trails and other neighborhood activity centers; • opportunities to extend streets in an incremental fashion, including posted notification on streets to be extended. **(Title 1, Street System Design Sec 3.08.110B)**	curb to curb) are allowed for Local Residential Streets (with or without on-street parking). Any modification to street standards, including modifying curb-to-curb widths below 28 feet, requires a variance. FMC 19.165.025(B) defines transportation design standards as a Class B variance (Type II Review) and may be granted only if the requirement is not feasible due to topographic constraints posed by sensitive lands as defined in FMC 19.106 Natural Resource Regulations. FMC 19.107.060 provides design standards in the South Fairview Lake Design Overlay. The minimum allowed width for street right-of-way is 28 feet, except for alleys. Alley minimum street widths are 16 feet. • Sidewalks – All street design standards, as required in FMC 19.165.025 and modified by the proposed reference to updated street standards in the Draft TSP, , include minimum 5 feet sidewalk widths (alleys excepted). FMC 19.107.060 provides street design standards in the South Fairview Lake Design Overlay. Where sidewalks are required, all sidewalk widths standards are 5 feet, except for Attached Townhome Streets (FMC 19.107.060(A)(6) and Table 19.107.060 Street Design Requirements) which are set at widths of 4 feet. • Landscape Strips – FMC 19.165.025(F) defines the minimum widths for planter strips according to street classification; street cross-section figures are proposed to be eliminated in this section and replaced with a reference to TSP Figures 13 through 19. Minimum planter strip widths of 5 feet or more on both sides of the street are required for a Local Residential Street (5.5 feet), Cul-de-sac (5.5 feet),Neighborhood Collector (5 feet), and Local Commercial (5 feet) and Local Industrial (5 feet). FMC 19.107.060(A) provides street design standards in the South Fairview Lake Design Overlay. Standards for planter strips of 5 feet on both sides of the street are required on Standard Local Street, Narrow Local Street, and Local Street with Median street types. The Local Street with Median street type is also required to have an additional 4 feet landscape buffer on both sides of the street. The Alley, Attached Townhouses Street and Courtyard Street street types do not have planter strip requirements. Alley and Attached Townhouses Street street types have additional landscape buffers on both sides of the street (4 ft. and 3 ft. respectively). All street types can include trees in either the planter strip or additional landscape buffer as indicated in Figure 19.107.060(A) Fairview Lake Design Overlay Street Sections. FMC 19.107.060(B) provides further standards for planter strips. All planter strips shall be a

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
	minimum of 5 feet wide with lawn, ground cover, and shrubs planted. All planter strips are required to have trees in conjunction with a combination of plantings defined by the presence of adjacent parking. • Traffic Calming – FMC 19.165.020 references the TSP for traffic calming measures. FMC 19.165.060(G) provides standards for traffic signals and traffic calming features; traffic calming features are allowed in neighborhoods and areas with high pedestrian traffic. Proposed modifications to this Subsection include replacing the illustrations with a reference to the updated Neighborhood Traffic Management Tools in the draft TSP. • Direct right-of-way routes and pathways - FMC 19.162 provides regulations for access and circulation of pedestrians and vehicles for all developments. FMC 19.162.030 includes pedestrian access and circulation requirements, including providing continuous pathways through proposed development and connections to adjacent parks, open space, private property and streets. Block lengths are limited according to land use (FMC 19.162.020); where these lengths are exceeded a pathway is required to be provided at or near midblock. Pathways are also required 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. FMC 19.165.025(I) provides standards for street alignments and connections, including minimum spacing between local street intersections, extensions for providing access to existing or planned services and facilities, and maximum block lengths of subdivisions and alignment of new streets (according to land use district type and subject to FMC 19.162). The City is proposing to add specific provisions in 19.162.030 (pedestrian access and circulation) that explicitly require connections to goods, services and institutions (e.g., schools, hospitals). (See similar language in 19.165.025(I) Street Alignment and Connections.) Additional proposed amendments to the City's transportation standards will ensure minimum width standards for pathways internal to a development, and that these pathways be constructed clear of obstructions (proposed new Subsection 19.165.025(K)). • Street Extensions – FMC 19.165.025(H), Future Street Plan and Extension of Streets, requires subdivision applications include a future street plan that shows potential future street extensions with future development. This section also requires that proposed streets be extended to the property line. These extended or stub streets must be barricaded and include a temporary turn-around. The City is proposing to modify FMC 19.165.025(H) to specify that posted notification regarding street extensions is required. 1.

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
Require new residential or mixed-use development (of five or more acres) that proposes or is required to construct or extend street(s) to provide a site plan (consistent with the conceptual new streets map required by Title 1, Sec 3.08.110D) that: • provides full street connections with spacing of no more than 530 feet between connections except where prevented by barriers • Provides a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP (unless habitat quality or the length of the crossing prevents a full street connection) • provides bike and pedestrian accessways in lieu of streets with spacing of no more than 330 feet except where prevented by barriers • limits use of cul-de-sacs and other closed-end street systems to situations where barriers prevent full street connections • includes no closed-end street longer than 220 feet or having no more than 25 dwelling units **(Title 1, Street System Design Sec 3.08.110E)**	**Findings:** FMC 19.165.025(I) and 19.163 provide regulations for street alignments and connections. 19.165.025(I)(3) includes requirements for local and collector streets to be extended through a site when the streets abut the property and development occurs. Exception to this may be granted where there are topographical or environmental constraints. The City is proposing language in 19.165.025(I) and 19.163.020(K) requiring all new residential and mixed-use development of five or more acres to submit a site plan showing consistency with the updated TSP's conceptual map(s) illustrating connections through and to developable areas within the city. • Street connections –The City is proposing to reduce the maximum block length requirement in FMC 19.165.025(I)(5) and 19.163.020(K)(1)(a) from 600 feet to 530 feet, consistent with the draft TSP and the RTFP requirement. • Crossings – The City is proposing to add new provisions in FMC 19.165.025(I) and 19.163.020(K)(1) allowing for a crossing every 800 to 1,200 feet if streets must cross water features protected pursuant to Title 3 UGMFP. • Accessway in lieu of street – FMC 19.162.020(K)(3) under the City's street connectivity and block standards provides an exception to maximum block requirements when blocks are divided by pathways (accessways). FMC 19.162.030(A)(4) provides multi-use pathway requirements at or near midblock where the block length exceeds the length required in 19.162.020. This requirement does not include conditions allowing multi-use pathways to be used as a possible exception that can be granted as provided in 19.165.025(I). It does not include maximum spacing requirements. FMC 19.165.025(I) includes an exception that can be granted for maximum block length standards when an accessway is provided at or near midblock and in conformance with 19.162. • Cul-de-sac – FMC 19.165.020(M) limits the use of cul-de-sacs (topographical constraints, existing development patterns, other code requirements preclude street extension and through circulation), their length (200'), and the number of dwelling units (8). • Closed-end streets – See above for closed-end street maximum length requirements. 1.
Establish city/county standards for local street connectivity, consistent with Title 1, Sec 3.08.110E, that applies to new residential or mixed-use development (of less than five acres) that proposes or is required to construct or extend street(s).	**Findings:** The City's public facility standards in FMC 19.165, unless otherwise noted, apply to all development within City limits. This RTFP requirement is met through existing and proposed requirements in FMC 19.165 and FMC 19.163.

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
(Title 1, Street System Design Sec 3.08.110F)	
Applicable to both Development Code and TSP To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate. **(Title 1,Street System Design Sec 3.08.110G)**	**Findings:** This section of Title 2 addresses how local jurisdictions can help protect the capacity, function and safe operation of existing and planned state highway interchanges or planned improvements to interchanges. Permits to access state highways are subject to review and approval by the Oregon Department of Transportation (ODOT), except where ODOT has delegated responsibility to the City or Multnomah County. Access to Interstate 84 is under the jurisdiction of ODOT; local public streets access requirements for development in the vicinity of Exit 14 are found in FMC 19.162.020(C). FMC 19.162.020(G) provides access spacing standards for driveways. Access spacing for arterial and collector streets and at controlled intersections are subject to the policies contained in the City's TSP. The Draft TSP includes Goal 3, Safety, which articulates the City's objective to implement access management standards for arterial and collector streets that are consistent with Metro, ODOT, and Multnomah County policies and standards, where applicable. Proposed Policy 4 supports applying County design standards for County facilities; proposed Policy 7 ensure coordination with the County and ODOT for their facilities within City limits. The FMC defers to the City's TSP and to Multnomah County or ODOT approval for access to state highways. The Draft TSP defers approval for access on arterial and major collector facilities to Multnomah County, and on state highways to ODOT (see Spacing Standards, under draft TSP Standards section).
Include Site design standards for new retail, office, multi-family and institutional buildings located near or at major transit stops shown in Figure 2.15 in the RTP: • Provide reasonably direct pedestrian connections between transit stops and building entrances and between building entrances and streets adjoining transit stops; • Provide safe, direct and logical pedestrian crossings at all transit stops where practicable At major transit stops, require the following: • Locate buildings within 20 feet of the transit stop, a transit street or an intersection street, or a pedestrian plaza at the stop or a street intersections; • Transit passenger landing pads accessible to disabled persons to transit agency standards; • An easement or dedication for a passenger shelter and an underground utility connection to a major transit stop if requested by the public transit provider; • Lighting to transit agency standards at the major transit stop; • Intersection and mid-block traffic management improvements as needed and practicable to enable marked crossings at major transit stops.	**Findings:** Figure 2.10 in the RTP indicates major bus stops at the intersection of NE Halsey and NE Fairview and on NE Halsey east of NE Fairview. The Town Center Commercial (TCC) land use district found in FMC 19.65 is generally adjacent to major bus stop locations. • Pedestrian Connections – FMC 19.165.025(I)(4) includes a provision that all new streets or street extensions will be located to provide direct access to commercial services and other neighborhood facilities, including transit facilities. FMC 19.163.030 includes regulations for efficient access and circulation of pedestrians. All developments, except for single-family detached housing, are required to provide continuous, safe, direct, and convenient pathways connecting places within a development site and all primary building entrances. There are additional requirements for developments subject to design review to connect pathways with parking areas, storage areas, recreational facilities and common areas, and to adjacent developments. The chapter does not, however, specifically include language for providing for reasonable direct pedestrian connections to

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
(Title 1, Transit System Design Sec 3.08.120B(2))	transit stops. Provisions for pedestrian and transit amenities are included for new developments subject to design review (and conditional use permits in 19.70) in the following land use districts: Neighborhood Commercial (19.60); Town Center Commercial (19.65); and Corridor Commercial (19.70). Guidelines and standards require development to provide one of five "pedestrian amenities" which may be provided within the public right-of-way, one of which is a transit amenity.. FMC 19.140.010 requires pedestrian ways from subdivisions and multifamily developments within Village districts to existing or planned transit stops. FMC 19.140.020 provides on-site pedestrian ways requirements for commercial, multifamily, institutional, and office development, with provisions to make direct connections to other portions of the site and outdoor pedestrian-oriented activity areas. FMC 19.150.020 requires pedestrian ways in all Village commercial zones to connect with transit facilities. The City is proposing to add new transit requirements for two zone districts, Neighborhood Commercial (FMC 19.60) and Corridor Commercial (FMC 19.70). The proposed new code language requires proposed development on sites that are adjacent to or incorporate transit streets to provide transit improvements at any existing or planned transit stop located along the site's frontage. Proposed language details the type of transit improvements that may be required and required coordination with Tri-Met. Proposed new additions to FMC 19.13.130 Definitions includes new definitions for "major transit stop" and "major transit street." 1. . 2.
(<u>Could be in Comprehensive plan or TSP as well</u>) As an alternative to implementing site design standards at major transit stops (section 3.08.120B(2), a city or county may establish pedestrian districts with the following elements: • A connected street and pedestrian network for the district; • An inventory of existing facilities, gaps and deficiencies in the network of pedestrian routes; • Interconnection of pedestrian, transit and bicycle systems; • Parking management strategies; • Access management strategies; • Sidewalk and accessway location and width; • Landscaped or paved pedestrian buffer strip location and width; • Street tree location and spacing; • Pedestrian street crossing and intersection design;	**Findings:** The City is proposing to update development requirements in the Neighborhood Commercial (FMC 19.60) and Corridor Commercial (FMC 19.70) zones to require transit-related amenities for new developments near major transit stops and is not intending to establish pedestrian districts. However, consistent with the elements listed in RTFP Sec 3.08.130B, the City requires urban design elements in the Fairview Village that make for a vibrant pedestrian district. The Fairview Village Community Plan and its implementing zones are intended to encourage pedestrian and bicycle activity and include the pedestrian district elements listed in the RTFP. FMC 19.110 through 155 implements the policies of the Fairview Village community plan by providing residential and commercial zoning districts with associated regulations and design standards. Village zone districts are intended to encourage pedestrian and bicycle activity. Regulations in all Village zoning districts supersede regulations of base zones, overlay

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
• Street lighting and furniture for pedestrians; • A mix of types and densities of land uses that will support a high level of pedestrian activity. **(Title 1, Pedestrian System Design Sec 3.08.130B)**	zones, or other regulations when they conflict. FMC 19.140 provides general village standards, including pedestrian connections, streets, bicycle and automobile parking, and landscaping. • Connected street and pedestrian network – FMC 19.140.010 and 020 include regulations for connecting pedestrian pathways within individual developments and between developments for subdivisions, multifamily, commercial, institutional and office developments. FMC 19.140.030 and Figure V-3 found in 19.155 provide street design standards and street plan of interconnected streets. • Inventory – FMC 19.155 Figures V-1 – Fairview Village Proposed Land Use Plan, V-3 Fairview Village Street Plan and Section, and V-10 – Fairview Village Parks, Open Spaces, and Circulation provide an inventory of existing street and multi-use facilities within the Village districts. • Interconnection of pedestrian, transit, and bicycle systems – FMC 19.155 Figure V-10 – Fairview Village Parks, Open Spaces, and Circulation provides for a series of interconnected facilities, including pedestrian/bicycle circulation and connections to the major transit facility. • Parking management strategies – FMC 19.140.040 provides minimum off-street parking requirements for all Village district zones. Base zone parking requirements apply that are not included in 19.140.040. Parking requirements for residential uses have higher minimum requirements in Village districts for one- two- and three-unit dwellings (2 space per unit) compared to base zone parking minimums for single-family detached housing (1 space per house), multifamily and single-family attached housing (1-1.75 spaces per unit), and two- and three-family housing (1.5 spaces per unit). Parking requirements for commercial uses generally have lower minimum requirements in Village districts (General office: 1 space per 500 square feet floor area. General retail: 1 space per 500 square feet of floor area) compared to base zone parking minimum requirements (General office: 2.7 spaces per 1,000 square feet of gross leasable area. General retail: 4.1 per 1,000 square feet of gross floor area). FMC 19.140.090 requires all multifamily residential units include one bicycle parking space per unit, a modification to city-wide minimum bicycle parking requirement of one sheltered parking space per dwelling unit for residential units of four or more . • Access management strategies – FMC 19.150 contains access management provisions for commercial uses in Village districts. The provisions require all commercial uses to connect pedestrian pathways with nearby transit facilities and with NE Halsey Street.

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
	Motor vehicle access and on-site circulation for nonresidential uses are required to share parking areas and driveway entrances. Commercial zones have minimum carpool/vanpool requirements and design standards. Village office parking lots have design standards encouraging parking lot placement behind the building or limiting the allowed space in front of the building. • Sidewalk and accessway location and width – FMC 19.155 Figures V-3 – Fairview Village Street Plan and Section and V-10 – Fairview Village Parks, Open Spaces, and Circulation include locations and widths of sidewalks for all areas within the Village districts. • Landscaping – FMC 19.140.070 provides landscape standards for all Village districts. Standards include requirements for the type, location, size, and quantity of trees, shrubs, and ground cover plants. • Street trees – FMC 19.140.050 provides street tree requirements for all Village districts according to street classification. Requirements stipulate the spacing and type of trees allowed. • Street crossings – FMC 19.150.030(C) provides intersection design standards applicable to all Village zones to reduce pedestrian crossing distances. Requirements include 15 foot curb radii with a 25 foot clear zone radii. FMC 19.155 Figure V-4 – Fairview Village Intersection Dimensions illustrate the street crossing requirements. • Street lighting and furniture – FMC 19.140.010(C) includes requirements for all pedestrian ways to be illuminated. • Density and land use mixture – Fairview Village districts include zones allowing for a mixture of residential and commercial uses. Residential Village districts include FMC 19.115 Single Family (VSF), 19.120, Village Townhouse Residential (VTH), and 19.125, Village Apartment (VA). All residential Village districts allow a range of permitted uses, subject to development standards. Commercial Village districts include 19.130 Village Office (VO) and 19.135, Village Commercial (VC) and Mixed Use (VMU). Village Office districts allow for a range of office, service commercial and institutional uses. Village Commercial and Mixed Use allow for a range of service oriented uses. All are subject to development standards.
Require new development to provide on-site streets and accessways that offer reasonably direct routes for pedestrian travel. **(Title 1, Pedestrian System Design Sec 3.08.130C)**	**Findings:** The RTFP requirement is met in FMC 19.162.030, which provides pedestrian access standards for all developments except for single-family detached housing. Pedestrian pathways are required to extend through the site to connect with all future phases of development, adjacent trails, public parks, and open space amenities. Pathways within developments are also

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
	required to provide safe, direct, and convenient connections between primary building entrances and to all adjacent streets, according the ensuing definitions. For sites subject to design review, pathways are required to connect all parking areas, storage areas, recreational
Establish parking ratios, consistent with the following: • No minimum ratios higher than those shown on Table 3.08-3. • Mo maximum ratios higher than those shown on Table 3.08-3 and illustrated in the Parking Maximum Map. If 20-minute peak hour transit service has become available to an area within a one-quarter mile walking distance from bus transit one-half mile walking distance from a high capacity transit station, that area shall be removed from Zone A. Cities and counties should designate Zone A parking ratios in areas with good pedestrian access to commercial or employment areas (within one-third mile walk) from adjacent residential areas. Establish a process for variances from minimum and maximum parking ratios that include criteria for a variance. Require that free surface parking be consistent with the regional parking maximums for Zones A and B in Table 3.08-3. Following an adopted exemption process and criteria, cities and counties may exempt parking structures; fleet parking; vehicle parking for sale, lease, or rent; employee car pool parking; dedicated valet parking; user-paid parking; market rate parking; and other high-efficiency parking management alternatives from maximum parking standards. Reductions associated with redevelopment may be done in phases. Where mixed-use development is proposed, cities and counties shall provide for blended parking rates. Cities and counties may count adjacent on-street parking spaces, nearby public parking and shared parking toward required parking minimum standards. Use categories or standards other than those in Table 3.08-3 upon demonstration that the effect will be substantially the same as the application of the ratios in the table. Provide for the designation of residential parking districts in local comprehensive plans or implementing ordinances. Require that parking lots more than three acres in size provide street-like features along major driveways, including curbs, sidewalks and street trees or planting strips. Major driveways in new residential and mixed-use areas shall meet the connectivity standards for full street connections in section 3.08.110, and should line up with surrounding streets except where prevented by topography, rail lines, freeways, pre-existing development or leases, easements or covenants that existed prior to May 1, 1995, or the requirements of Titles 3 and 13 of the UGMFP.	**Findings:** The City meets regional requirement as follows: • Minimum ratios – FMC 19.164.030(A) provides minimum parking standards for various uses. Requirements for land uses listed do not exceed the minimum parking standards in RTFP Table 3.08-3. The City proposes to add the following land uses and associated minimum parking requirements that are consistent with RTFP Table 3.08-3: Bank with drive-in, sports club/recreation facility, , and fast food with drive thru.) There are no minimums for the number of off-street parking spaces required in the town center commercial district. • Maximum ratios –FMC 19.164.030(D) provides maximum parking standards for various uses. All land uses listed in RTFP Table 3.08-3 are included and local ratios do not exceed the maximum parking requirements. • Variance – FMC 19.164.030(G) includes a provision allowing for exceptions to be request to parking standards; . FMC 19.520.030(A)(4) provides standards for variances to parking standards. Findings that must be met include documenting the unique characteristics of the use at the location, the need for additional parking cannot be met through the provisions or shared parking agreements, and all other parking design standards and building orientation standards are met. • Parking Reductions – FMC 19.164.030(B) includes provisions to allow on-street parking to count as a one-to-one credit towards meeting parking standards. FMC 19.164.030(C) includes criteria for allowing shared parking and off-site parking locations. Off-site parking is allowed on adjacent parcels within 500 feet of the subject site. Parking minimum requirements for multiple uses occupying a single structure can be reduced if peak demands are shown be less. Parking minimum requirements for two or more uses, structures, or parcels may be satisfied by a single parking facility if the uses are shown not to overlap and the joint use is legally recorded. • Parking district – The FMC currently does not allow for the designation of parking districts. Parking requirements in Village district zoning and the South Fairview Lake Design Overlay that

Regional Transportation Functional Plan Requirement	Findings of Compliance: Fairview Development Code
Require on-street freight loading and unloading areas at appropriate locations in centers. Establish short-term and long-term bicycle parking minimums for: • New multi-family residential developments of four units or more; • New retail, office and institutional developments; • Transit centers, high capacity transit stations, inter-city bus and rail passenger terminals; and • Bicycle facilities at transit stops and park-and-ride lots. **(Title 4, Parking Management Sec 3.08.410)**	modify general parking requirements in 19.163 can possibly considered de facto residential parking districts. • Parking lots, 3 acres or larger – The City is proposing to update the Development Code to requirements for parking lots more than three acres in size to provide street-like features (New Subsection FMC 19.164.030(I)). • Freight loading – The City is proposing to add a new section to the Development Code to allow for on-street loading and unloading areas at appropriate locations in the Fairview Town Center (New Section FMC 19.150.100). • Bicycle parking – FMC 19.164.040 includes minimum bicycle parking requirements for uses subject to design review. The City is proposing to update standards for multifamily residences to require one (1) long-term (sheltered) space per unit and short-term bicycle parking at a ratio of 1 bicycle space for every 10 vehicle parking spaces. Minimum bicycle parking requirements exists for institutions, including schools, colleges, and trade schools. The City is proposing to update standards to include minimum bicycle parking requirements (long- and short-term spaces) for new commercial retail, office, and institutional developments.. "Options for storage" for bicycle parking (FMC 19.164.040(E)) provides a definition of what constitutes "long-term," and acceptable approaches for providing both short- and long-term spaces can be inferred through the design standards provided for listed uses. **Recommendations** 1. . 2.

Regional Transportation Functional Plan Requirement	Fairview Comprehensive Plan/other Adopted Plan Reference
When proposing an amendment to the comprehensive plan or to a zoning designation, consider the strategies in subsection 3.08.220A as part of the analysis required by OAR 660-012-0060. If a city or county adopts the actions set forth in 3.08.230E (parking ratios, designs for street, transit, bicycle, pedestrian, freight systems, TSMO projects and strategies, and land use actions) and section 3.07.630.B of Title 6 of the UGMFP, it shall be eligible for an automatic reduction of 30 percent below the vehicular trip generation rates recommended by the Institute of Transportation Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Main Street, Corridor or Station Community. **(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510A,B)**	**Findings:** Policy 7D in Chapter 2 of Fairview's Comprehensive Plan provides criteria used to establish the justification of a proposed plan amendment or zone change. They include, in order listed, comprehensive plan compliance; development code compliance, evidence of change or mistake in neighborhood or community, and transportation system plan compliance. FMC 19.471 includes regulations for land use district map and text amendments, including legislative amendments (19.471.200) and quasi-judicial (19.471.300). FMC 19.470.600, Transportation planning rule compliance, requires development applications that propose comprehensive plan amendment or land use district changes to be reviewed according to OAR 660-012-0060. However, the transportation solutions listed in RTFP 3.08.220A, such as TSMO strategies, traffic calming, and increasing land use densities, are not specifically required for approval. The City was found to be in compliance with Metro Title 6 for its Town Center designation. The Draft TSP and the proposed implementing code amendments ensure that the City will meet the actions set forth in RTFP 3.08.230.E for the Town Center. The TSP update process reevaluated the designs for the street, transit, bicycle, pedestrian, and freight systems and Draft TSP reflects local consistency with the RTP. Transportation Strategies in the Draft TSP include transportation system management (TSM) and intelligent transportation systems (ITS) solutions. TSM and ITS projects in the Illustrative solutions list include arterial corridor management projects on NE 207th Avenue and NE Glisan Street. These projects would upgrade traffic signal controllers, establish communications to the central traffic signal system, provide arterial detection (including bicycle detection where appropriate) and routinely update signal timings. 1.
(Could be located in TSP or other adopted policy document) Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of *TriMet Bicycle Parking Guidelines*. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies: • By-right exemptions from minimum parking requirements; • Parking districts; • Shared parking;	**Findings:** As documented earlier, the Development Code includes parking regulations consistent with the RTP for zone districts encompassed in Fairview's Town Center designation. The Draft TSP provides the policy foundation for parking ratios that provide adequate parking, but at the same time provides incentives to limit single-occupant vehicles (Goal 4, Performance-Based Management, Policy 2). A specific management plan or sub-area plan for the Town Center is not an outcome of the TSP update.

Regional Transportation Functional Plan Requirement	Fairview Comprehensive Plan/other Adopted Plan Reference
• Structured parking; • Bicycle parking; • Timed parking; • Differentiation between employee parking and parking for customers, visitors and patients; • Real-time parking information; • Priced parking; • Parking enforcement. **(Title 4, Parking Management Sec 3.08.410I)**	

ORDINANCE
(01-2017)

AN ORDINANCE ADOPTING THE 2016 FAIRVIEW TRANSPORTATION SYSTEM PLAN AND AMENDING THE FAIRVIEW COMPREHENSIVE PLAN

WHEREAS, the Oregon Transportation Planning Rule OAR 660-012 requires Oregon cities to prepare, adopt, and amend Transportation System Plans as part of their comprehensive plans; and

WHEREAS, the Council continues to recognize that the City's present Comprehensive Plan is not a static document, but rather an essential part of an on-going process to develop land use and transportation planning to reflect the community's changing needs and desires; and

WHEREAS, the Council recognizes the Transportation System Plan as an important supporting document to the Comprehensive Plan; and

WHEREAS, in 1999 the City of Fairview adopted a Transportation System Plan in compliance with Statewide Planning Goals; and

WHEREAS, between 1999 and 2016 growth and development have changed the community's needs and desires for the transportation system; and

WHEREAS, between 1999 and 2016 Metro's Regional Transportation Plan has necessitated changes to the City's transportation plan; and

WHEREAS, the Council recognizes the need to modify the factual information and to update the policies of the Transportation System Plan; and

WHEREAS, pursuant to Policy 4(A) of the Comprehensive Plan, a public hearing was held before the planning commission on November 22, 2016, related to the adoption of the Transportation System Plan and the amendment of the Comprehensive Plan and the Development Code to meet the goals and policies of the Transportation System Plan; and

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

WHEREAS, the City provided notice of Ordinance 01-2017 to the Oregon Department of Land Conservation and Development as provided under ORS 197.610; and

WHEREAS, the Planning Commission and City Council review of the Plan amendments have determined that the proposed Plan amendments meet the criteria set forth in the Comprehensive Plan justifying a proposed Plan amendment, that there is a public need for the proposed

amendments, and that the proposed amendments are in compliance with the applicable provisions and policies of the Plan and applicable state law.

NOW, THEREFORE, THE CITY OF FAIRVIEW ORDAINS AS FOLLOWS:

Section 1 The City adopts the 2016 Fairview Transportation System Plan Volume 1 and 2 (attached as Exhibit A) to replace in its entirety the Fairview Transportation System Plan, 1999.

Section 2 The Comprehensive Plan is amended to include new text and rescind existing text and maps as shown in Exhibit B.

Section 3 The City adopts the Findings set forth in the staff report dated November 22, 2016, attached as Exhibit C.

Section 4 This Ordinance takes effect 30 days after its adoption.

Ordinance adopted by the City Council of the City of Fairview, this day of , 2017.

_____
Mayor, City of Fairview
Ted Tosterud

ATTEST

_____ _____
City Recorder, City of Fairview Date
Devree Leymaster

ORDINANCE
(02-2017)

AN ORDINANCE AMENDING CHAPTER 19 OF THE FAIRVIEW DEVELOPMENT CODE TO COMPLY WITH UPDATED TRANSPORTATION SYSTEM PLAN

WHEREAS, the Council has adopted the 2016 Fairview Transportation System Plan Volume 1 as part of the City of Fairview's Comprehensive Plan; and

WHEREAS, the Fairview Development Code enacts the policies of the Comprehensive Plan; and

WHEREAS, in order to ensure consistency with amendments to the Comprehensive Plan, the updated Transportation System Plan and the Regional Transportation Plan, amendments to Chapter 19 of the Fairview Municipal Code are necessary; and

WHEREAS, pursuant to Policy 4(A) of the Comprehensive Plan, a public hearing was held before the planning commission on November 22, 2016, related to the adoption of the Transportation System Plan and the amendment of the Comprehensive Plan and the Development Code to meet the goals and policies of the Transportation System Plan; and

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

WHEREAS, the City provided notice of Ordinance 02- 2017to the Oregon Department of Land Conservation and Development as provided under ORS 197.610; and

WHEREAS, the Planning Commission and City Council review of the Development Code amendments have determined that the proposed Development Code amendments meet the criteria set forth in the Comprehensive Plan justifying a proposed Development Code amendment, that there is a public need for the proposed amendments, and that the proposed amendments are in compliance with the applicable provisions and policies of the Plan and applicable state law.

NOW, THEREFORE, THE CITY OF FAIRVIEW ORDAINS AS FOLLOWS:

Section 1 The Development Code, Chapter 19 of the Fairview Municipal Code, is amended in substantially the same form as the attached Exhibit A.

Section 2 The City adopts the Findings set forth in the staff report dated November 22, 2016, attached as Exhibit B.

Section 3 This Ordinance takes effect 30 days after its adoption.

Ordinance adopted by the City Council of the City of Fairview, this day of , 2017.

_____
Mayor, City of Fairview
Ted Tosterud

ATTEST

_____ _____
City Recorder, City of Fairview Date
Devree Leymaster